



Appendix A Existing Conditions Report



CITY OF WILDOMAR MOBILITY PLAN

Existing Conditions Report

June • 2020

Prepared for:



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Executive Summary

The Wildomar Mobility Plan represents the City's inaugural comprehensive Mobility Element and its first Active Transportation Plan (ATP). This Plan is intended to guide network development and investments within the City of Wildomar across all travel modes with a focus on Complete Streets. The active transportation components are intended to improve mobility for people walking and bicycling by providing supportive policies and networks. The importance and heritage of equestrian use in Wildomar is recognized and will be carried forward in this Mobility Plan development process. This Existing Conditions Report is one of the initial steps in the planning process. It serves to document the current state of mobility in Wildomar by examining the existing physical infrastructure, the quality of facilities, user safety, and demand.

Commuter Profile

Demographics and commuter information were reviewed to better understand who lives in Wildomar, how they move through the City, and where employment and residential concentrations are located. The 2017 US Census estimated Wildomar had 35,492 residents. Of these, approximately 9,158 residents were under the age of 18, and 4,234 residents over the age of 65. The age distribution of Wildomar residents tracks closely to Riverside County as a whole.

Commute mode shares in Wildomar also resemble Riverside County, with over 77% of workers in both geographies driving alone for their commute. Carpool rates are slightly higher in Wildomar (14.7%) than in the County (12.9%), however, public transportation use and walking commute rates were both lower in Wildomar.

Pedestrian Mobility

Pedestrian demand was evaluated by conducting peak hour counts and through an Active Transportation Propensity Model used to analyze areas based on land use and demographic characteristics. Pedestrian demand was generally found to be greatest in areas closest to schools, and the central part of the City, south of Wildomar Trail and west of Interstate 15.

Sidewalks are intermittent or nonexistent along many of Wildomar's roadways. The lacking infrastructure results in poor quality walking environments for pedestrians. Sidewalk infill will become an important step toward building a robust pedestrian mobility network. Missing sidewalks act as gap in the sidewalk network and create potential safety challenges for youth, people traveling in wheelchairs, people using mobility assistive devices, and for people pushing strollers. Providing residents with a safer and more comfortable pedestrian environment by building more sidewalks will be a key factor to help increase walkability levels within the city.

Five-years of collision data (October 31, 2014 – October 31, 2019) were reviewed to better understand pedestrian safety issues. During this period, 25 pedestrian-involved collisions were reported, resulting in four severe injuries and three fatalities. Nearly half of the 25 records (12/25) were the result of the pedestrian crossing the roadway outside of designated crossing locations when they did not have the right-of-way. Providing well-connected pedestrian infrastructure, such as sidewalks and high visibility crosswalks, will help improve pedestrian mobility and all other travel modes by promoting and encouraging safe pedestrian behaviors.



Bicycle Mobility

The greatest bicycle volumes were observed along Palomar Street, Corydon Road, and Mission Trail. In general, ridership was greater during the evening peak hours (4 – 6 PM) than the AM peak hours (7 – 9 AM). The bicycle counts were consistent with the Active Transportation Propensity Model results, which identified the central part of the City, south of Wildomar Trail and west of Interstate 15 as demonstrating higher demand land use and demographic characteristics.

Bicycle connectivity is very limited, with facilities only located on Grand Avenue and Clinton Keith Road. A bicycle level of traffic stress (LTS) analysis examined the quality of the bicycle network based on the posted speed limits and separation from vehicular traffic, indicating most roadways outside of neighborhood streets exhibit uncomfortable characteristics for bicyclists. However, the wide and undeveloped roadways/shoulders along many of the City's roadways present a great opportunity to expand the bicycle network and improve facility comfort.

A total of 13 bicycle-involved collisions were reported during the five-year collision analysis period, including three fatalities and one severe injury. Collisions were concentrated along three corridors, each experiencing three collisions: Clinton Keith Road, Mission Trail, Palomar Street. Bicycle-involved collisions were frequently the result of unsafe speeds (three collisions, including one severe injury and one fatality), unsafe lane changes (three collisions, including one fatality), or failure to obey traffic signs/signals (two collisions).

Equestrian Mobility

The Equestrian Heritage and on-going use in Wildomar is noted throughout this Existing Conditions Report and will be carried forward into the development of recommendations. The undeveloped shoulders and wide right-of-way available along many Wildomar roadways provide a unique opportunity to plan and develop a multimodal transportation network.

Grand Avenue is a recent example of an improvement project that transformed the roadway to serve pedestrians, bicyclists, equestrian users, and drivers. This success is something that can be replicated across Wildomar. The Wildomar Adopt-a-Trail System Map will serve as a starting point for identifying corridors that may be preserved for equestrian use. These alignments will be reviewed in tandem with forecast vehicular volumes and available rights-of-way to develop Mobility Plan recommendations.

Transit Mobility

The City of Wildomar is served by Bus Routes 23 and 8 operated by the Riverside Transit Authority (RTA). Bus routes 205 and 206 traverse the City along I-15, but do not stop within Wildomar. The transit stop at Wildomar Trail (formerly Central Street) and Palomar Street was reported as having the highest number of daily boardings and alightings. This bus stop is close to retail opportunities and areas with high active transportation propensity.

Many of the bus stops within the City lack connecting sidewalks or bicycle infrastructure which could discourage or inhibit access, considering transit users frequently start and end their trip as pedestrians or bicyclists. Transit ridership or transit proximity may also be used as an input to prioritize future recommendations such as sidewalks or bicycle facilities as a means to improve these connections.



Vehicular Mobility

The vehicular analysis considered operations along roadway segments, intersections, and freeway segments. A total of 48 roadway segments were analyzed, indicating eight segments which currently operate at a substandard level of service (LOS E or F), including:

- Corydon Road¹, from Palomar Street to Mission Trail (LOS F)
- Bundy Canyon Road, from I-15 NB Ramps to Monte Vista Road (LOS F)
- Bundy Canyon Road, from Monte Vista Road to The Farm Road (LOS F)
- Bundy Canyon Road, from The Farm Road to City Limit (LOS F)
- Wildomar Trail (formerly Central Street), from Palomar Street to I-15 SB Ramps (LOS F)
- Clinton Keith Road, from Inland Valley Drive to City Limit (LOS F)
- Palomar Street, from Orange Street/Gruwell Street to Wildomar Trail (formerly Central Street) (LOS E)
- Inland Valley Drive, from Clinton Keith Road to Prielipp Road (LOS E)

The intersection analysis evaluated 30 intersections during the AM and PM peak hours. The following 6 intersections were found to operate at substandard (LOS E or F) levels of service during the AM and/or PM peak hour:

- Grand Avenue & Gruwell Street – LOS F during the AM peak hour
- I-15 SB Ramps & Wildomar Trail (formerly Baxter Road) – LOS E during the PM peak hour
- I-15 NB Ramps & Wildomar Trail (formerly Baxter Road) – LOS E during the PM peak hour
- McVicar Street & Palomar Street – LOS E during the AM peak hour
- Palomar Street & Clinton Keith Road – LOS E during the AM peak hour
- Hidden Springs Road & Clinton Keith Road – LOS E during the AM peak hour

All freeway segments were found to operate at acceptable levels of service under existing conditions.

The five-year collision analysis identified 19 locations where five or more collisions were reported. Approximately half of these 19 locations are located on two corridors: Bundy Canyon Road and Clinton Keith Road. The intersections along these roadways will be reviewed to determine if improvements such as protected left-turns, no-right-turn on red signage, or other recommendations are appropriate.

The leading violations reported for collisions resulting in fatalities were due to speeding and driving under the influence. These issues will be revisited to determine the suitability for establishing policies to address these collision causes.

¹ The west/north side of this segment is within the City of Lake Elsinore's jurisdiction.



1.0 Introduction

1.1 Study Background and Purpose

The Wildomar Mobility Plan represents the City's inaugural comprehensive Mobility Element and its first Active Transportation Plan (ATP). This Plan is intended to guide network development and investments within the City of Wildomar across all travel modes with a focus on Complete Streets. The active transportation components are intended to improve mobility for people walking and bicycling by providing supportive policies and networks. The importance and heritage of equestrian use in Wildomar is recognized and will be carried forward in this Mobility Plan development process.

Complete Streets is defined in California Assembly Bill No. 1358, The Complete Streets Act, as requiring the planning, design, and construction of transportation infrastructure that "meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context.

This Existing Conditions Report is one of the initial steps in the planning process. It serves to document the current state of mobility in Wildomar by examining the physical infrastructure, the quality of facilities, user safety and demand. A series of public outreach activities will supplement the existing conditions analyses. The public's input will provide information about perceived issues and opportunities. The overall recommendations for the Mobility Plan will be informed by the Existing Conditions Report, input from the public, and anticipated growth and travel patterns.

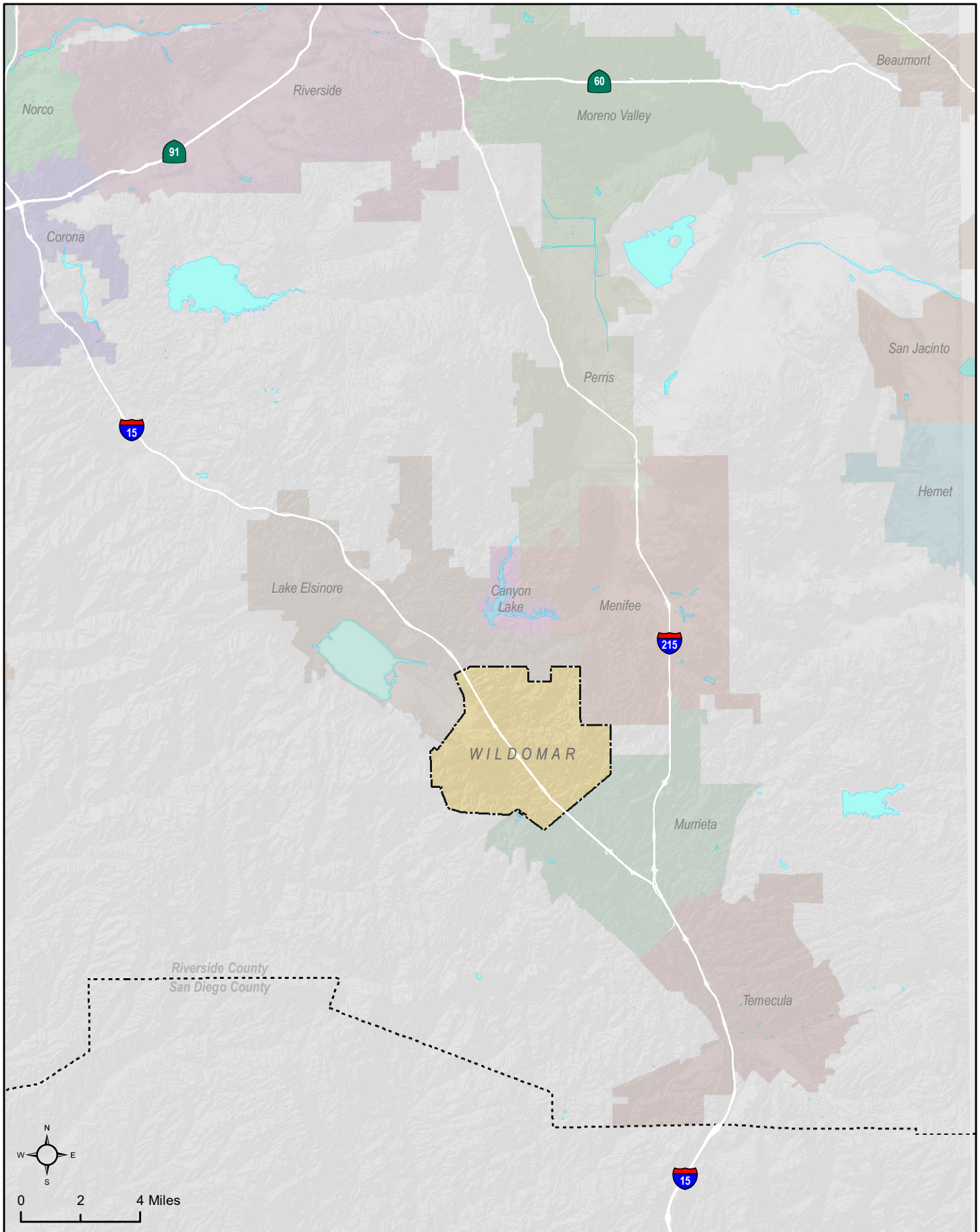
The Wildomar Mobility Plan is funded through a \$300,000 grant from the Southern California Association of Governments (SCAG) via Senate Bill 1 (SB1) and the Mobile Source Air Pollution Reduction Review Committee (MSRC).

1.2 Setting

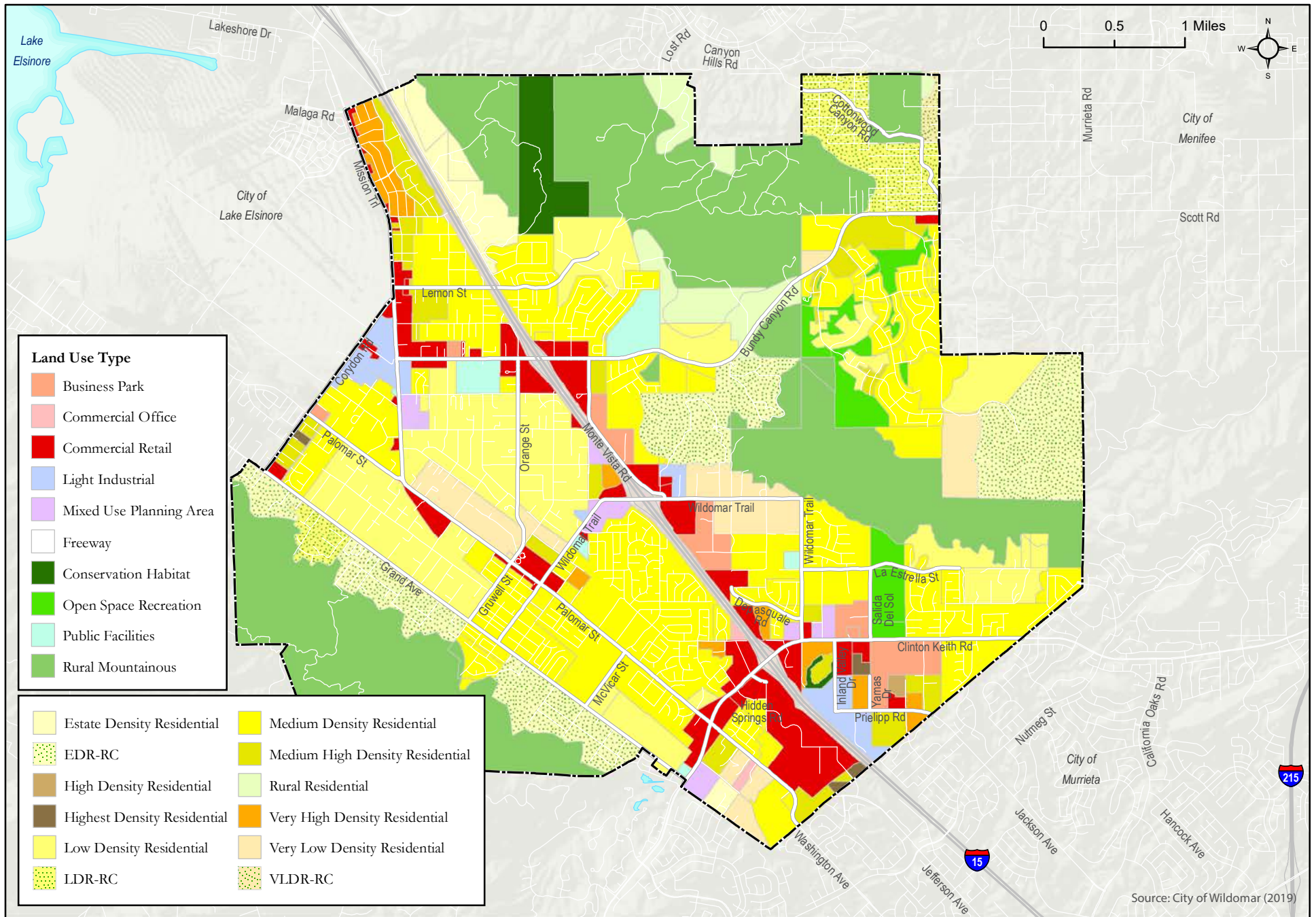
The City of Wildomar is located in southwestern Riverside County and officially incorporated as a city in 2008. It is located north of the City of Murrieta and south of the City of Lake Elsinore. The City of Wildomar is bisected by Interstate 15 (I-15).

The City's location within the region is displayed in **Figure 1.1**.

The current General Plan land uses in Wildomar are displayed in **Figure 1.2**. The commercial retail and commercial office uses are predominately clustered around I-15. There is a noticeable node of commercial, light industrial, mixed-use, and business in the triangle formed between I-15, Clinton Keith Road and the City's boundary. However, the dominant land use is residential, though the City of Wildomar also has substantial amounts of open space and rural mountainous designated areas, as well as undeveloped lands for future developments.



Wildomar Mobility Plan



Wildomar Active Transportation Plan



1.3 Supporting Information

Over the past decade plus, several key planning initiatives and legislative actions at the state and regional levels have redefined the way local transportation planning is carried out. Examples include Assembly Bill 1358 – the Complete Streets Act, Senate Bill 375 – Sustainable Communities and Climate Protection Act, Senate Bill 743 – Environmental Quality, and the Southern California Association of Governments (SCAG) Sustainability Program.

In September of 2008, the State of California approved AB 1358 – the Complete Streets Act. Effective January 1, 2011, AB 1358 requires city or county legislative bodies to plan for a balanced, multi-modal transportation network that meets the needs of all users of streets, roads, and highways. “All users” is defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

In 2008, SB 375 was adopted, requiring metropolitan planning organizations (MPOs) to formulate a “sustainable community strategy” (SCS) as part of their regional transportation plans (RTP). The SCS serves to specifically identify how the region will achieve targeted reductions in greenhouse gas emissions from automobiles and light trucks. In April 2016, SCAG’s Regional Council adopted the 2016-2040 RTP/SCS, with a vision encompassing three principles identified as key to the region’s future: mobility, economy, and sustainability. The RTP/SCS outlines a plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands, with particular emphasis paid to designated High Quality Transit Areas (HQTAs). Although no current or planned HQTAs exist in Wildomar or its Sphere of Influence, the RTP/SCS maintains relevance through its connection to land use patterns as prescribed by local jurisdictions, ensuring consistency between local planning documents and regional plans, policies, and implementation strategies.

The County of Riverside defines a **Sphere of Influence** as “the area outside of and adjacent to a city’s border that has been identified by the County Local Agency Formation Commission as a future logical extension of its jurisdiction. While the County of Riverside has land use authority over city sphere areas, development in these areas directly affects circulation, service provision, and community character within the cities.

SB 743 was signed into law by Governor Brown in September 2013, making several changes to the California Environmental Quality Act (CEQA) by removing vehicular delay, level of service (LOS), parking and other vehicular capacity measures as metrics of transportation system impacts for mixed-use, infill or transit-oriented development projects. Vehicle miles traveled (VMT) is considered the new analysis metric used to measure transportation impacts. VMT reflects the type, intensity and location of land uses in relation to the capacity of the vehicular transportation network. It is also influenced by the availability and quality of multimodal facilities, roadway connectivity, and system operations.

SB 743 requires the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines for evaluating transportation impacts and it is anticipated to be implemented statewide by July 1, 2020.



A number of additional regional and local planning documents work in concert to guide the transportation framework of Wildomar. These include:

- Riverside County Regional Park and Open Space District Comprehensive Trails Plan (2018)
- WRCOG Active Transportation Plan (2018)
- Riverside County Elsinore Area Plan (2017)
- Riverside Transit Agency First & Last Mile Mobility Plan (2017)
- SCAG 2016-2040 RTS/SCS (2016)
- WRCOG and SCAG Sustainability frameworks (2016)
- County of Riverside General Plan (2016)
- City of Wildomar General Plan (adopted County of Riverside General Plan) (2004?)
- Murrieta Creek Regional Trail Project (2014)
- City of Wildomar Housing Element (2013)
- Wildomar Old Town Vision (2013)
- Wildomar Visioning Booklet (2008)
- City of Wildomar Strategic Visioning Plan (2008)

Reviewing relevant documents and guiding policies is intended to provide a summary of previous efforts related to transportation within the City and the region and to insure consistency with other planning efforts. The review is informative to the understanding of existing conditions, as several planning efforts identify needs/issues related to active transportation. The review also helps with recommendation development in terms of goals and policies and feasibility evaluations from previous efforts. The full document review memorandum can be found in **Appendix A**.

1.4 Organization of the Report

Following this introductory chapter, the remainder of this Existing Conditions Report is organized into the following chapters:

- ***Chapter 2 Community Profile*** gives an overview of the City of Wildomar's demographics and commuter data.
- ***Chapter 3 Analysis Methodology*** describes the methodologies employed to assess mobility throughout Chapter 4.
- ***Chapter 4 Existing Conditions*** evaluates the existing environment for pedestrians, bicyclists, transit users and motorists as related to demand, connectivity, quality, and safety. This chapter also includes a review of the existing public equestrian network.
- ***Chapter 5 Opportunities and Constraints*** summarizes the key findings identified throughout the document.



2.0 Community Profile

This chapter provides an overview of the City of Wildomar's demographics and commuter information. The purpose of this chapter is to review census data and to look more closely at who lives in Wildomar and how they move through the City and by which travel mode.

2.1 Demographic Summary

Population and employment density, age groups, and vehicle ownership are described within this section. Data was obtained from the US Census 2013-2017 American Community Survey 5-Year Estimates. The employment density map draws from US Census Longitudinal Employer-Household Dynamics (LEHD) 2017 data. The 2017 US Census estimated Wildomar had 35,492 residents. Of these, approximately 9,158 residents were under the age of 18, and 4,234 residents over the age of 65.

Population, Employment and Income Density

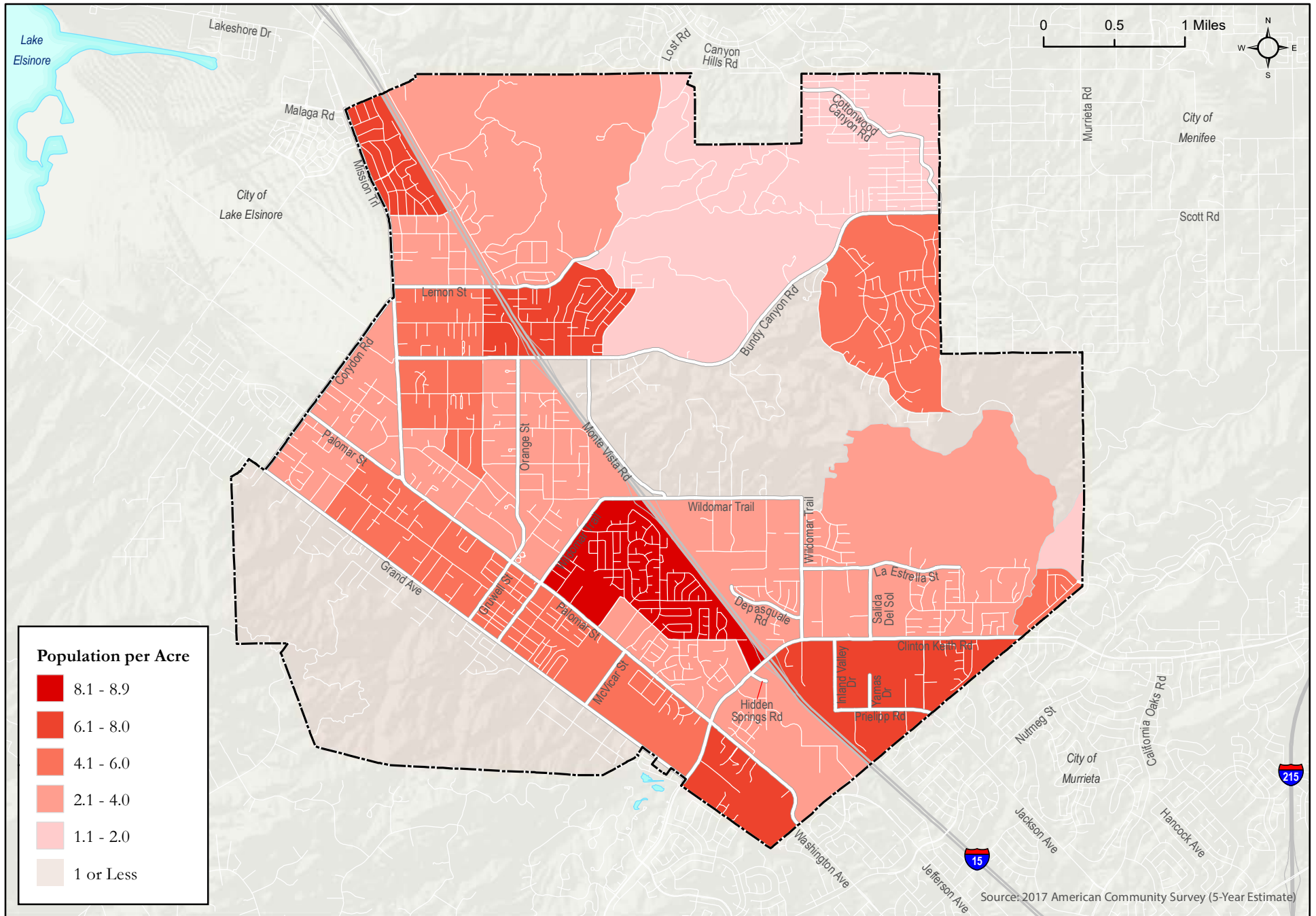
Locations where people live and work are important considerations in the planning process. Trips frequently start from – or are generated from – residences. Trips commonly end at places of employment, or destinations such as parks, schools, retail centers, and civic uses. Determining where higher concentrations of residential and employment land uses are can help develop an understanding of travel behavior.

Figure 2.1 displays population density by census block group within Wildomar. The highest population density is shown along the west side of I-15, between Wildomar Trail (formerly Central Street) and Clinton Keith Road. The least populated areas are southwest of Grand Avenue, and between Wildomar Trail (formerly Baxter Road) and Bundy Canyon Road, east of I-15. **Figure 2.2** presents the number of jobs per acre by census block group for all employees, regardless of City of residence. The highest employment density area is located in the triangle formed between the Interstate 15, Clinton Keith Road and the City's boundary, which includes the Oak Creek Center, the Inland Valley Medical Center, and several other office and industrial parks.

Figure 2.3 shows median household income by census block group. Median household income levels vary greatly across the City, reflecting a diverse population. The income groupings depicted are well-dispersed, without concentrations of relatively higher or lower levels in any specific area.

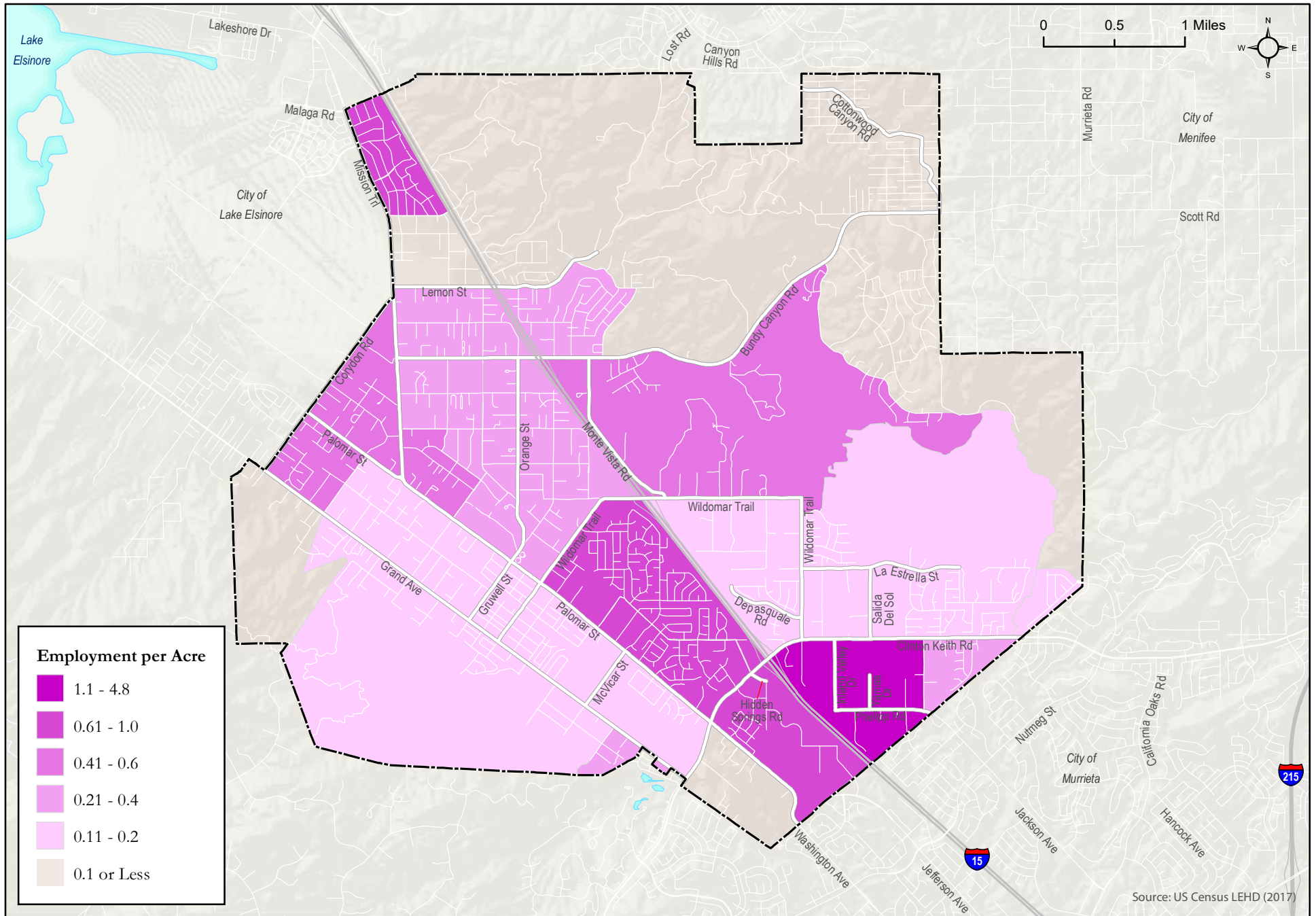
Youth and Senior Populations

Youth and senior populations are considered vulnerable roadway users due to their limited mobility options and relatively greater reliance on alternative transportation and infrastructure. Because of this they require additional consideration when planning transportation networks. **Figure 2.4** displays the percentage of youth per census block group. The census block groups with the highest percentage of youth are in the southern portion of the City, flanking either side of Interstate 15, as well as, in the furthest northwestern corner of the City.



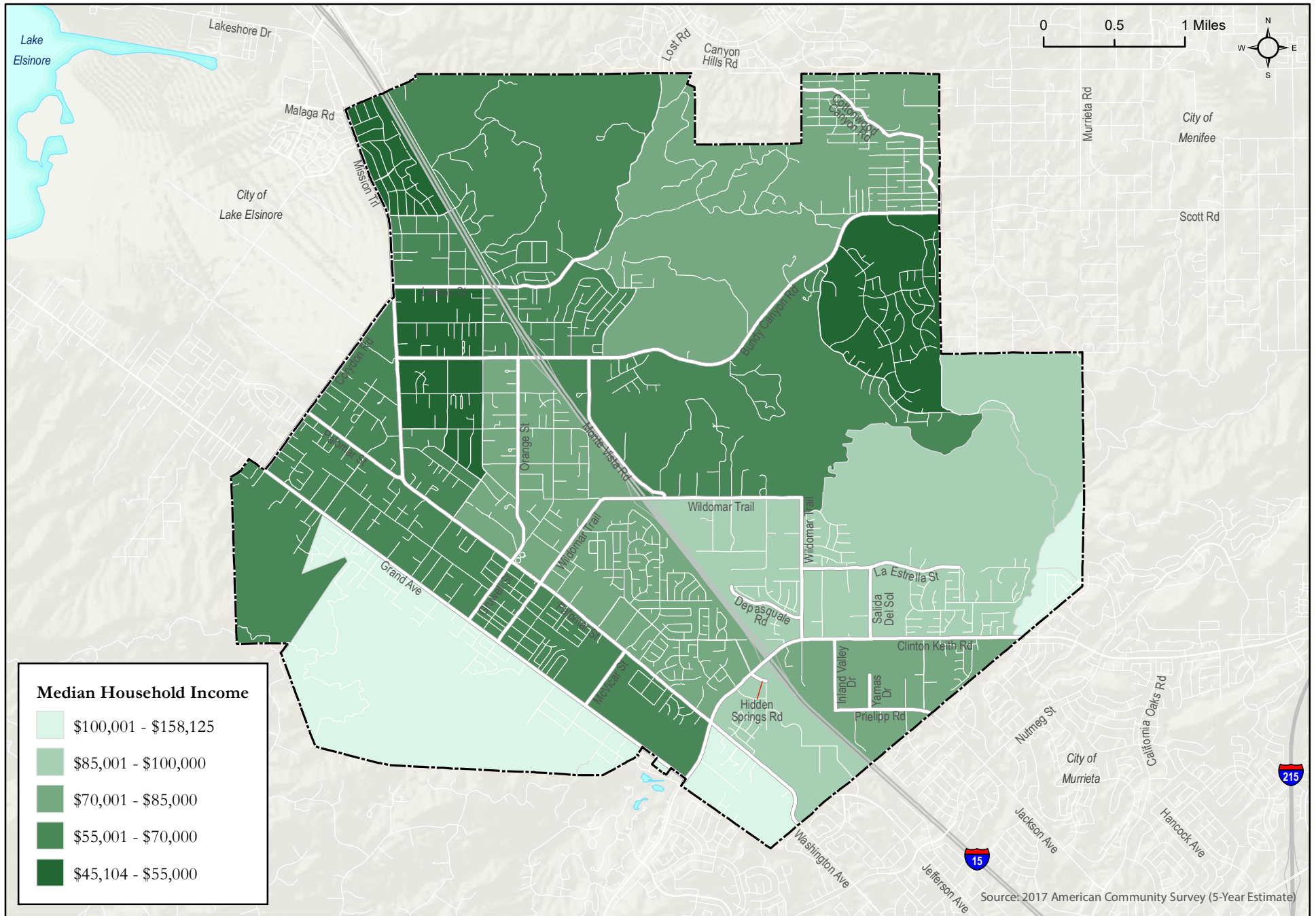
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Figure 2.1
Population Density by Census Block Group



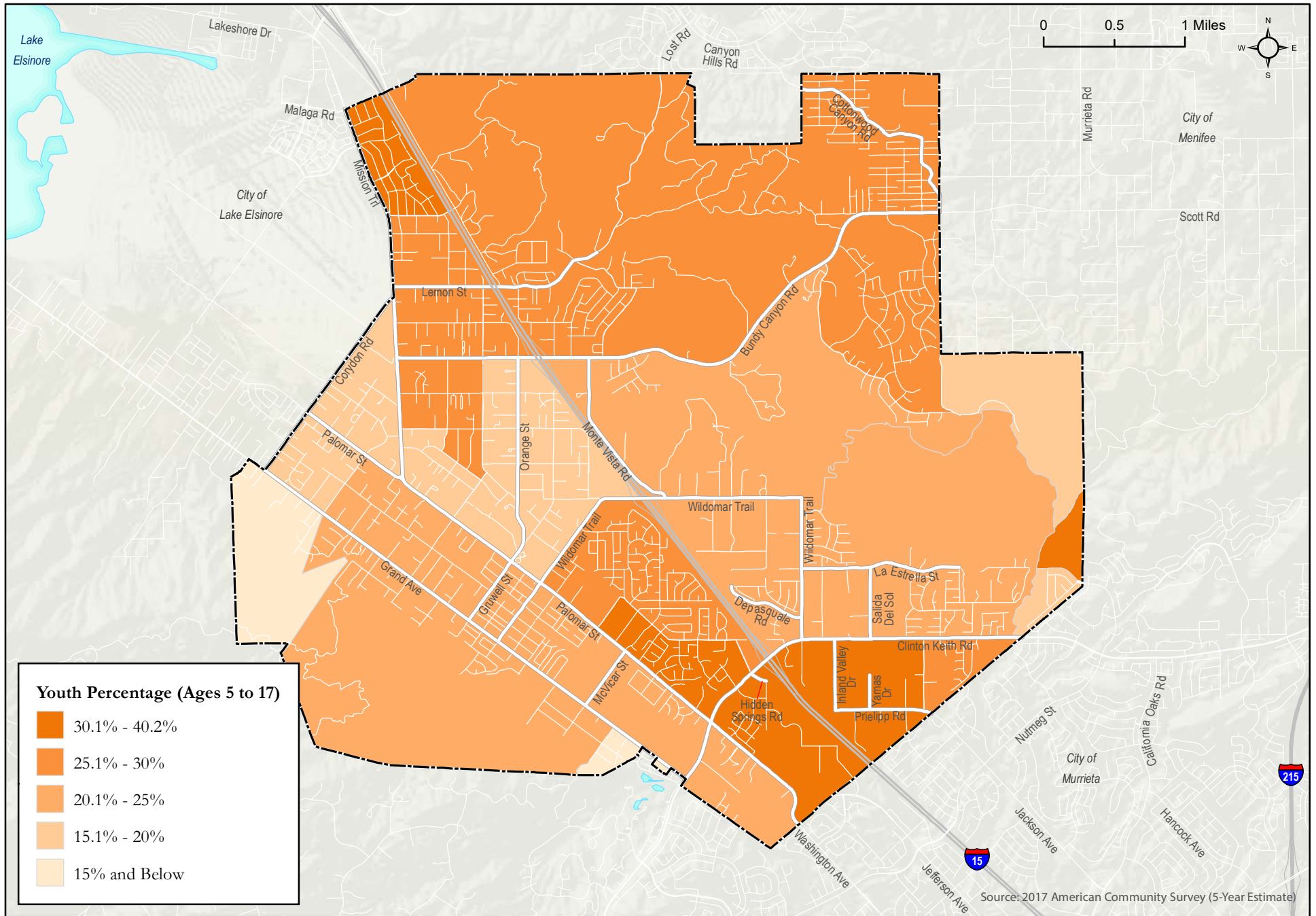
Wildomar Mobility Plan

Figure 2.2
Employment Density by Census Block Group



Wildomar Mobility Plan

Figure 2.3
Median Household Income by Census Block Group



Wildomar Mobility Plan

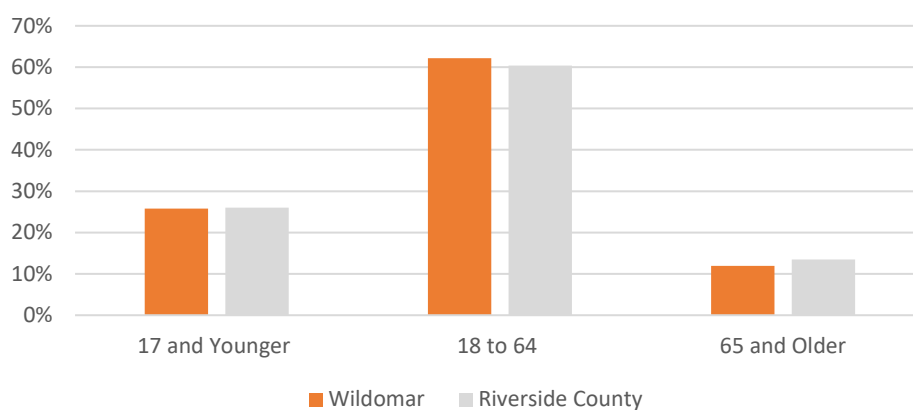
Figure 2.4
Youth Population by Census Block Group



Figure 2.5 displays the percentage of seniors per census block group. The highest percentage of senior citizens is in the southwestern portion of the City, which overlaps with the lowest population density and the highest median household income area. Census block groups with elevated percentages of senior citizens are located in the middle of the City alongside Interstate 15 on the west.

Figure 2.6 presents a comparison of the populations for Wildomar and Riverside County by age group. All age brackets track relatively close to each other. Both Wildomar and Riverside County have approximately 26% of their population who are 17 years old or younger. Approximately 62% of Wildomar's population is between the ages of 18 and 24 years of age, whereas that demographic makes up approximately 60% of Riverside County's population. Approximately 12% of Wildomar's population and 13.5% of the County's population fall within the 65 and older age group.

Figure 2.6 Population by Age Group – City of Wildomar and Riverside County



Source: US Census, 2013-2017 American Community Survey 5-Year Estimate (2020)

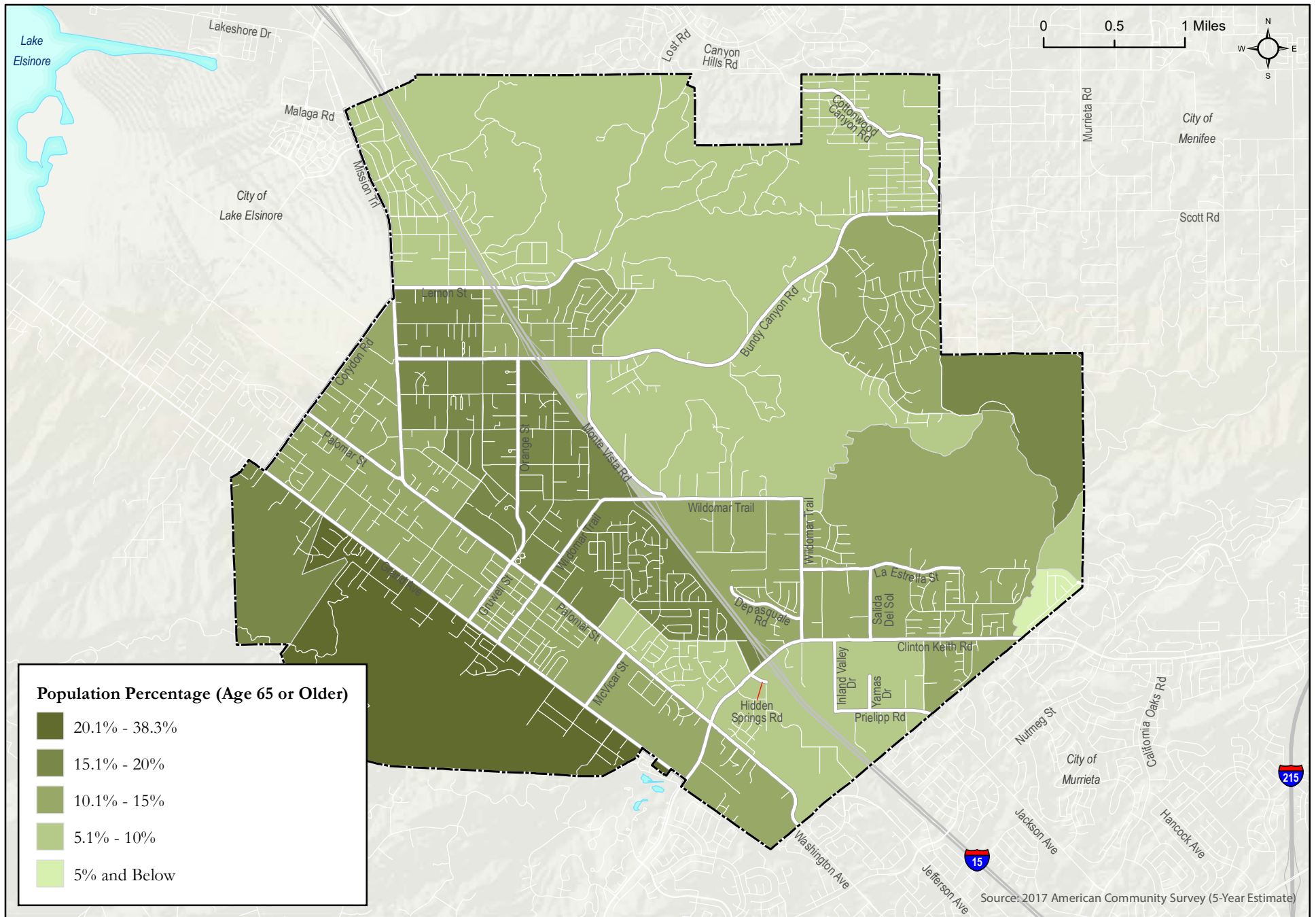
Zero Vehicle Households

A well-considered multimodal mobility network serves the needs of all users, regardless of age, ability and socio-economic class. An indicator of social equity is access to a vehicle. **Table 2.1** below shows vehicle availability for households in Wildomar. Approximately 3.7% of households in Wildomar are zero-vehicle households. This equates to approximately 366 households.

Table 2.1 Vehicle Availability by Household

Vehicles Available	Households	Percent of Total
No Vehicle Available	366	3.7%
1 Vehicle Available	2,001	20.1%
2 Vehicles Available	3,734	37.6%
3 or more Vehicles Available	3,834	38.6%
Total Occupied Household Units	9,935	100.00

Source: US Census, 2013-2017 American Community Survey 5-Year Estimate (2020)



Wildomar Mobility Plan



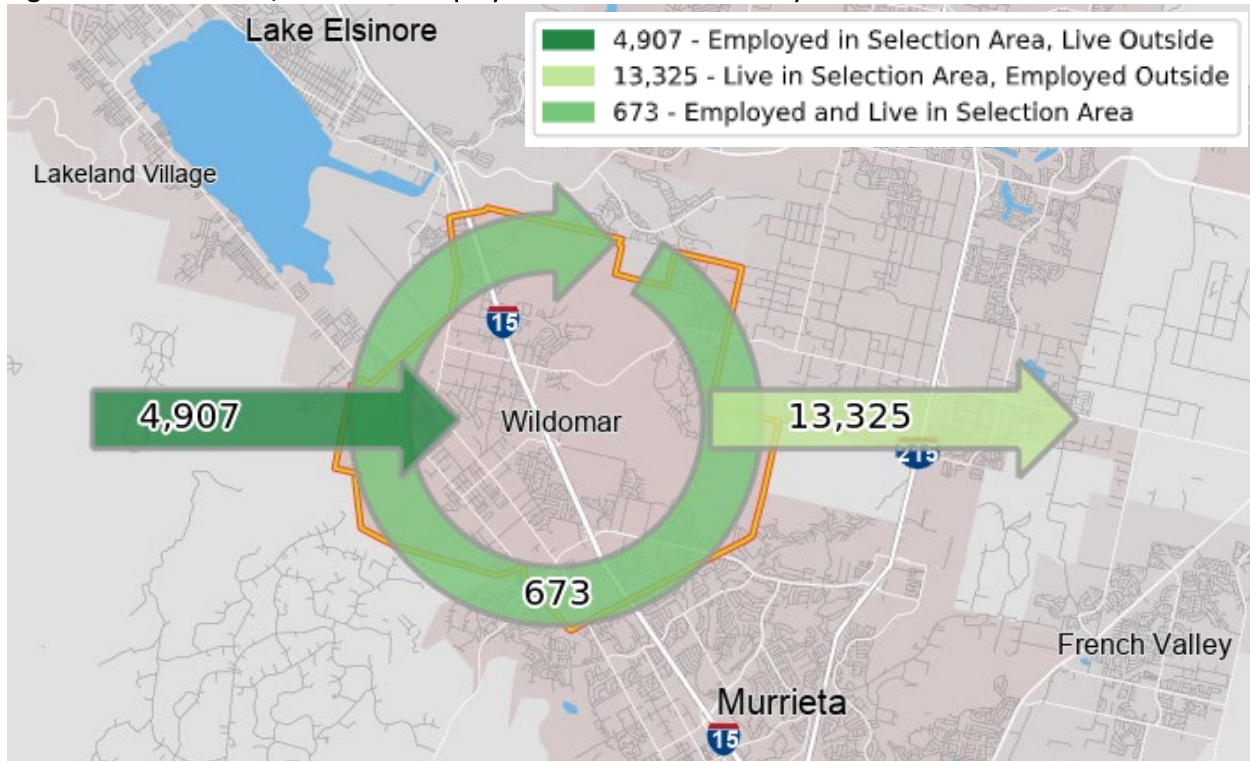
Figure 2.7 (Page 17) shows where census block groups with higher percentages of households without vehicles are located. There are a few census block groups with elevated percentages of zero vehicle households which overlap with census block groups with higher percentages of “\$55,000 or Below” as the median income (Figure 2.3).

2.2 Commuter Profile

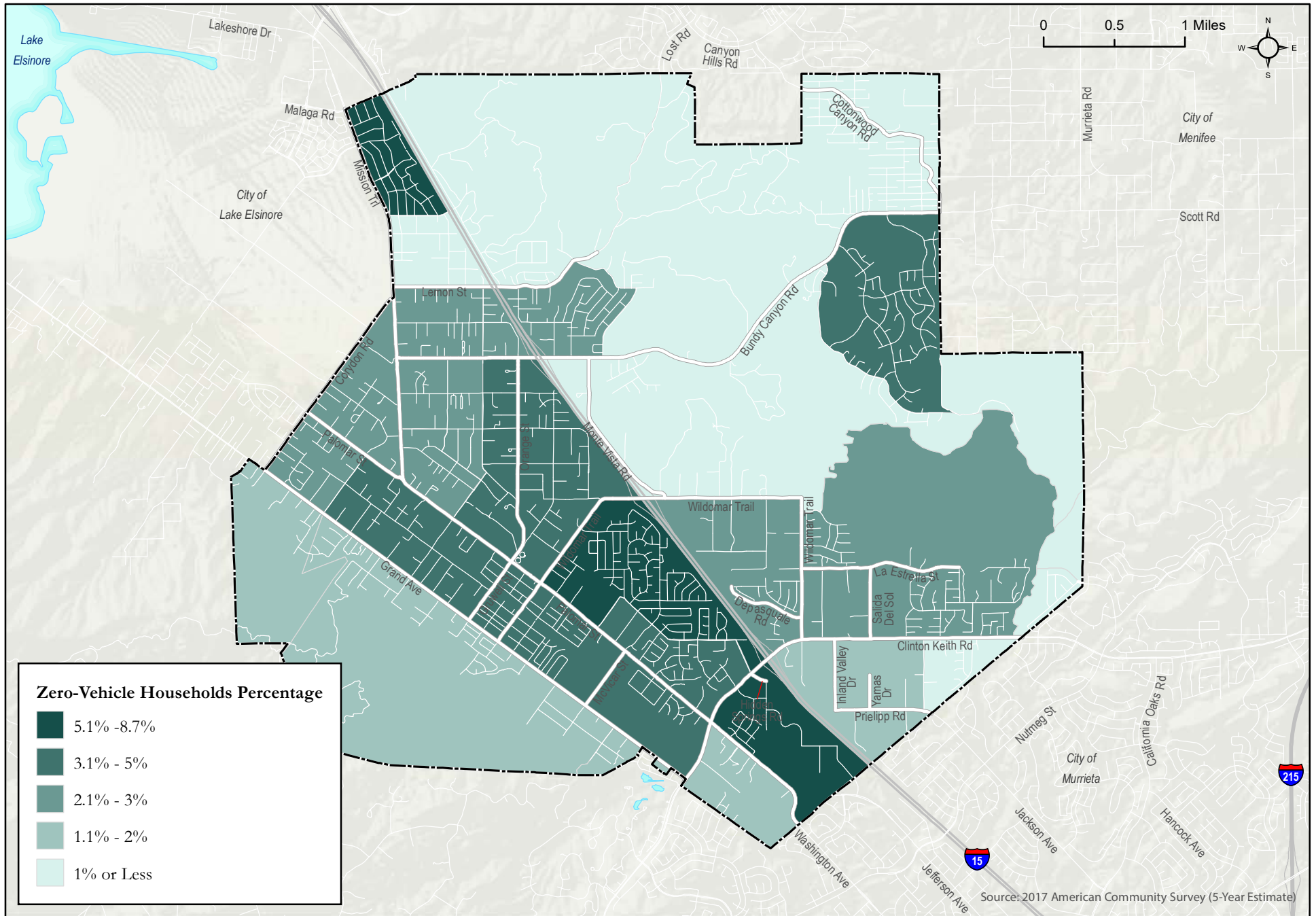
Examining the existing commuter patterns of residents and employees provides a deeper understanding of how people travel, and in turn, will inform the development of transportation-related recommendations.

Figure 2.8 shows the estimated number of persons (4,907) who live outside the City of Wildomar but are employed within the City limits, the number of employed persons (13,325) who live in Wildomar but work outside of the City limits, and the number of employed persons (673) who both live and work in the City of Wildomar using 2017 census data.

Figure 2.8 Inflow/Outflow of Employees in Relation to the City Wildomar



Source: 2017 US Census data (2020)



Wildomar Mobility Plan

Figure 2.7
Zero-Vehicle Households by Census Block Group



Table 2.2 displays the distance residents in Wildomar travel for work. Approximately 29% of residents travel less than 10 miles to work. Some of these trips are trips that can be potentially converted to active transportation trips with the appropriate facilities.

Table 2.2 Commute Distance for People that Live in Wildomar

Distance to Work	Percentage of Residents
Less than 10 miles	28.8%
10 – 24 miles	18.4%
25 – 50 miles	31.0%
Greater than 50 miles	21.8%
Total	100%

Source: 2017 US Census data (2020)

Table 2.3 displays the distance people who work in Wildomar travel from their residences in adjacent communities. As displayed, 47.9% of people who commute to Wildomar for work, travel less than 10 miles. With the appropriate type of facilities and connections to adjacent communities, there are a portion of these trips which could possibly convert into active trips.

Table 2.3 Commute Distance for People that Work in Wildomar

Distance to Work	Percentage of Employees
Less than 10 miles	47.9%
10 – 24 miles	18.9%
25 – 50 miles	19.5%
Greater than 50 miles	13.7%
Total	100%

Source: 2017 US Census data (2020)

It is worth noting that with appropriate and connective infrastructure, trips with commute distances less than 10 miles could potentially be converted into a combination of active transportation and transit trips.

Means of Transportation to Work (Commute Mode Share)

Table 2.4 compares means of transportation to work for the City of Wildomar and Riverside County. Wildomar has a slightly higher carpool rate (14.7%) to work than the County (12.9%), though lower rates of public transportation, walking, biking and working from home.

Table 2.4 Means of Transportation to Work

Means of Transportation to Work	Wildomar	Riverside County
Drove Alone	78.9%	77.2%
Carpooled	14.7%	12.9%
Public Transportation	0.7%	1.3%
Walked	0.6%	1.6%
Bicycle	0.2%	0.3%
Other	1.5%	1.4%
Worked from Home	3.4%	5.2%
Total	100%	100%

Source: US Census, 2013-2017 American Community Survey 5-Year Estimate (2020)



Figure 2.9 (Page 17) shows the percentage of Wildomar commuters who walk to work. Both census block groups with the greatest percentage of walking commuters are located in the far western portion of the City; one is east of Grand Avenue, south of Sheila Lane and to the City boundary, the other is north of Olive Street, west of the Interstate 15 to the City boundary.

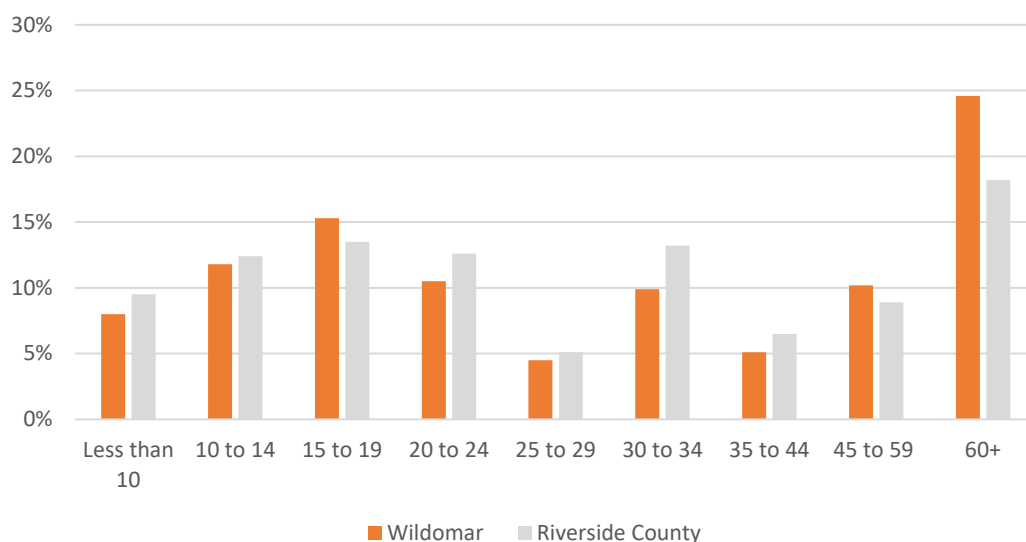
Figure 2.10 (Page 18) shows the percentage of Wildomar commuters who bicycle to work. The only reported bicycle commuters are in census block groups east of I-15 and generally south of Wildomar Trail (formerly Baxter Road). Both census block groups with bicycle commuters are directly adjacent to the census block group with the greatest employment density (Figure 2.2). The close proximity of residences to job concentrations increases the potential and feasibility of trips by bike.

Figure 2.11 (Page 19) displays the percentage of commuters who take transit to work. Two of the highest transit commuter census block groups are directly adjacent to the Interstate 15; the first is in the southwest quadrant of the City and the other straddles Interstate 15 between Bundy Canyon Road and Lemon Street. These census block groups are within walking distance of the transit routes. There is an overlap between some census block groups which have elevated percentages of transit commuters and those which have elevated percentages of zero-vehicle households (Figure 2.7).

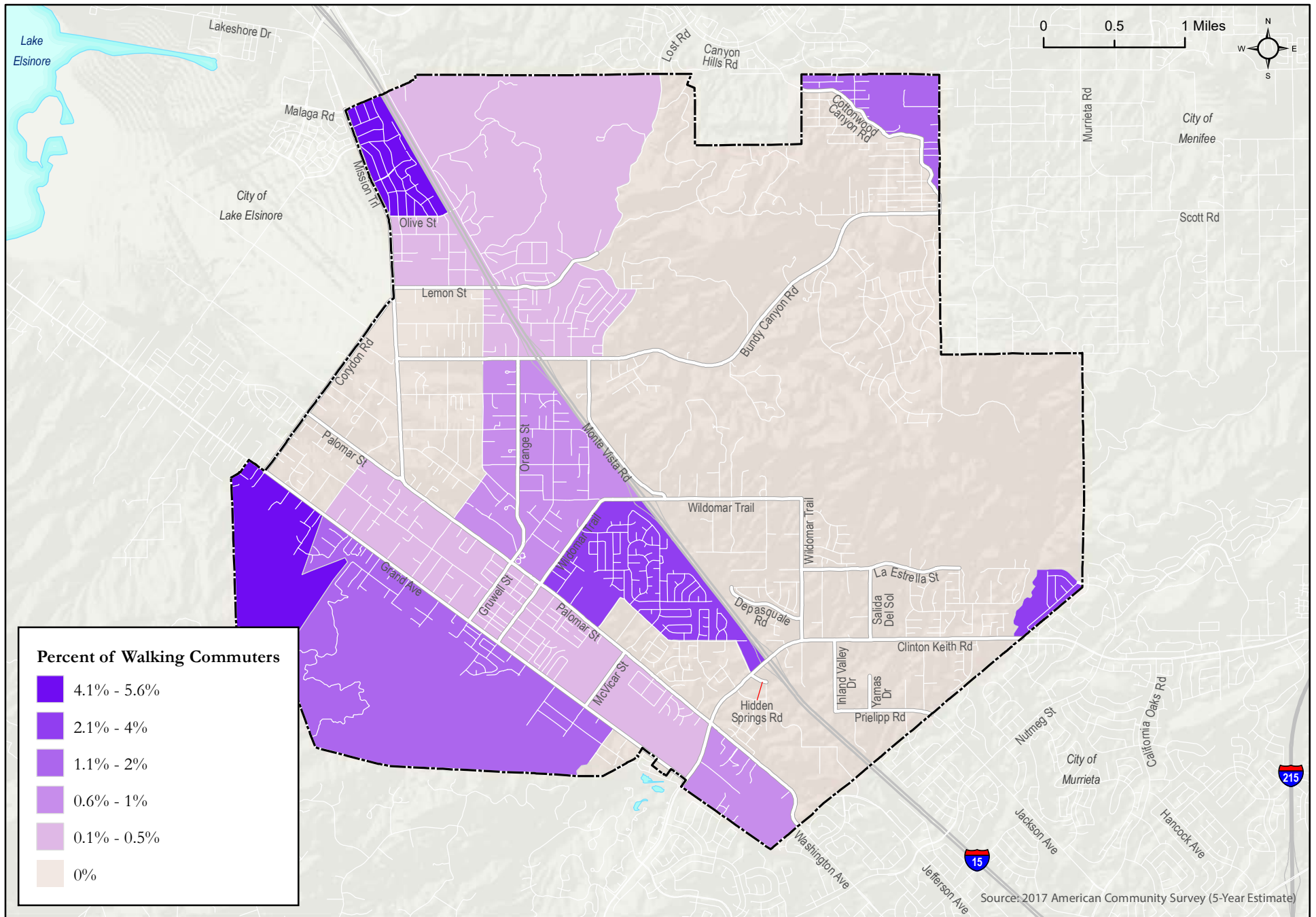
Travel Time to Work

Figure 2.12 compares the length of the work commute for residents of the City of Wildomar and Riverside County. The biggest discrepancy is in the 60 minutes or more category. Approximately 20% of Wildomar residents have work commutes which are less than 15 minutes in length. Some of these trips could potentially be converted to active transportation and transit trips if the appropriate facilities are provided.

Figure 2.12 Travel Time (minutes) to Work for Wildomar and Riverside County

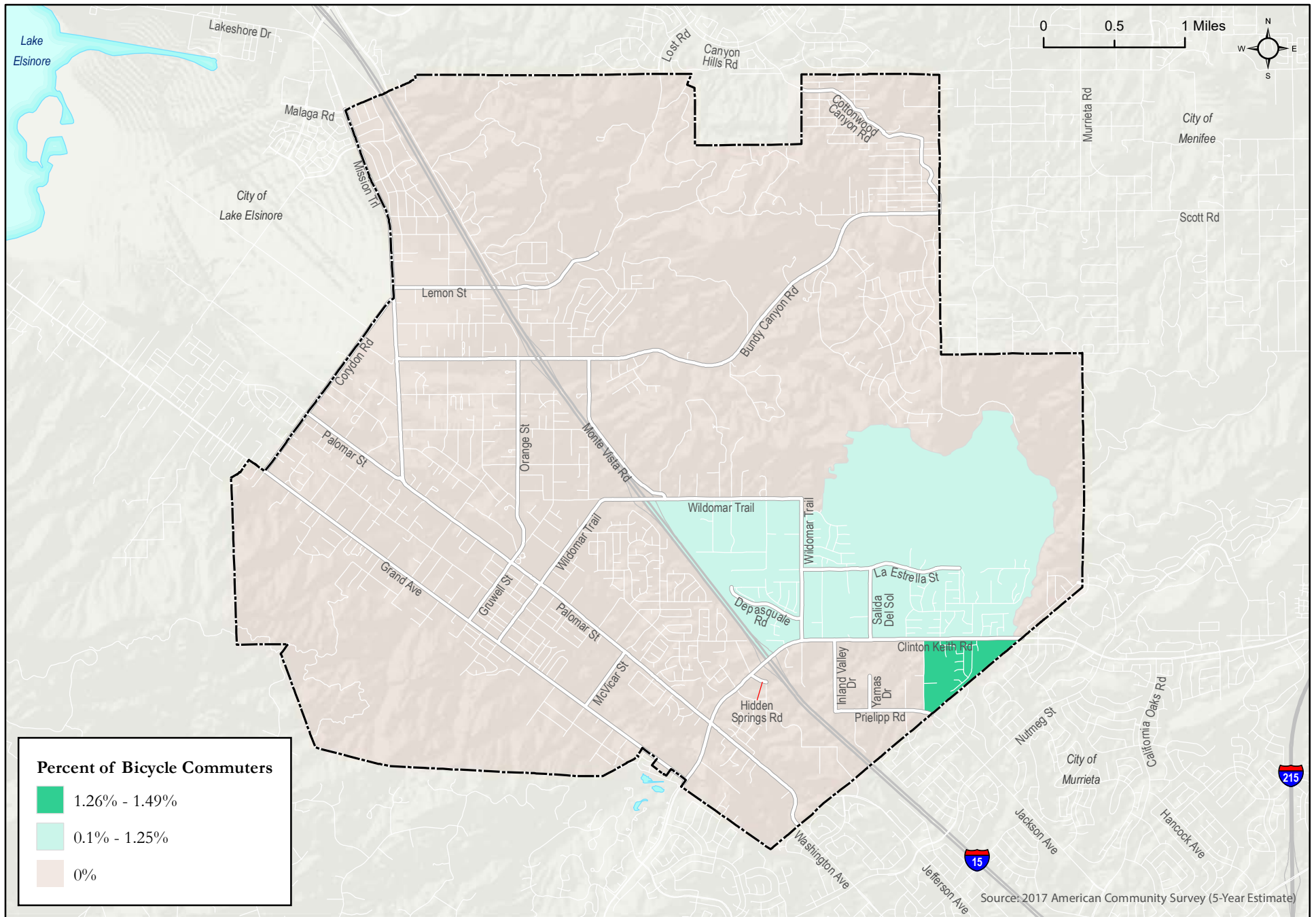


Source: US Census, 2013-2017 American Community Survey 5-Year Estimate (2020)



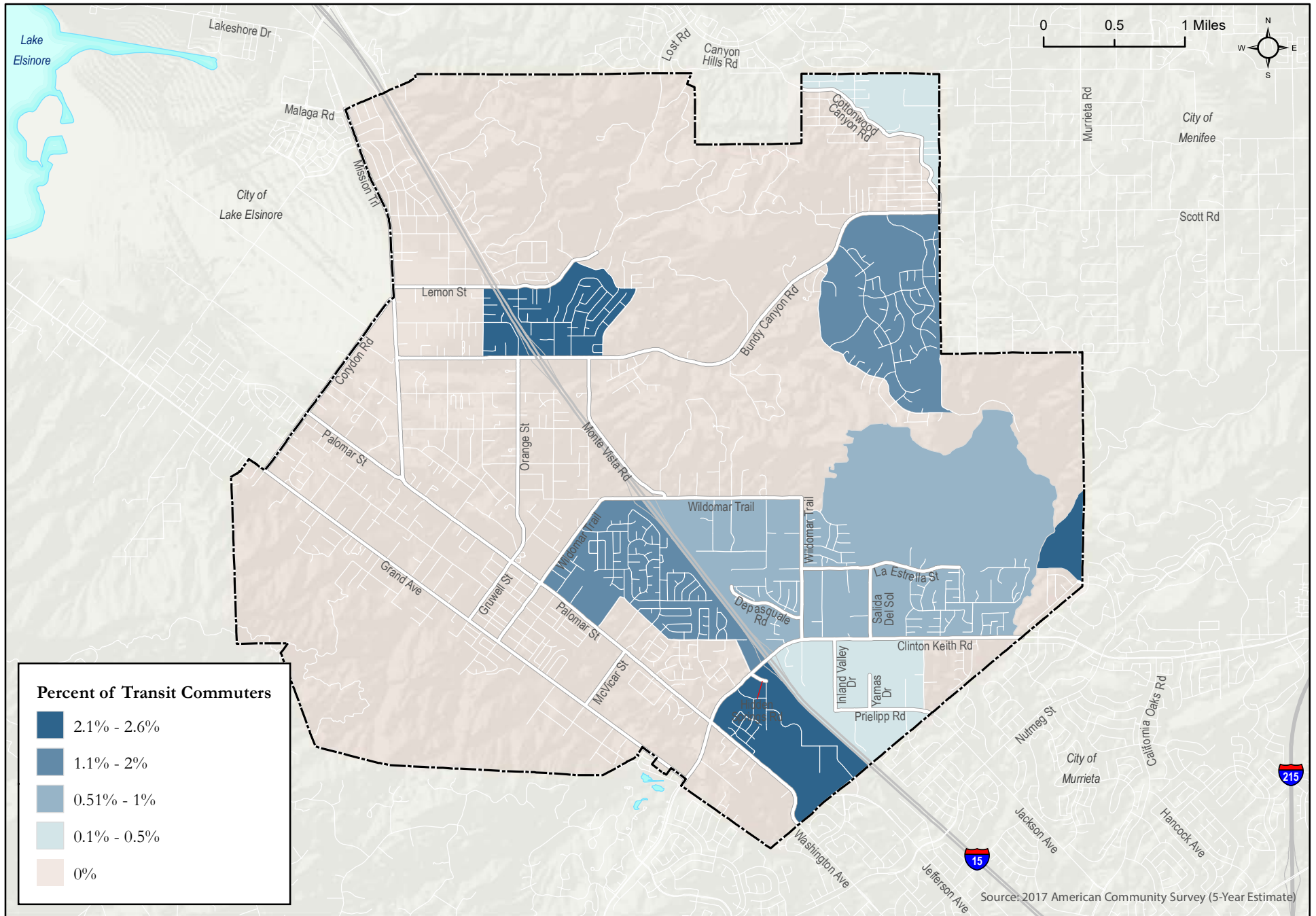
Wildomar Mobility Plan

Figure 2.9
Percent of Commuters Who Walk to Work by Census Block Group



Wildomar Mobility Plan

Figure 2.10
Percent of Commuters Who Bicycle to Work by Census Block Group



Wildomar Mobility Plan

Figure 2.11
Percent of Commuters Who Take Transit to Work by Census Block Group



3.0 Analysis Methodology

This chapter describes the study area and the mobility network analysis methodologies employed throughout the existing conditions analysis.

Table 3.1 summarizes performance measures used to evaluate each transportation mode, while the remaining sections of this chapter outline methodologies employed to analyze facility demand, network connectivity and quality, and safety associated with each of the four major modes of travel (pedestrian, bicycle, transit and auto) in the study area.

Table 3.1 Multimodal Performance Measures

Performance Measure	Pedestrian	Bicycle	Transit	Vehicular System
Demand	Travel Survey Data & Active Transportation Propensity Model	Travel Survey Data & Active Transportation Propensity Model	Boardings and Alightings information from RTA	Vehicular Segment and Intersection Counts and Future Travel Demand Forecast
Connectivity	Sidewalk Inventory	Existing Bicycle Facilities	Existing Transit Routes and Stop Locations	Vehicular Network and Roadway Classifications
Quality	Pedestrian Environment Quality Evaluation (PEQE)	Bicycle Level of Traffic Stress (LTS)	Station Quality – Presence of Amenities; Service Quality – On-Time Route Performance	Roadway Segment and Intersection Level of Service
Safety (Existing Conditions Only)	Historic Pedestrian Collisions (5-Yr)	Historic Bicycle Collisions (5-Yr)	Historic Collisions near Transit Stations/Stops (5-Yr)	Historic Auto Collisions (5-Yr)

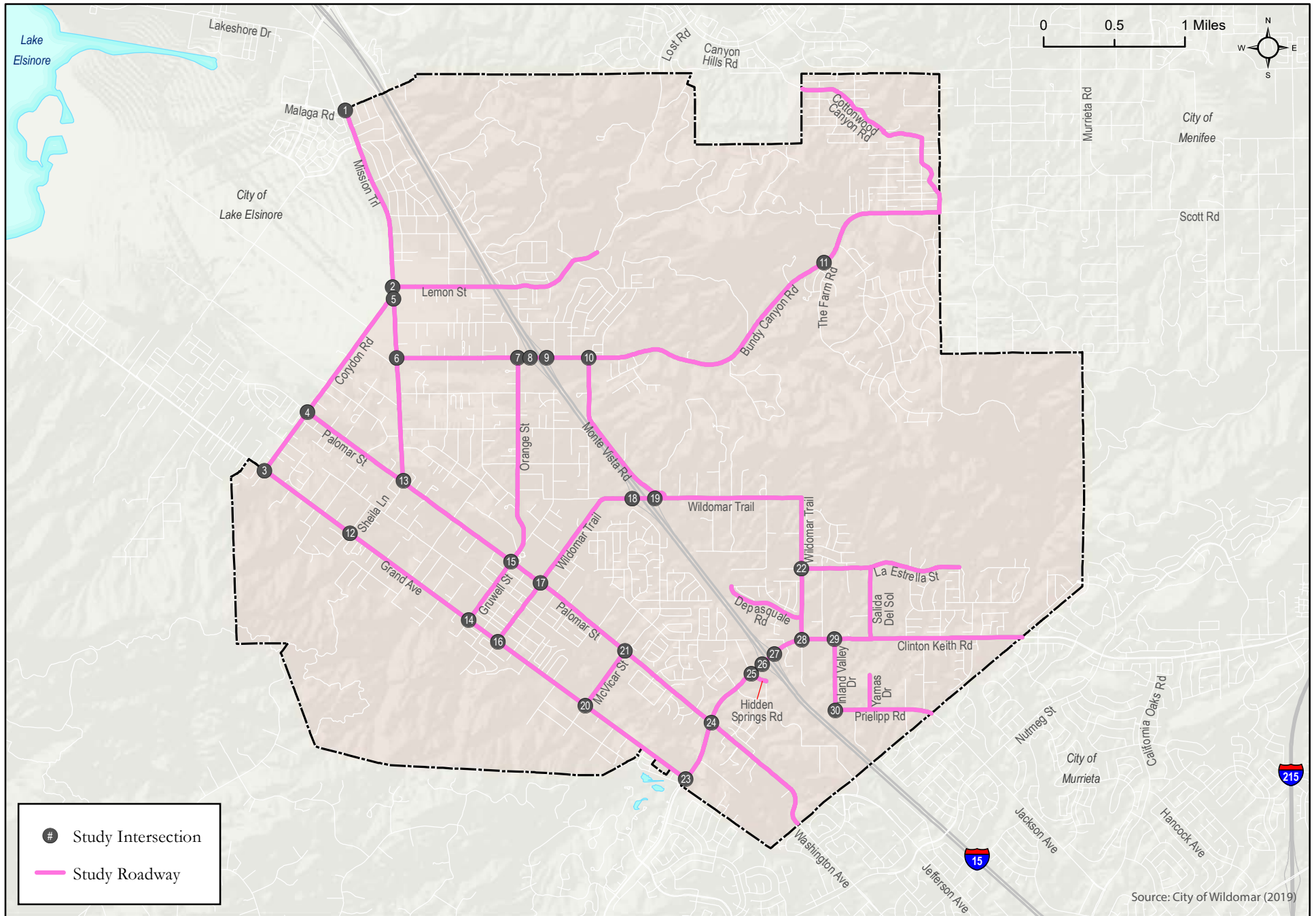
3.1 Defining the Study Area

The primary study area is defined by the City of Wildomar municipal boundary. Study area roadway segments were defined as those included in the City of Wildomar Circulation Plan and a total of 48 roadway segments were evaluated. A total of 30 intersections were analyzed including all signalized and critical stop-controlled intersections along Circulation Plan roadways, as well as ramp intersections that provide access to the community. The study area and key study intersections are displayed in **Figure 3.1**.

3.2 Pedestrian Analysis

Pedestrian/Active Transportation Demand

To understand how the pedestrian network is currently being used, pedestrian count data was collected during the AM and PM peak commute periods (7-9 AM and 4-6 PM) at 30 study area intersections in September 2019.



Wildomar Mobility Plan

Figure 3.1
Wildomar Project Study Area and Key Study Intersections



In addition, the latent demand was analyzed. A common analysis technique used to understand latent demand for cycling and walking – or the likelihood to make a walk or bike trip – is through an assessment of population and land use characteristics. This latent demand is depicted in an active transportation propensity model. The propensity model combines walk and bike trip generator inputs – population, employment, transit, pedestrian, and bicycle commuters; and senior population concentrations and facilities – with walk and bike trip attractors – schools, retail, parks, recreational spaces, and beaches. When combined, the active transportation generators and attractors provide a foundation for understanding active transportation demand across the City.

Active Transportation Trip Generators and Attractors

Table 3.2 displays the inputs, thresholds, and multiplier values used to create the active transportation trip generator submodel. Generator input values listed as “high” reflect conditions with a greater likelihood of generating an active transportation trip. Generator input values in the “low” range are understood to generate relatively fewer trips.

Table 3.2 Active Transportation Trip Generator Submodel Inputs

Generator Inputs	Multipliers	Point Values			
		High 3	Medium 2	Low 1	Very Low 0
Population Density (persons per acre)	3	>15	10.1 – 15	5.1 – 10	≤5
Employment Density (jobs per acre)	3	>10	5.1 – 10	1.1 – 5	≤1
Bicycle Commuters (percent of commuters)	2	>1%	0.51% - 1%	0.01% - 0.5%	0%
Pedestrian Commuters (percent of commuters)	2	>5%	2.1% - 5%	1.1% - 2%	≤1%
Transit Commuters (percent of commuters)	2	>10%	5.1% - 10%	2.1% - 5%	≤2%
Median Annual Household Income	1	≤\$40,000	\$40,000 - \$65,000	\$65,000 - \$100,000	>\$100,000
Youth Population (percent of population)	1	>20%	15.1% - 20%	10.1% - 15%	≤10%
Senior Facilities (housing and care facilities)	1	> 60 units	30 - 59 units	10 - 29 units	< 10 units
Senior Population (percent of population)	1	>20%	15.1% - 20%	10.1% - 15%	≤10%

Source: US Census, 2013 – 2017 American Community Survey 5-Year Estimates (2020)

Higher population and employment densities are associated with potentially higher levels of active transportation trip generation. Bicycle and pedestrian commute rates, as well as zero-vehicle households, are also contributing factors to trip generation propensity.



The Active Transportation Trip Attractor Submodel was created using the input variables displayed in **Table 3.3**. Each attractor is buffered by one-mile, with multipliers that decrease every quarter-mile interval away from the trip attractor. A point value is calculated by multiplying the distance multiplier by the weight assigned to each attractor. Land uses, garner progressively lower weights in terms of their ability to attract active transportation trips as the distance required to travel along the roadway network to reach them increases.

Table 3.3 Attractor Submodel Inputs

Attractor Inputs	Multipliers	Point Values			
		Within ¼ mile	Between ¼ and ½ mile	Between ½ and ¾ mile	Between ¾ mile and 1 mile
		1.5	1	0.75	0.5
Retail	4	6	4	3	2
Schools	3	4.5	3	2.25	1.5
Parks	2	4	2	1.5	1
Office	1	1.5	1	0.75	0.5

Pedestrian Network Connectivity

Pedestrian network connectivity was evaluated by identifying the presence of existing sidewalks study area roadways.

Pedestrian Facility Quality

The quality of all roadway segments and marked crossing locations within the project study area were evaluated using the Pedestrian Environment Quality Evaluation (PEQE) methodology. This approach takes into consideration variables that may influence a pedestrian's comfort or safety, such as the separation from vehicular travel, lighting, posted speed limit, type of traffic control, crossing distance, curb ramps, physical obstructions, and the presence of other operational and physical features. **Table 3.4** outlines the evaluation scale utilized. The quality of the pedestrian environment quality is categorized as High, Medium or Low, based upon the following scoring system:

High	> 6 points
Medium	= 4 – 6 points
Low	< 4 points



Table 3.4 Pedestrian Environment Quality Ranking System

Facility Type	Measure	Description/Feature	Scoring
Segment between two intersections	1. Horizontal Buffer	Between the edge of auto travel way and the edge of clear pedestrian zone	0 point: < 6 feet 1 point: 6 - 14 feet 2 points: > 14 feet or vertical buffer
	2. Lighting		0 point: below standard/requirement 1 point: meet standard/requirement 2 points: exceed standard/requirement
	3. Clear Pedestrian Zone	5' minimum	0 point: has obstructions 2 points: no obstruction
	4. Posted Speed Limit		0 point: > 40 mph 1 point: 30 - 40 mph 2 points: < 30 mph
Maximum 8 points			
Intersection by Leg	1. Physical Feature	<ul style="list-style-type: none"> Enhanced/High Visibility Crosswalk Raised Crosswalk Advanced Stop Bar Bulb out/Curb Extension 	0 point: < 1 feature per ped crossing 1 point: 1 – 2 features per ped crossing 2 points: > 2 features per ped crossing
	2. Operational Feature	<ul style="list-style-type: none"> Pedestrian Countdown Signal Pedestrian Lead Interval No-Turn on Red Sign/Signal Additional Pedestrian Signage 	0 point: < 1 feature per ped crossing 1 point: 1 – 2 features per ped crossing 2 points: > 2 features per ped crossing
	3. ADA Curb Ramp		0 point: no ramps and no truncated domes 1 point: ramps only, no truncated domes 2 points: meet standard/requirement
	4. Traffic Control		0 point: no control 1 point: stop sign controlled 2 points: signal/roundabout/traffic circle
Maximum 8 points			
Mid-block Crossing	1. Visibility		0 point: w/o high visibility crosswalk 2 points: with high visibility crosswalk
	2. Crossing Distance		0 point: no treatment 2 points: with bulb out or median pedestrian refuge
	3. ADA		0 point: no ramps and no truncated domes 1 point: ramps only, no truncated domes 2 points: meet standard/requirement
	4. Traffic Control		0 point: no control 1 point: flashing beacon (In-pavement, RRFB, etc) 2 points: signal/pedestrian hybrid beacon (HAWK)
Maximum 8 points			



Pedestrian Safety

Historic vehicular-pedestrian collision data was obtained from California Statewide Integrated Traffic Records System (SWITRS), as well as, from Crossroads for the period from October 31, 2014 to October 31, 2019. This data was geocoded and mapped to display pedestrian-involved collision locations within the City. Additional focus will be placed on these locations when considering pedestrian-related improvements. Collision causes were tabulated to further understand pedestrian safety and trends.

3.3 Bicycle Analysis

Bicycle/Active Transportation Demand

To understand how the bicycle network is currently being used, bicycle count data was collected during the AM and PM peak commute periods (7-9 AM and 4-6 PM) at 30 study area intersections in September 2019.

Additionally, the propensity model discussed above in the Pedestrian Demand/Active Transportation Propensity section helps identify latent demand across all active transportation modes.

Bicycle Network Connectivity

Bicycle network connectivity was assessed by reviewing the existing bicycle facilities.

Bicycle Facility Quality

The bicycle environment was assessed using the bicycle Level of Traffic Stress (LTS) methodology for characterizing cycling environments, as developed by Mekuria, et al. (2012) of the Mineta Transportation Institute and reported in [Low-Stress Bicycling and Network Connectivity](#). LTS classifies the street network into categories according to the level of stress it causes cyclists, taking into consideration a cyclist's physical separation from vehicular traffic, vehicular traffic speeds along the roadway segment, number of travel lanes, and factors related to intersection approaches with dedicated right-turn lanes and unsignalized crossings.

Table 3.5 identifies the four LTS categories and provides a description of the traffic stress experienced by the cyclist and the environmental characteristics consistent with the category. LTS scores range from 1 (lowest stress) to 4 (highest stress) and correspond to roadways that different populations may find suitable for riding on, considering their stress tolerance.

Bicycle Safety

Historic vehicular-pedestrian collision data was obtained from SWITRS, as well as, Crossroads for the period from October 31, 2014 to October 31, 2019. This data was geocoded and mapped to display bicycle-involved collision locations within the City. Additional focus will be placed on these locations when considering bicycle-related improvements. Collision causes were tabulated to further understand bicycle safety and trends.



Table 3.5 Level of Traffic Stress Classifications and Descriptions

LTS Category	LTS Description	Description of Environment	Comfort Level
LTS 1	Presenting little traffic stress and demanding little attention from cyclists; suitable for almost all cyclists, including children trained to safely cross intersections.	<ul style="list-style-type: none"> Facility that is physically separated from traffic or an exclusive cycling zone next to a slow traffic stream with no more than one lane per direction A shared roadway where cyclists only interact with the occasional motor vehicle with a low speed differential Ample space for cyclist when alongside a parking lane Intersections are easy to approach and cross 	Interested but Concerned – Vulnerable Populations
LTS 2	Presenting little traffic stress but demanding more attention that might be expected from children.	<ul style="list-style-type: none"> Facility that is physically separated from traffic or an exclusive cycling zone next to a well-confined traffic stream with adequate clearance from parking lanes A shared roadway where cyclists only interact with the occasional motor vehicle (as opposed to a stream of traffic) with a low speed differential Unambiguous priority to the cyclist where cars must cross bike lanes (e.g. at dedicated right-turn lanes); design speed for right-turn lanes comparable to bicycling speeds Crossings not difficult for most adults 	Interested but Concerned – Mainstream Adult Populations
LTS 3	Presenting enough traffic stress to deter the Interested but Concerned demographic	<ul style="list-style-type: none"> An exclusive cycling zone (lane) next to moderate-speed vehicular traffic A shared roadway that is not multilane and has moderately low automobile travel speeds Crossings may be longer or across higher-speed roadways than allowed by LTS 2, but are still considered acceptably safe to most adult pedestrians 	Enthusied & Confident
LTS 4	Presenting enough traffic stress to deter all but the Strong & Fearless demographic	<ul style="list-style-type: none"> An exclusive cycling zone (lane) next to high-speed and multilane vehicular traffic A shared roadway with multiple lanes per direction with high traffic speeds Cyclist must maneuver through dedicated right-turn lanes containing no dedicated bicycling space and designed for turning speeds faster than bicycling speeds 	Strong & Fearless

Source: Mekuria, et al., (2012)



3.4 Transit Analysis

Demand

Demand for public transit in the City of Wildomar was assessed by quantifying the number of people who currently board and disembark, also referred to as “alight”, at each bus stop within the City.

Transit Network Connectivity

Chapter 4 looks at the bus routes within the City of Wildomar and the destinations which can be accessed by them.

Transit Facility Quality

Two metrics were reviewed regarding the quality of the transit service provided, the on-time performance and the presence of amenities at the bus stops.

On Time Performance

The on-time performance of the transit routes in the City of Wildomar was evaluated.

Presence of Amenities

Each bus stop was reviewed for the presence of the following amenities:

- Bus stop sign & Pole
- Route Designation
- Transit Information
- Schedule Display
- Route Map
- System Map
- Red Curb
- Seating
- Passenger Shelter
- ADA Compliant
- Bus Pad
- Extended Sidewalks
- Digital Display
- Bicycle Rack
- Kiosk
- Trash Receptacle

The Riverside Transit Agency (RTA) has Bus Stop Design Guidelines (August 2015) which offers uniform guidance for the design and placement of bus-related facilities and amenities. RTA’s policy for distributing bus stop amenities has two objectives:

- Maximizing the benefit to existing riders. Amenities should be allocated to the busiest stopes where the greatest number of riders can utilize improved transit services.
- Ensure an equitable distribution. This provides an allocation of amenities (shelters, benches, etc.) across RTA’s large service area such that each jurisdiction experiences some benefit.

The two-tier policy is defined in greater detail within the Bus Stop Design Guidelines document.

Amenities at all stations/stops in the study area are reported in a table, indicating amenities provided.



Safety Near Transit Stop/Station

Historic collision data within 500 feet of a transit stop or station was obtained from SWITRS and Crossroads for the period from October 31, 2014 to October 31, 2019. This data was geocoded and mapped to display collision locations in the Study Area. Additional focus will be placed on these locations when considering improvements near transit stops or stations.

3.5 Vehicular Analysis

Analysis of the vehicular system – roadway segments and intersections – was prepared for this study in accordance with the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide. The vehicular analysis provides an evaluation of vehicular operations at intersections and along roadway segments. A description of the methodologies employed to evaluate vehicular travel is outlined throughout this section.

Demand

To assess the current demand on the vehicular system, weekday count data was collected throughout the City of Wildomar at 30 intersections (7-9 AM and 4-6 PM) and along 48 roadway segments (48-hour). Roadway segments were counted on two days, with the higher volume utilized in a conservative analysis.

Vehicular Network Connectivity

The existing roadway cross-sections for study area roadways were analyzed. This included a description of each study roadway, as well as, the segment functional classification, median type, pavement width, posted speed limit, parking availability, presence of sidewalks, bicycle facilities, and transit routes

Vehicular Facility Quality

Vehicular LOS is a quantitative measure describing how well a transportation facility operates from a driver's perspective. These conditions are generally described in terms of speed, travel time, freedom to maneuver, comfort, convenience, and safety. LOS A represents optimum operating conditions from a driver's perspective, while LOS F represents the worst. **Table 3.6** describes generalized definitions of vehicular LOS A through F.



Table 3.6 Vehicular Level of Service Definitions

LOS	Characteristics
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections have a volume-to-capacity ratio greater than 1.0.

Source: Highway Capacity Manual (6th Edition)

Roadway Segment Level of Service Standards and Thresholds

Roadway segment level of service standards and thresholds provide the basis for analysis of arterial roadway segment and intersections performance. The analysis of roadway segment level of service is based on the functional classification of the roadway, maximum capacity, roadway geometrics, and existing or forecasted average daily traffic (ADT) volumes. **Table 3.7** presents the roadway segment capacity and LOS standards utilized to analyze roadways evaluated in this report.

These standards are generally used as long-range planning guidelines to determine the functional classification of roadways. The actual capacity of a roadway facility varies according to its physical and operational attributes. LOS D is considered acceptable for Circulation Plan roadway segments in the City of Wildomar, based on the City's General Plan and the 2013 Housing Element Environmental Impact Report. With that being said, roadway classifications and level of service thresholds may be modified as a part of the Mobility Plan development.



Table 3.7 County of Riverside Roadway Segment Daily Capacity (ADT) and Level of Service Standards

Roadway Functional Classification	Lanes	Level of Service		
		C or Better	D	E
2-Lane Collector	2	10,400	11,700	13,000
4-Lane Secondary	4	20,700	23,300	25,900
4-Lane Major	4	27,300	30,700	34,100
2-Lane Arterial	2	14,400	16,200	18,000
4-Lane Arterial	4	28,700	32,300	35,900
2-Lane Mountain Arterial	2	12,900	14,500	16,100
3-Lane Mountain Arterial	3	16,700	18,800	20,900
4-Lane Mountain Arterial	4	29,800	33,500	37,200
4-Lane Urban Arterial	4	28,700	32,300	35,900
6-Lane Urban Arterial	6	43,100	48,500	53,900
8-Lane Urban Arterial	8	57,400	64,600	71,800
4-Lane Expressway	4	32,700	36,800	40,900
6-Lane Expressway	6	49,000	55,200	61,300
8-Lane Expressway	8	65,400	73,500	81,700
4-Lane Freeway	4	61,200	68,900	76,500
6-Lane Freeway	6	94,000	105,800	117,500
8-Lane Freeway	8	128,400	144,500	160,500
10-Lane Freeway	10	160,500	180,500	200,600
1-Lane Ramp	1	16,000	18,000	20,000

Source: Riverside County

Peak Hour Intersection Level of Service Standards and Thresholds

This section presents the methodologies used to perform weekday peak hour intersection capacity analysis, for both signalized and unsignalized intersections. The following assumptions were utilized in conducting all intersection level of service analyses:

- *Pedestrian Calls per Hour:* An assumption of 2 pedestrian calls per hour for low activity areas and 5 pedestrian calls per hour for high activity areas;
- *Heavy Vehicle Factor:* A 2% heavy vehicle factor was assumed for all intersections;
- *Peak Hour Factor:* Obtained from existing peak hour counts (included in **Appendix B**); and
- *Signal Timing:* Obtained from existing signal timing plans (as of November 2019), included as **Appendix C**.

Signalized Intersection Analysis

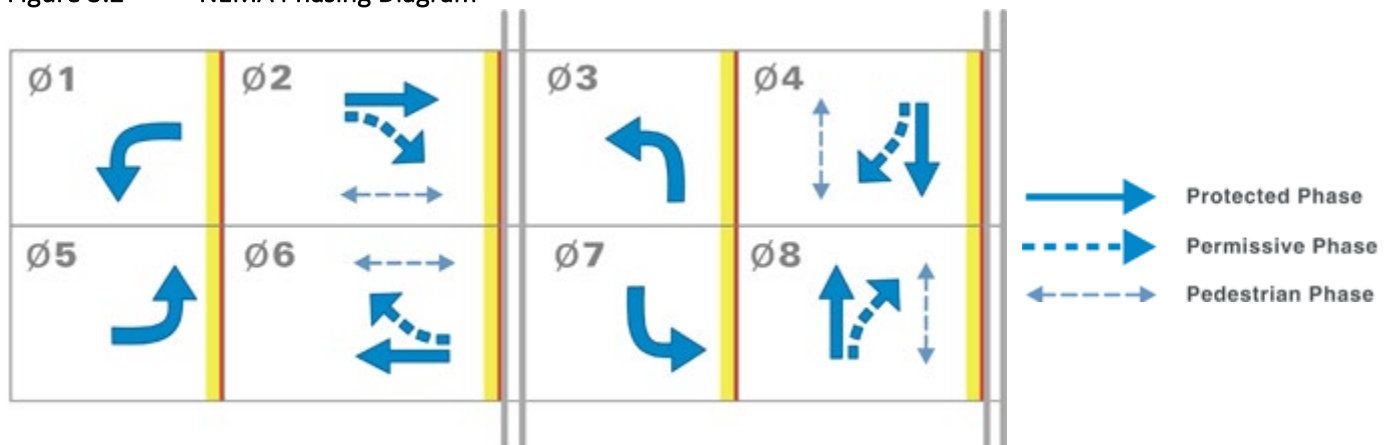
The signalized intersection analysis utilized in this study conforms to the operational analysis methodology outlined in *Highway Capacity Manual (HCM) 6th Edition*. This method defines LOS in terms of delay, or more specifically, average control delay per vehicle (seconds/vehicle).



The HCM 6th Edition methodology sets 1,900 passenger-cars per hour per lane (pcphpl) as the ideal saturation flow rate at signalized intersections based upon the minimum headway that can be sustained between departing vehicles at a signalized intersection. The service saturation flow rate, which reflects the saturation flow rate specific to the study facility, is determined by adjusting the ideal saturation flow rate for lane width, on-street parking, bus stops, pedestrian volume, traffic composition (or percentage of heavy vehicles), and shared lane movements (e.g. through and right-turn movements sharing the same lane). The LOS criteria used for this technique are described in **Table 3.8**. The computerized analysis of intersection operations was performed utilizing the *Synchro 10.2.0.45* (HCM 6th Edition methodology) traffic analysis software (by Trafficware, 2019).

The HCM 6th Edition analysis methodology requires strict adherence to standard dual ring NEMA phasing. Conflicting phase overlaps, clustered intersections, or other non-compliant phasing sequences cannot be analyzed using this method. **Figure 3-2** depicts a NEMA phasing diagram, which assigns numbers to each of the four left-turn movements and four through movements, and provides a logical process through which each of the movements is served in turn. Each movement is controlled by a phase, with the eight phase numbers accounting for the basis of a NEMA phasing plan. Phases in the diagram that are located above/below each other operate concurrently (i.e. Phase 1 and Phase 5), hence they do not conflict with each other. Phases that are next to each other (i.e. Phase 1 and Phase 2) operate sequentially (i.e. when Phase 1 ends, Phase 2 begins).

Figure 3.2 NEMA Phasing Diagram



Based upon geometry and phasing assignment per their respective signal timing sheets, the following two intersections did not adhere to standard NEMA phasing (as seen in the figure above):

2. Mission Trail & Lemon Street (non-standard NEMA phase assignment)
6. Mission Trail & Driveway/Bundy Canyon Road (non-standard NEMA phase assignment)

Adjustments were implemented in order to utilize the HCM 6th Edition methodology. **Appendix D** provides detailed information on the aforementioned adjustments.

**Table 3.8 Signalized Intersection Level of Service HCM Operational Analysis Method**

Average Control Delay Per Vehicle (seconds)	Level of Service (LOS) Characteristics
≤ 10.0	<i>LOS A</i> occurs when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
10.1 – 20.0	<i>LOS B</i> occurs when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with <i>LOS A</i> .
20.1 – 35.0	<i>LOS C</i> occurs when progression is favorable or the cycle length is moderate. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
35.1 – 55.0	<i>LOS D</i> occurs when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
55.1 – 80.0	<i>LOS E</i> occurs when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
> 80.0	<i>LOS F</i> occurs when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual 6th Edition

Unsignalized Intersection Analysis

Unsignalized intersections, including two-way and all-way stop controlled intersections were analyzed using the *HCM 6th Edition* unsignalized intersection analysis methodology. The Synchro 10.2.0.45 software supports this methodology and was utilized to produce LOS results. The LOS for a two-way stop controlled (TWSC) or a side-street stop controlled (SSSC) intersection is determined by the computed or measured control delay and is defined for each minor movement, and the worst movement is reported. The LOS for an all-way stop controlled (AWSC) intersection is determined by the computed or measured average control delay of all movements, and intersection-level LOS is reported. **Table 3.9** summarizes the level of service criteria for unsignalized intersections. Consistent with City policy, LOS D was used in this study as the minimum acceptable LOS for peak hour intersection operations.

Table 3.9 Level of Service Criteria for Stop Controlled Unsignalized Intersections

Average Control Delay (sec/veh)	Level of Service (LOS)
≤ 10.0	A
10.1 – 15.0	B
15.1 – 25.0	C
25.1 – 35.0	D
35.1 – 50.0	E
> 50.0	F

Source: Highway Capacity Manual (6th Edition)



Freeway Segment Level of Service Standards and Thresholds

Freeway LOS analysis is based upon procedures developed by Highway Capacity Manual 6th Edition. The procedure for calculating freeway LOS involves estimating the vehicle speed (mi/h) and density/flow (pc/mi/ln).

HCS7 software, developed by McTrans, was used to calculate both the vehicle speed and density/flow along the study area freeway segments. The HCS7 software required the following inputs to complete the speed and density/flow calculations:

- AADT – Caltrans Traffic Census 2017 AADT Volumes Report
- K (peak hour percentage) – Caltrans Traffic Census 2017 AADT Volumes Report
- D (directional split) – Caltrans Traffic Census 2017 AADT Volumes Report
- PHV – Peak Hour Volume
 - Calculated using equation $PHV = AADT * K * D$
- PHF – Assumed to be a typical value of 0.95
- P_T (% Trucks, RVs, and Busses) – Caltrans Traffic Census 2016 AADT Truck Volumes Report
- General Terrain – Assumed to be less than 2% grade and therefore Level Terrain (HCM 6th Edition 12-35)
- f_p – Driver population factor assumed one as traffic is largely commuter traffic
- E_T – Value of 1.5 as terrain is Level (HCM 6th Edition 12-35)
- Lane Width – Assumed 12' maximum value by Google Earth survey
- Rt-Side Lat. Clearance – Assumed 10' maximum value by Google Earth survey
- Total Ramp Density, TRD
 - Density calculated by total number of on/off ramps in both directions of the segment midpoint, divided by the total length (6 miles)
- Base free-flow Speed, BFFS – Assumed 75.4 mph (HCM 6th Edition 12-28)

The above methodology applies to freeway segments of Interstate 15 within Wildomar.

Vehicular Network Safety

Historic vehicular collision data was obtained from SWITRS, as well as, Crossroads for the period from October 31, 2014 to October 31, 2019. This data was geocoded and mapped to display vehicular collision locations within the City. Collision causes were tabulated to further understand safety and trends.



4.0 Existing Conditions

This chapter provides an overview of the existing environment for pedestrian, equestrian, bicycle, transit, and vehicular travel modes related to demand, connectivity, quality, and safety.

4.1 Pedestrian Mobility

Pedestrian Demand

Pedestrian count data was collected during the weekday AM and PM peak commute periods (7-9 AM and 4-6 PM) at 30 study area intersections in September 2019. This data helps round out the understanding of how the pedestrian and bicycle networks are currently used.

Figure 4.1 displays the AM pedestrian volumes observed at each of the 30 count locations during peak commute hours. The three locations with the highest observed AM pedestrian volumes include:

- Palomar St & Wildomar Trail (formerly Central St) (125)
- Orange St & Bundy Canyon Rd (87)
- Wildomar Trail (formerly Porras Rd/George Ave) & La Estrella St (46)

As can be seen, all three intersections above are adjacent to schools. Therefore, the high volumes presented at these sites could be related to the pedestrian flow of students during the AM peak period.

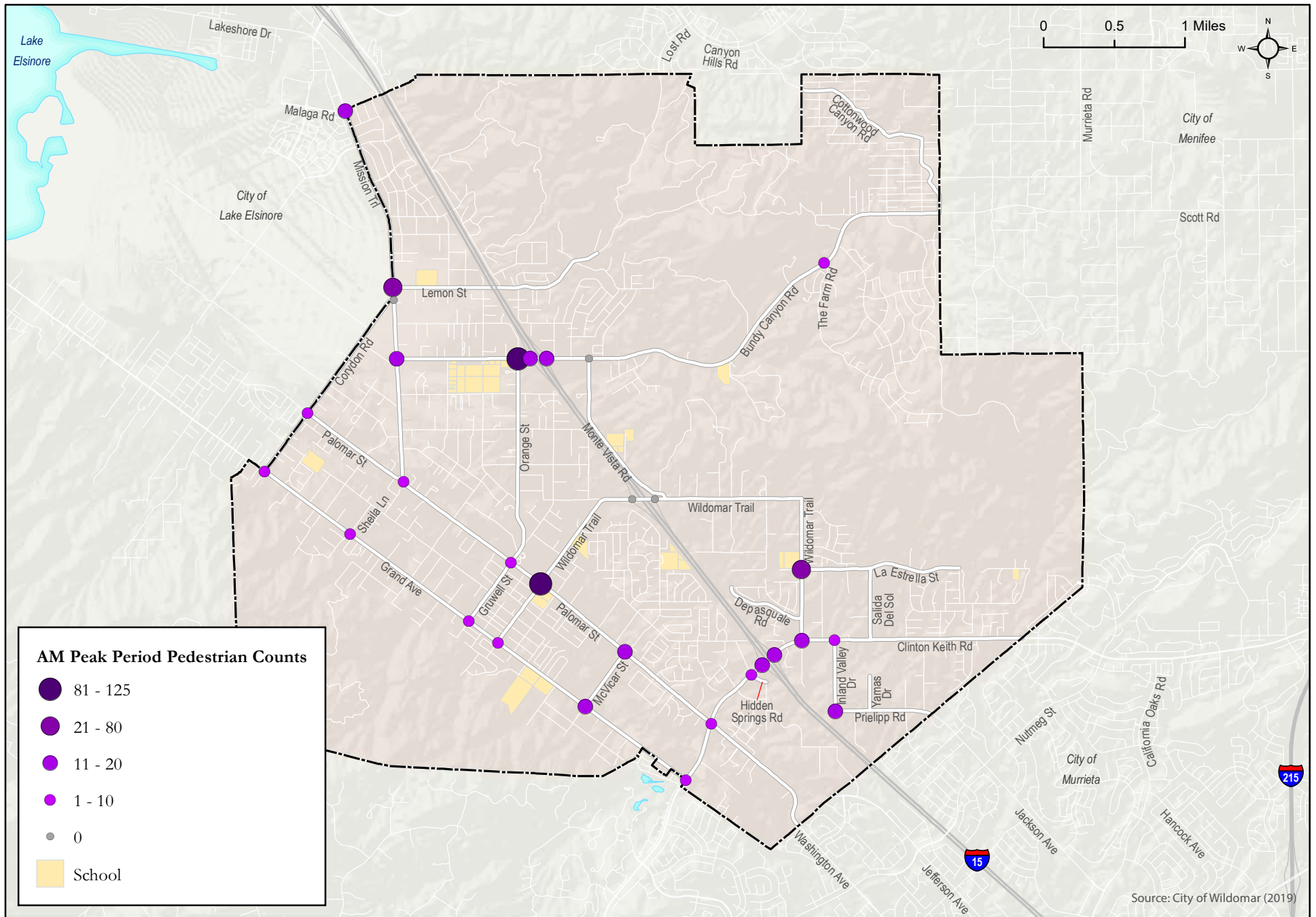
Figure 4.2 displays the PM pedestrian volumes observed at each of the 30 count locations during peak commute hours. The four locations with the highest observed pedestrian volumes include:

- Orange St & Bundy Canyon Rd (17)
- Mission Trail & Malaga Rd (12)
- Palomar St & Wildomar Trail (formerly Central St) (11)
- Wildomar Trail (formerly Porras Rd/George Ave) & La Estrella St (11)

Figure 4.3 displays the AM and PM peak period pedestrian movements at the respective intersection legs.

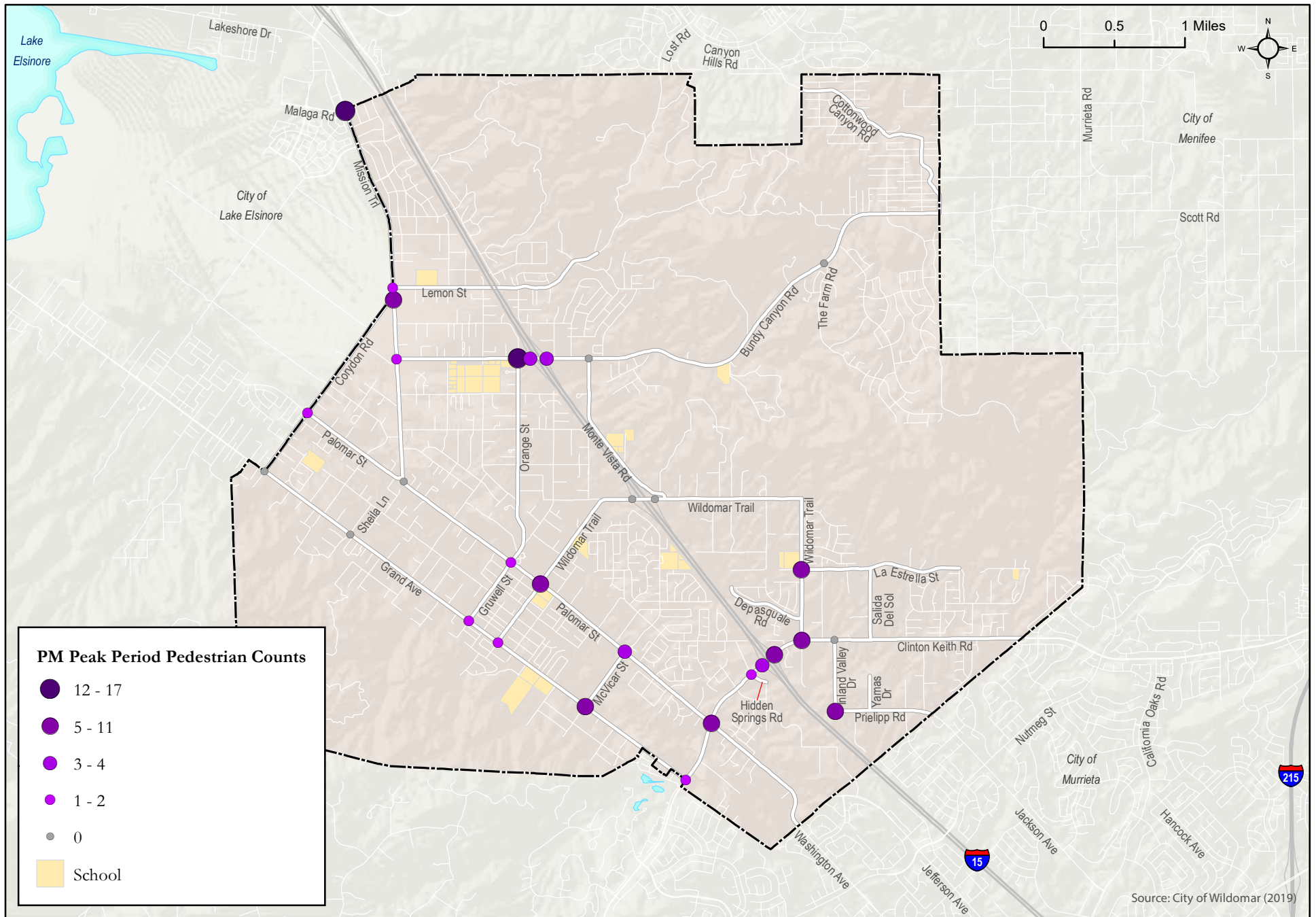
An **intersection leg** refers to each of the roadways that join together to form an intersection. For example, when two roads meet and cross one another, they result in four intersection legs.





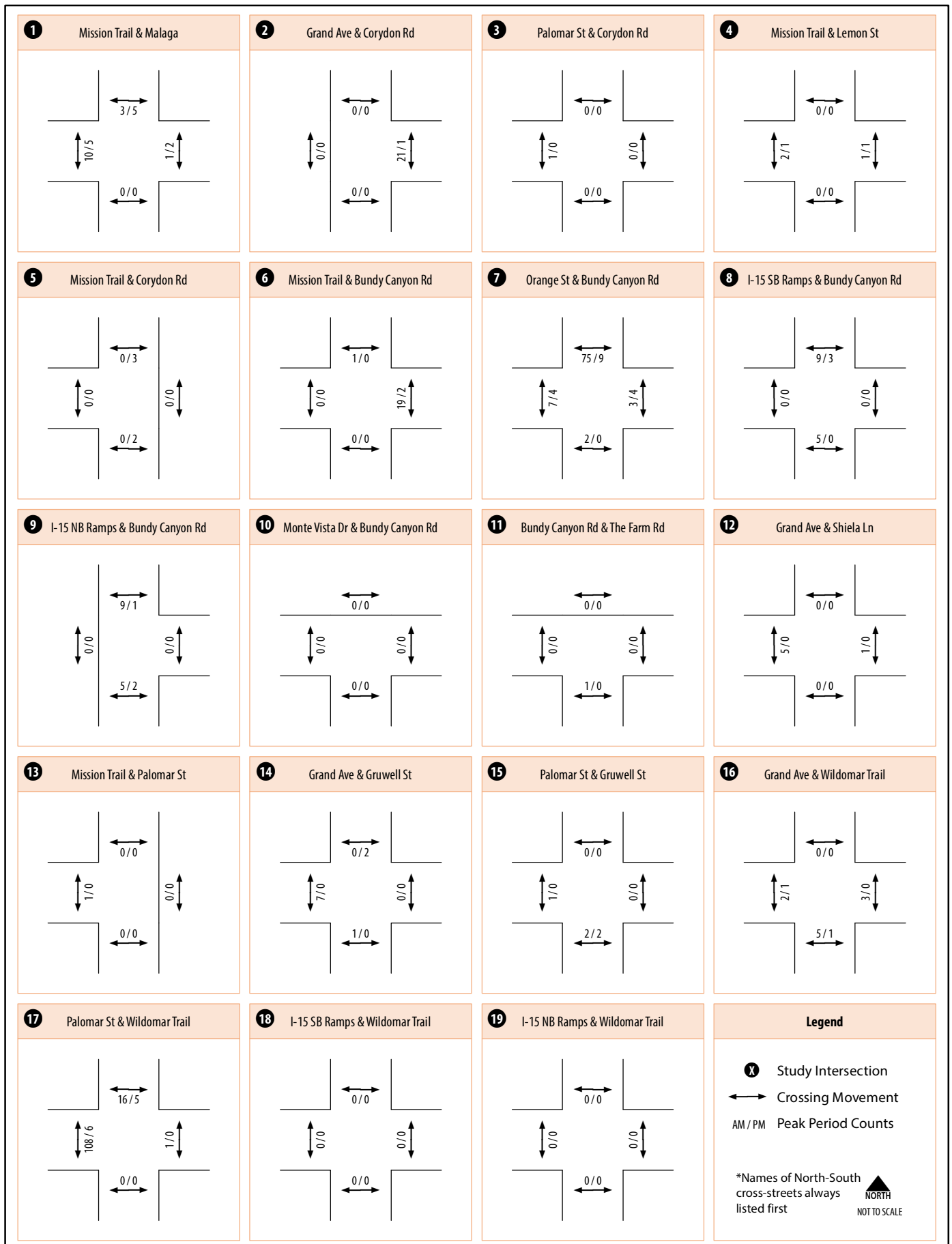
Wildomar Mobility Plan

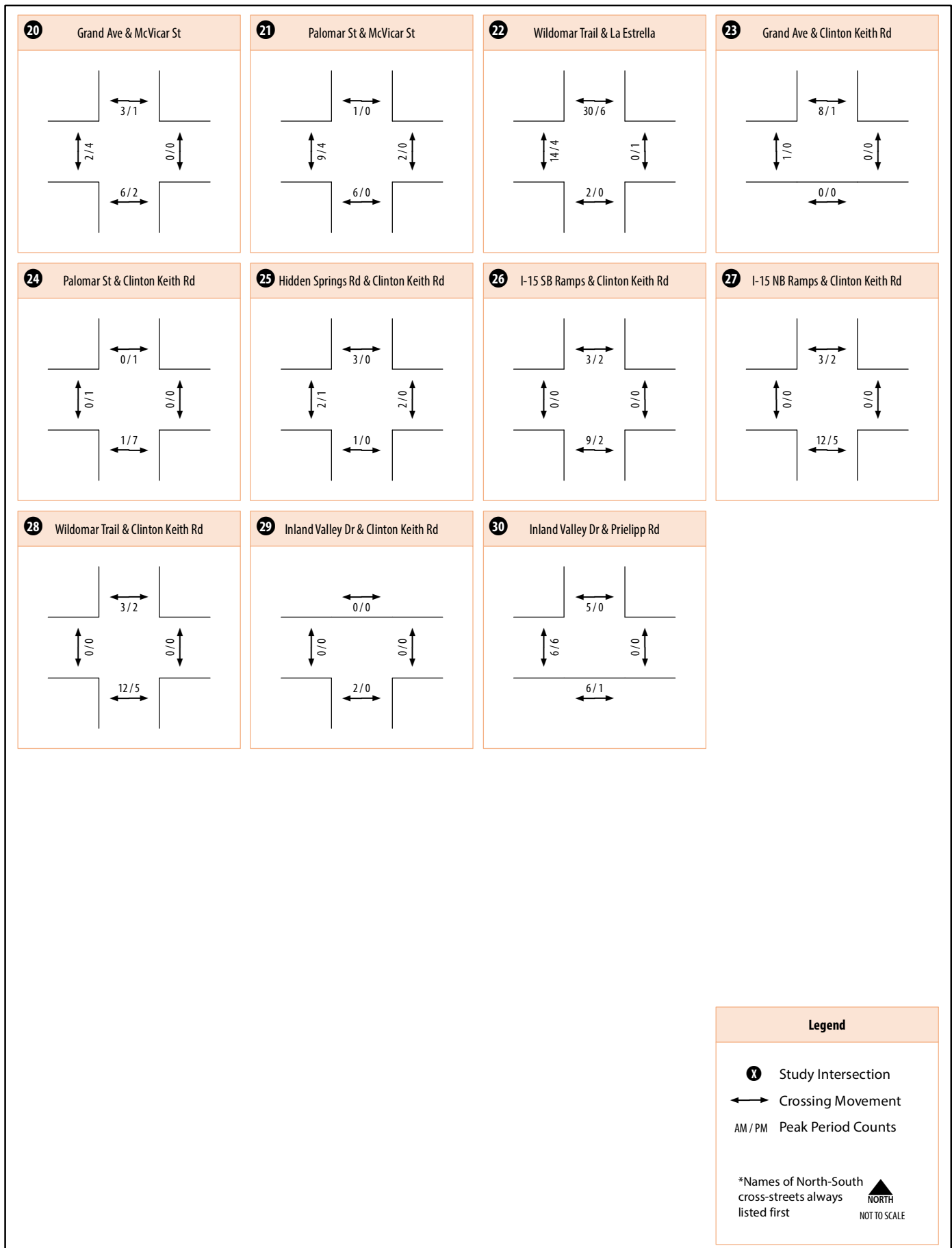
Figure 4.1
AM Peak Period Pedestrian Counts



Wildomar Mobility Plan

Figure 4.2
PM Peak Period Pedestrian Counts







The highest volume intersections during the AM period are also the highest during the PM peak period with the addition of Mission Trail and Malaga Road. This intersection is adjacent to the Lake Elsinore Town Center, and close to the Lake Elsinore Storm Baseball Stadium, which can explain the flow of pedestrians in the area.

Table 4.1 identifies the number of pedestrians observed during the AM and PM peak periods, and the total combined. Overall, a higher number of pedestrians were counted during the AM peak, due to capturing school arrival hours. The difference between the two periods is very noticeable at the three locations with highest total counts.

Table 4.1 AM and PM Peak Period Pedestrian Counts

Location	AM Peak	PM Peak	Total
Palomar St & Wildomar Trail ¹	125	11	136
Orange St & Bundy Canyon Rd	87	17	104
Wildomar Trail ² & La Estrella St	46	11	57
Wildomar Trail & Malaga Rd	14	12	26
Inland Valley Dr & Prielipp Rd	17	7	24
Grand Ave & Corydon Rd	21	1	22
Mission Trail & Bundy Canyon Rd	20	2	22
I-15 NB Ramps & Clinton Keith Rd	15	7	22
Wildomar Trail ³ & Clinton Keith Rd	15	7	22
Palomar St & McVicar St	18	4	22
Grand Ave & McVicar St	11	7	18
I-15 SB Ramps & Bundy Canyon Rd	14	3	17
I-15 NB Ramps & Bundy Canyon Rd	14	3	17
I-15 SB Ramps & Clinton Keith Rd	12	4	16
Grand Ave & Wildomar Trail ¹	10	2	12
Grand Ave & Clinton Keith Rd	9	1	10
Palomar St & Clinton Keith Rd	1	9	10
Grand Ave & Gruwell St	8	2	10
Hidden Springs Road & Clinton Keith Rd	8	1	9
Grand Ave & Shiela Ln	6	0	6
Mission Trail & Corydon Rd	0	5	5
Mission Trail & Lemon St	3	2	5
Palomar St & Gruwell St	3	2	5
Inland Valley Dr & Clinton Keith Rd	2	0	2
Palomar St & Corydon Rd	1	0	1
Mission Trail & Palomar St	1	0	1
Bundy Canyon Rd & The Farm Rd	1	0	1
I-15 SB Ramps & Wildomar Trail ⁴	0	0	0
I-15 NB Ramps & Wildomar Trail ⁴	0	0	0
Monte Vista Dr & Bundy Canyon Rd	0	0	0

Source: Counts Unlimited (2019)

¹ Formerly Central St.

² Formerly Porras Rd/George Ave.

³ Formerly George Ave.

⁴ Formerly Baxter Rd.

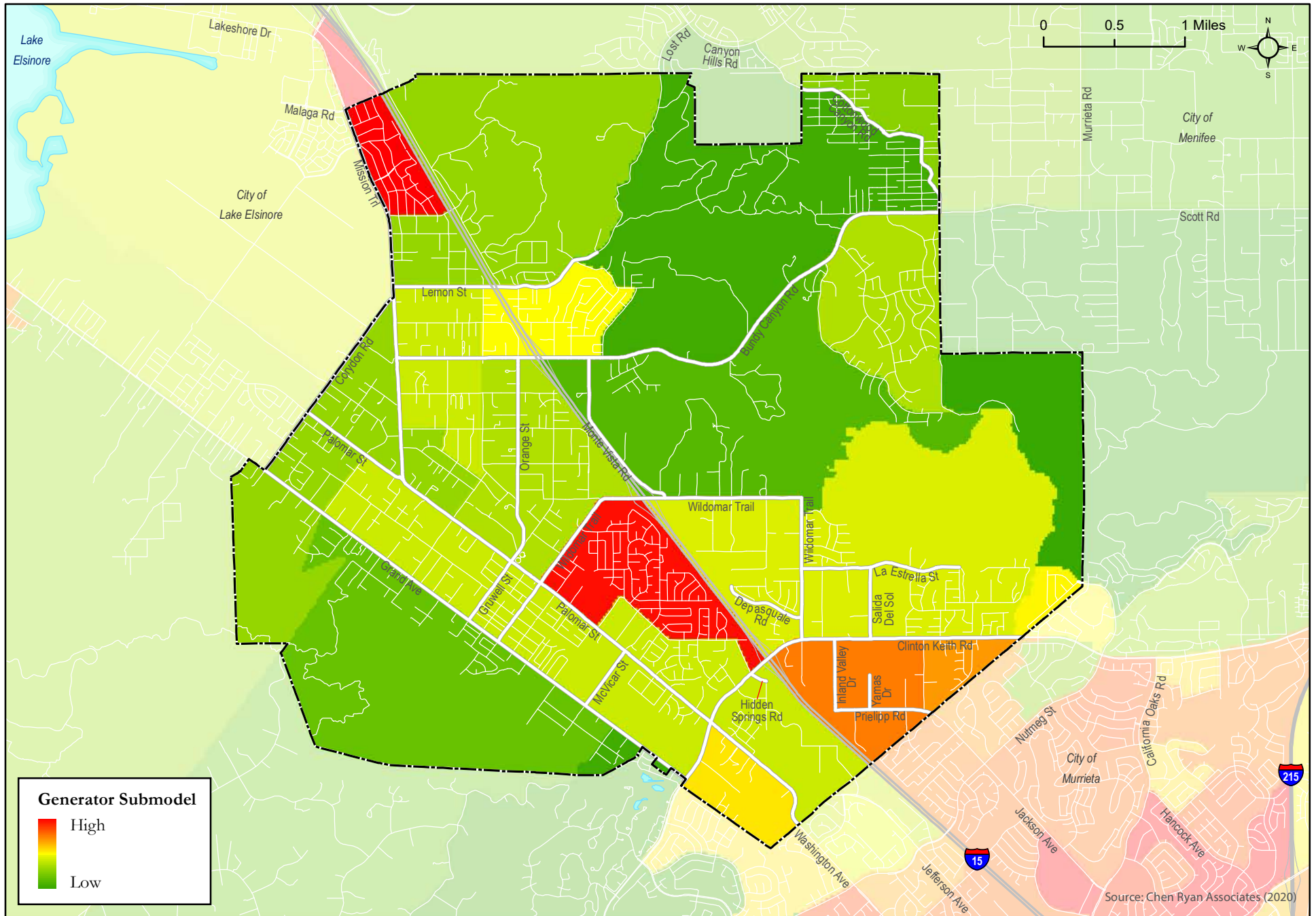


In addition to pedestrian counts collected at the study intersections, latent demand provides another indicator as where pedestrians could potentially travel. The methodology used to assess latent demand for cycling and walking through an active transportation demand model was discussed in Chapter 3. As noted earlier, the propensity model combines walk and bike trip generator inputs with walk and bike trip attractors. When combined, the active transportation generators and attractors provide a foundation for understanding active transportation demand across the City.

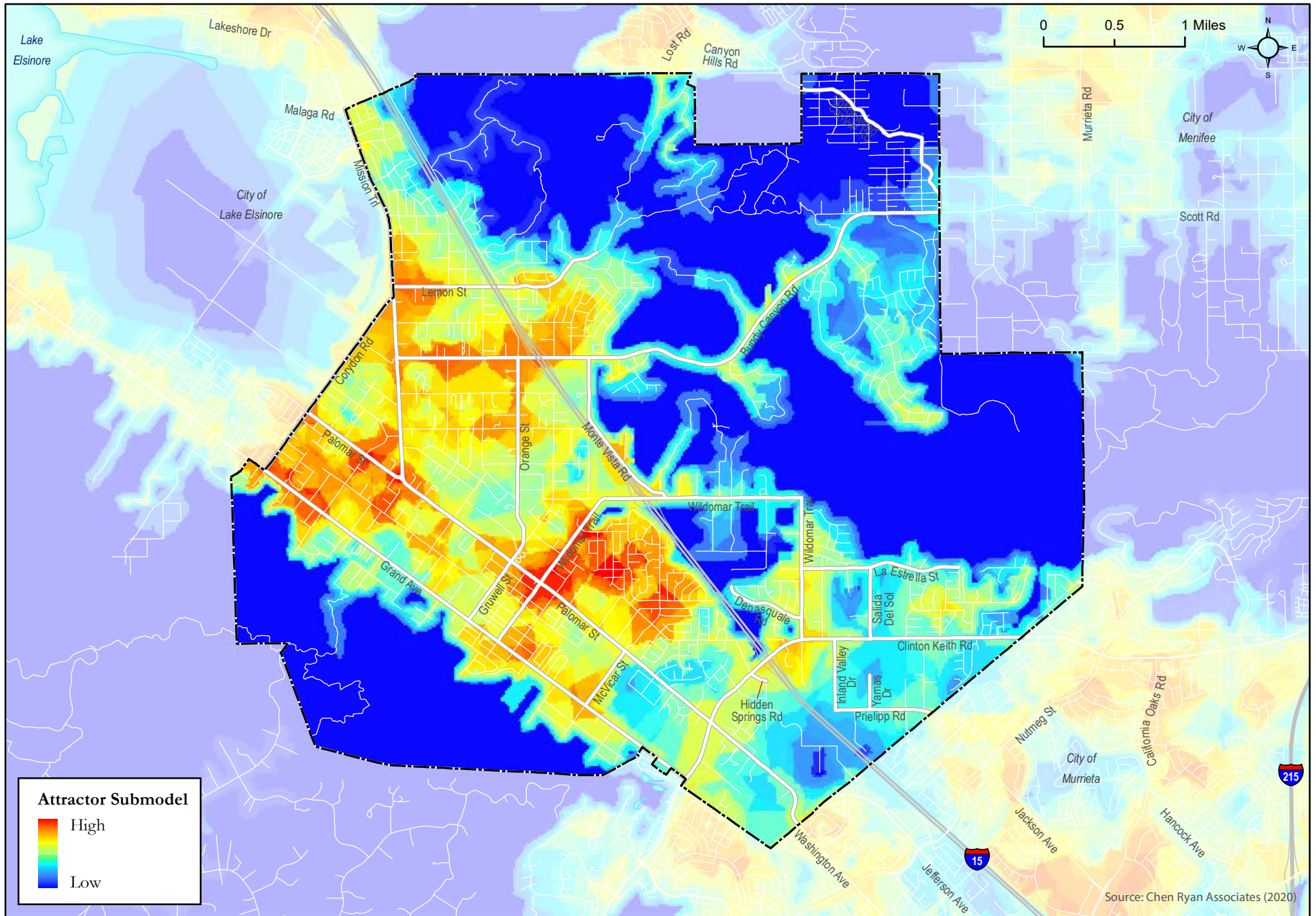
Figure 4.4 shows the active transportation generator submodel results. Higher population and employment densities are associated with potentially higher levels of active transportation trip generation. Bicycle and pedestrian commute rates, as well as zero-vehicle households, are also contributing factors to trip generation propensity. There are two census block groups with high active transportation trip generation propensity. One census block is wedged in-between Interstate 15 and Palomar Street, south of Wildomar Trail (formerly Central Street) with a meandering boundary on the southeastern boundary (north of Reta, east of Charles Street and north of Catt Road). The other census block group is west of Interstate 15 and east of Mission Trail and south of Malaga Road and north of Olive Street. Both census block groups have a high percentage of commuters who walk to work. The census block group bounded by Interstate 15, Palomar Street and Wildomar Trail (formerly Central Street) also has an elevated percentage of commuters who take transit to work.

Figure 4.5 displays the active transportation trip attractor submodel results. Trip attractors include schools, parks, retail and office land uses. The greatest concentrations of trip attractors are shown surrounding the intersection of Palomar Street and Wildomar Trail (formerly Central Street), where Wildomar Elementary School and the Palomar Plaza shopping center are located. Additional trip attractor concentrations are shown to the north and east of this intersection, including Anne Sullivan Preschool and Kindergarten, Windsong Park, California Lutheran High School, Donald Graham Elementary School. Smaller concentrations of trip attractors are shown near the Palomar Street and Mission Trail intersection, including Marna O'Brien Park and Round Up Liquor & Grocery.

Figure 4.6 displays the active transportation propensity model. Higher propensity (red and orange on the figure) is indicative of areas with increased potential for active transportation due to relatively higher levels of trip attractors and trip generators. The census block group with the highest propensity, was the one previously identified as being bounded by Interstate 15, Palomar Street and Wildomar Trail (formerly Central Street). It is particularly important to examine the quality of infrastructure in this high propensity area.

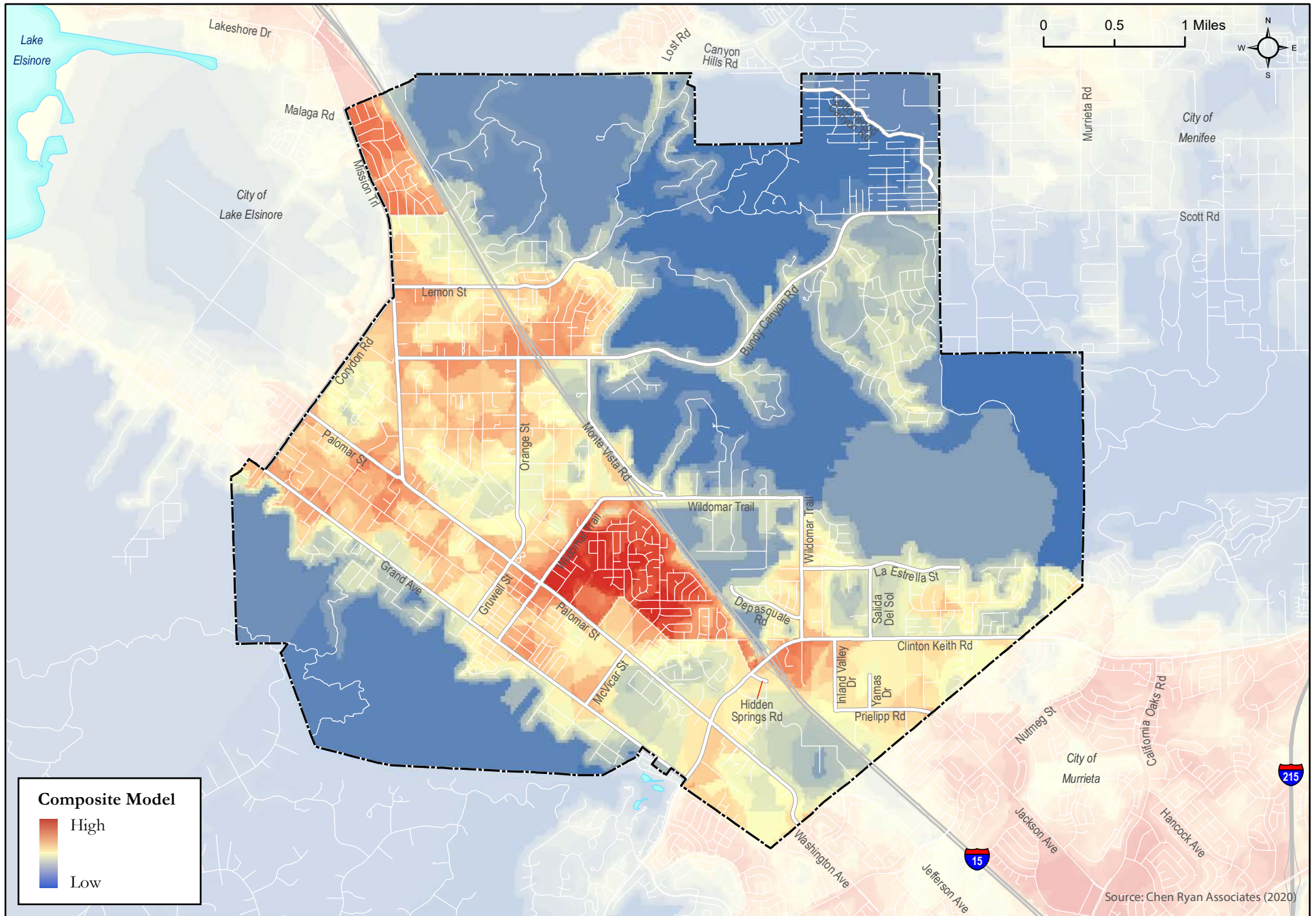


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Wildomar Mobility Plan

Figure 4.5
Active Transportation Trip Attractor Submodel



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Pedestrian Network Connectivity

An inventory of existing and missing sidewalks along the City's designated Circulation Element (CE) roadways was performed. Resources used for this evaluation include geographic information system (GIS) data, satellite imagery, and field review confirmations.

Figure 4.7 displays locations of missing sidewalks along CE roadways. As shown, the majority of these roadways do not provide continuous sidewalks, but rather consist of short, intermittent sidewalks that have been constructed as frontage improvements with adjacent property development and City Capital Projects.

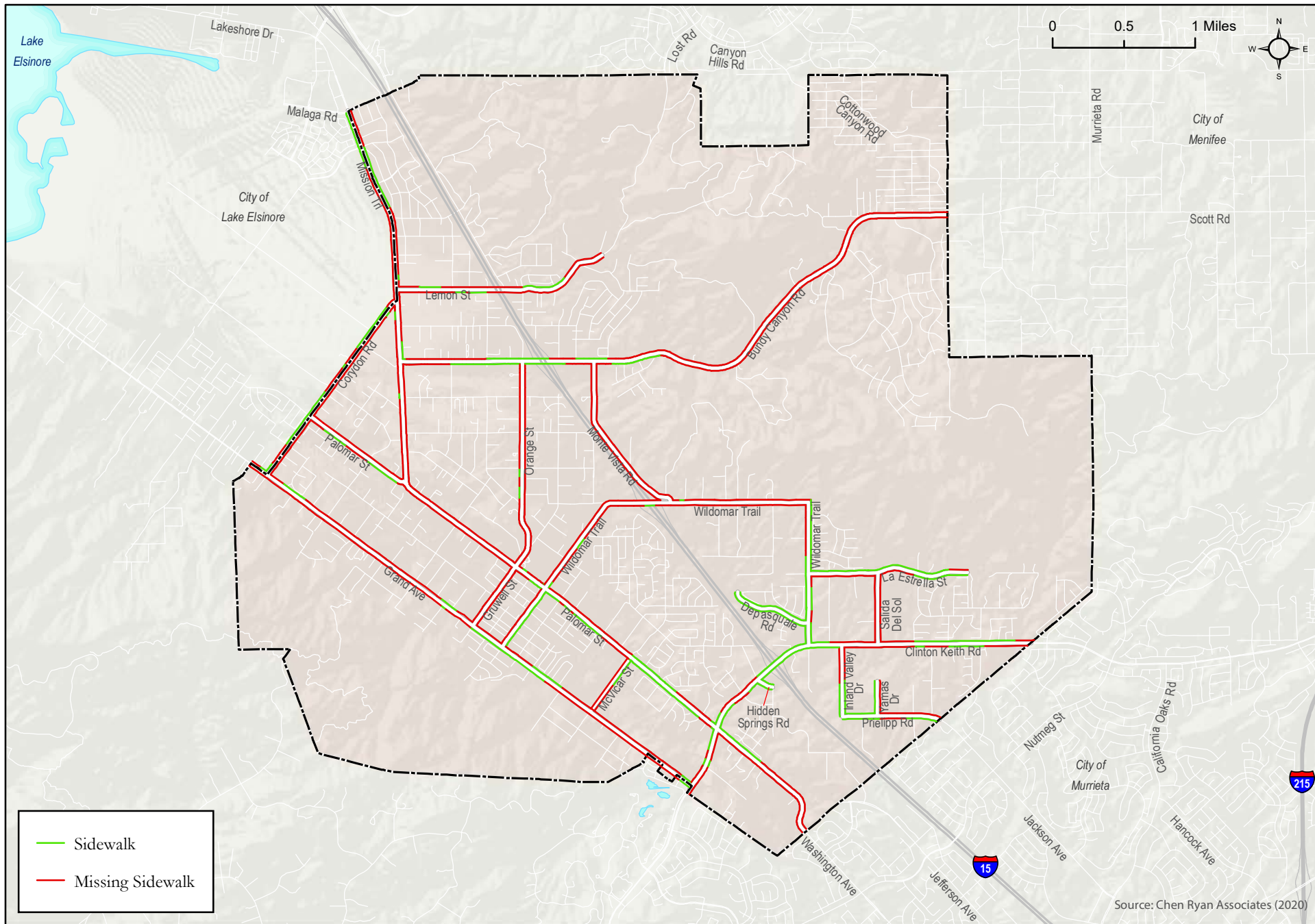
The City's CE roadways consist of approximately 62.9 linear miles representing both directions of the CE roadways. Of these 62.9 miles, there are approximately 18 miles of existing sidewalk and approximately 45 miles (72%) of missing sidewalks. Sidewalk infill will become an important step toward building a robust pedestrian mobility network. Missing sidewalks act as gap in the sidewalk network and create potential safety challenges for youth, people traveling in wheelchairs, people using mobility assistive devices, and for people pushing strollers. Providing residents with a safer and more comfortable pedestrian environment by building more sidewalks will be a key factor to help increase walkability levels within the city.

Pedestrian Facility Quality

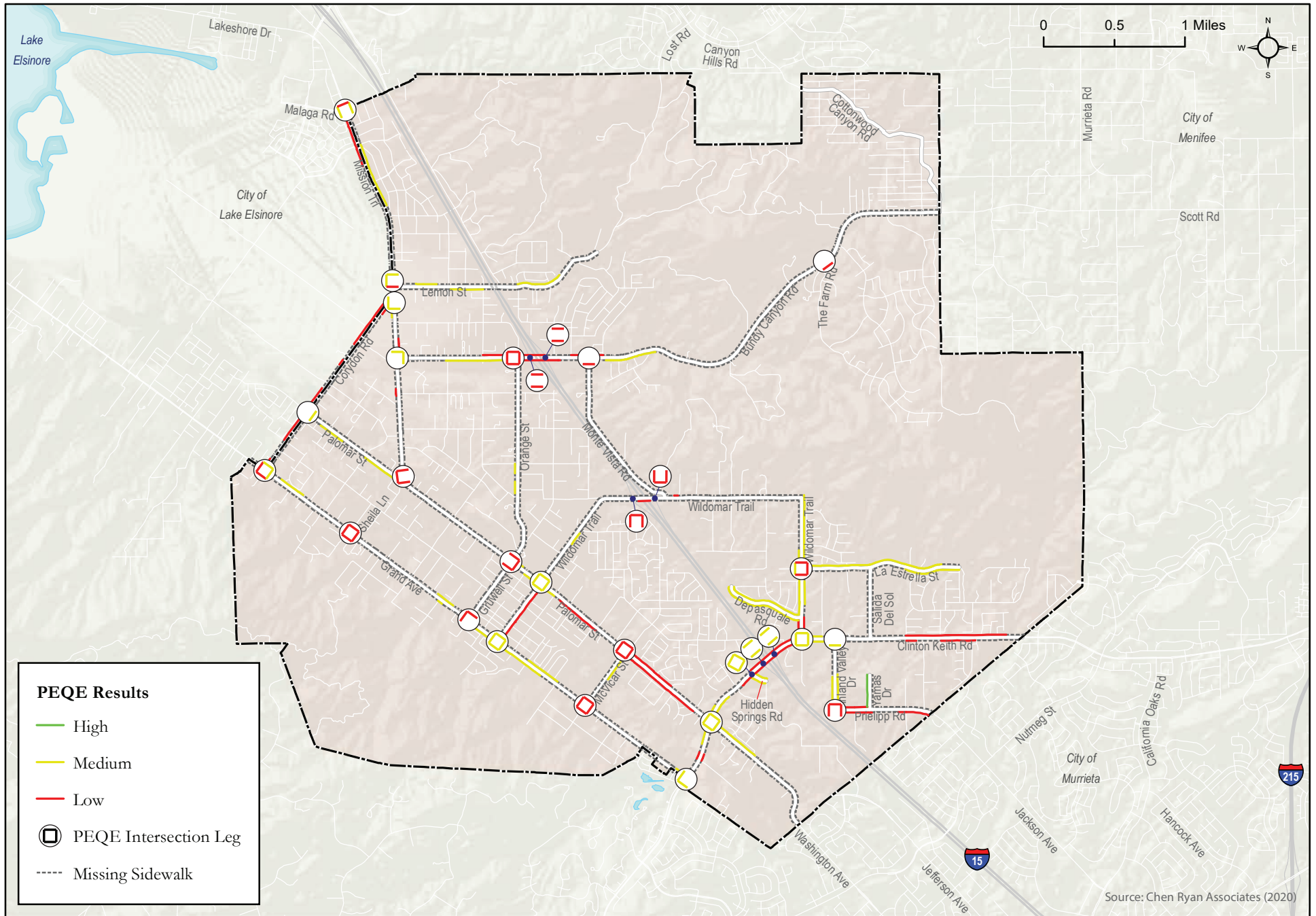
All CE roadways and study area intersections in Wildomar were evaluated using the Pedestrian Environment Quality Evaluation (PEQE). The PEQE system is intended to aid in the identification of areas in need of additional infrastructural or operational improvements. The PEQE scoring methodology can be found in Chapter 3, with specific attributes influencing scoring evaluation found in Table 3.4.

Figure 4.8 shows the PEQE analysis results across the City, including roadway segments and intersections. They are also summarized in **Table 4.2** and **Table 4.3**. As shown, the majority of PEQE study segments were found to exhibit Medium scoring characteristics, which is appropriate for most environments. A number of segments were identified to have a Low score; due to limited buffer from cars, and streets with high traffic volumes. It is important to note that locations where sidewalks are not currently present were not scored. Only one segment along west side of Yamas Drive resulted in a High score with non-obstructed sidewalk along a low speed roadway.

Although all of the segments offer a clear zone for pedestrians, and most of them have standard lighting, the bigger issues are presented in the categories of horizontal buffer and posted speed limit. 69% of the segments have less than 6 ft of horizontal buffer, while only 14% have a vertical buffer or a horizontal buffer larger than 14 ft. In addition, 62% of the segments have a posted speed limit above 40mph, which can be perceived as unsafe to pedestrians.



Wildomar Mobility Plan



Wildomar Mobility Plan

Figure 4.8
Pedestrian Environmental Quality Evaluation (PEQE) Results



Table 4.2 Sidewalk Inventory by PEQE Rating

Rating	Miles	Percent
High	0.23	1.31%
Medium	9.63	54.93%
Low	7.67	43.75%
Total Evaluated Sidewalk Miles	17.53	100%

The majority of intersection legs were found to be rated as Low. The main issues involve physical and operational features. Few of the signalized intersections provide operational features, such as countdown signals or no-turn on red signs which could enhance an intersection's PEQE rating. Within the specific PEQE Study Area intersections, high visibility crosswalks are present at three intersections in the City: Clinton Keith Road / Palomar Street (all legs), Wildomar Trail² / La Estrella Street (north and west legs), and Central Street / Palomar Street (all legs). All three locations are school crossings, distinguishable by the yellow crosswalk paint.

Table 4.3 Intersection Inventory by PEQE Rating

Rating	Legs	Percent
High	0	0.00%
Medium	40	47.06%
Low	45	52.94%
Total Evaluated Intersection Legs	85	100%

Pedestrian Safety

Collision data can be used to identify potential deficiencies or safety issues related to pedestrian travel. The collision review draws from 5 years of data (October 31, 2014 – October 31, 2019) obtained from the SWITRS and the City of Wildomar's collision database (Crossroads). The analysis was used to identify trends and patterns related to collision locations, causes, time, and victim age. Ultimately, this information will help inform the identification of potential pedestrian infrastructure improvements and programmatic recommendations.

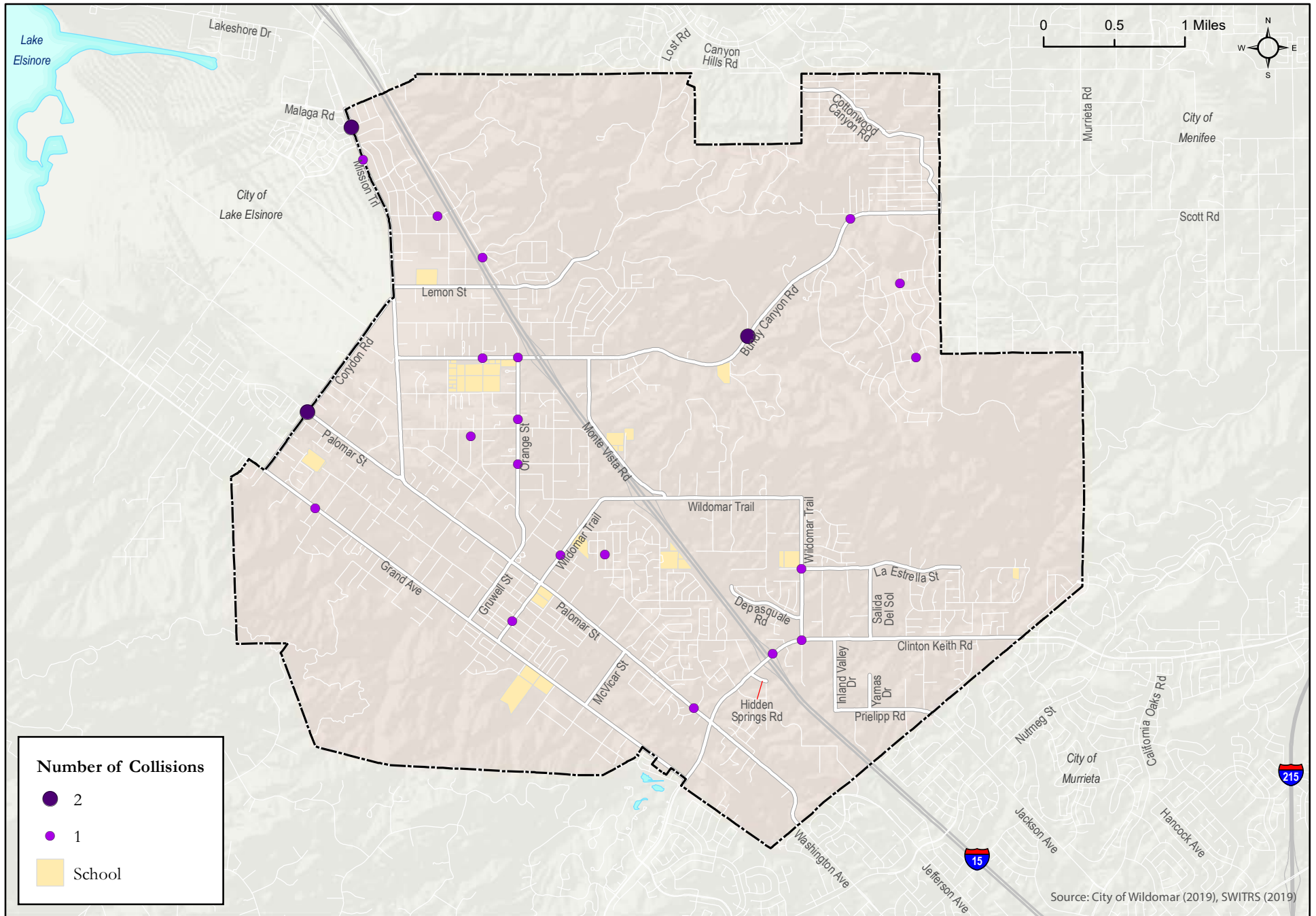
Figure 4.9 displays the location of the pedestrian-involved collisions across Wildomar. A total of 25 pedestrian-involved collisions were reported in the city during the five-year analysis period. As shown, collisions are mostly located along the CE roadways. Five of the collisions, or almost 25%, occurred on Bundy Canyon Road. Several collisions were reported within a short distance of schools. These locations should be taken into consideration when proposing and prioritizing infrastructure improvements.

Even though no pedestrian-involved collisions were reported at the highest pedestrian count location (Palomar St. & Wildomar Trail³), two pedestrian-involved collisions were reported near this intersection. Furthermore, one pedestrian-involved collision was reported at both the second (Orange St & Bundy Canyon Rd.) and third highest (Wildomar Trail⁴ & La Estrella St.) count locations.

² Formerly George Avenue/Porras Avenue

³ Formerly Central Street

⁴ Formerly George Avenue/Porras Road



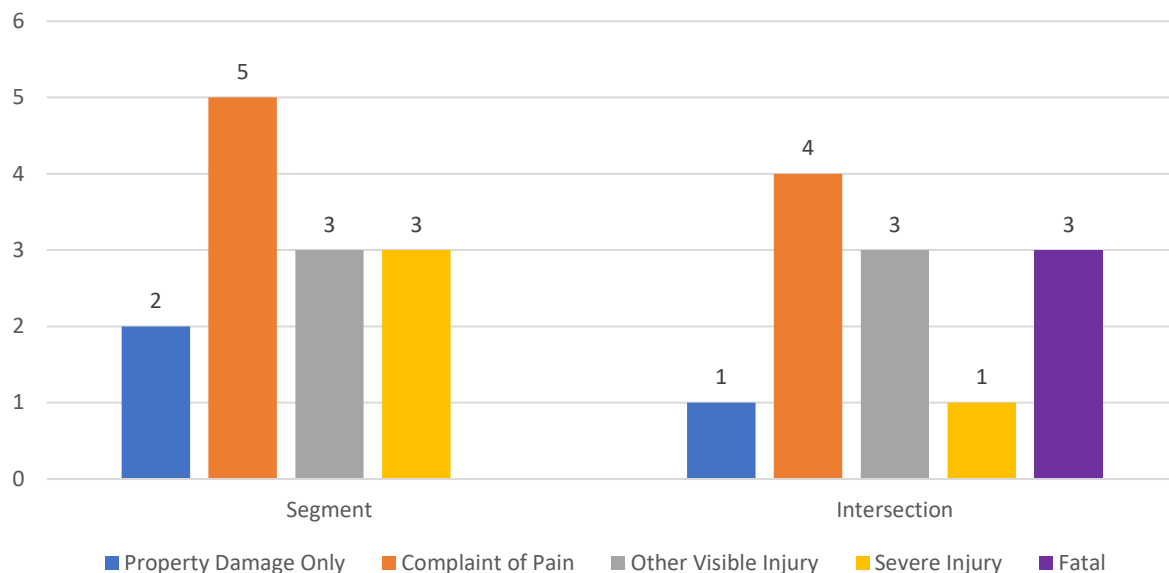
Wildomar Mobility Plan

Figure 4.9
Pedestrian-Involved Collisions (October 2014 - October 2019)



Figure 4.10 summarizes the 25 pedestrian-involved collisions by roadway location and injury severity, differentiating between intersection and segment locations. Thirteen of the collisions were reported at segment locations, while 12 were reported in intersections. As shown, 7 pedestrian-involved collisions resulted in a severe or fatal injury and all the fatal collisions were reported at intersection locations. Two of the three fatal collisions were reported at Mission Trail & Sylvester Road. Mission Trail is a high-speed road, and this intersection does not provide adequate crossing infrastructure for pedestrians. The other fatal collision was reported at Bundy Canyon Rd & Raciti Road, where pedestrian infrastructure is lacking as well.

Figure 4.10 Pedestrian-Involved Collisions by Severity by Roadway Location



Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)

Table 4.4 presents the violation codes by level of injury severity for the 25 pedestrian-involved collisions. The most frequent violation reported was due to pedestrians crossing the roadway outside of the crosswalk when they did not have the right-of-way (21954(a)). This violation was reported for nearly half (12/25) of the pedestrian-involved collisions, including two collisions resulting in severe injuries.

The second most frequent violation code reported was due to pedestrians not properly positioning themselves along roadways without sidewalks (21956(a)). Outside of a business or residential district, when a roadway lacks a sidewalk, pedestrians are required to walk along the left edge of the roadway, so they are facing on-coming traffic. This violation code was reported for all three collisions resulting in a pedestrian fatality and one collision resulting in a severe injury.



Table 4.4 Pedestrian Collision Violation Code by Injury Severity

Violation Code and definition	Property Damage Only	Complaint of Pain	Other Visible Injury	Severe Injury	Fatal	Total
21954 (a) Every pedestrian upon a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway so near as to constitute an immediate hazard.	2	5	3	2	-	12
21956 (a) No pedestrian may walk upon any roadway outside of a business or residence district otherwise than close to his or her left-hand edge of the roadway.	-	-	-	1	3	4
22107 No person shall turn a vehicle from a direct course or move right or left upon a roadway until such movement can be made with reasonable safety and then only after the giving of an appropriate signal in the manner provided in this chapter in the event any other vehicle may be affected by the movement.	-	1	2	-	-	3
21950 (a) The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as otherwise provided.	-	2	-	-	-	2
21453 (a) A driver facing a steady circular red signal alone shall stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and shall remain stopped until an indication to proceed is shown, except as provided in subdivision (b)	-	-	-	1	-	1
22350 No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.	-	1	-	-	-	1
Other	1	-	1	-	-	2
Total	3	9	6	4	3	25

Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)

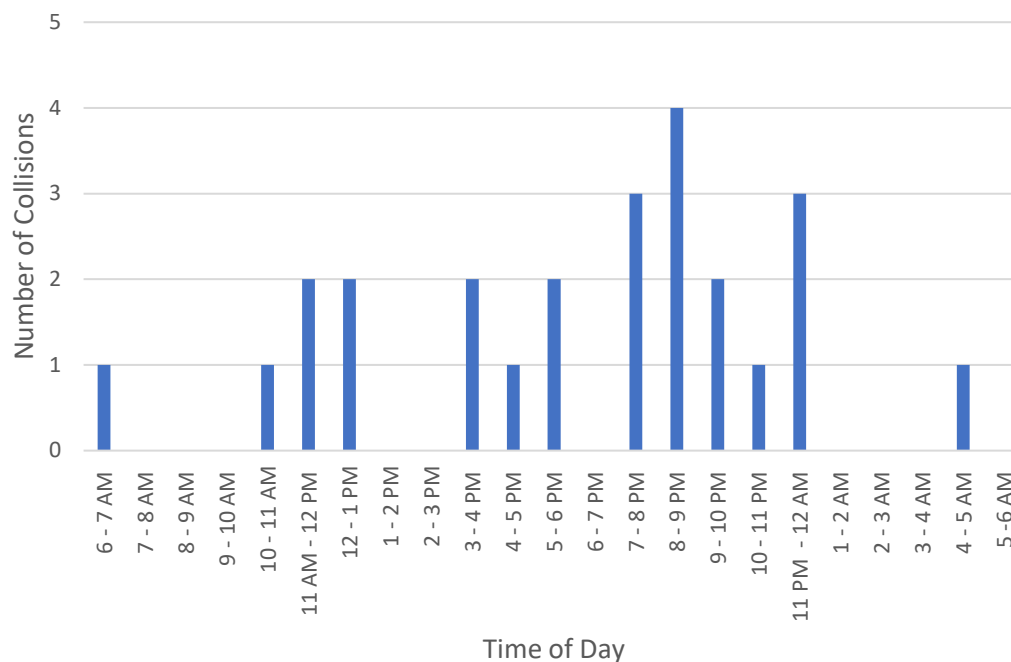


Additional Assessment of Pedestrian Collisions

This section presents pedestrian-involved collisions by time of day, age and gender of pedestrian involved. Understanding when collisions occur can help identify potential factors contributing to collisions, such as lack of lighting (collisions occurring at dawn/dusk or at night), or patterns, such as collisions occurring during peak commute hours.

Figure 4.11 shows the time of day for the pedestrian-involved collisions which occurred during the five-year analysis period. Approximately 14 (over half) of the total pedestrian-involved collisions occurred during dawn/dusk or at night.

Figure 4.11 Pedestrian-Involved Collisions by Time of Day



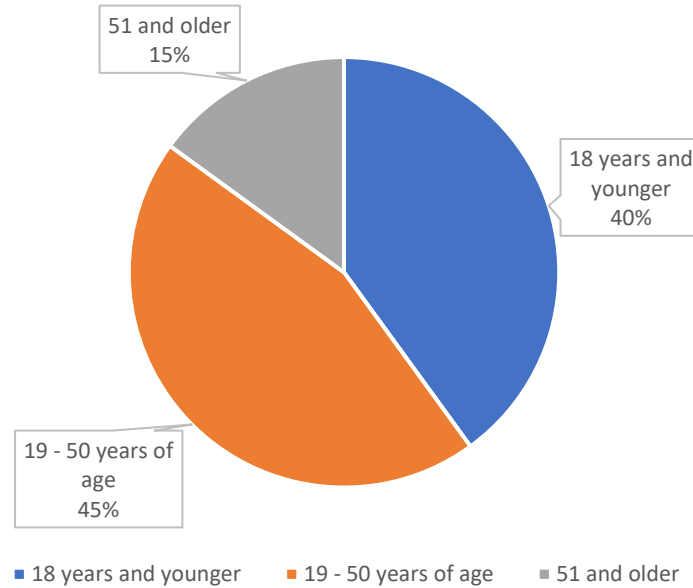
Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)

The age group analysis helps determine whether any age group is experiencing a disproportionate number of collisions. **Figure 4.12** shows the age groups of the pedestrian involved in the collisions. Age data was available for 17 of the pedestrians involved in the 25 collisions. Eight of the 20 pedestrians (for which data is available) were 18 years or younger, nine pedestrians were between the ages of 19 – 50 years of age, and three were over 50 years old.

Approximately 26% of Wildomar’s residents are 18 years of age or younger, however as shown in **Figure 4.12**, 40% of pedestrians involved in collisions are youth. This is a strong indication that reduced pedestrian-related collisions will greatly benefit the youth population.



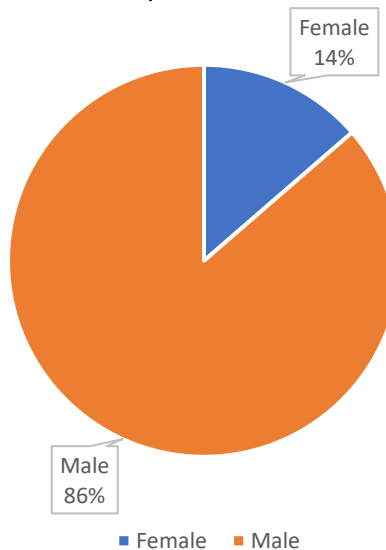
Figure 4.12 Pedestrian-Involved Collisions by Age



Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)

Figure 4.13 displays the gender of the pedestrians involved in the collisions. Gender information was available for 22 of the 25 pedestrian-involved collisions. As shown, 85% of pedestrian collisions involve males.

Figure 4.13 Pedestrian-Involved Collisions by Gender



Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)



4.2 Bicycle Mobility

This section provides an overview of bicycle facility classifications, a description of the types of cyclists, and an overview of the existing bicycle environment related to demand, connectivity, quality, and safety.

Table 4.5 identifies the four bicycle facility classifications recognized by Caltrans, including Class I bike paths, Class II bicycle lanes, Class III bicycle routes, and Class IV cycle tracks. These terms will be used throughout this chapter.

Table 4.5 Bicycle Facility Design Classification

Image	Description
	Class I Bike Path – Also referred to as a multi-use path or shared-use path, Class I facilities provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Bike paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way bike path is considered to be eight-feet (ten-feet preferred), with a two-foot wide graded area adjacent to each side of the pavement.
	Class II Bike Lane – Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway. Pedestrian and motorist crossflows are permitted. Additional enhancements such as painted buffers and signage may be applied. The minimum bike lane width is considered to be five-feet when adjacent to on-street parking, or six-feet when posted speeds are greater than 40 miles per hour. Bike lanes can also have striped buffer areas a few feet in width to provide separation from vehicles.
	Class III Bike Route – Provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and/or street markings such as “sharrows”. Bike routes are best suited for low-speed, low-volume roadways. Bike routes provide network continuity or designate preferred routes through corridors with high demand.
	Class IV Cycle Track – Also referred to as a separated or protected bikeway, cycle tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic. Cycle tracks can provide for one-way or two-way travel. Types of separation include, but are not limited to, grade separation, flexible posts, or on-street parking.

Source: Caltrans, Highway Design Manual (2016)



A cyclist's skill level can dictate on which type of facility they feel most comfortable or where they will ride. Cyclists have been generally categorized as belonging to one of four types, based upon their comfort, skill level and interest in cycling (Dill, et al; *Four Types of Cyclists? Examination of Typology for Better Understanding of Bicycling Behavior and Potential*, Portland State University, 2013). **Table 4.6** provides a description of the four types of cyclists.

Table 4.6 The Four Types of Cyclists

Image	Description
	<p>The “Strong and the Fearless” represent fewer than half of a percent of the population. These are the people who will ride regardless of roadway conditions. They tend to self-identify as “cyclists,” and riding is a strong part of their identity. They are generally undeterred by roadway conditions.</p>
	<p>The “Enthusied and Confident” are those who have been attracted to cycling and are comfortable sharing the roadway with automotive traffic, but prefer to do so operating on their own facilities. They are attracted to riding where streets have been redesigned to make them work well for bicycling. They appreciate bicycle lanes and bicycle boulevards. This demographic comprises approximately seven percent of the population.</p>
	<p>The vast majority of people are the “Interested but Concerned.” These individuals are curious about bicycling. They like riding a bicycle, and they would like to ride more. However, they are cautious toward most riding conditions, and are uncomfortable with riding in mixed traffic. Very few regularly ride bicycles, and particularly not along arterials, or to major commercial and employment destinations. This group represents approximately 60 percent of the population. They would ride if they felt safer on the roadways—if cars were slower and less frequent, or were physically separated from cars.</p>
	<p>Approximately one third of the population falls into the last category - the “No Way, No How” group that is currently not interested in bicycling at all, for reasons of topography, inability, or simply a lack of interest.</p>

Source: Dill, et al (2013)



Bicycle Demand

The number of people on bicycles were counted at the same 30 intersections at which data was collected for all modes and during the same time frames, from 7 – 9 AM and from 4 – 6 PM. As previously noted, this data helps the understanding of how the pedestrian and bicycle networks are currently used. **Figure 4.14** displays the total number of bicyclists observed in the AM peak, **Figure 4.15** displays the total number of bicyclists observed in the PM peak, and **Figure 4.16** displays the AM and PM peak period bicycle movements at the respective intersection legs.

The locations with the highest observed AM bicycle volumes include:

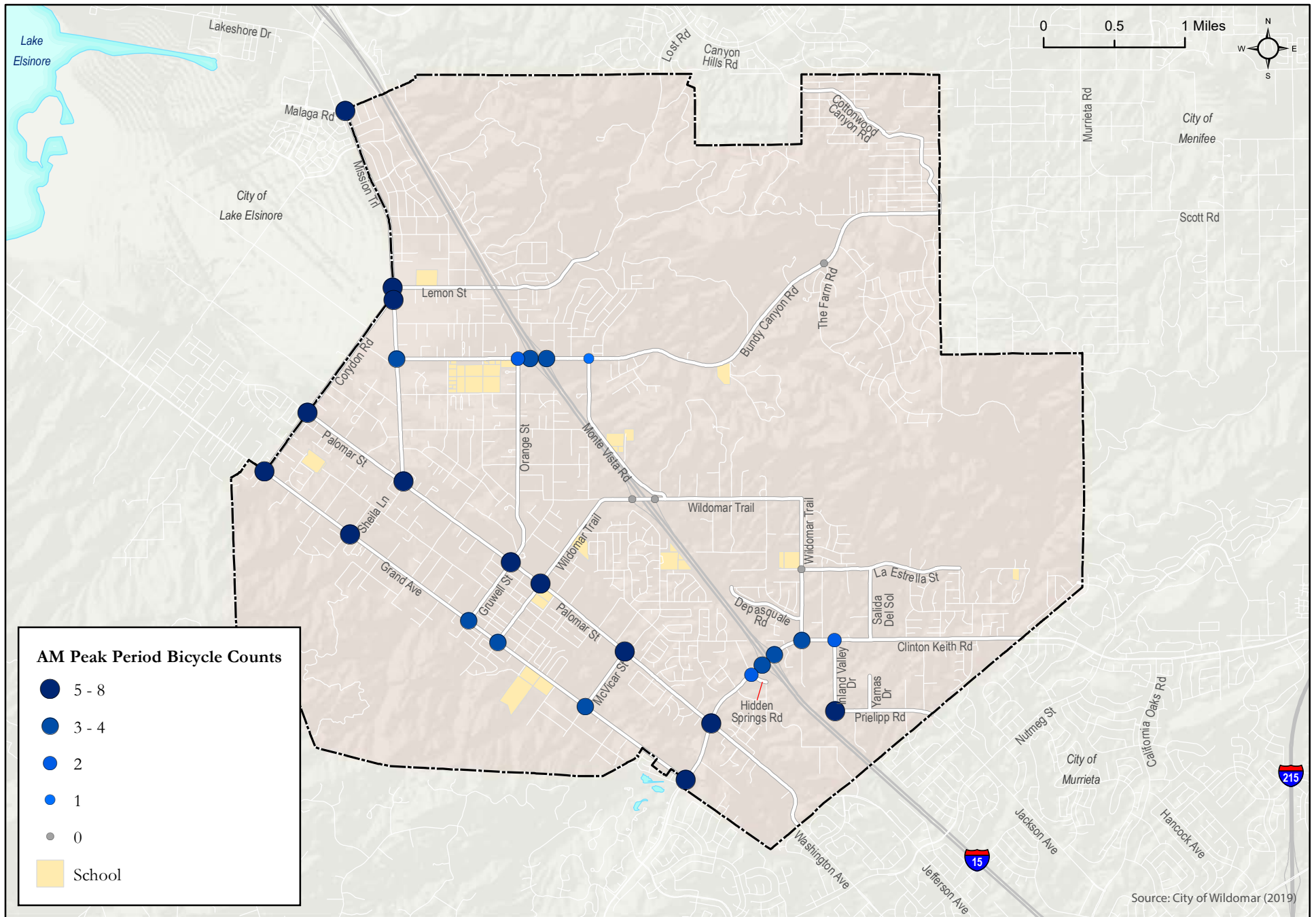
- Palomar St & Clinton Keith Rd (8)
- Palomar St & McVicar St/Frederick St (7)
- Grand Ave & Sheila Ln (7)
- Palomar St & Gruwell St (6)
- Mission Trail & Lemon St (6)
- Mission Trail & Corydon Rd (6)
- Mission Trail & Palomar St (6)
- Grand Ave & Clinton Keith Rd (6)

The locations with the highest observed PM bicycle volumes include:

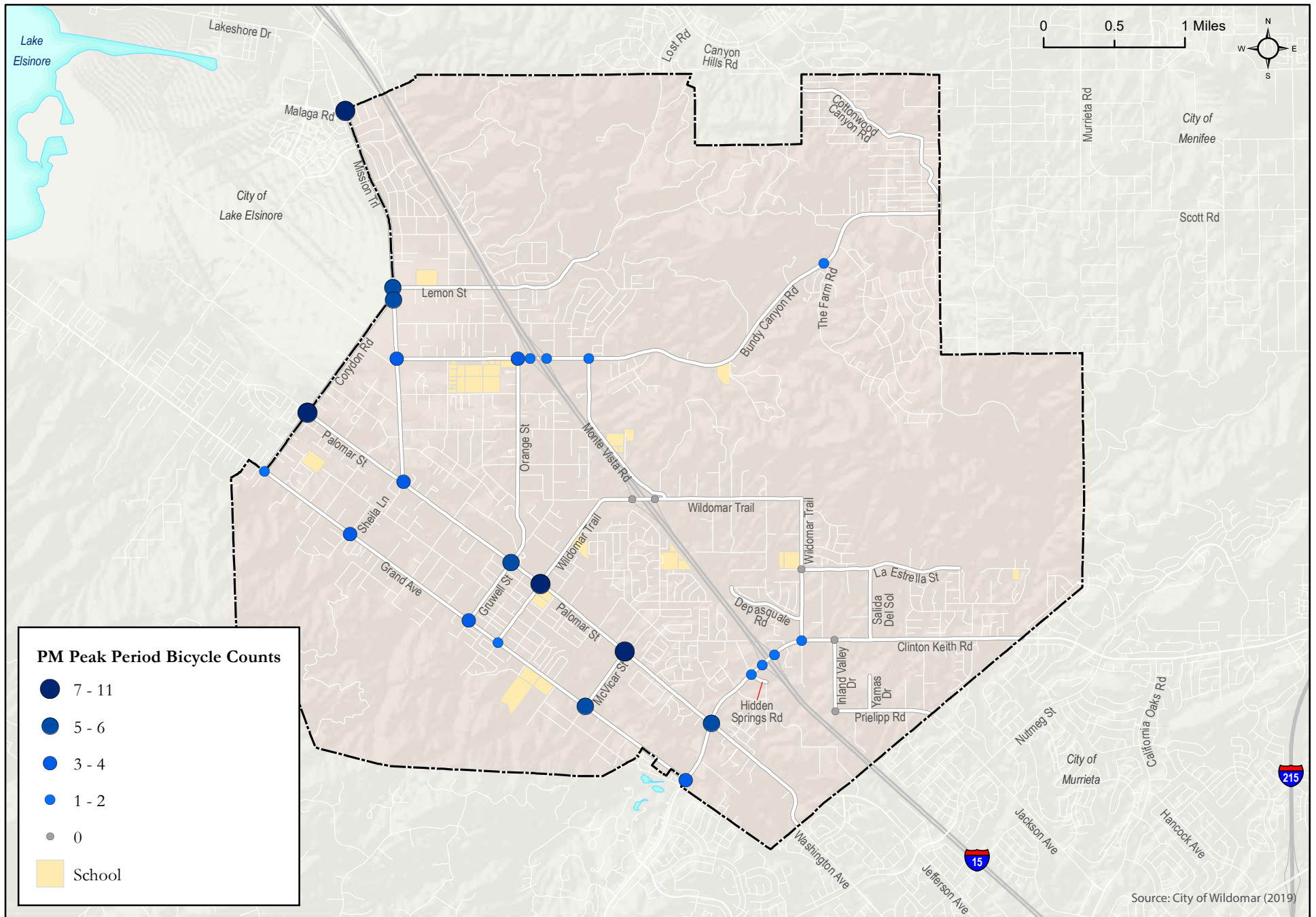
- Palomar Street & Corydon Rd (11)
- Palomar Street & Wildomar Trail (formerly Central Street) (11)
- Palomar Street & McVicar Street (10)
- Mission Trail & Malaga Rd (7)

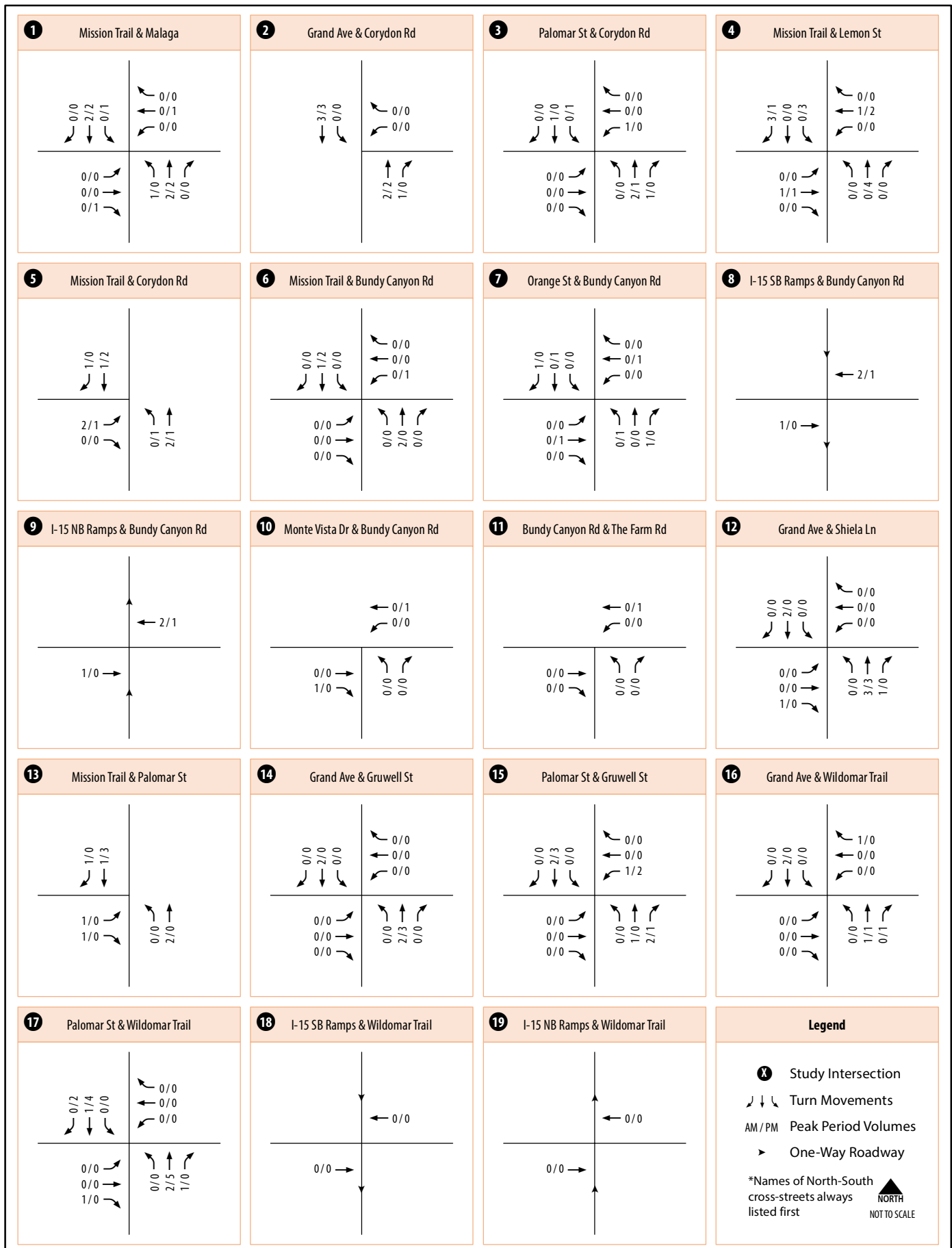
Table 4.7 summarizes the volumes by location, identifying the number of bicyclists observed during each peak period and the total number of bicyclists observed. Table 4.7 is sorted by total volume in descending order.

The latent demand for cycling is discussed previously under the Pedestrian Mobility section and displayed in Figures 4.4-4.6.



Wildomar Mobility Plan





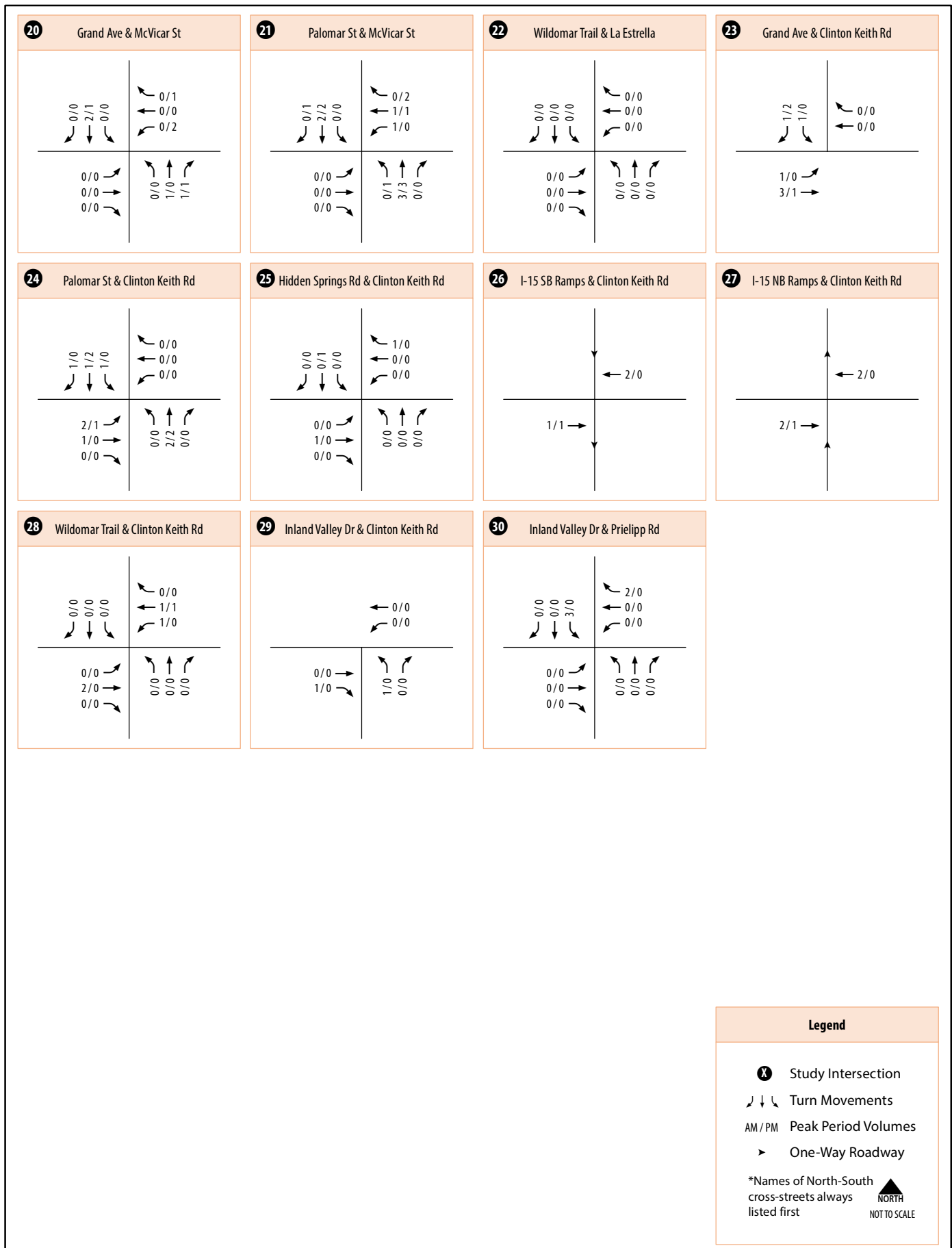




Table 4.7 AM and PM Peak Hour Bicycle Counts

Location	AM Peak	PM Peak	Total
Palomar St & McVicar St/Frederick St	7	10	17
Palomar St & Corydon Rd	5	11	16
Palomar St & Wildomar Trail ¹	5	11	16
Palomar St & Clinton Keith Rd	8	5	13
Mission Trail & Malaga Rd	5	7	12
Palomar St & Gruwell St	6	6	12
Mission Trail & Lemon St	6	5	11
Mission Trail & Corydon Rd	6	5	11
Grand Ave & Sheila Ln	7	3	10
Mission Trail & Palomar St	6	3	9
Grand Ave & McVicar St	4	5	9
Grand Ave & Clinton Keith Rd	6	3	9
Grand Ave & Corydon Rd	5	2	7
Grand Ave & Gruwell St	4	3	7
Mission Trail & Bundy Canyon Rd	3	3	6
Orange St & Bundy Canyon Rd	2	4	6
Grand Ave & Wildomar Trail ¹	4	2	6
I-15 NB Ramps & Clinton Keith Rd	4	1	5
Wildomar Trail ² & Clinton Keith Rd	4	1	5
Inland Valley Dr & Prielipp Rd	5	0	5
I-15 SB Ramps & Bundy Canyon Rd	3	1	4
I-15 NB Ramps & Bundy Canyon Rd	3	1	4
I-15 SB Ramps & Clinton Keith Rd	3	1	4
Hidden Springs Rd & Clinton Keith Rd	2	1	3
Monte Vista Dr & Bundy Canyon Rd	1	1	2
Inland Valley Dr & Clinton Keith Rd	2	0	2
The Farm Rd & Bundy Canyon Rd	0	1	1
I-15 SB Ramps & Wildomar Trail ³	0	0	0
I-15 NB Ramps & Wildomar Trail ³	0	0	0
Wildomar Trail ⁴ & La Estrella St	0	0	0

Source: Counts Unlimited (2019)

¹ Formerly Central St.

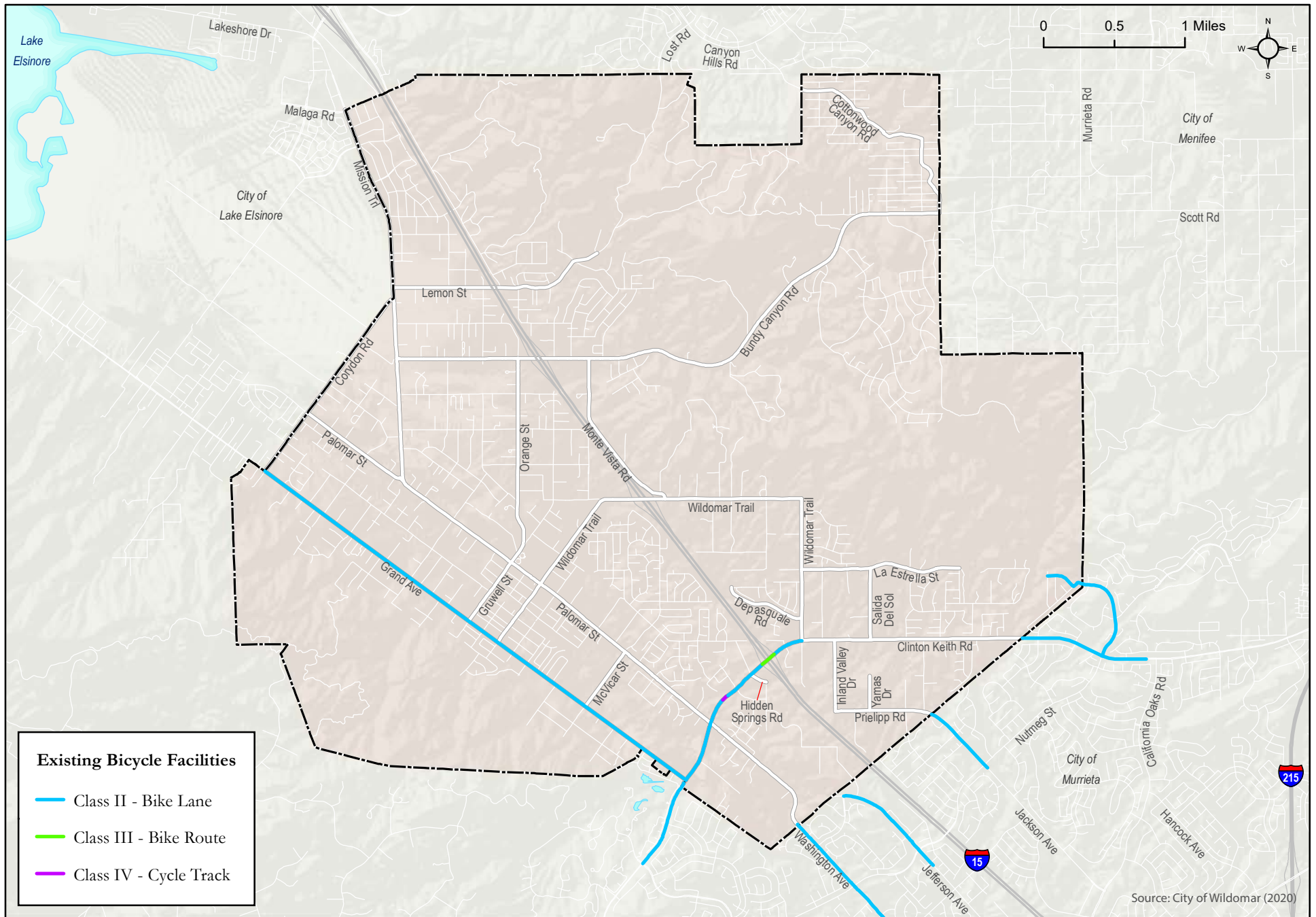
³ Formerly Baxter Rd.

² Formerly George Ave.

⁴ Formerly Porras Rd/George Ave.

Bicycle Network Connectivity

Figure 4.17 displays the existing bicycle network. Currently, the City of Wildomar's network primarily consists of bicycle lanes along Grand Avenue from the northern city limits to Clinton Keith Road, and along Clinton Keith Road from Grand Avenue to Wildomar Trail (formerly George Avenue). The Clinton Keith Road bridge deck over I-15 is a Class III bike route. Included on Clinton Keith Road is approximately one block of a Class IV cycle track facility. This facility is located on eastbound Clinton Keith Road in front of the northern end of Renaissance Plaza (approximately 400 feet south of the intersection of Clinton Keith Road and Stable Lanes Road).



Wildomar Mobility Plan



An important consideration for bicycle networks is not only the provision of facilities, but ensuring those facilities are comfortable for users and connected to desirable destinations. This Mobility Plan will identify opportunities to expand the network of comfortable facilities through new connections or the enhancement of existing facilities.

Bicycle Facility Quality

The bicycle environment in Wildomar was assessed using the bicycle Level of Traffic Stress (LTS) methodology for characterizing cycling environments, as described in Chapter 3.

Figure 4.18 displays the bicycle LTS results for all CE roadways in the City of Wildomar. Local roads, private roads or those internal to mobile home parks were not evaluated. Roadways with an LTS 1 or 2 are generally collectors, characterized as having one lane in each direction while providing adequate width for cyclists and vehicles, with a low posted speed and low traffic volumes.

The main east-west and north-south connections are LTS 4 due to high posted speed limits and the missing bicycle infrastructure. Though Grand Avenue and a portion of Clinton Keith Road have bicycle lanes, the score is an LTS 4 due to high posted speed limits.

Improving the comfort of cyclists along connecting arterials could be a focus for the portion of the Mobility Plan which focuses on bicycle transportation.

Bicycle Safety

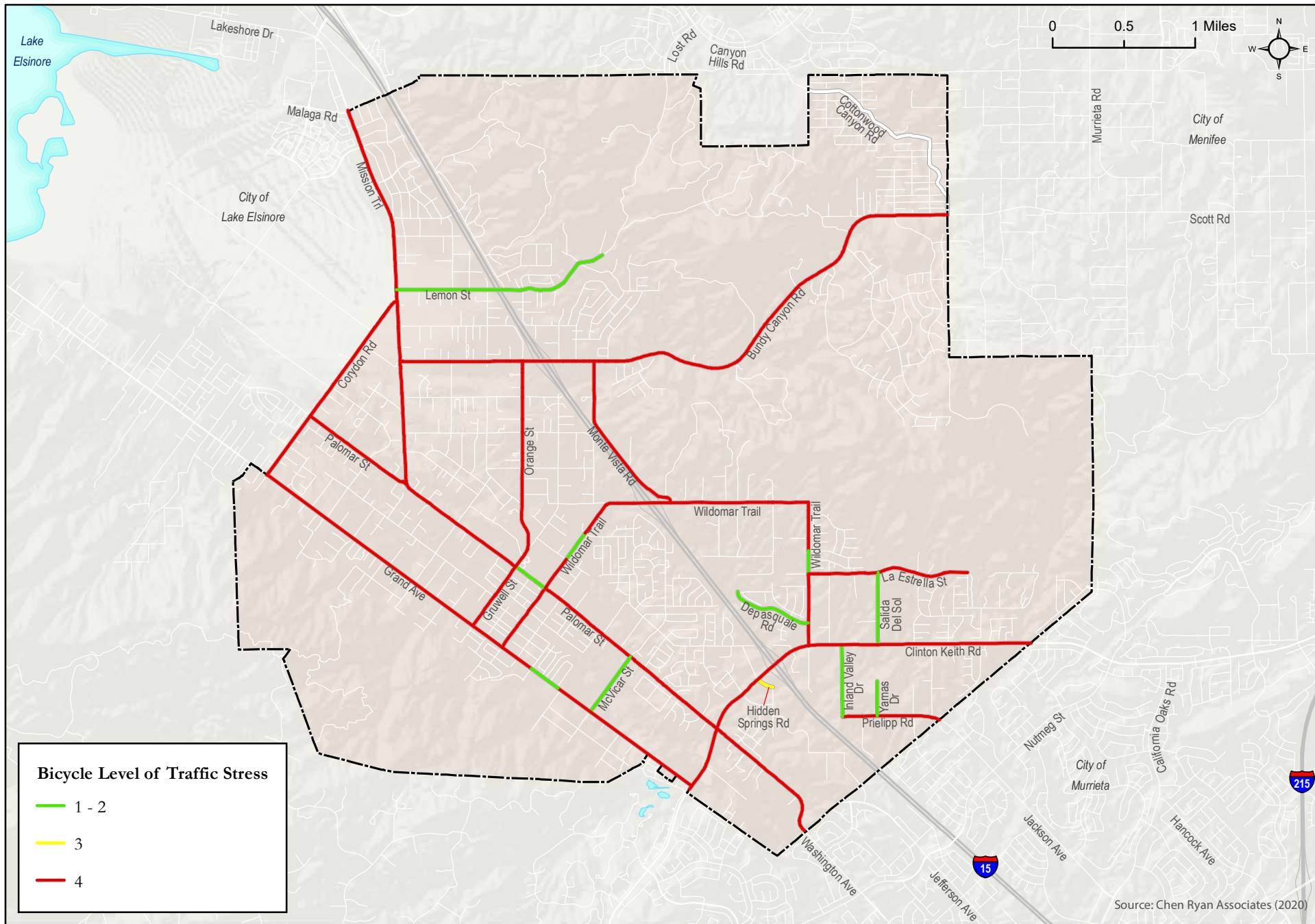
Collision data can be used to identify potential deficiencies or safety issues related to bicycle travel. The collision review draws from 5 years of data (October 31, 2014 – October 31, 2019) obtained from the SWITRS and the City of Wildomar's collision database (Crossroads). The analysis was used to identify trends and patterns related to collision locations, causes, time, and victim age. Ultimately, this information will help inform the identification of potential bicycle infrastructure improvements and programmatic recommendations.

Figure 4.19 displays the location of the bicycle-involved collisions across Wildomar. A total of 13 bicycle-involved collisions were reported in the city during the five-year analysis period. As shown, approximately 70% of the bicycle collisions took place on three corridors: Clinton Keith Road, Mission Trail and Palomar Street.

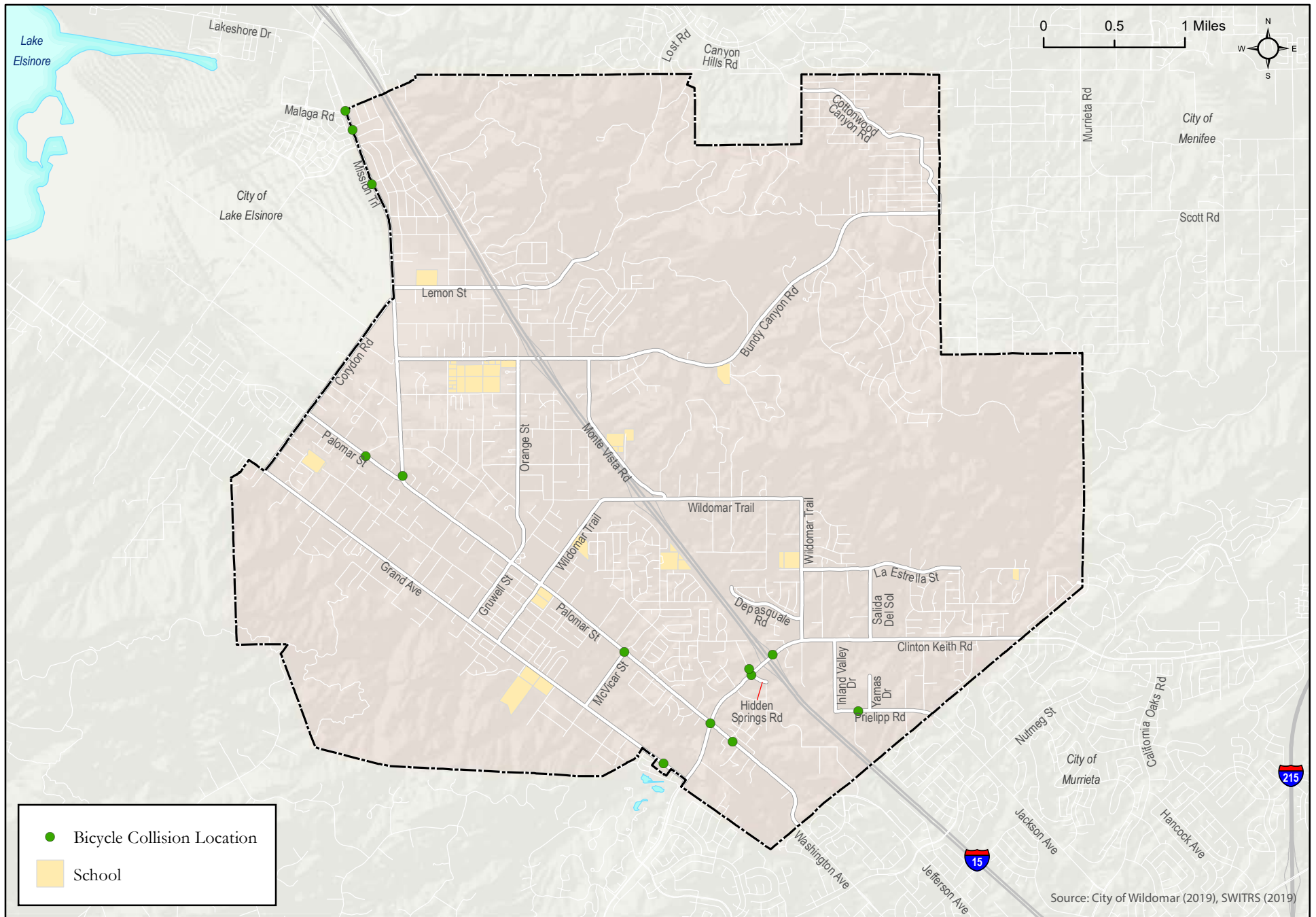
The corridors with the at least three bicycle collisions are:

- Clinton Keith Road (3)
- Mission Trail (3)
- Palomar Street (3)

Three fatal bicycle-involved collisions were reported, including the intersection of Mission Trail and Malaga Road, along Mission Trail approximately 24' south of Sedco Boulevard, and along Palomar Street approximately 150' south of Bayberry Road. Both of the fatal collisions on Mission Trail were reported as occurring within the City of Lake Elsinore boundary.



Wildomar Mobility Plan

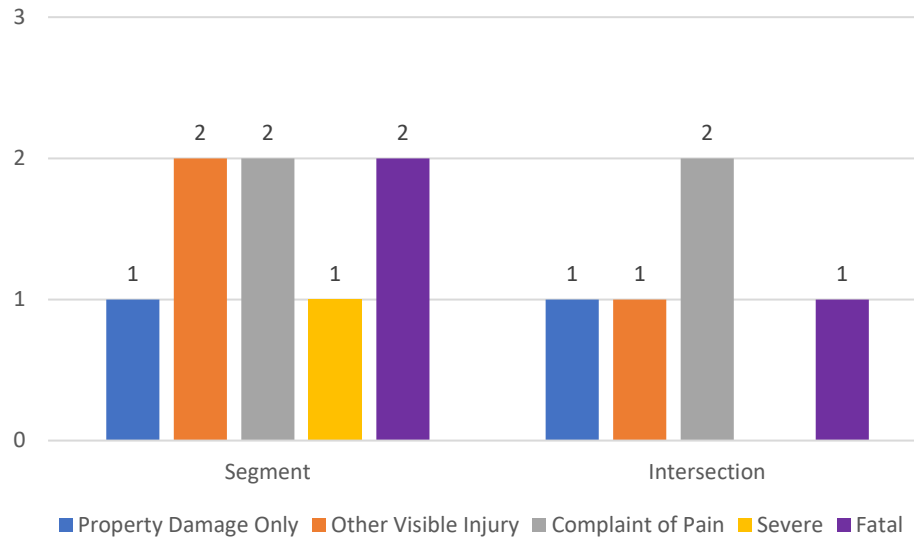


Wildomar Mobility Plan



Figure 4.20 presents collision severity by roadway location. Bicycle-involved collisions were more commonly reported along segments (62%) than intersections (38%). Similarly, collisions resulting in a severe injury or fatality were also more prevalent along segments (75% combined).

Figure 4.20 Bicycle-Involved Collision by Severity by Roadway Location



Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)

Table 4.8 presents violation codes by level of injury severity for 12 (of the 13) bicycle-involved collisions. The most frequently reported codes are 22107 and 22350 at three incidents each.



Table 4.8 Bicycle-Involved Collision Violation Code by Injury Severity

	Violation Code & Definition	Property Damage Only	Other Visible Injury	Complaint of Pain	Severe Injury	Fatal	TOTAL
22107	No person shall turn a vehicle from a direct course or move right or left upon a roadway until such movement can be made with reasonable safety and then only after the giving of an appropriate signal in the manner provided in this chapter in the event any other vehicle may be affected by the movement.	--	1	1	--	1	3
21453(a)	A driver facing a steady circular red signal alone shall stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and shall remain stopped until an indication to proceed is shown, except as provided in subdivision (b)	--	1	1	--	--	2
21453(c)	A driver facing a steady red arrow signal shall not enter the intersection to make the movement indicated by the arrow and, unless entering the intersection to make a movement permitted by another signal, shall stop at a clearly marked limit line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection, and shall remain stopped until an indication permitting movement is shown.	--	--	--	--	1	1
21650.1	A bicycle operated on a roadway, or the shoulder of a highway, shall be operated in the same direction as vehicles are required to be driven upon the roadway.	--	--	1	--	--	1
21950(a)	The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as otherwise provided in this chapter.	1	--	--	--	--	1
22350	No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.	--	1	--	1	1	3
24250	During darkness, a vehicle shall be equipped with lighted lighting equipment as required for the vehicle by this chapter.	--	--	1	--	--	1
	TOTAL	1	3	4	1	3	12*

Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)

*1 Collision did not have a violation code entered in the database.

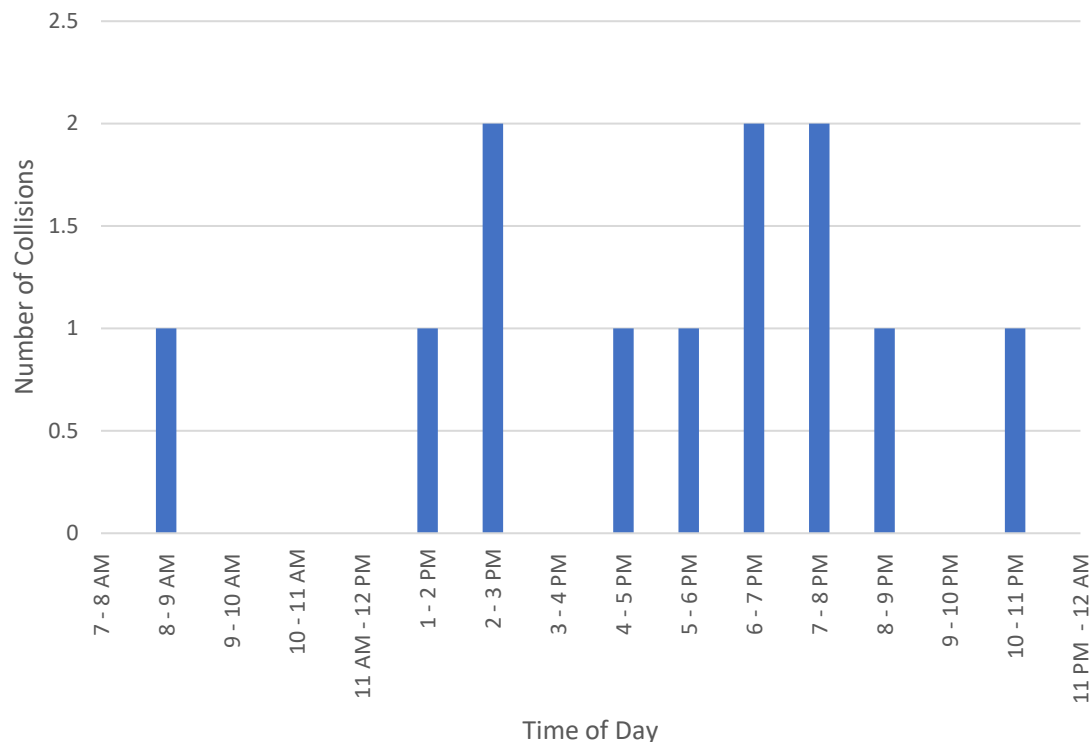


Additional Assessment of Bicycle Collisions

This section presents bicycle-involved collisions by time of day, age and gender of bicyclist involved. This information may be used to help identify potential factors contributing to collisions, such as lack of lighting (collisions occurring in the evening), or patterns, such as collisions occurring during peak commute hours. The bicyclist's age is also examined in this section. The age group analysis helps determine whether any age group is experiencing a disproportionate number of collisions.

Figure 4.21 displays the time of day when the bicycle-involved collisions occurred. Two collisions each occurred during the hours of 2 to 3 PM, 6 to 7 PM, and 7 to 8 PM.

Figure 4.21 Bicycle-Involved Collisions by Time of Day



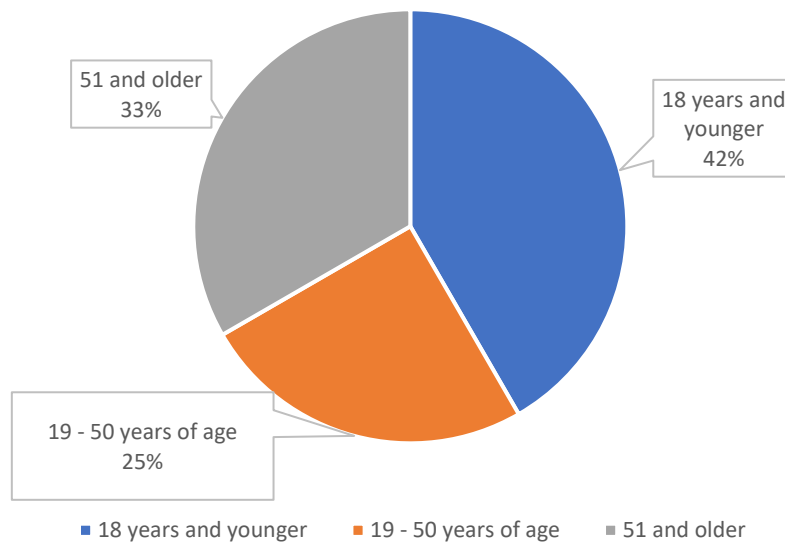
Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)

Figure 4.22 shows the age of the bicyclists involved in collisions. The data reflects 12 (of 13) bicycle-involved collisions. Five bicyclists (out of a subset of 12 bicyclists) were 18 years and younger. Three bicyclists were between the ages of 19 - 50 years of age and two bicyclists were over the age of 50 years old.

Additionally, several of the bicyclists involved were school-aged. Two bicyclists, aged 12 and 15 years old, were involved in collisions at 2:52 pm and at 4:08 pm respectively (in months and days of the week in which school would have been in session), making the school commute more relevant, as well as the time during or post school dismissal.



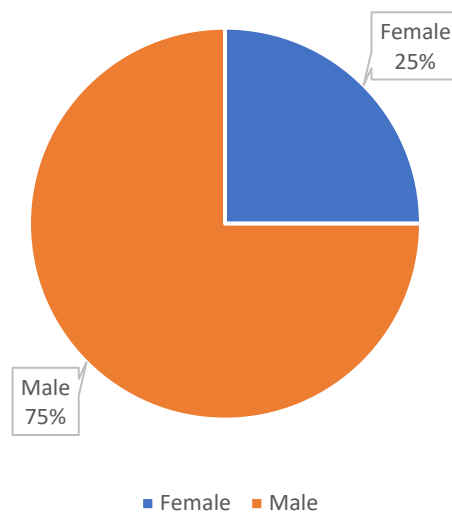
Figure 4.22 **Bicycle-Involved Collisions by Age**



Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)

Figure 4.23 displays the gender of the bicycle-involved in the collisions. Gender information was available for 12 of the 13 collisions. As shown, 75% of pedestrian collisions involve males.

Figure 4.23 **Bicycle-Involved Collisions by Gender**



Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)



4.3 Equestrian

Horses are part of the City of Wildomar's past and important to the City of Wildomar's identity. Wildomar was an outpost of the pony express for the Butterfield Stage and more recently, as part of the Old Town Vision (2013) document, a strong desire to keep equestrian trails connected to the Old Town core and to nearby trails was expressed. Similarly, the Wildomar Adopt-a-Trail System Map is used as a guidance document in the planning of future trails.

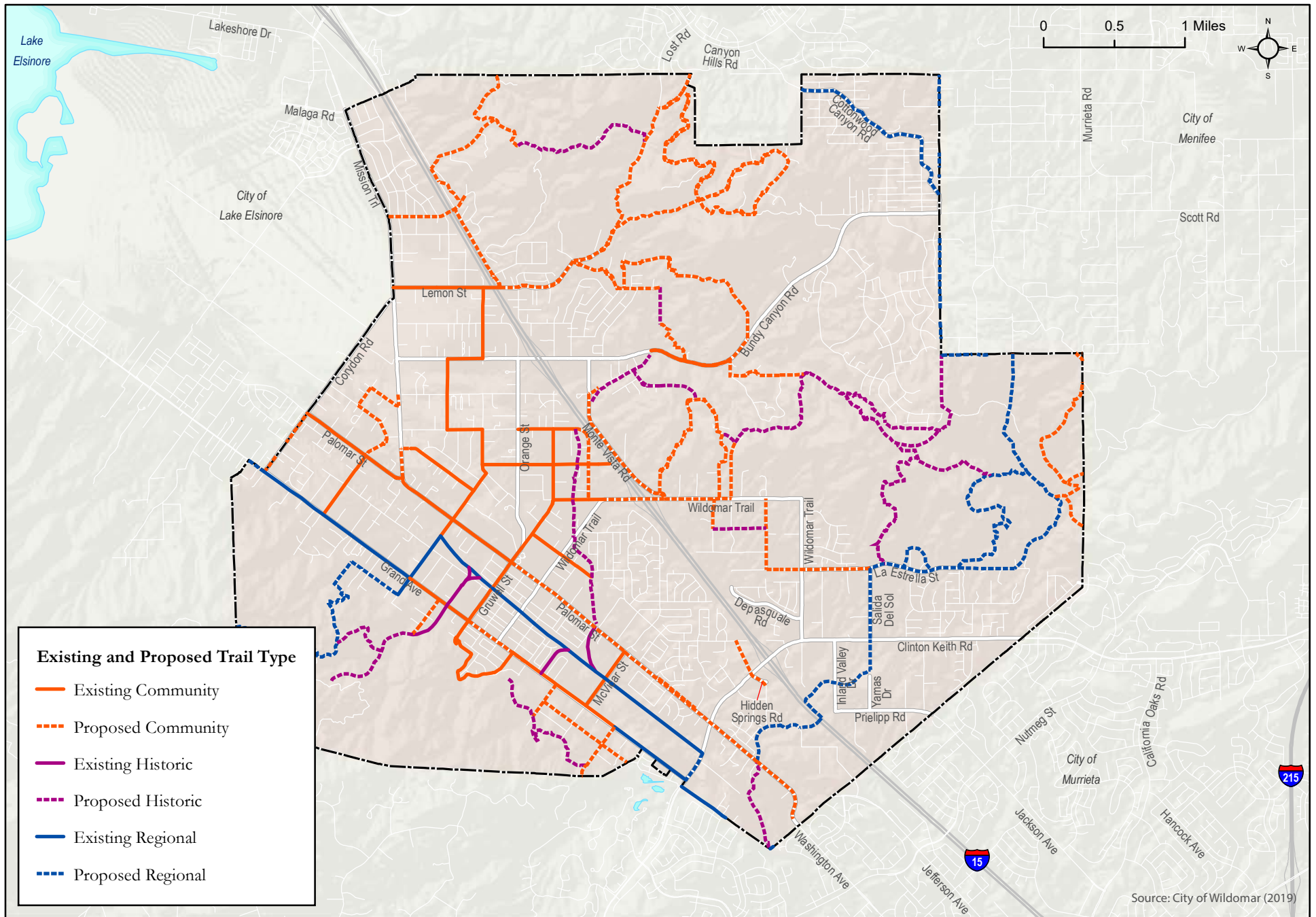
Figure 4.24 shows the trail types within the City of Wildomar and the connections to the surrounding communities.

Table 4.9 displays the number of miles for each trail category.

Table 4.9 Miles of Existing and Proposed Trail

Trail	Miles
Existing Community Trails	13.2
Existing Historic Trails	1.4
Existing Regional Trails	5.2
Total	19.8

Source: City of Wildomar (2019)



Wildomar Mobility Plan



4.4 Transit Mobility

Transit Demand

Figure 4.25 displays the boardings and alightings for bus stops in Wildomar, and Table 4.10 summarizes the average daily ridership at the five bus stop locations with the highest ridership. The stops with the highest number of boardings and alightings are located near the Palomar Street & Wildomar Trail (formerly Central Street) intersection. Both Route 8 and Route 23 circulate this area and this area also happens to have the highest population density and most households with zero vehicles within the City of Wildomar.

Table 4.10 High Transit Ridership Locations

Stop ID	Stop Name	Boardings + Alightings
1284	Palomar NS Wildomar Trail ¹	909
1376	Palomar FS Wildomar Trail ¹	437
1292	Wildomar Trail ¹ FS Palomar	154
1382	Mission Trail FS Bundy Canyon	123
1277	Mission Trail FS Corydon	92

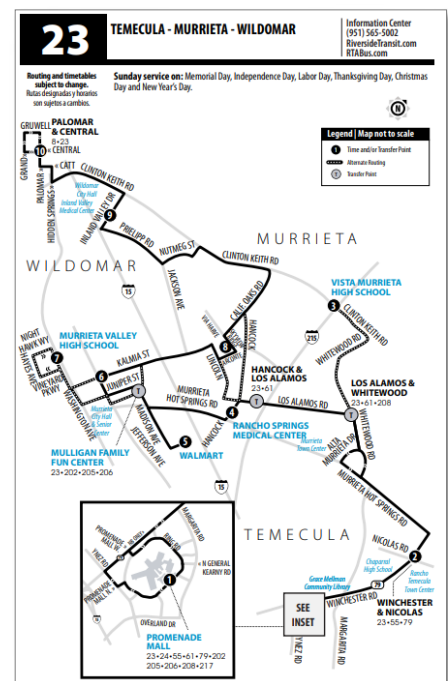
Source: Riverside Transit Authority (2019)

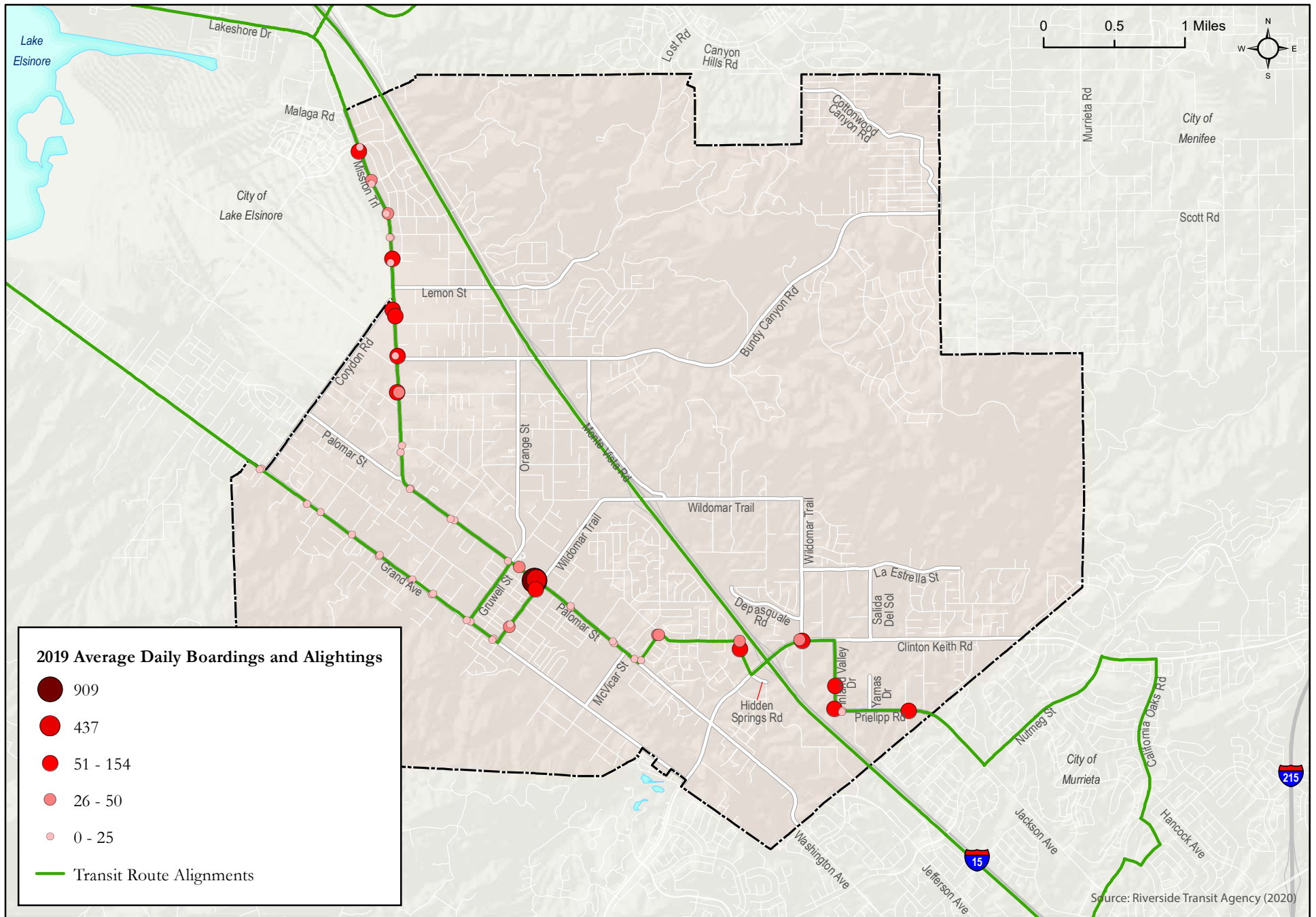
¹ Formerly Central Street.

Transit Network Coverage/Connectivity

Figure 4.26 displays the existing transit routes, stops, and quarter mile walksheds around each stop. Quarter mile walksheds display the distance accessible within a quarter mile of each bus stop, using public roads. A quarter mile is approximately a five-minute walk. The City of Wildomar is served by Bus Routes 23 and 8 operated by the Riverside Transit Authority (RTA). Bus routes 205 and 206 traverse the City along I-15, but do not stop within Wildomar. The City of Wildomar is better served in the North-South direction than in the East-West direction.

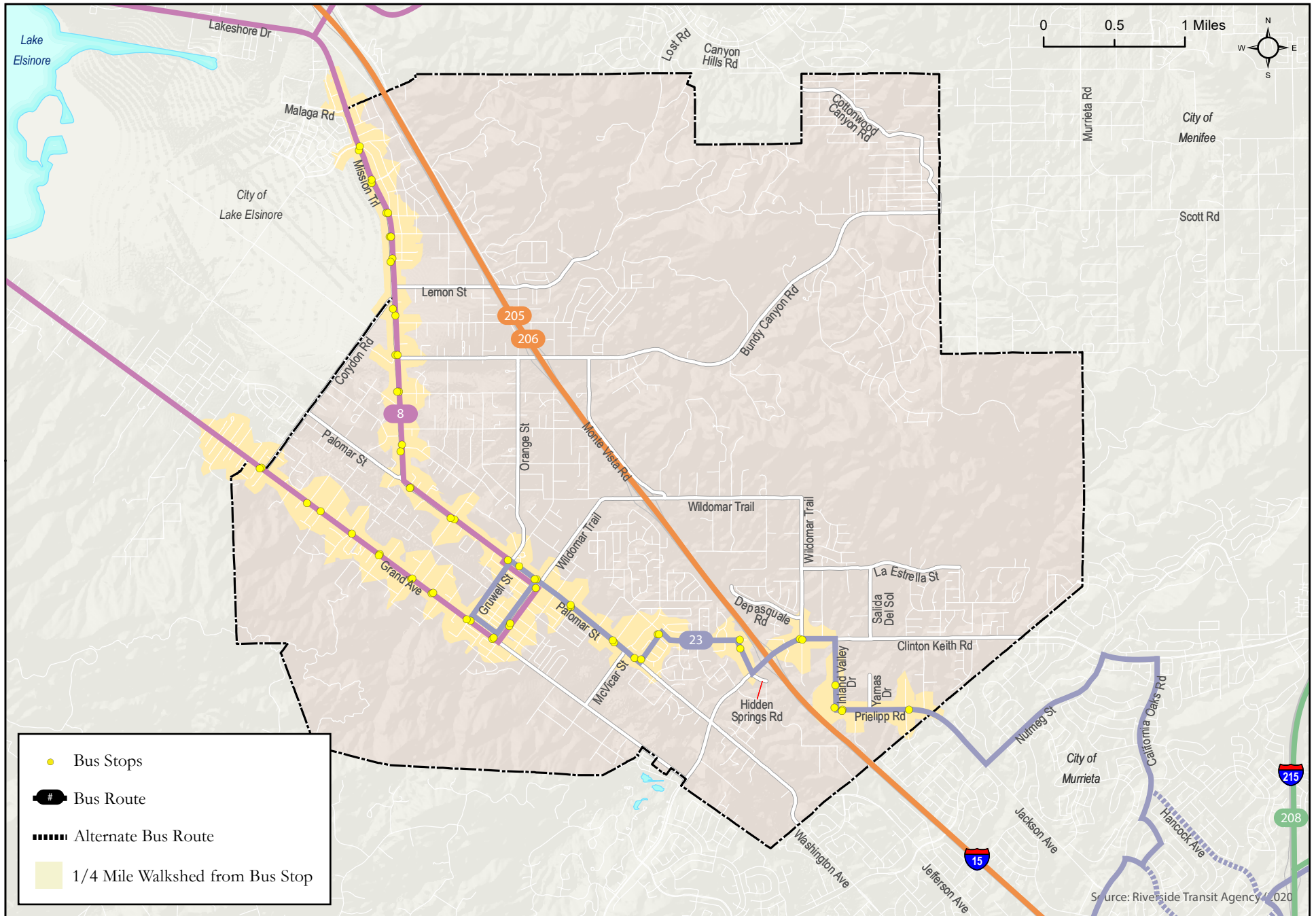
Route 23 serves Temecula, Murrieta, and Wildomar and operates between 5:20 AM and 8:30 PM on weekdays with approximate one-hour headways. Weekend service operates between 7:20 AM and 7:20 PM also with approximate one-hour headways. Within Wildomar, Route 23 covers the southern section of the city. Bus route 23 enters the City on Prielipp Road, from there follows Inland Valley Drive to Clinton Keith Road, at Hidden Springs Road, the route jogs west and makes its way to Palomar St and Wildomar Trail (formerly Central St), where it loops down to Grand Ave and over to Gruwell Street. From there Route 23 returns south. Route 23 serves some important destinations, including an elementary school, various commercial centers (which provide services, food, and recreation), the Inland Valley Medical Center, as well as an employment area.





Wildomar Mobility Plan

Figure 4.25
Average Daily Boardings and Alightings by Transit Stop (December 2019)



Wildomar Mobility Plan

Figure 4.26
Existing Public Transportation Routes and Stops



Route 8 serves Lake Elsinore and Wildomar and operates between 5:10 AM and 9:00 PM on weekdays with approximate one-hour headways. Weekend service operates between 6:20 AM and 7:00 PM also with approximate one-hour headways. Within Wildomar, Route 8 covers the northern area along Grand Ave, Palomar St, and Wildomar Trail. However, it loops at the same central location as Route 23. Route 8 serves smaller market centers, as well as Marna O'Brien Park and the Wildomar Library within its route.

Transit Facility Quality

On-Time Performance

Based on data provided by the RTA, Route 8 is on time 85.4% of the time and Route 23 is on time 84.5% of the time.

Presence of Amenities

There are 61 bus stops within Wildomar city limits. In its Bus Stop Design Guidelines, RTA provides a series of recommendations to enhance the attractiveness of public transportation through the improvement of physical infrastructure. In 2015, they developed a policy that outlines the process by which amenities are allocated throughout the RTA system. It strives to provide a balance with a percentage of stop improvements focused towards high ridership stops and a percentage targeted towards geographic equity.

Although not every bus stop can be provided with amenities, all stops should have a sign-post containing the route designation and the transit information telephone number at minimum. Other recommended amenities include painted curbs and sidewalks, benches (for stops with more than 5 daily boardings), shelters (for stops with more than 10 daily boardings), bicycle racks, kiosks, electronic messaging, among others.

Table 4.11 displays the inventory of existing amenities for all the bus stops, including daily ridership.

Safety Near Transit Stop/Station

Transit riders frequently access stations by walking or riding a bike, emphasizing the importance of ensuring safe active transportation mobility surrounding transit stop areas. **Figure 4.27** displays the locations of pedestrian- and bicycle-involved collisions within 500 ft of a transit stop. Although there were only three pedestrian-involved collisions and one bicycle-involved collision, these might have been due to the lack of complete streets infrastructure. A number of bus stops are located on streets without sidewalks. Lighting and signage could help enhance transit rider safety when accessing stops.

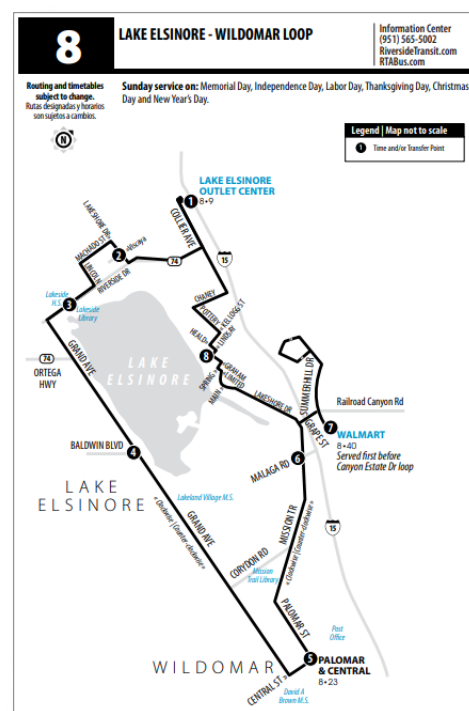




Table 4.11 Existing Amenities by Bus Stop

Stop ID	Intersection	Direction of Travel	Far Side/ Near Side (F/N)	Route	Average Daily Ridership	Sign and Pole	Route Designations	Transit Information	Schedule Display	Route Map	System Map	Red Curb	Seating	Passenger Shelter	ADA Compliant	Bus Pad	Extended Sidewalk	Digital Display	Bicycle Rack	Kiosk	Trash Receptacle
1376	Palomar St & Wildomar Trail ¹	NB	F	8 & 23	437	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				✓
1284	Palomar St & Wildomar Trail ¹	SB	N	8 & 23	294	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				✓
1292	Palomar St & Wildomar Trail ¹	EB	N	8	143	✓	✓	✓													
1382	Mission Trail & Bundy Canyon Rd	NB	F	8	123	✓	✓	✓				✓	✓		✓						✓
1277	Mission Trail & Corydon Rd	SB	F	8	92	✓	✓	✓				✓	✓		✓						✓
1342	Inland Valley Dr & Prielipp Rd	SB	N	23	86	✓	✓	✓	✓	✓			✓	✓	✓		✓		✓		✓
1279	Mission Trail & Canyon Dr	SB	N	8	82	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓				✓
1291	Hidden Springs Rd & Catt Rd	NB	N	23	81	✓	✓	✓	✓	✓		✓	✓		✓						✓
1383	Mission Trail & Waite St	NB	F	8	75	✓	✓	✓	✓	✓			✓								
1272	Mission Trail & Hidden Trail	SB	F	8	71	✓	✓	✓				✓	✓		✓		✓				✓
1384	Mission Trail & Lewis St	NB	F	8	70	✓	✓	✓					✓								
2516	Elizabeth Ln & Prielipp Rd	EB	F	23	58	✓	✓	✓				✓	✓		✓	✓					
1337	Wildomar Trail ² & Clinton Keith Rd	EB	F	23	56	✓	✓	✓					✓	✓	✓	✓	✓				✓
1338	Inland Valley Dr @Hospital	NB	F	23	53	✓	✓	✓	✓	✓		✓	✓		✓	✓					
1339	Wildomar Trail ² & Clinton Keith Rd	WB	F	23	47	✓	✓	✓	✓	✓			✓		✓	✓					✓
1381	Mission Trail & Canyon Dr	NB	F	8	47	✓	✓	✓	✓	✓			✓								✓
4628	Charles St & Catt Rd	WB	F	23	44		✓														
1289	Catt Rd & Hidden Springs Rd	EB	F	23	41	✓	✓	✓	✓	✓		✓			✓						
1387	Mission Trail & Sedco Blvd	NB	F	8	36	✓							✓								✓
4629	Catt Rd & Catt Rd	WB	N	23	36																
1374	Dunn St & Wildomar Trail ¹	EB	N	8	34	✓	✓	✓							✓		✓				
1377	Palomar St & Gruwell St	NB	N	8	31	✓	✓	✓	✓	✓		✓	✓		✓						✓
1386	Mission Trail & Olive St	NB	F	8	27	✓	✓	✓	✓	✓			✓								
1380	Mission Trail & Como St	NB	F	8	23	✓	✓	✓				✓	✓								



Table 4.11 Existing Amenities by Bus Stop

Stop ID	Intersection	Direction of Travel	Far Side/ Near Side (F/N)	Route	Average Daily Ridership	Sign and Pole	Route Designations	Transit Information	Schedule Display	Route Map	System Map	Red Curb	Seating	Passenger Shelter	ADA Compliant	Bus Pad	Extended Sidewalk	Digital Display	Bicycle Rack	Kiosk	Trash Receptacle
1286	Palomar St & S Pasadena St	SB	F	23	23	✓	✓	✓	✓	✓			✓		✓						
1385	Mission Trail & Vine St	NB	N	8	22	✓	✓	✓					✓								✓
1379	Mission Trail & Palomar St	WB	N	8	21	✓	✓	✓					✓								
1274	Mission Trail & Olive St	SB	N	8	20	✓	✓	✓					✓								
1281	Mission Trail & Palomar St	EB	F	8	17	✓	✓	✓				✓									
1388	Mission Trail & Elberta Rd	NB	N	8	17	✓	✓	✓					✓								
1295	Grand Ave & Gruwell St	NB	N	8	16	✓	✓	✓													
2522	Inland Valley Dr & Prielipp Rd	WB	N	23	15	✓	✓	✓	✓	✓		✓									
1278	Mission Trail & Bundy Canyon Rd	SB	N	8	14	✓	✓	✓					✓								
2524	Inland Valley Dr & Prielipp Rd	EB	F	23	14	✓	✓	✓				✓									
1293	Dunn St & Wildomar Trail ¹	WB	N	8	14	✓	✓	✓	✓	✓											
1294	Grand Ave & Wildomar Trail ¹	NB	F	8	14	✓	✓	✓													
1290	Palomar St & Catt Rd	NB	F	23	13	✓	✓	✓	✓	✓		✓									
1369	Grand Ave & Hixon St	SB	N	8	13	✓	✓	✓													
1299	Grand Ave & Sheila Ln	NB	N	8	12	✓	✓	✓													
1288	Palomar St & Catt Rd	EB	F	23	10	✓	✓	✓	✓	✓		✓									
1371	Grand Ave & Celeste Wy	SB	F	8	8	✓	✓	✓	✓	✓			✓								✓
1372	Grand Ave & Gruwell St	SB	N	8	8	✓	✓	✓													
1373	Grand Ave & Wildomar Trail ¹	SB	N	8	7	✓	✓	✓	✓	✓											
1276	Mission Trail & Lewis St	SB	F	8	6	✓	✓	✓					✓								
1378	Palomar St & Wesley St	NB	N	8	5	✓	✓	✓													
1273	Mission Trail & Sedco Blvd	SB	F	8	5	✓	✓	✓													
1368	Grand Ave & Batson Ln	SB	N	8	4	✓	✓	✓													
1275	Mission Trail & Vine St	SB	F	8	4	✓	✓	✓					✓								



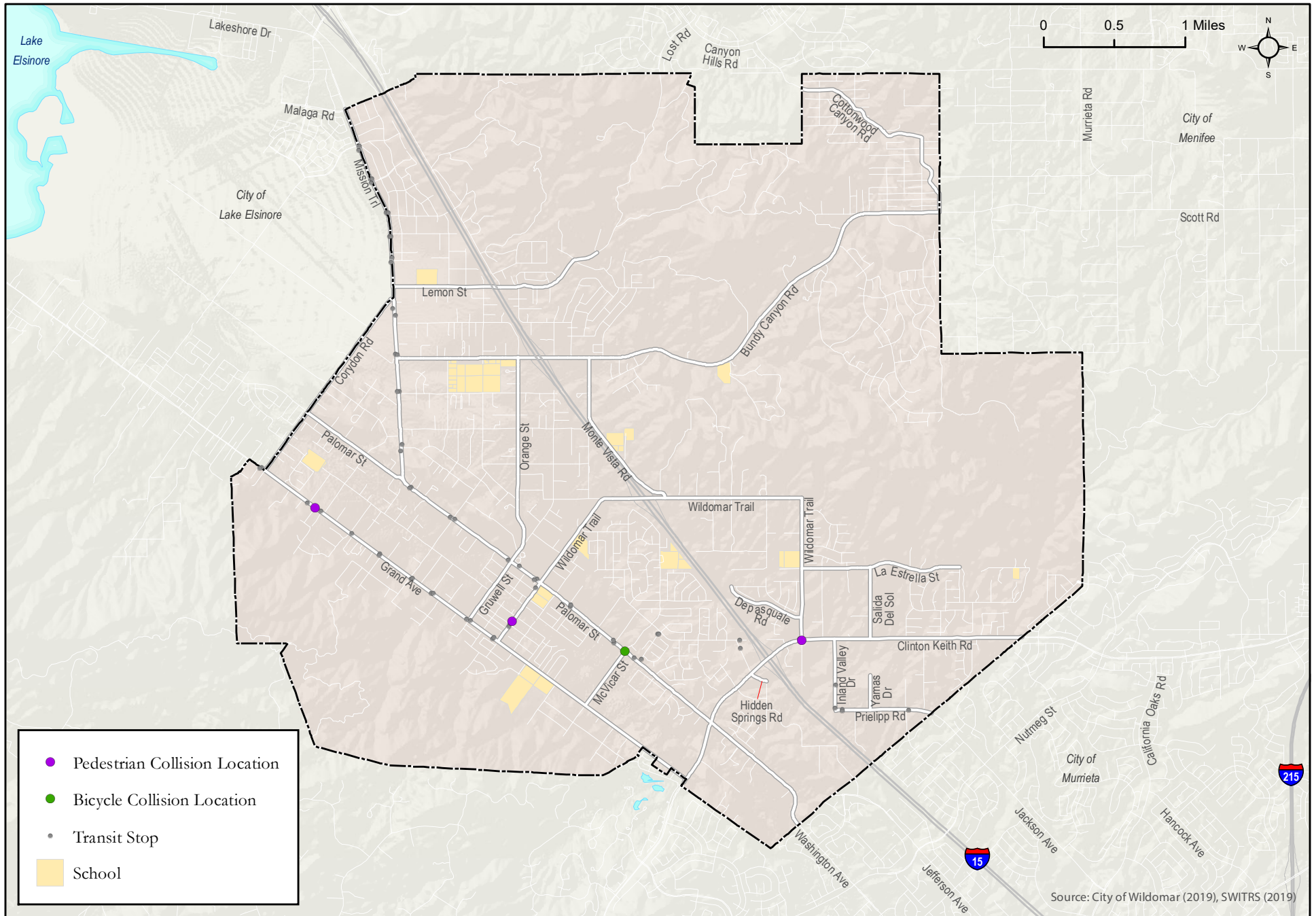
Table 4.11 Existing Amenities by Bus Stop

Stop ID	Intersection	Direction of Travel	Far Side/ Near Side (F/N)	Route	Average Daily Ridership	Sign and Pole	Route Designations	Transit Information	Schedule Display	Route Map	System Map	Red Curb	Seating	Passenger Shelter	ADA Compliant	Bus Pad	Extended Sidewalk	Digital Display	Bicycle Rack	Kiosk	Trash Receptacle
1300	Grand Ave & Bryant St	NB	F	8	4	✓	✓	✓	✓	✓							✓				
1296	Grand Ave & Celeste Wy	NB	N	8	3	✓	✓	✓					✓								
1280	Mission Trail & Como St	SB	F	8	3	✓	✓	✓				✓									
1341	Palomar St & S Pasadena St	NB	N	23	2	✓	✓	✓					✓		✓						
1298	Grand Ave & Hixon St	NB	F	8	1	✓	✓	✓	✓	✓											
1287	Palomar St & Arnold Ln	SB	N	23	1	✓	✓	✓													
1370	Grand Ave & Wesley St	SB	F	8	1	✓	✓	✓					✓								
1297	Grand Ave & Wesley St	NB	N	8	1	✓	✓	✓													
1301	Grand Ave & Corydon Rd	NB	F	8	0	✓	✓	✓				✓	✓		✓						✓
1367	Grand Ave & Corydon Rd	SB	N	8	0	✓	✓	✓	✓	✓			✓								
1282	Palomar St & Wesley St	SB	N	8	0	✓	✓	✓					✓								
1340	Palomar St & Arnold Ln	NB	F	23	0	✓	✓	✓	✓	✓											
1283	Palomar St & Gruwell St	SB	N	8	0	✓	✓	✓													

Source: Riverside Transit Authority (2019)

¹ Formerly Central St.

² Formerly George Ave.



Wildomar Mobility Plan

Figure 4.27
Pedestrian and Bicycle-Involved Collisions within 500 Feet of Transit Stops



4.5 Vehicular Mobility

Maintaining efficient vehicular operations is vital to the economy. Local roadways and the regional freeway system provide an interconnected network used to move people and goods throughout the region. This section describes the key study roadways, intersections, and freeways that support Wildomar's vehicular mobility, including an assessment of physical characteristics, level of service conditions, and collisions.

Vehicular Demand

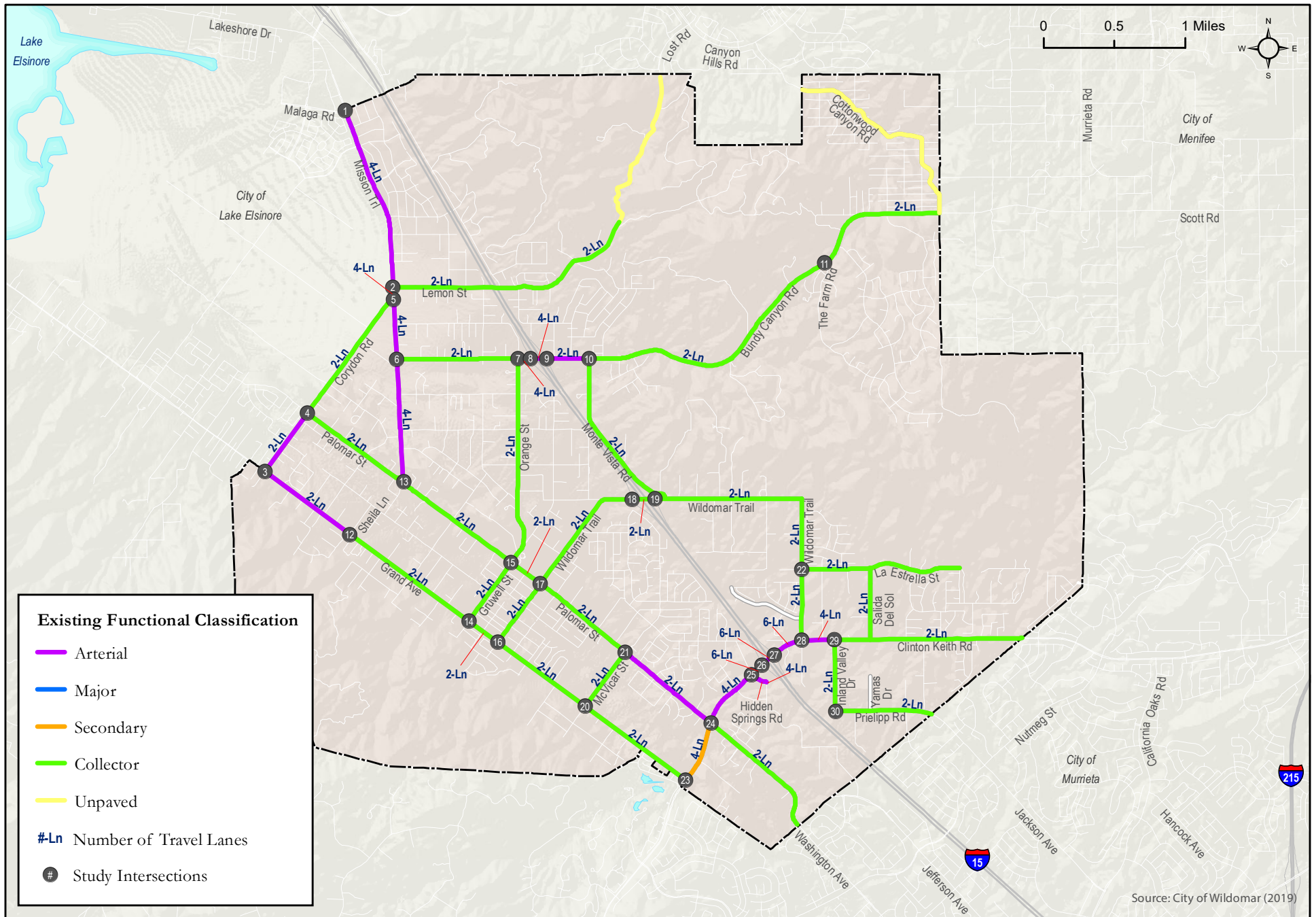
To assess the current demand on the vehicular system, weekday count data was collected throughout the City of Wildomar at 30 intersections (7-9 AM and 4-6 PM) and along 48 roadway segments (48-hour). The count sheets are provided in Appendix B. Roadway segments were counted on two days, with the higher volume utilized in a conservative analysis.

Both the existing average daily traffic volumes for study roadway segments and AM/PM peak hour turning movements are displayed in a later section entitled "Vehicular Facility Quality", where traffic operations are discussed.

Vehicular Network Connectivity

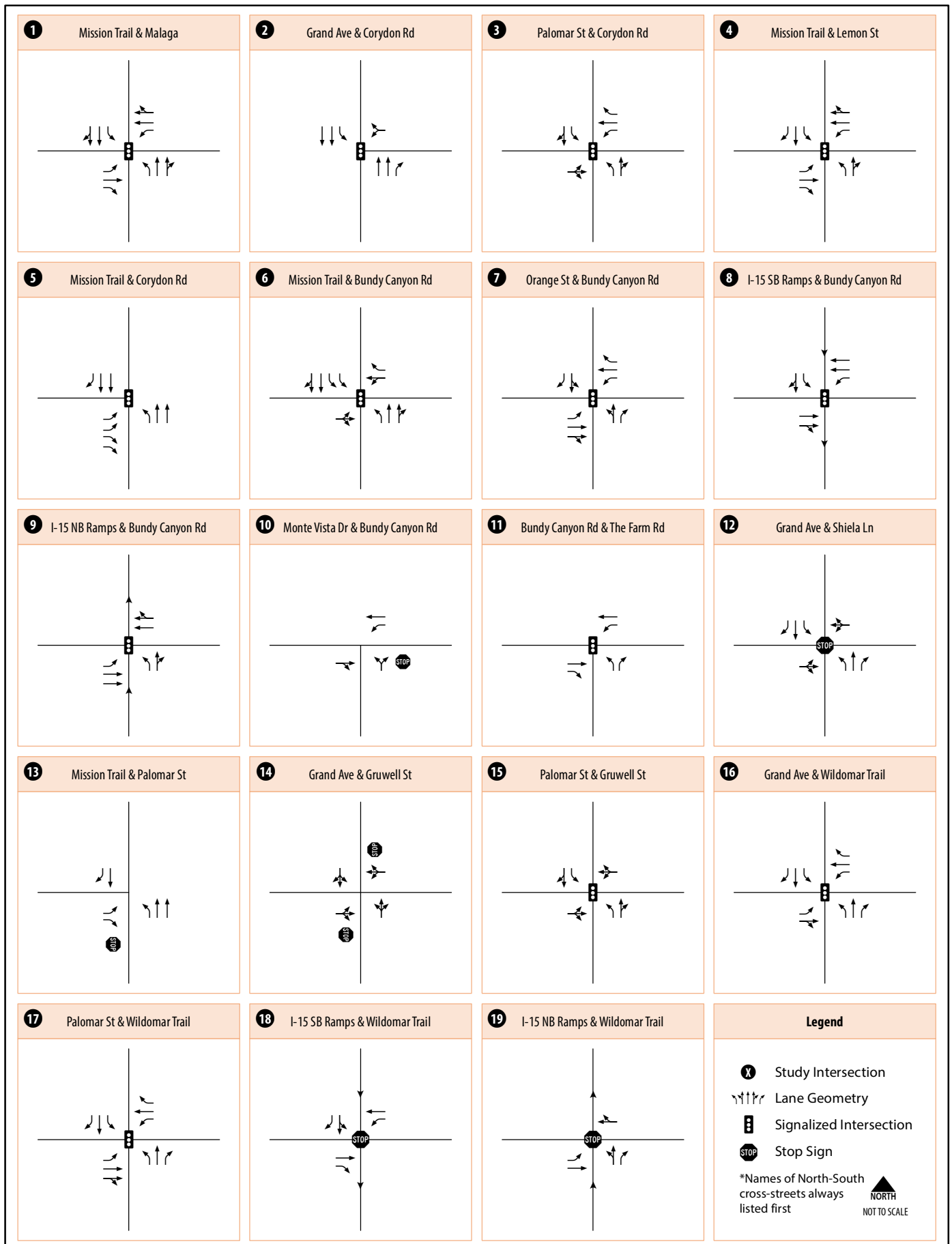
Figure 4.28 presents the existing functional classifications for study area roadways based on the City of Wildomar's standards. A description of each study roadway is in provided **Table 4.12**, including number of travel lanes, median type, posted speed limit, parking availability, presence of sidewalks, and bicycle facilities. Note that the 48 roadway segments identified for data collection were further broken down into 56 segments and this is due to variation in the number of travel lanes within a counted segment.

Existing intersection configurations are displayed in **Figure 4.29**.



Wildomar Mobility Plan

Figure 4.28
Existing Functional Classifications



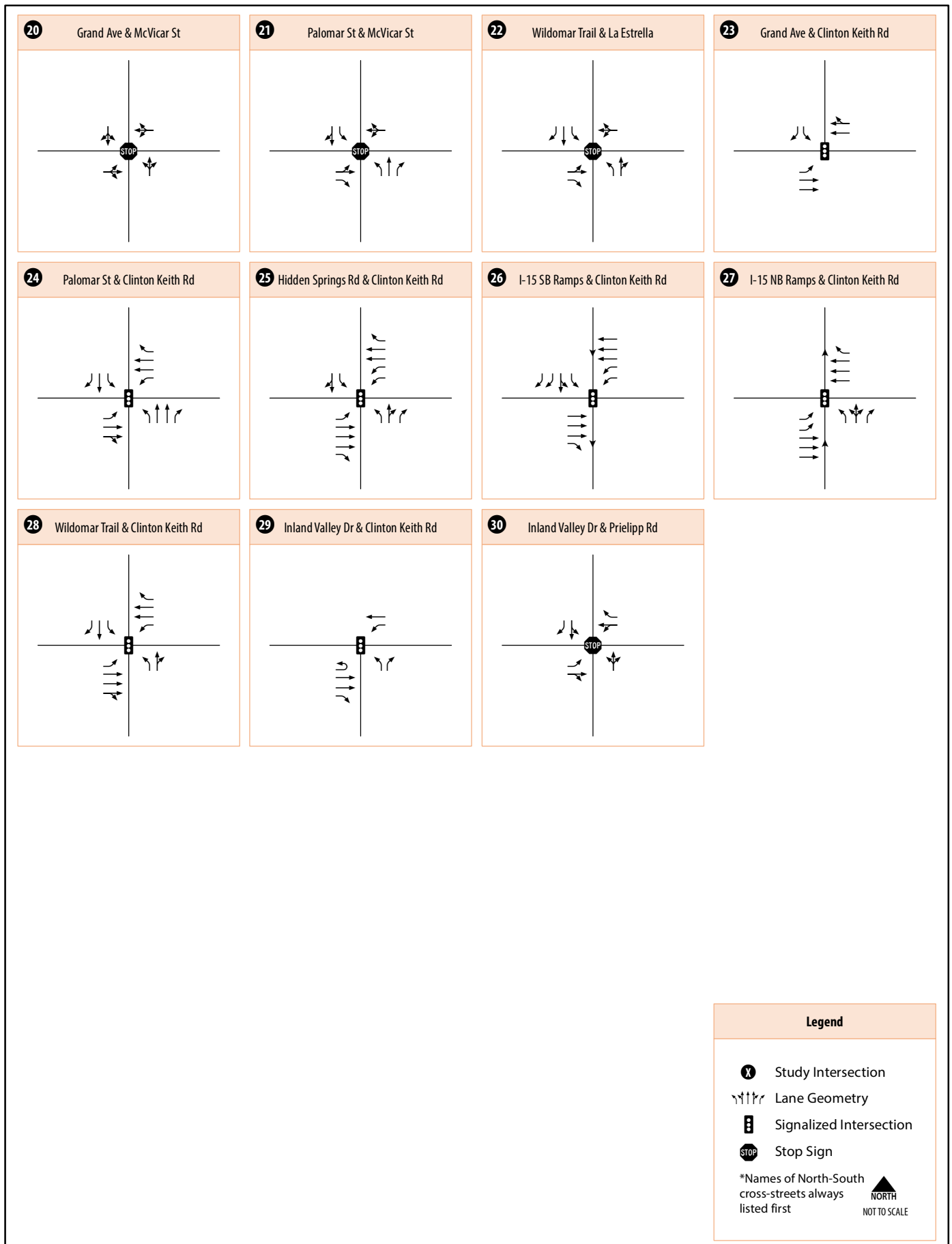




Table 4.12 Roadway Segment Descriptions

No.	Roadway	From	To	Functional Classification	Median Type	Posted Speed (mph)	On-Street Parking	Sidewalks	Bicycle Facilities
1	Corydon Road	Grand Avenue	Palomar Street	2-Ln	None	45	Prohibited	Non-Contiguous	None
2	Corydon Road	Palomar Street	Mission Trail	2-Ln	None	45	Prohibited	Non-Contiguous	None
3	Lemon Street	Mission Trail	I-15	2-Ln	None	25	Prohibited	Non-Contiguous	None
4	Lemon Street	I-15	Lost Road	2-Ln	None	-	Prohibited	Non-Contiguous	None
5	Bundy Canyon Road	Mission Trail	Orange Street	2-Ln	None	45	Prohibited	Non-Contiguous	None
6	Bundy Canyon Road	Orange Street	I-15 SB Ramps	4-Ln	Striped	45	Prohibited	Contiguous	None
7	Bundy Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4-Ln	Raised	40	Prohibited	Contiguous	None
8	Bundy Canyon Road	I-15 NB Ramps	Monte Vista Road	2-Ln	CLTL	40	Prohibited	Non-Contiguous	None
9	Bundy Canyon Road	Monte Vista Road	The Farm Road	2-Ln	None	40	Prohibited	Mostly Non-Contiguous	None
10	Bundy Canyon Road	The Farm Road	City Limit	2-Ln	None	40	Prohibited	Mostly Non-Contiguous	None
11	Gruwell Street	Grand Avenue	Palomar Street	2-Ln	None	40	Prohibited	Mostly Non-Contiguous	None
12	Wildomar Trail ¹	Grand Avenue	Palomar Street	2-Ln	None	40	Prohibited	Non-Contiguous	None
13	Wildomar Trail ¹	Palomar Street	I-15 SB Ramps	2-Ln	None	40	Prohibited	Non-Contiguous	None
14	Wildomar Trail ²	I-15 SB Ramps	I-15 NB Ramps	2-Ln	None	45	Prohibited	Non-Contiguous	None
15	Wildomar Trail ²	I-15 NB Ramps	Wildomar Trail ³	2-Ln	None	45	Prohibited	Non-Contiguous	None
16	La Estrella Street	Wildomar Trail ³	Eastern Terminus	2-Ln	None	40	Prohibited	EB: Non-Contiguous WB: Contiguous	None
17	McVicar Street	Grand Avenue	Palomar Street	2-Ln	None	-	Prohibited	Non-Contiguous	None
18	Clinton Keith Road	Grand Avenue	Palomar Street	4-Ln	None	45	Prohibited	Non-Contiguous	Class II
19	Clinton Keith Road	Palomar Street	Hidden Springs Road	4-Ln	Raised	35	Prohibited	Non-Contiguous	Class IV
20	Clinton Keith Road	Hidden Springs Road	I-15 SB Ramps	6-Ln	Striped	-	Prohibited	EB: Mostly Contiguous WB: Non-Contiguous	Class II
21	Clinton Keith Road	I-15 SB Ramps	I-15 NB Ramps	6-Ln	Striped	-	Prohibited	Contiguous	None
22	Clinton Keith Road	I-15 NB Ramps	Wildomar Trail ⁴	6-Ln	Raised	35	Prohibited	Contiguous	Class II
23	Clinton Keith Road	Wildomar Trail ⁴	Inland Valley Drive	4-Ln	Raised	35	Prohibited	EB: Contiguous WB: Non-Contiguous	None



Table 4.12 Roadway Segment Descriptions

No.	Roadway	From	To	Functional Classification	Median Type	Posted Speed (mph)	On-Street Parking	Sidewalks	Bicycle Facilities
24	Clinton Keith Road	Inland Valley Drive	City Limit	2-Ln	None	45	Prohibited	Non-Contiguous	None
25	Prielipp Road	Inland Valley Drive	City Limit	2-Ln	None	40	Parallel (Intermittent)	Non-Contiguous	None
26	Grand Avenue	Corydon Road	Sheila Lane	2-Ln	CLTL	50	Prohibited	Non-Contiguous	Class II (Buffered)
27	Grand Avenue	Sheila Lane	Gruwell Street	2-Ln	None	50	Prohibited	Non-Contiguous	Class II (Buffered)
28	Grand Avenue	Gruwell Street	Wildomar Trail ¹	2-Ln	None	40	Prohibited	Non-Contiguous	Class II (Buffered)
29	Grand Avenue	Wildomar Trail ¹	McVicar Street	2-Ln	None	40	Prohibited	Non-Contiguous	Class II (Buffered)
30	Grand Avenue	McVicar Street	Clinton Keith Road	2-Ln	None	45	Prohibited	Non-Contiguous	Class II (Buffered)
31	Palomar Street	Corydon Road	Mission Trail	2-Ln	None	35	Prohibited	Non-Contiguous	None
32	Palomar Street	Mission Trail	Orange Street/Gruwell Street	2-Ln	None	50	Prohibited	Non-Contiguous	None
33	Palomar Street	Orange Street/Gruwell Street	Wildomar Trail ¹	2-Ln	None	25	Prohibited	Non-Contiguous	None
34	Palomar Street	Wildomar Trail ¹	McVicar Street	2-Ln	None	50	Prohibited	Non-Contiguous	None
35	Palomar Street	McVicar Street	Clinton Keith Road	2-Ln	None	50	Prohibited	EB: Contiguous WB: Non-Contiguous	None
36	Palomar Street	Clinton Keith Road	City Limit	2-Ln	None	45	Prohibited	Non-Contiguous	None
37	Mission Trail	City Limit	Lemon Street	4-Ln	Striped / CLTL	50	Prohibited	Non-Contiguous	None
38	Mission Trail	Lemon Street	Corydon Road	4-Ln	None	50	Prohibited	Non-Contiguous	None
39	Mission Trail	Corydon Road	Bundy Canyon Road	4-Ln	CLTL	50	Prohibited	Non-Contiguous	None
40	Mission Trail	Bundy Canyon Road	Palomar Street	4-Ln	CLTL	50	Prohibited	Non-Contiguous	None
41	Orange Street	Bundy Canyon Road	Palomar Street	2-Ln	None	40	Prohibited	Non-Contiguous	None

**Table 4.12 Roadway Segment Descriptions**

No.	Roadway	From	To	Functional Classification	Median Type	Posted Speed (mph)	On-Street Parking	Sidewalks	Bicycle Facilities
42	Monte Vista Road	Bundy Canyon Road	Wildomar Trail ²	2-Ln	None	55	Prohibited	Non-Contiguous	None
43	Hidden Springs Road	Clinton Keith Road	South of Clinton Keith Road	4-Ln	CLTL	-	Prohibited	Contiguous	None
44	Wildomar Trail ³	Wildomar Trail ¹	La Estrella Street	2-Ln	None	40	Prohibited	NB: Contiguous SB: Non-Contiguous	None
45	Wildomar Trail ⁴	La Estrella Street	Clinton Keith Road	2-Ln	None	35	Prohibited	NB: Non-Contiguous SB: Contiguous	None
46	Inland Valley Drive	Clinton Keith Road	Prielipp Road	2-Ln	CLTL	-	Parallel (Intermittent)	Non-Contiguous	None
47	Salida Del Sol	La Estrella Street	Clinton Keith Road	2-Ln	None	-	Prohibited	Non-Contiguous	None
48	Cottonwood Canyon Road	City Limit	Bundy Canyon Road	2-Ln Unpaved	None	-	Prohibited	Non-Contiguous	None

Notes:

CLTL = Center left-turn lane.

¹ Formerly Central Street.² Formerly Baxter Road.³ Formerly Porras Road.⁴ Formerly George Avenue.



Vehicular Facility Quality

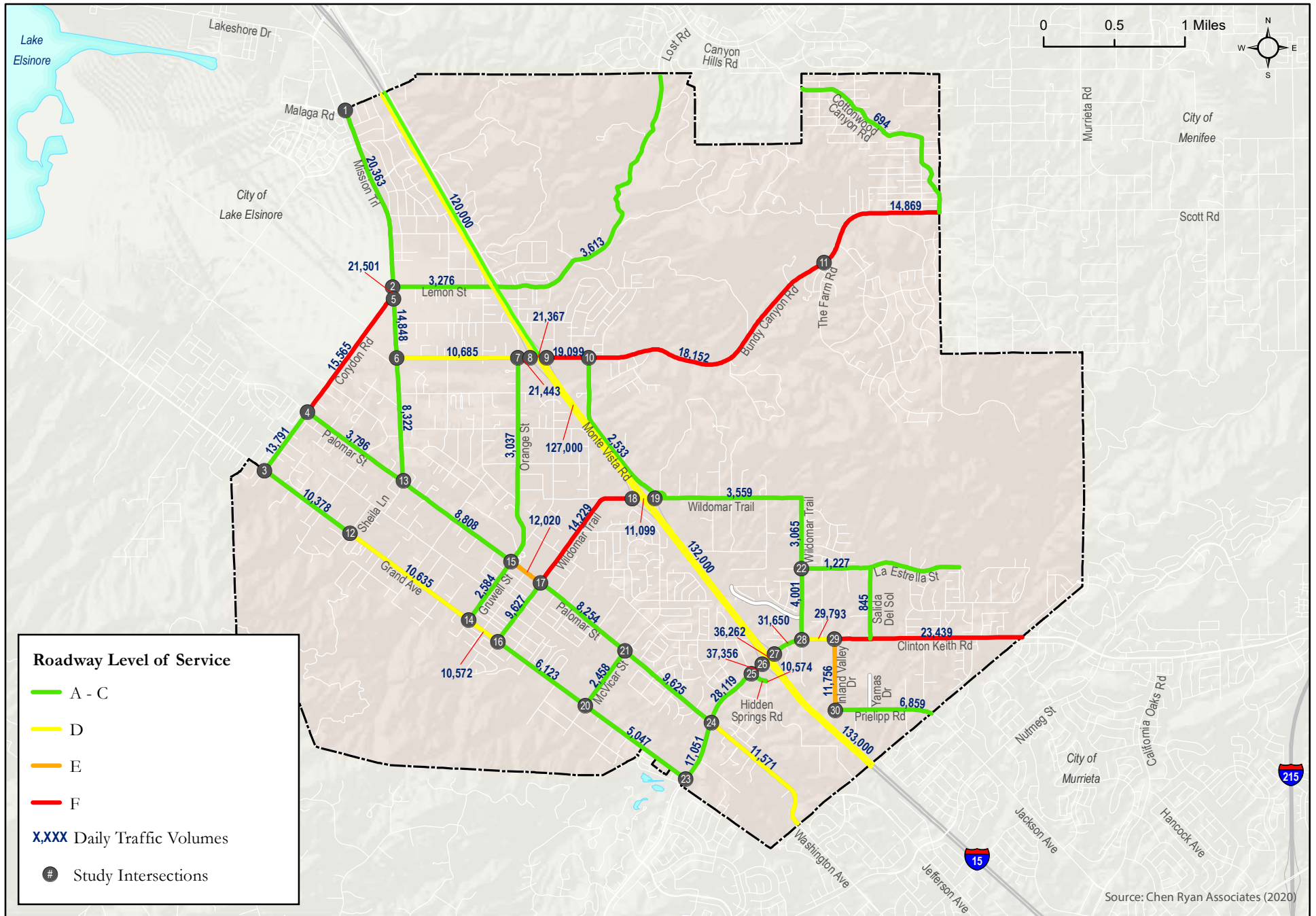
Roadway Segment Level of Service Analysis

Figure 4.30 displays existing average daily traffic volumes for study roadway segments and associated level of service. **Table 4.13** presents the functional classification for each roadway, substandard capacity threshold, highest daily traffic volume, volume to capacity ratio and resulting level of service.

As shown, 8 out of the 48 study segments currently operate at a substandard level of service (LOS E or F), including the following:

- Corydon Road⁵, from Palomar Street to Mission Trail (LOS F)
- Bundy Canyon Road, from I-15 NB Ramps to Monte Vista Road (LOS F)
- Bundy Canyon Road, from Monte Vista Road to The Farm Road (LOS F)
- Bundy Canyon Road, from The Farm Road to City Limit (LOS F)
- Wildomar Trail (formerly Central Street), from Palomar Street to I-15 SB Ramps (LOS F)
- Clinton Keith Road, from Inland Valley Drive to City Limit (LOS F)
- Palomar Street, from Orange Street/Gruwell Street to Wildomar Trail (formerly Central Street) (LOS E)
- Inland Valley Drive, from Clinton Keith Road to Prielipp Road (LOS E)

⁵ The west/north side of this segment is within the City of Lake Elsinore's jurisdiction.



Wildomar Mobility Plan

Figure 4.30
Daily Traffic Volumes and Roadway Level of Service



Table 4.13 Existing Roadway Level of Service

Roadway	Segment	Count Dates	Functional Classification	Capacity (LOS E)	ADT	V/C	LOS
Corydon Road	Grand Avenue to Palomar Street	9/24/2019 & 9/25/2019	2-Lane Arterial	18,000	13,791	0.766	C
Corydon Road	Palomar Street to Mission Trail	9/24/2019 & 9/25/2019	2-Lane Collector	13,000	15,565	1.197	F
Lemon Street	Mission Trail to I-15	9/24/2019 & 9/25/2019	2-Lane Collector	13,000	3,276	0.252	C
Lemon Street	I-15 to Lost Road	9/24/2019 & 9/25/2019	2-Lane Collector	13,000	3,613	0.278	C
Bundy Canyon Road	Mission Trail to Orange Street	9/25/2019 & 9/26/2019	2-Lane Collector	13,000	10,685	0.822	D
Bundy Canyon Road	Orange Street to I-15 SB Ramps	9/25/2019 & 9/26/2019	4-Lane Urban Arterial	35,900	21,443	0.597	C
Bundy Canyon Road	I-15 SB Ramps to I-15 NB Ramps	9/25/2019 & 9/26/2019	4-Lane Urban Arterial	35,900	21,367	0.595	C
Bundy Canyon Road	I-15 NB Ramps to Monte Vista Road	9/25/2019 & 9/26/2019	2-Lane Arterial	18,000	19,099	1.061	F
Bundy Canyon Road	Monte Vista Road to The Farm Road	9/25/2019 & 9/26/2019	2-Lane Collector	13,000	18,152	1.396	F
Bundy Canyon Road	The Farm Road to City Limit	9/25/2019 & 9/26/2019	2-Lane Collector	13,000	14,869	1.144	F
Gruwell Street	Grand Avenue to Palomar Street	9/24/2019 & 9/25/2019	2-Lane Collector	13,000	2,584	0.199	C
Wildomar Trail ¹	Grand Avenue to Palomar Street	9/25/2019 & 9/26/2019	2-Lane Collector	13,000	9,627	0.741	C
Wildomar Trail ¹	Palomar Street to I-15 SB Ramps	9/25/2019 & 9/26/2019	2-Lane Collector	13,000	14,229	1.095	F
Wildomar Trail ²	I-15 SB Ramps to I-15 NB Ramps	9/25/2019 & 9/26/2019	2-Lane Collector	13,000	11,099	0.854	D
Wildomar Trail ²	I-15 NB Ramps to Wildomar Trail ³	9/25/2019 & 9/26/2019	2-Lane Collector	13,000	3,559	0.274	C
La Estrella Street	Wildomar Trail ³ to Eastern Terminus	10/1/2019 & 10/2/2019	2-Lane Collector	13,000	1,227	0.094	C
McVicar Street	Grand Avenue to Palomar Street	9/24/2019 & 9/25/2019	2-Lane Collector	13,000	2,458	0.189	C
Clinton Keith Road	Grand Avenue to Palomar Street	9/25/2019 & 9/26/2019	4-Lane Secondary	25,900	17,051	0.658	C
Clinton Keith Road	Palomar Street to Hidden Springs Road	10/1/2019 & 10/2/2019	4-Lane Urban Arterial	35,900	28,119	0.783	C
Clinton Keith Road	Hidden Springs Road to I-15 SB Ramps	9/25/2019 & 9/26/2019	6-Lane Urban Arterial	53,850	37,356	0.694	C
Clinton Keith Road	I-15 SB Ramps to I-15 NB Ramps	9/25/2019 & 9/26/2019	6-Lane Urban Arterial	53,850	36,262	0.673	C
Clinton Keith Road	I-15 NB Ramps to Wildomar Trail ⁴	9/25/2019 & 9/26/2019	6-Lane Urban Arterial	53,850	31,650	0.588	C
Clinton Keith Road	Wildomar Trail ⁴ to Inland Valley Drive	9/25/2019 & 9/26/2019	4-Lane Urban Arterial	35,900	29,793	0.830	D
Clinton Keith Road	Inland Valley Drive to City Limit	10/1/2019 & 10/2/2019	2-Lane Collector	13,000	23,439	1.803	F
Prielipp Road	Inland Valley Drive to City Limit	9/25/2019 & 9/26/2019	2-Lane Collector	13,000	6,859	0.528	C
Grand Avenue	Corydon Road to Sheila Lane	9/24/2019 & 9/25/2019	2-Lane Arterial	18,000	10,378	0.577	C
Grand Avenue	Sheila Lane to Gruwell Street	9/24/2019 & 9/25/2019	2-Lane Collector	13,000	10,635	0.818	D
Grand Avenue	Gruwell Street to Wildomar Trail ¹	9/24/2019 & 9/25/2019	2-Lane Collector	13,000	10,572	0.813	D

**Table 4.13 Existing Roadway Level of Service**

Roadway	Segment	Count Dates	Functional Classification	Capacity (LOS E)	ADT	V/C	LOS
Grand Avenue	Wildomar Trail ¹ to McVicar Street	9/24/2019 & 9/25/2019	2-Lane Collector	13,000	6,123	0.471	C
Grand Avenue	McVicar Street to Clinton Keith Road	10/9/2019 & 10/10/2019	2-Lane Collector	13,000	5,047	0.388	C
Palomar Street	Corydon Road to Mission Trail	9/24/2019 & 9/25/2019	2-Lane Collector	13,000	3,796	0.292	C
Palomar Street	Mission Trail to Orange Street/Gruwell Street	9/24/2019 & 9/25/2019	2-Lane Collector	13,000	8,808	0.678	C
Palomar Street	Orange Street/Gruwell Street to Wildomar Trail ¹	9/24/2019 & 9/25/2019	2-Lane Collector	13,000	12,020	0.925	E
Palomar Street	Wildomar Trail ¹ to McVicar Street	9/24/2019 & 9/25/2019	2-Lane Collector	13,000	8,254	0.635	C
Palomar Street	McVicar Street to Clinton Keith Road	9/24/2019 & 9/25/2019	2-Lane Arterial	18,000	9,625	0.535	C
Palomar Street	Clinton Keith Road to City Limit	9/24/2019 & 9/25/2019	2-Lane Collector	13,000	11,571	0.890	D
Mission Trail	City Limit to Lemon Street	9/24/2019 & 9/25/2019	4-Lane Arterial	35,900	20,363	0.567	C
Mission Trail	Lemon Street to Corydon Road	10/9/2019 & 10/10/2019	4-Lane Major	34,100	21,501	0.631	C
Mission Trail	Corydon Road to Bundy Canyon Road	9/24/2019 & 9/25/2019	4-Lane Arterial	35,900	14,848	0.414	C
Mission Trail	Bundy Canyon Road to Palomar Street	9/24/2019 & 9/25/2019	4-Lane Arterial	35,900	8,322	0.232	C
Orange Street	Bundy Canyon Road to Palomar Street	9/25/2019 & 9/26/2019	2-Lane Collector	13,000	3,037	0.234	C
Monte Vista Road	Bundy Canyon Road to Wildomar Trail ²	9/25/2019 & 9/26/2019	2-Lane Collector	13,000	2,533	0.195	C
Hidden Springs Road	Clinton Keith Road to South of Clinton Keith Road	9/25/2019 & 9/26/2019	4-Lane Arterial	35,900	10,574	0.295	C
Wildomar Trail ³	Wildomar Trail ¹ to La Estrella Street	10/9/2019 & 10/10/2019	2-Lane Collector	13,000	3,065	0.236	C
Wildomar Trail ⁴	La Estrella Street to Clinton Keith Road	9/25/2019 & 9/26/2019	2-Lane Collector	13,000	4,001	0.308	C
Inland Valley Drive	Clinton Keith Road to Prielipp Road	9/25/2019 & 9/26/2019	2-Lane Collector	13,000	11,756	0.904	E
Salida Del Sol	La Estrella Street to Clinton Keith Road	10/1/2019 & 10/2/2019	2-Lane Collector	13,000	845	0.065	C
Cottonwood Canyon Road	City Limit to Bundy Canyon Road	9/25/2019 & 9/26/2019	Unpaved Road	N/A	694		C or better

Source: Counts Unlimited, Inc. (September-October 2019)

Note:

Bold letter indicates substandard LOS E and F.¹ Formerly Central Street.² Formerly Baxter Road.³ Formerly Porras Road.⁴ Formerly George Avenue.



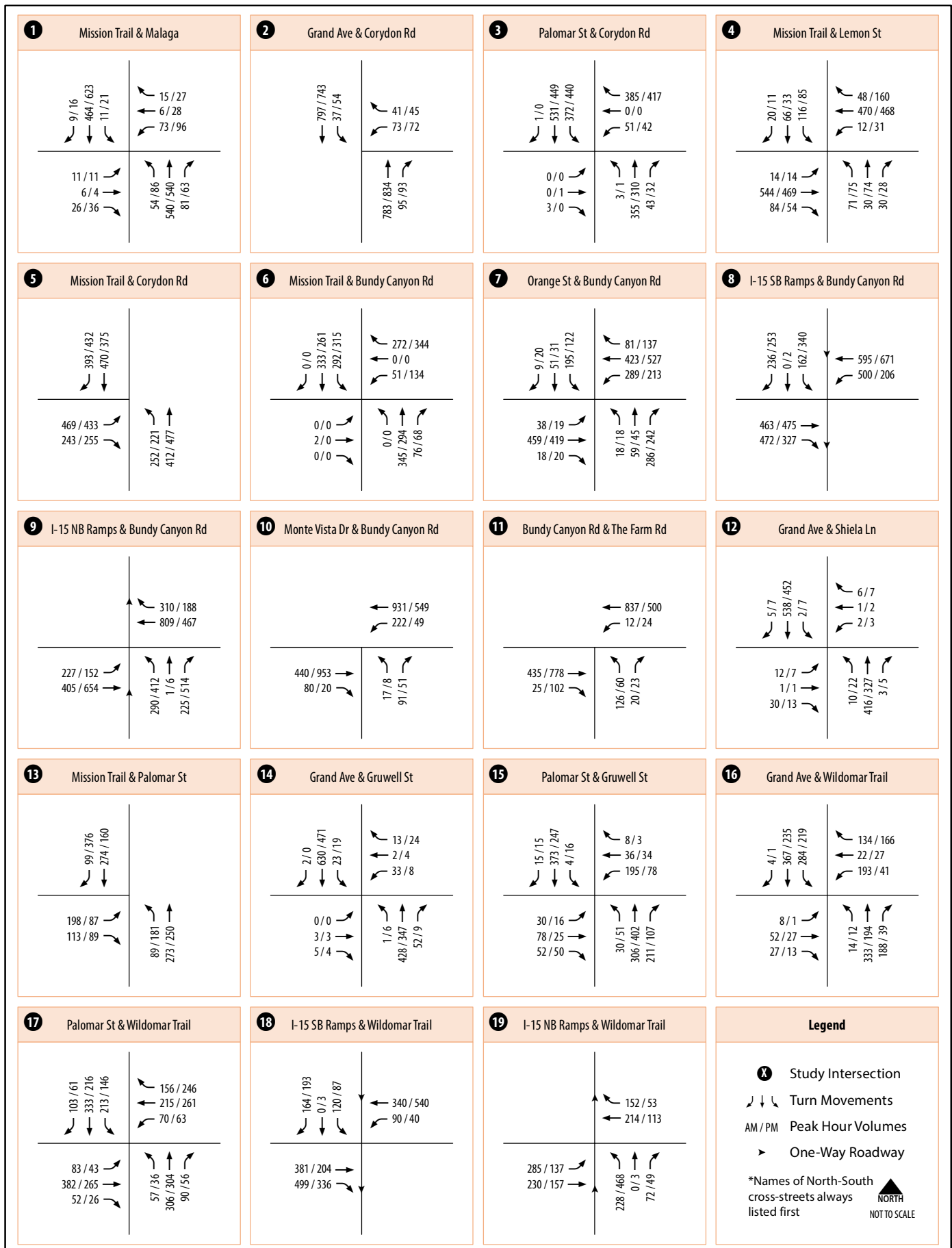
Intersection Level of Service Analysis

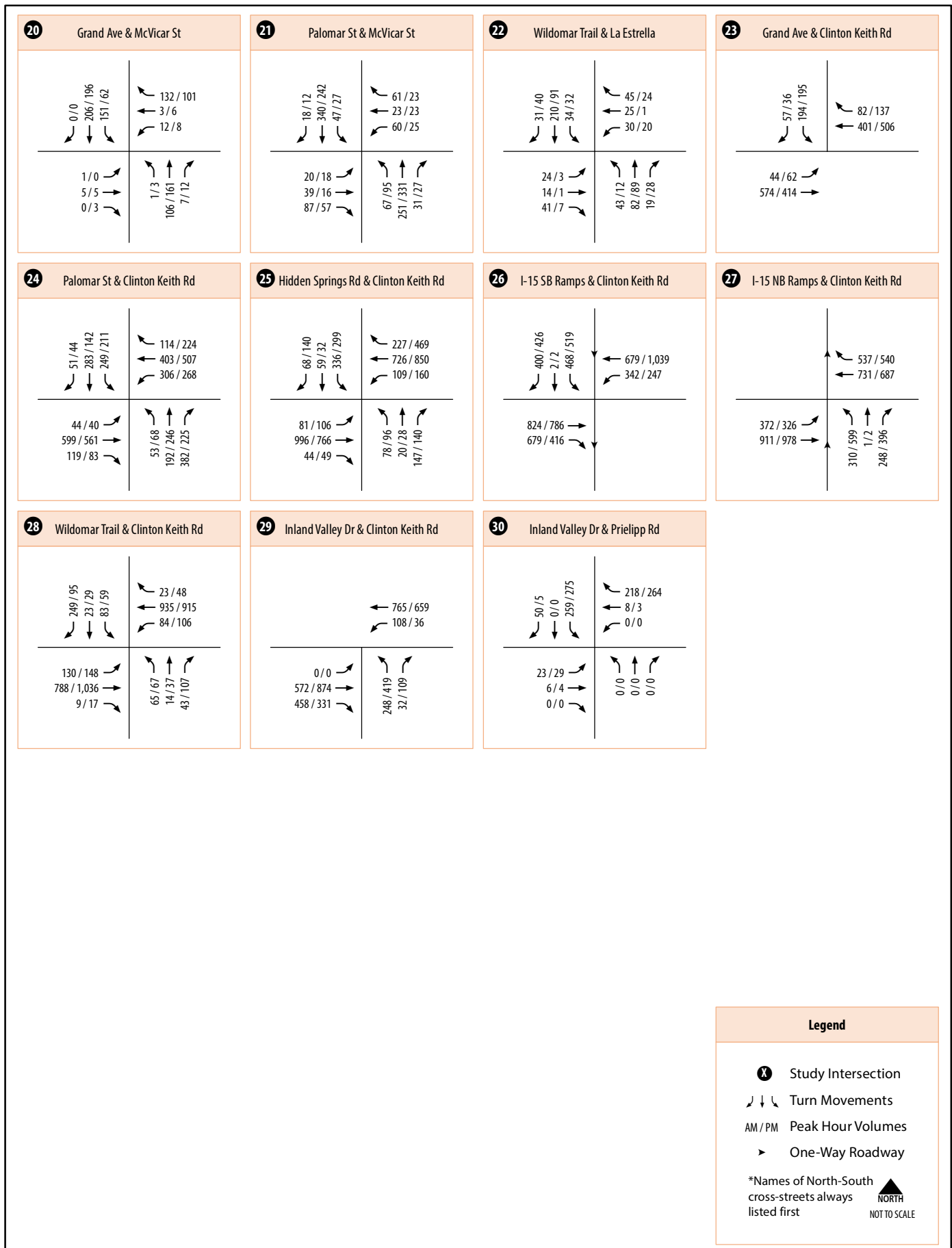
An analysis of the peak vehicular traffic operations was conducted for the 30 identified study intersections, as described in Section 3.1. **Figure 4.31** displays the existing AM/PM peak hour turning movement, while **Figure 4.32** presents the intersection level of service analysis results.

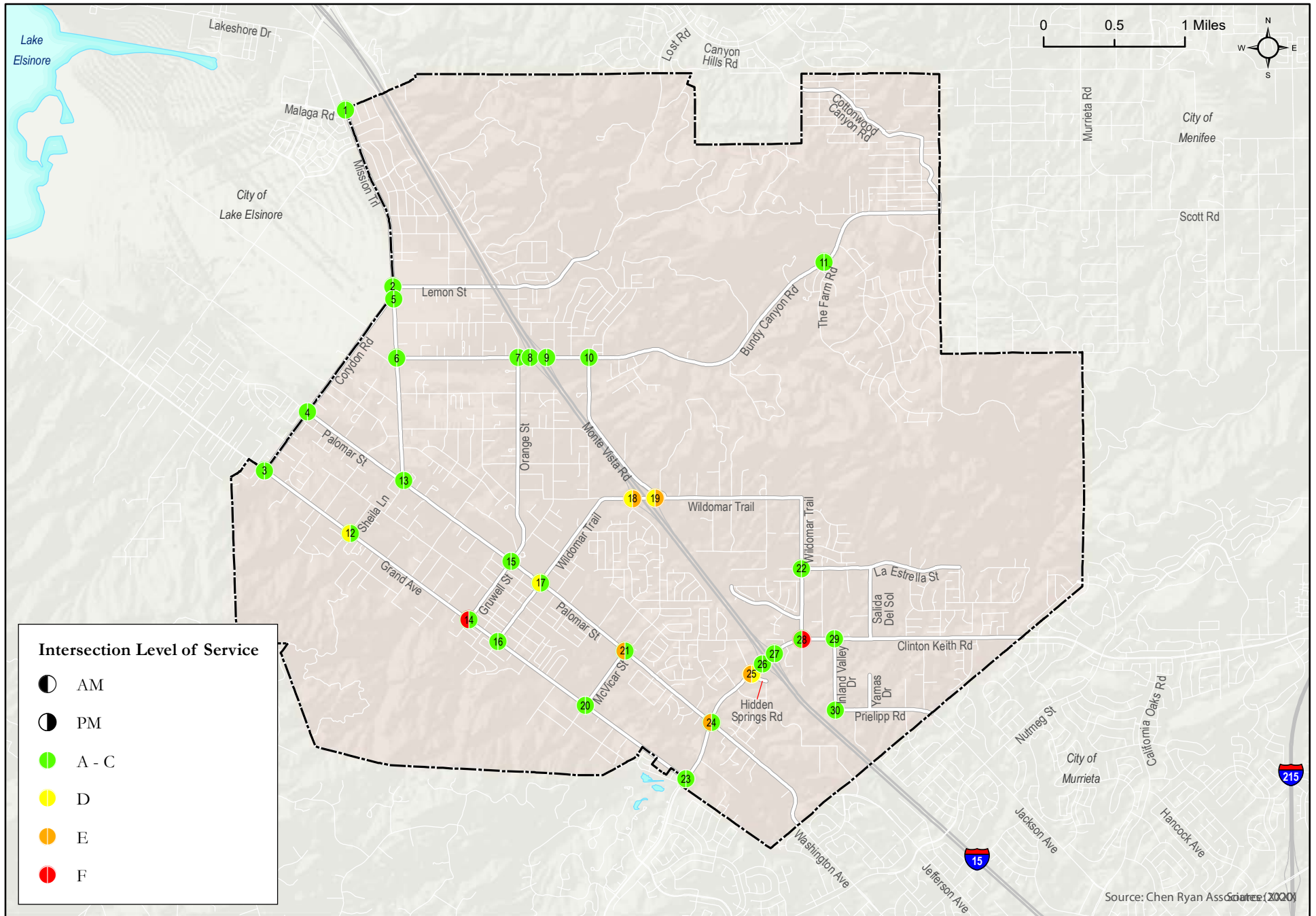
Table 4.14 identifies the traffic control type, provides the intersection level of service results, and presents the average intersection delay for AM and PM peak hours for all study intersections. Intersection level of service calculation worksheets are provided in **Appendix E**.

The following 6 intersections were found to operate at substandard (LOS E or F) levels of service during the AM and/or PM peak hour:

- #14 Grand Avenue & Gruwell Street – LOS F during the AM peak hour
- #18 I-15 SB Ramps & Wildomar Trail (formerly Baxter Road) – LOS E during the PM peak hour
- #19 I-15 NB Ramps & Wildomar Trail (formerly Baxter Road) – LOS E during the PM peak hour
- #21 McVicar Street & Palomar Street – LOS E during the AM peak hour
- #24 Palomar Street & Clinton Keith Road – LOS E during the AM peak hour
- #25 Hidden Springs Road & Clinton Keith Road – LOS E during the AM peak hour







Wildomar Mobility Plan

Figure 4.32
Existing AM/PM Intersection Level of Service



Table 4.14 Existing Intersection Level of Service

ID	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS
1	Mission Trail & Malaga Road	Signal	10.8	B	12.1	B
2	Mission Trail & Lemon Street	Signal	6.8	A	7.5	A
3	Grand Avenue & Corydon Street/Corydon Road	Signal	21.3	C	18.2	B
4	Corydon Road & Palomar Street	Signal	11.5	B	11.1	B
5	Mission Trail & Corydon Road	Signal	15.9	B	13.2	B
6	Mission Trail & Driveway/Bundy Canyon Road	Signal	17.2	B	12.4	B
7	Orange Street & Bundy Canyon Road	Signal	18.7	B	13.8	B
8	I-15 SB Ramps & Bundy Canyon Road	Signal	33.4	C	15.2	B
9	I-15 NB Ramps & Bundy Canyon Road	Signal	23.2	C	21.8	C
10	Monte Vista Drive & Bundy Canyon Road	SSSC	19.3	A	22.0	C
11	The Farm Road & Bundy Canyon Road	Signal	9.6	A	8.8	A
12	Grand Avenue & Sheila Lane	AWSC	33.7	D	17.3	C
13	Palomar Street & Mission Trail	SSSC	16.0	C	13.0	B
14	Grand Avenue & Gruwell Street	SSSC	67.9	F	15.8	C
15	Palomar Street & Gruwell Street	Signal	11.6	B	7.7	A
16	Grand Avenue & Wildomar Trail ¹	Signal	33.9	C	14.8	B
17	Palomar Street & Wildomar Trail ¹	Signal	37.4	D	33.3	C
18	I-15 SB Ramps & Wildomar Trail ²	AWSC	30.5	D	35.2	E
19	I-15 NB Ramps & Wildomar Trail ²	AWSC	26.1	D	39.5	E
20	Grand Avenue & McVicar Street	AWSC	11.9	B	9.6	A
21	McVicar Street & Palomar Street	AWSC	49.3	E	14.7	B
22	Wildomar Trail ³ & La Estrella Street	AWSC	14.3	B	8.6	A
23	Clinton Keith Road & Grand Avenue	Signal	9.4	A	14.1	B
24	Palomar Street & Clinton Keith Road	Signal	61.5	E	31.9	C
25	Hidden Springs Road & Clinton Keith Road	Signal	72.2	E	48.9	D
26	I-15 SB Ramps & Clinton Keith Road	Signal	27.0	C	20.5	C
27	I-15 NB Ramps & Clinton Keith Road	Signal	21.6	C	26.8	C
28	Wildomar Trail ³ & Clinton Keith Road	Signal	19.4	B	30.5	C
29	Inland Valley Drive & Clinton Keith Road	Signal	20.8	C	37.8	D
30	Driveway/Inland Valley Drive & Prielipp Road	AWSC	11.3	B	12.6	B

Source: Count Unlimited, Inc. (2019)

Notes:

Bold letter indicates substandard LOS E or F.

AWSC = All-way stop controlled. For AWSC intersections, the delay shown is the average delay experienced at all of the approaches.

SSSC = Side-street stop controlled. For SSSC intersections, the delay shown is the worst delay experienced by any of the approaches.

¹ Formerly Central Street.

² Formerly Baxter Road.

³ Formerly Oak Creek Mall/George Avenue.



Freeway Segment Level of Service Analysis

Interstate 15 (I-15) runs through the City of Wildomar, carrying significant traffic volumes while providing regional mobility. A description of Interstate 15 is provided, within the City of Wildomar study area context, followed by an operational analysis of freeway segments.

Interstate 15

I-15 is a north-south facility running from San Diego County to San Bernardino County. The freeway is maintained and operated by Caltrans. In the City of Wildomar, I-15 has six mixed-flow/general purpose lanes (3 northbound lanes, 3 southbound lanes) and zero auxiliary lanes within the study area. Within the City of Wildomar, I-15 is accessible at Clinton Keith Road, Wildomar Trail (formerly Baxter Road), and Bundy Canyon Road. In 2017, I-15 carried between 120,000 and 133,000 AADT along segments within the City of Wildomar study area.

Table 4.15 presents freeway characteristics and the level of service analysis results for segments within the vicinity of the City of Wildomar during AM and PM peak periods, respectively. Data was obtained from Caltrans and is representative of year 2017 and is provided in **Appendix F**. As shown, all mainline freeway segments currently operate at LOS D or better under existing conditions.

Table 4.15 Freeway Segment Level of Service Results – Existing Conditions

Freeway	Segment	Peak Hour	Direction	Lanes ¹	D ²	K ³	HVF ⁴	AADT	Peak Hr. Volume	Speed	Density	LOS
I-15	California Oaks Road to Clinton Keith Road	AM	NB	3M	39.07%	6.65%	8.70%	133,000	3,456	71.0	18.6	C
			SB	3M	60.93%	6.65%	8.70%	133,000	5,389	61.8	33.3	D
		PM	NB	3M	56.59%	6.59%	8.70%	133,000	4,960	65.0	29.1	D
			SB	3M	43.41%	6.59%	8.70%	133,000	3,805	70.0	20.7	C
	Clinton Keith Road to Wildomar Trail ⁵	AM	NB	3M	39.07%	6.65%	8.70%	132,000	3,430	71.8	18.2	C
			SB	3M	60.93%	6.65%	8.70%	132,000	5,348	62.4	32.7	D
		PM	NB	3M	56.59%	6.59%	8.70%	132,000	4,923	65.5	28.7	D
			SB	3M	43.41%	6.59%	8.70%	132,000	3,776	71.0	20.3	C
	Wildomar Trail ⁵ to Bundy Canyon Road	AM	NB	3M	39.07%	6.65%	8.70%	127,000	3,300	72.0	17.5	B
			SB	3M	60.93%	6.65%	8.70%	127,000	5,146	64.0	30.7	D
		PM	NB	3M	56.59%	6.59%	8.70%	127,000	4,736	66.7	27.1	D
			SB	3M	43.41%	6.59%	8.70%	127,000	3,633	71.3	19.4	C
	Bundy Canyon Road to Diamond Drive/Railroad Canyon Road	AM	NB	3M	39.07%	6.65%	8.70%	120,000	3,118	71.7	16.6	B
			SB	3M	60.93%	6.65%	8.70%	120,000	4,862	65.7	28.2	D
		PM	NB	3M	56.59%	6.59%	8.70%	120,000	4,475	67.9	25.1	C
			SB	3M	43.41%	6.59%	8.70%	120,000	3,433	71.3	18.4	C

Source: Caltrans

Notes:

¹ M = Mainline.

² Directional Split.

³ Peak Hour Percentage.

⁴ Heavy Vehicle Factor.

⁵ Formerly Baxter Road.



Vehicular Safety

Collision data can be used to identify potential deficiencies or safety issues related to vehicular travel. The collision review draws from 5 years of data (October 31, 2014 – October 31, 2019) obtained from the SWITRS and the City of Wildomar's collision database (Crossroads). **Figure 4.33** displays the vehicular collisions; these are collisions between automobiles. A total of 696 vehicular collisions occurred during the 5-year period.

The top five corridors, representing over 55% of the total vehicular collisions, are shown in **Table 4.16**. The highest vehicular crash locations overlap with pedestrian and bicycle travel modes. 24% percent of pedestrian collisions occurred on Bundy Canyon Road. The top three corridors for bicycle collisions are Clinton Keith Road, Mission Trail and Palomar Street.

Table 4.16 Top Five Corridors – Automobile Collisions

Locations	Number of Collisions
Bundy Canyon	129
Clinton Keith Road	100
Mission Trail	74
Palomar Street	56
Grand Avenue	41

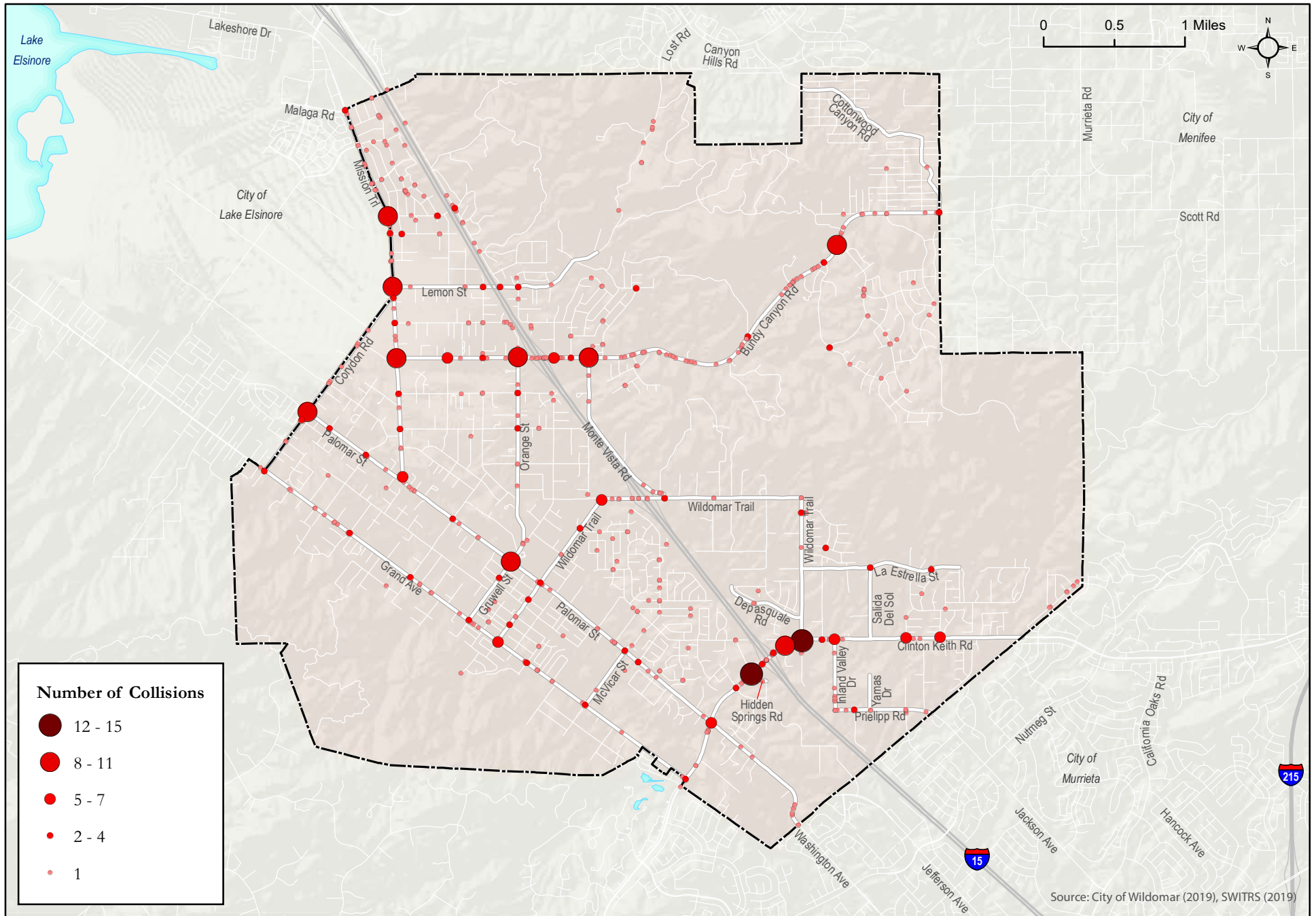
Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)

The intersections with 10 or more vehicle collisions are list in **Table 4.17**.

Table 4.17 Intersections – Automobile Collisions

Locations	Number of Collisions
Clinton Keith Rd & Wildomar Trail (formerly George Ave)	15
Clinton Keith Rd & Hidden Springs	13
Bundy Canyon Rd & Orange St	11
Palomar St & Gruwell St	11
Clinton Keith Rd & Wildomar Trail (formerly Oak Creek Mall/George Ave)	11
Bundy Canyon Rd & Harvest Way	11

Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)



Wildomar Mobility Plan



Table 4.18 summarize vehicular collisions by the type of collision. As shown, “Broadside” (23%) and “Hit Object” (22.6%) collisions were reported as the most frequent collision types during the five year period, accounting for almost half of all vehicular collisions combined. “Rear-End” collisions were the third most frequent type of vehicle collision, representing 21.3% of all reported records.

Table 4.18 Vehicle Collision Type

Collision Type	Number of Collisions	Percent
Broadside	160	23.0%
Hit Object	157	22.6%
Rear-End	148	21.3%
Sideswipe	107	15.4%
Head On	63	9.1%
Overtaken	26	3.7%
Not Stated	22	3.2%
Other	13	1.9%
Total	696	100%

Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)

Table 4.19 summarizes the primary collision factor for vehicle collisions reported in Wildomar in the previous five years. As shown, the most common primary collision factor violations were “Improper Turning,” and “Unsafe Speed,” which accounted for 23.4% and 23.1% of all vehicle collisions, respectively.

Table 4.19 Primary Vehicle Collision Factor

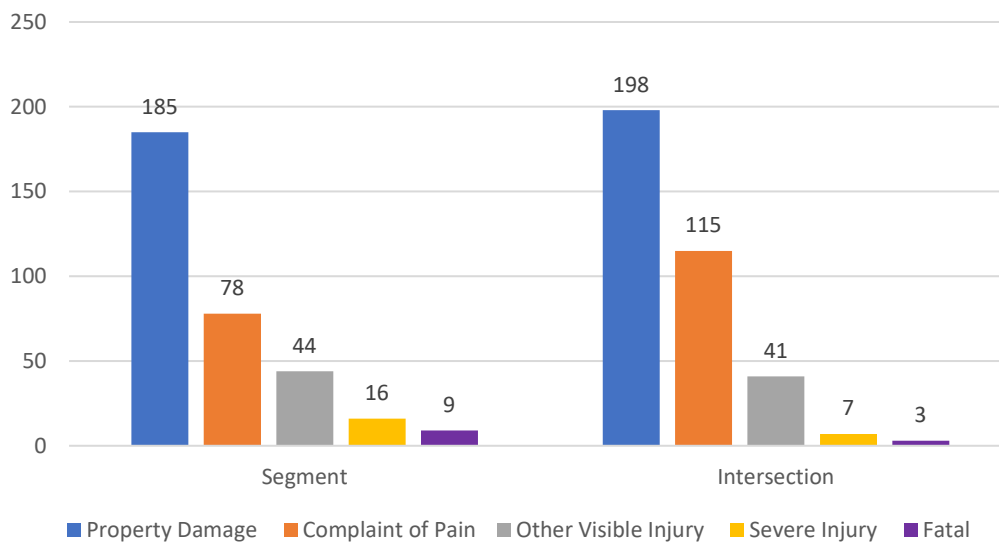
Primary Collision Factor	Number of Collisions	Percent
Improper Turning	163	23.4%
Unsafe Speed	161	23.1%
Not Stated	97	13.9%
Driving Under Influence	78	11.2%
Automobile Right-of-Way Violation	52	7.5%
Ran Traffic Signal or Stop Sign	38	5.5%
Unknown	35	5.0%
Other	30	4.3%
Following Too Closely	16	2.3%
Unsafe Starting or Backing	13	1.9%
Driving on Wrong Side of Road	13	1.9%
Total	696	100%

Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)



Figure 4.34 presents collision severity by roadway location. As shown, vehicle collisions occurred more frequently within the City at intersection locations, with 364 occurring at intersection locations (just over 52%) and 332 occurring at segment locations. Despite the greater overall frequency of intersection collisions, collisions with fatal and severe injury outcomes occurred over twice as often at segment locations.

Figure 4.34 Vehicular Collision by Severity by Roadway Location



Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)

Table 4.20 presents violation codes by level of injury severity for automobile collisions. The violation codes listed are for categories which either included a fatal collision or had 20 or more collisions with an injury (property damage only collisions were excluded). It should be noted that there were automobile collisions which involved fatalities and injuries for which no violation code was reported.



Table 4.20 Violation Codes and Severity of Injury for Automobile Collisions

	Violation Code & Definition	Other Visible Injury	Complaint of Pain	Severe Injury	Fatal	TOTAL
21453(a)	A driver facing a steady circular red signal alone shall stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and shall remain stopped until an indication to proceed is shown, except as provided in subdivision (b)	2	20	2	1	25
21453(c)	A driver facing a steady red arrow signal shall not enter the intersection to make the movement indicated by the arrow and, unless entering the intersection to make a movement permitted by another signal, shall stop at a clearly marked limit line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection, and shall remain stopped until an indication permitting movement is shown.	1	2	2	1	6
21703	The driver of a motor vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicle and the traffic upon, and the condition of, the roadway.	--	--	--	1	1
21801(a)	The driver of a vehicle intending to turn to the left or to complete a U-turn upon a highway, or to turn left into public or private property, or an alley, shall yield the right-of-way to all vehicles approaching from the opposite direction which are close enough to constitute a hazard at any time during the turning movement, and shall continue to yield the right-of-way to the approaching vehicles until the left turn or U-turn can be made with reasonable safety.	--	13	1	1	15
21802(a)	The driver of any vehicle approaching a stop sign at the entrance to, or within, an intersection shall stop as required by Section 22450 . The driver shall then yield the right-of-way to any vehicles which have approached from another highway, or which are approaching so closely as to constitute an immediate hazard, and shall continue to yield the right-of-way to those vehicles until he or she can proceed with reasonable safety.	--	4	1	1	6
21804(a)	The driver of any vehicle about to enter or cross a highway from any public or private property, or from an alley, shall yield the right-of-way to all traffic, as defined in Section 620 , approaching on the highway close enough to constitute an immediate hazard, and shall continue to yield the right-of-way to that traffic until he or she can proceed with reasonable safety.	--	--	--	1	1



Table 4.20 Violation Codes and Severity of Injury for Automobile Collisions

	Violation Code & Definition	Other Visible Injury	Complaint of Pain	Severe Injury	Fatal	TOTAL
22107	No person shall turn a vehicle from a direct course or move right or left upon a roadway until such movement can be made with reasonable safety and then only after the giving of an appropriate signal in the manner provided in this chapter in the event any other vehicle may be affected by the movement.	14	26	8	2	50
22350	No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.	30	53	8	9	100
22450(a)	The driver of any vehicle approaching a stop sign at the entrance to, or within, an intersection shall stop at a limit line, if marked, otherwise before entering the crosswalk on the near side of the intersection. If there is no limit line or crosswalk, the driver shall stop at the entrance to the intersecting roadway.	1	2	--	2	5
23152*	(Governs driving under the influence)	1	--	--	--	1
23152(a)	It is unlawful for a person who is under the influence of any alcoholic beverage to drive a vehicle.	7	6	1	8	22
23152(b)	It is unlawful for a person who has 0.08 percent or more, by weight, of alcohol in his or her blood to drive a vehicle.		1	1	1	3
	TOTAL	56	127	24	28	235

Source: SWITRS and Crossroads (Oct. 31, 2014 – Oct. 31, 2019)

*One collision was entered under this violation code without a subsection attributed to it. This functions as a catch-all for the violation without a subsection and is not the overall total.



5.0 Opportunities and Constraints

This chapter summarizes the opportunities and constraints identified through the existing conditions analysis. The synthesis incorporates information derived from the review of existing documents, review of existing demand, connectivity, quality and safety analyses.

5.1 Currently Planned or Identified Improvements

The document review included city-wide, as well as, regional documents. The Western Regional Council of Governments (WRCOG) Active Transportation Plan includes 4 proposed regional connections which will directly benefit the City of Wildomar: Bautista Creek – Mission Trail, Lake Elsinore – Murrieta Creek, I-215 South, and Lake Elsinore Loop. These facilities are identified on pages 3-5 of the document review provided in Appendix A. The Riverside Transit Agency First & Last Mile Mobility Plan provides a station typology and implementation plan which could be applied to the City of Wildomar and help grow ridership within the City.

The City of Lake Elsinore's recently adopted Active Transportation Plan includes recommendations adjacent to – or intersecting with – the jurisdictional boundary with the City of Wildomar. These recommendations include a proposed bicycle lane on Grand Avenue and proposed multi-use paths on along Corydon Road and Mission Trail.

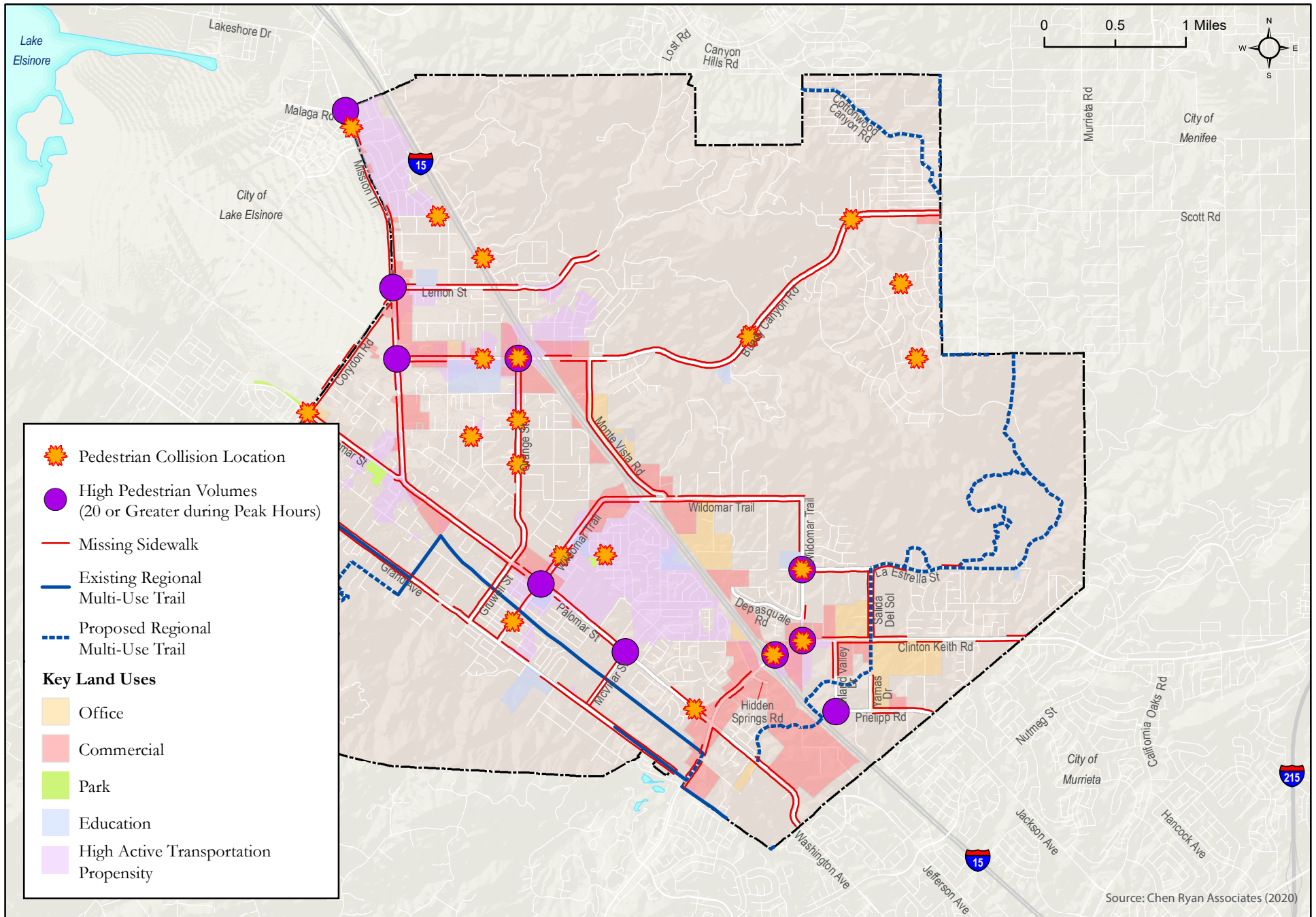
5.2 Pedestrian Mobility

Figure 5.1 displays the opportunities and constraints for pedestrians. A current constraint is the lack of a complete sidewalk network. The high number of missing sidewalks can create safety issues for people trying to move through the City on foot. Additionally, incomplete networks can deter active transportation trips. As the City plans and designs future pedestrian facilities, multi-purpose trails may be considered in some locations in-lieu of sidewalks to serve the City's Equestrian Heritage while improving mobility for both pedestrians and equestrian users.

The limited number of opportunities to cross Interstate 15 creates a barrier to pedestrian travel. Two of the four roadways which cross the freeway lack sidewalks, resulting in uncomfortable pedestrian environments. Lemon Street lacks sidewalks on both sides of the road under Interstate 15. Wildomar Trail (formerly Baxter Road) goes over Interstate 15 but only has a sidewalk on one side of the roadway.

Areas with multiple pedestrian-involved collisions will be revisited to determine the need for policy-level recommendations or priority infill sidewalk locations. Similarly, the prioritization of improvements will consider observed pedestrian volumes and/or areas with high active transportation propensity. Focusing improvements in high collision and high demand areas will ensure investments address the greatest needs facing Wildomar.

The City was recently successful in the pursuit of Highway Safety Improvement Project (HSIP) funds to install countdown signal heads at most signalized intersections throughout Wildomar. These enhancements will help communicate to pedestrians the amount of time remaining in the crossing phase, thereby improving pedestrian safety and comfort.



Wildomar Active Transportation Plan



5.3 Bicycle Mobility

Figure 5.2 displays the opportunities and constraints for bicyclists. Currently, Wildomar's bicycle network is very limited, with facilities only located on Grand Avenue and Clinton Keith Road west of Wildomar Trail (formerly George Avenue). The lack of a well-connected bicycle network may discourage bicycle trips or result in unsafe behaviors. Four bicycle collisions were reported along Clinton Keith Road and Grand Avenue, however, only one collision occurred following implementation of the bike lanes. The existing facilities serve as a base to build from and seek to connect to destinations throughout the City.

The wide and undeveloped roadways/shoulders present a great opportunity to expand the bicycle network. This undeveloped space creates the opportunity to develop bicycle facilities, multi-use, and/or dedicated equestrian paths. Dedicating excess roadway space to active transportation users would benefit safety for all travel modes. Narrowing vehicular travel lanes is an effective traffic calming mechanism understood to help reduce vehicle speeds.

Like pedestrian travel, the freeway serves as a barrier to bicycle travel. Three of the four roadways which cross the freeway have an LTS score of 4 (most stressful). Only Lemon Street presents a low stress opportunity for this east-west crossing, however, it is located in the northern portion of the City, making it unlikely that a person on bicycle would travel that far out of direction to take advantage of a low stress crossing.

5.4 Equestrian Mobility

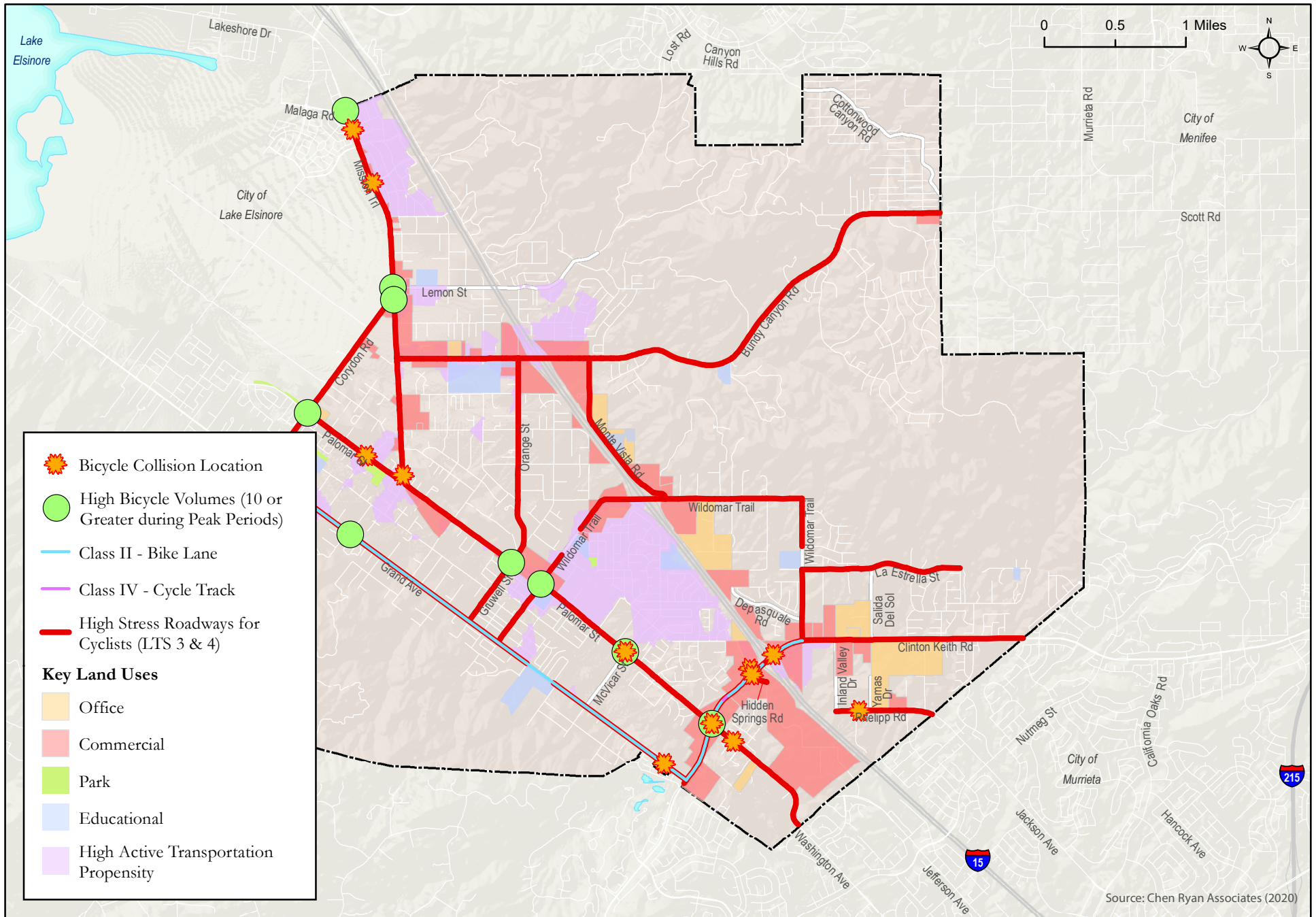
The Equestrian Heritage and on-going use in Wildomar is noted throughout this Existing Conditions Report and will be carried forward into the development of recommendations. As stated under the pedestrian and bicycle subsections within this chapter, the undeveloped shoulders and wide right-of-way available along many Wildomar roadways provides a unique opportunity to plan and develop a multimodal transportation network.

Grand Avenue is a recent example of an improvement project that transformed the roadway to serve pedestrians, bicyclists, equestrian users, and drivers. This success is something that can be replicated across Wildomar. The Wildomar Adopt-a-Trail System Map will serve as a starting point for identifying corridors that should be preserved for equestrian use. These alignments will be reviewed in tandem with forecast vehicular volumes and available rights-of-way to develop Mobility Plan recommendations.

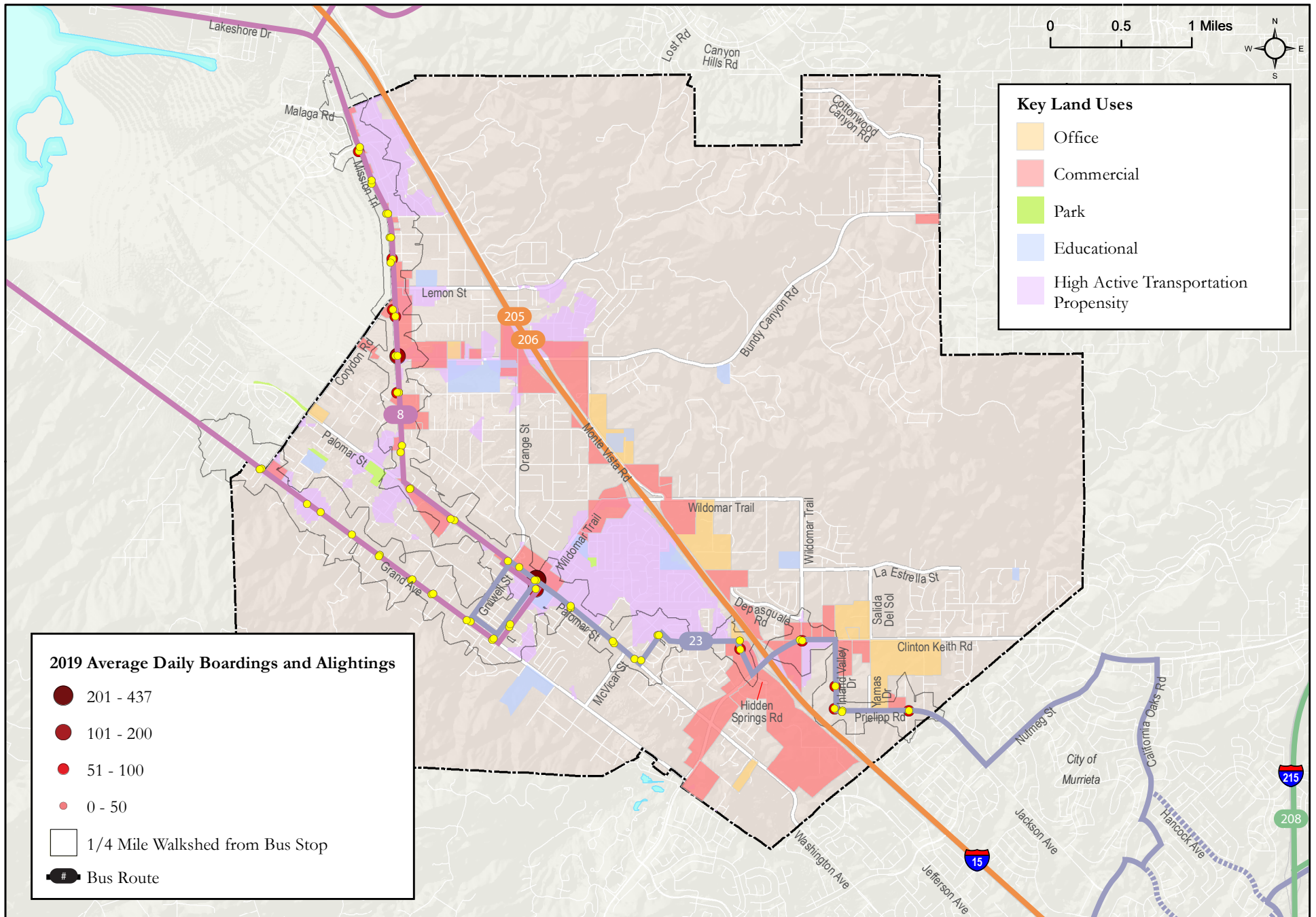
5.5 Transit Mobility

Figure 5.3 displays opportunities and constraints for transit. A constraint is the limited number of transit routes and frequency currently offered. Transit ridership or transit proximity may also be used as an input to prioritize future recommendations. Transit users frequently start and end their trip as pedestrians or bicyclists, emphasizing the importance of providing comfortable connections for these modes.

The transit stop at Wildomar Trail (formerly Central Street) and Palomar Street was reported as having the highest number of daily boardings and alightings. This bus stop is close to retail opportunities and areas with high active transportation propensity. However, this bus stop is surrounded by several roadway segments with missing sidewalks and there are no designated bicycle lanes on either street. This is an example of a location where enhanced bicycle and pedestrian connections may benefit many users.



Wildomar Active Transportation Plan



Wildomar Mobility Plan

Figure 5.3
Transit Opportunities and Constraints



5.6 Vehicular Mobility

Figure 5.4 displays the opportunities and constraints for automobiles. Segments along four roadways were found to operate at unacceptable levels of service under existing conditions, including Corydon Road, Bundy Canyon Road, Wildomar Trail (formerly Central Street) and Clinton Keith Road.

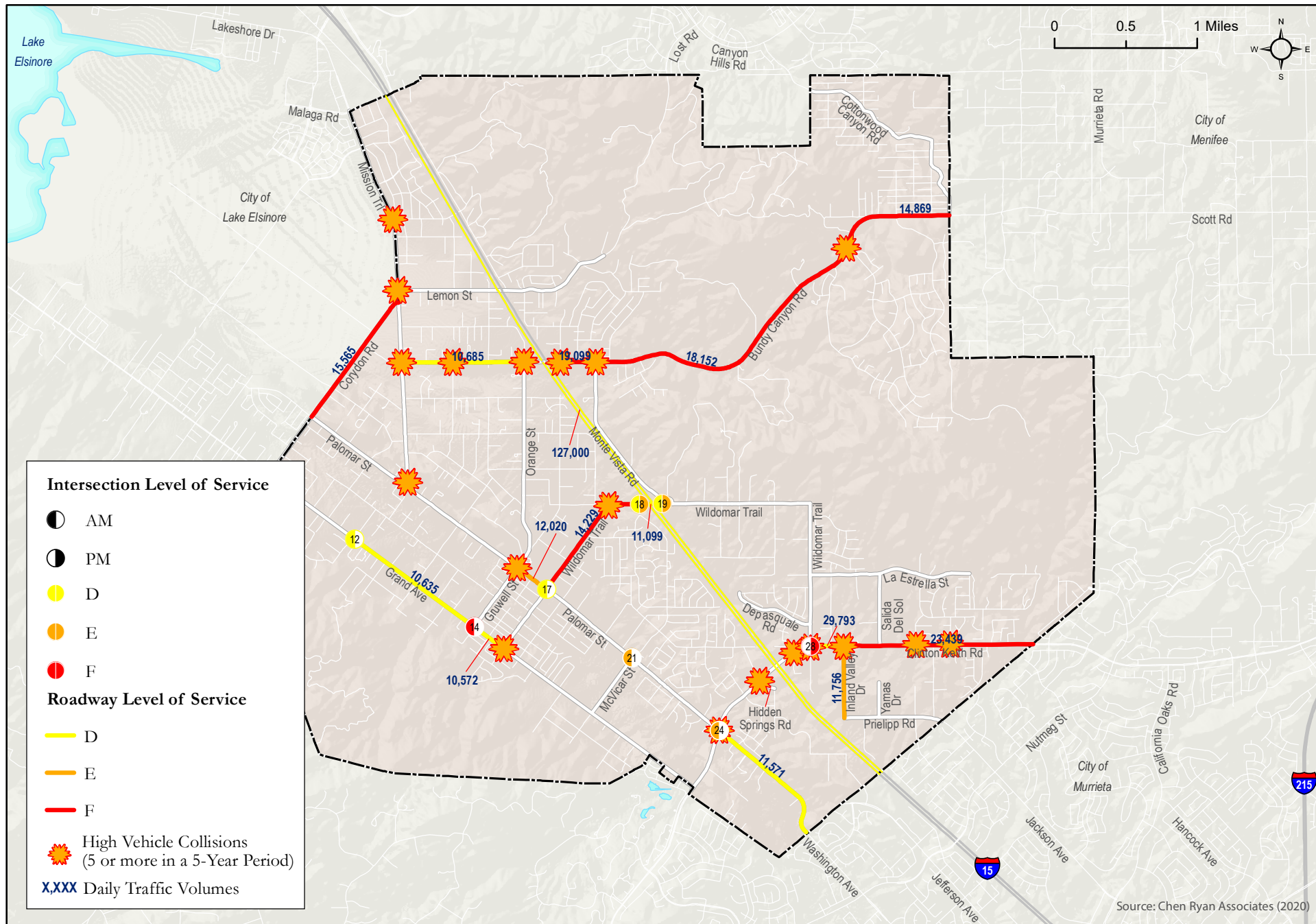
Additionally, two intersections were found to operate at LOS F during one of the peak hours, with an additional four intersections operating at LOS E during one of the peak hours. The control type and signal timing for these locations will be reevaluated during the network planning phase to identify opportunities for operational improvements.

Multiple projects are planned or underway that will improve operations along segments or at intersection locations currently operating below acceptable levels of service, including:

- CIP 025-1: Clinton Keith Road Widening Phase I (I-15 to Eastern City Limit)
- CIP 026-1: Bundy Canyon Road Widening – Segment 1 & 2 (I-15 to East of Oak Canyon Drive)
 - Segment 3 to be widened as an adjacent development condition
- CIP 028-1: Palomar Street Widening Phase I (Clinton Keith Road to Eastern City Limit)
- CIP 074: I-15 NB & SB Ramps at Wildomar Trail (formerly Baxter Road) Intersection Improvements
- TR 31667: McVicar Street & Palomar Street Signalization
- TR 32035: Widen South Side of Palomar Street, North of McVicar Street

There are 19 locations where five or more collisions were reported in the five-year analysis period. Approximately half of these 19 locations are located on two corridors: Bundy Canyon Road and Clinton Keith Road. The intersections along these roadways will be reviewed to determine if improvements such as protected left-turns, no-right-turn on red signage, or other recommendations are appropriate.

The leading violations reported for collisions resulting in fatalities were due to speeding and driving under the influence. These issues will be revisited to determine the suitability for establishing policies to address these collision causes.



Wildomar Active Transportation Plan



Appendix A

Document Review

City of Wildomar

Mobility Plan

Document Review

March 2020

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Introduction

The City of Wildomar is developing a Mobility Plan. The process involves developing the City's first Circulation Element alongside a comprehensive Active Transportation Plan (ATP). This represents an innovative approach to developing mobility networks by concurrently and equally considering the ways in which people move throughout the City.

This Document Review is one of the initial steps in the planning process, intended to provide a summary of previous efforts related to active transportation within the City and the County. The Mobility Plan is intended to be complimentary to many of the documents reviewed, by incorporating the recommendations and aligning with the goals and policies previously set forth. The Document Review is informative to the understanding of existing conditions, as several planning efforts identify needs/issues related to active transportation and mobility in general. The review will also be heavily utilized in the development of infrastructural recommendations, helping to ensure feasibility and consistency with adopted guiding documents.

The following documents were referenced:

- Riverside County Regional Park and Open Space District Comprehensive Trails Plan (2018)
- WRCOG Active Transportation Plan (2018)
- Riverside County Elsinore Area Plan (2017)
- Riverside Transit Agency First & Last Mile Mobility Plan (2017)
- SCAG 2016-2040 RTS/SCS (2016)
- WRCOG and SCAG Sustainability frameworks (2016)
- County of Riverside General Plan (2016)
- Murrieta Creek Regional Trail Project (2014)
- City of Wildomar Housing Element (2013)
- Wildomar Old Town Vision (2013)
- Wildomar Visioning Booklet (2008)
- City of Wildomar Strategic Visioning Plan (2008)

Document Review

Riverside County Regional Park and Open Space District Comprehensive Trails Plan (2018)

The Comprehensive Trails Plan was developed by stakeholders and managing agencies with the objective of presenting clear policies, operational and maintenance requirements, implementation guidance, funding recommendations, and design standards for the regional trail system. It identifies three primary goals:

- A backbone trail network that is feasible and closes gaps in a countywide trail system.
- Guidance for the design of accessible, usable, and connected trails.
- Recommendations for the future management of the regional trails.

The planning process consisted of a series of steps including an existing conditions study, continuous collaboration with stakeholders, review of relevant planning documents and spatial data, and the creation of recommendations for policies and implementation based on this information retrieved. The recommendations include three focus areas: policy, the backbone network, and design guidelines.

The policy section summarizes other policies and plans adopted from areas throughout the nation, as well as other sources of information, identifying six relevant lines of action: greenway planning, accessibility, land use and land rights, maintenance, management, and regional trails – connectivity and coordination.

The backbone trail network section shows mapping of existing conditions and proposed trails, as well as the criteria used to evaluate the trails, including population adjacency, connection to destinations and other jurisdictions, available right-of-way, land ownership, ability of the trail to close gaps in the regional network, and historical/cultural significance.

The design guidelines section presents a series of design standards and cross sections that are recommended as updates to the County’s existing trail standards. This section covers a variety of available easement widths and is intended to serve as the standards upon which only the backbone trail network is built, having all the other trails be guided by the General Plan.

WRCOG Active Transportation Plan (2018)

The Western Regional Council of Governments (WRCOG) focus for the Active Transportation Plan (ATP) is on enhancing the non-motorized infrastructure through-out the region, in hopes of developing a robust network for people who walk and bike. The ATP is also intended to serve as a resource for WRCOG member jurisdictions and stakeholders to identify important active transportation facilities in their community.

The Plan provides an overview of the existing conditions in the region, with a focus on non-motorized modes of transportation. Then, it presents an overview of the proposed active transportation regional network, with background information on the development process and its relation to other WRCOG projects. Each individual regional active transportation facility has its own detailed summary. Implementation and funding strategies that are relevant to the entire region are also included at the end of the document.

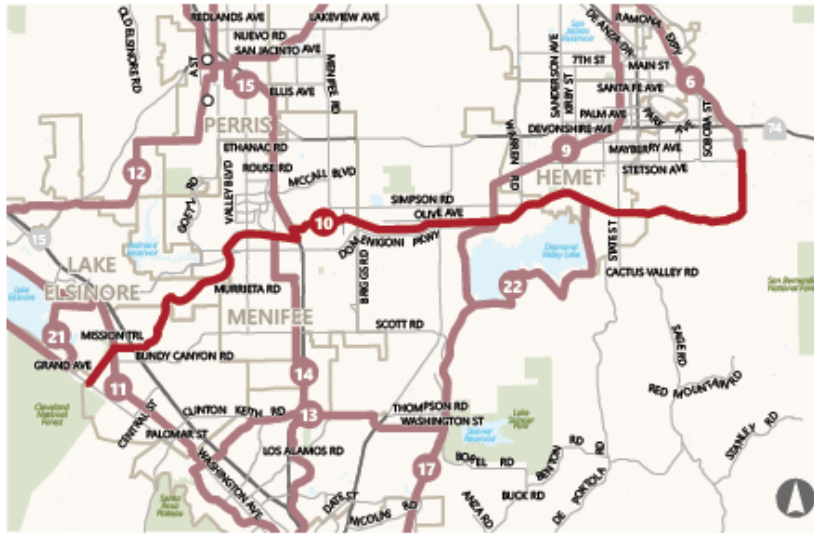
The goals for the Plan were set in-line with state and federal vehicle miles traveled reduction efforts, the WRCOG Sustainability Framework, as well as GHG reduction objectives outlined in Riverside County’s Climate Action Plan. There are five goals identified:

1. Establish a “regional network of bicycle and pedestrian facilities through prioritization of local projects” to maximize regional mobility as stated in the Sustainability Framework.
2. Enhance safety, remove barriers to access, and correct unsafe conditions in areas of traffic and bicycle/pedestrian activity.
3. Provide active transportation modes as affordable options to reduce criteria pollutants, greenhouse gas emissions, and Vehicle Miles Traveled (VMT).
4. Address public health through design and infrastructure that encourages residents to use active transportation as a way to integrate physical activity into their daily lives and improve future air quality.
5. Foster healthy, equitable, and economically vibrant communities where all residents have greater transportation choices and access to key destinations, such as jobs, medical facilities, schools, and recreation through cohesive land use and transportation decisions.

The Plan includes 4 proposed regional connections which will directly benefit the City of Wildomar: Bautista Creek – Mission Trail, Lake Elsinore – Murrieta Creek, I-215 South, and Lake Elsinore Loop.

Bautista Creek – Mission Trail

Project Map



Project Overview + Scope

The Bautista Creek – Mission Trail route via Salt Creek/Lost Rd/Lemon St is an east-west regional facility connecting Hemet, Menifee, and Lake Elsinore. This potential facility would provide approximately 16 miles of paved trail, 6 miles of buffered bike lanes, 4.5 miles of Class II bike lanes, and 5 miles of Class III facilities for a total of roughly 31 miles. This project helps address local barriers such as limited active transportation infrastructure and provides a non-motorized facility within one half mile of several major parks, schools, and recreational facilities. The project also improves connections to surrounding jurisdictions and San Bernardino County.

Lake Elsinore – Murrieta Creek

Project Map



Project Overview + Scope

The Lake Elsinore – Murrieta Creek route is a north-south regional facility connecting Lake Elsinore, Wildomar, and Murrieta. This potential facility would provide 9.1 miles of paved trail, 0.6 miles of Class IV separated bikeway, 5.2 miles of Class II buffered bike lanes, 3.7 miles of Class III bike routes, and 4.8 miles of Class II bike lanes in addition to an existing paved trail in Murrieta that is 1.5 miles long. The resulting facility would be 24.9 miles long. This route helps address local mobility barriers such as limited non-motorized infrastructure and recreational facilities. This route provides a bicycle facility within one half mile of retail destinations, schools, and parks. The project also improves connections to surrounding jurisdictions.

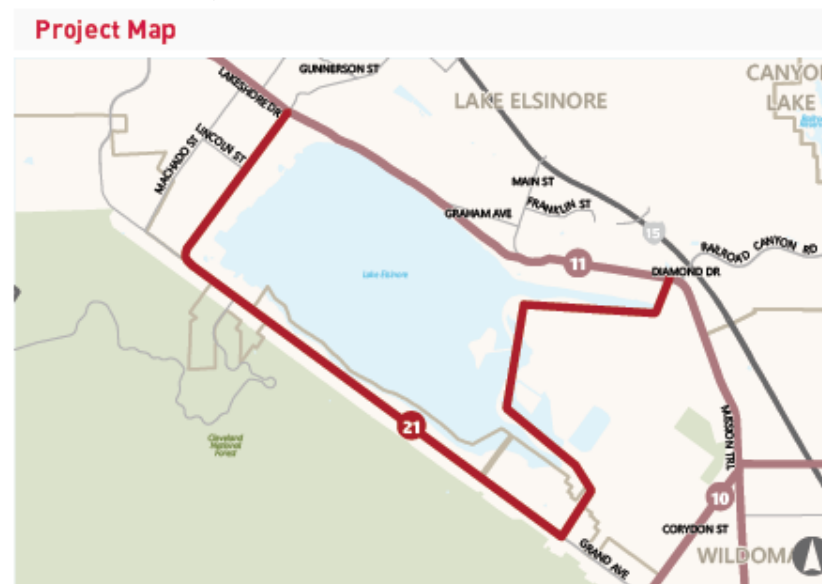
I-215 South



Project Overview + Scope

The 215 South corridor route is a north-south regional facility connecting Perris, Menifee, and Murrieta. This potential facility would provide 2.6 miles of off-street shared use path along Warm Springs Creek, 7.5 miles of Class II buffered bicycle lanes, and 4 miles of Class II bicycle lanes for a total of 14.1 miles. Portions of the route already have disconnected active transportation facilities, such as on Whitewood Road. A more connected and cohesive network would be an important step in improving active transportation safety, access, and mobility. This project would help to provide an active transportation facility within one half mile of major transportation connections, several parks, schools, and retail destinations. The project also improves connectivity to surrounding jurisdictions through linkages with local active transportation routes that are both existing and proposed.

Lake Elsinore Loop



Project Overview + Scope

The Lake Elsinore Loop route is a circular facility surrounding Lake Elsinore. This potential facility would provide 3.9 miles of off-street shared use path along the lake, 6.3 miles of Class II buffered bicycle lanes along Riverside Drive/Grand Avenue, and 0.5 miles of other bicycle facilities for a total of 10.7 miles. This project helps address issues such as limited active transportation infrastructure and recreational opportunities in the area and helps to improve active transportation safety, access, and mobility. The proposed facility would provide an active transportation facility route that is within one half mile of major transportation connections, a park, several schools, and regionally significant destinations. The project also improves connectivity to surrounding jurisdictions through linkages with local active transportation routes that are both existing and proposed.

Riverside County Elsinore Area Plan (2017)

The Elsinore Area Plan is one of the Area Plans developed by Riverside County Integrated Project in conjunction with a General Plan for Riverside County. The RCIP general vision for the County and incorporated areas is for them to be a family of special communities in a remarkable environmental setting.

The Elsinore Area Plan includes a Circulation section, where it presents programs and policies specific to the area, which are coordinated with the goals of the General Plan Circulation Element. These policies include design plans for the following topics:

- *Vehicular Circulation System.* The plan proposes a circulation system that handles the challenges caused by environmental features, such as water and topography.
- *Trails System.* An extensive system of proposed trails and bikeways exists within the planning area connecting the various neighborhoods with the recreational resources of the Cleveland National Forest and the regional trail system.
- *Scenic Highways.* Protect Interstate 15 and State Route 74, designated as Eligible State Scenic Highways, from change that would diminish the aesthetic value of adjacent properties.
- *Community Environmental Transportation Acceptability Process (CETAP) Corridors.* CETAP has identified four priority corridors in the area: Winchester to Temecula, East-West CETAP, Moreno Valle to San Bernardino, and Riverside County – Orange County. They are envisioned to be in accordance with the CETAP section of the General Plan Circulation Element.
- *I-15 Corridor.* This corridor is proposed to be enhanced by connecting transit links, to provide a critical north-south link for transit, automobile and truck trips within and outside the County of Riverside.

Riverside Transit Agency First & Last Mile Mobility Plan (2017)

The Riverside Transit Agency (RTA) in collaboration with Southern California Association of Governments (SCAG), and Caltrans, developed the regional First and Last Mile Mobility Plan. The goal of the plan was to increase transit ridership by developing strategies that address first and last mile barriers to transit use. The plan identifies “first and last mile” as the experience that links people to and from transit and connects their origins and destinations.

The First & Last Mile Plan:

- Summarizes RTA’s existing ridership characteristics
- Highlights the future needs of RTA’s customers
- Develops a set of Station Typologies to characterize all 2,500+ stations
- Identifies various strategies to improve First and Last Mile access
- Identifies Pilot Projects for each Station Typology
- Develops recommendations and templates for each Station Typology
- Provides an Implementation Plan

The plan includes a Public Outreach section, which was used as a central component to identify the riders needs, as well as barriers to walking, bicycling, and other non-motorized modes to and from transit stations. The process was carried out through steering committee meetings, surveys, and outreach events.

In addition, a summary of the steps used in assessing first and last mile opportunities, deficiencies and analysis is shown in six selected pilot locations from different districts, including urban core, core district, suburban, rural, commercial district, and industrial & business park. The steps are:

1. Data Collection and Existing Conditions Mapping
2. Conduct Field Work
3. Analysis
4. Public Outreach/Stakeholder Input
5. Final Station Recommendations

SCAG 2016-2040 RTS/SCS (2016)

In April 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS). The Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Its mission is to promote economic growth, personal well-being and livable communities for all Southern Californians, with leadership, vision and progress.

SCAG's vision for the region in 2040 is that many communities are more compact and connected by numerous public transit options, including expanded bus and rail service. The strategy is to pursue this vision by providing different plans and key features, such as "High Quality Transit Areas", "Livable Corridors", and "Neighborhood Mobility Areas". The end goal is increased mobility, more active lifestyles, increased economic opportunity and an overall higher quality of life.

Furthermore, the document identifies the challenges, outlines existing conditions, and identifies major initiatives to achieve these goals. It also includes several performance outcomes and measures that will be used to gauge the progress toward meeting those goals. The major themes that help define the focus of the plan are:

- Integrating strategies for land use and transportation.
- Striving for sustainability.
- Protecting and preserving the existing transportation infrastructure.
- Increasing capacity through improved systems management.
- Giving people more transportation choices.
- Leveraging technology.
- Responding to demographic and housing market changes.
- Supporting commerce, economic growth and opportunity.
- Promoting the links among public health, environmental protection and economic opportunity.
- Building a Plan based on the principles of social equity and environmental justice.

WRCOG and SCAG Sustainability Frameworks (2016)

WRCOG

WRCOG's Sustainability Framework is the beginning point to establish, implement, and continuously refine a subregional sustainability plan. It serves four broad objectives:

1. Provide a starting point for dialogue about sustainability and its importance to the region, and articulate a framework for the development of a subregional sustainability plan.
2. Provide a vision for a sustainable Western Riverside County and establish goals to inform and guide regional collaboration and local action until the subregional sustainability plan is prepared.
3. Define and prioritize short-term actions that WRCOG can pursue in the interim to begin realizing the Framework's vision and goals for sustainability.
4. Define initial indicators, benchmarks, and targets by which WRCOG can measure the effectiveness of efforts to create a more sustainable subregion.

The Framework establishes six core components of sustainability in the context of Western Riverside County:

- Economic Development
- Education

- Health
- Transportation
- Water and Wastewater
- Energy and the Environment

For each of these, the document presents a series of goals and action items. The I-15 Interregional Partnership program discussed in the Transportation Section is relevant to the City of Wildomar. The main goal of the I-15 IRP is to foster collaborative strategies in economic development, transportation, and housing to improve the quality of life for residents in both counties (San Diego and Riverside) and is focused on the commute corridor spanning from San Diego to Lake Elsinore, Murrieta, Temecula and Wildomar. The most recent Phase, Phase III, is focused in developing a strategic transportation implementation plan to improve the transportation system in a 5-to-15-year time horizon.

There are 4 goals in support of the program, in turn each goal is supported by multiple action items.

- Goal 1: Transportation Programs: Continue to address regional transportation needs through ongoing collaboration and program administration
- Goal 2: Vehicle Miles Traveled: Reduce vehicle miles traveled and improve mobility for pedestrians, transit users, and bicyclists
- Goal 3: Goods Movement: Support efforts to improve the sustainable and efficient movement of goods through Western Riverside County.
- Goal 4: Air Transportation: Maintain and improve air transportation access.

SCAG

For the SCAG, according to the RTS/SCS, *sustainability* is “the practice of analyzing the impacts of decisions, policies, strategies and development projects on the Environment, the Economy and Social Equity” (SCAG, 2016). Creating a more sustainable region means growing and living in ways that use the resources efficiently to survive and prosper.

The plan states that, in Southern California, striving for sustainability includes achieving state-mandated targets for reducing greenhouse gas emissions from cars and light trucks and federal air quality conformity requirements, and also adapting wisely to a changing environment and climate.

The Sustainable Communities Program was established promoting local jurisdictional efforts to test local planning tools. Since starting in 2005, more than 200 projects have been completed through the program. Since 2012, these projects are supported by the Sustainability Planning Grant Program, funding 70 planning projects (totaling \$10 million) to help local jurisdictions link local land use plans with 2012 RTP/SCS goals.

The Sustainable Communities Program provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Grants are available in the following three categories:

- Integrated Land Use – Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration.
- Active Transportation – Bicycle, Pedestrian and Safe Routes to School Plans.
- Green Region – Natural Resource Plans, Climate Action Plans (CAPs) and Green House Gas (GHG) Reduction programs.

County of Riverside General Plan (2015)

The General Plan intends to manage the overall pattern of development of the County more effectively, enhance community identity and improve quality of life at the community level. It includes a Circulation Element, which identifies the transportation needs and issues within the County, proposes new circulation systems, considers mobility alternatives other than single-occupant vehicles, establishes policies for future decision-making, and develops implementation strategies.

The Circulation Element's vision is to plan new and expanded transportation corridors that connect growth centers at key locations throughout the County, most of them including built-in transit service and expansion capability to accommodate various forms of transit.

As a planning effort of the Riverside County Integrated Project, the Community Environmental Transportation Acceptability Process (CETAP) was created. It incorporated three levels of effort: identification of transportation corridors, development of the General Plan Circulation Element, and exploration of options for transit system development in the County.

As stated in the Riverside County Vision and Land Use Element, the County is moving away from a growth pattern of random sprawl toward a pattern of concentrated growth and increased job creation. The intent of the new growth patterns and the new mobility systems is to accommodate the transportation demands created by future growth and to provide mobility options that reduce automobile reliance.

The Circulation Element outlines the following goals and policies:

- Planned circulation systems that are capable of adequately accommodate the traffic and the pass through it.
- A safe, efficient, intercommunity, and countywide public transportation system, including fixed route public transit systems, common bus carriers, AMTRAK, Metrolink, and other services.
- The provision of general aviation facilities and services that meet the needs of the residents of the County.
- A well-planned and built trail system that provides a recreational amenity and a viable alternative to the automobile to the residents, connecting community centers, residential neighborhoods, recreational amenities, employment centers, and other activity areas.
- Enhancement and preservation of the County's scenic corridors and resources following the scenic highway standards along Official Scenic Routes.
- A transportation system that is planned, designed, constructed, operated, and maintain in a manner that retains a high level of environmental quality.
- A more efficient use of the road network, implemented by the utilization of transportation systems management strategies, such as computerized traffic signals, metered freeway ramps, and one-way streets.
- An improved and more efficient transportation system achieved through the implementation of transportation demand management strategies.
- An efficient and cost-effective method for distributing and receiving products though and improvement of the regional and local street and highway system.
- A safer and better performed regional transportation system utilizing Intelligent Transportation systems.

Murrieta Creek Regional Trail Project (2014)

The general vision for the Murrieta Creek Regional Trails is to create a non-motorized, multi-use trail along the river linking the cities of Temecula, Murrieta, Wildomar, and Lake Elsinore. It promotes:

- urban accessibility and connectivity;
- healthy lifestyles;
- community economics;
- sustainable development;
- community partnerships; and
- awareness and appreciation for the outdoors.

The project goal is to improve coordination and communication between local land managers and area stakeholders facilitating the establishment and development of an interconnected regional trails system, specifically across the Murrieta creek corridor. This will be accomplished by identifying trail planning priorities, connectivity, routing opportunities, and local resources, as well as developing a general partnership agreement to support an ongoing commitment to a coordinated planning effort.

The plan presents some sections of the Murrieta Creek Trail showing existing conditions and opportunities for improvement. Based on that, general recommendations are provided. These focus on the collaboration of the cities of Temecula, Murrieta, Wildomar, and Lake Elsinore, in order to achieve unification, consistency, and connection along the trail system. In addition, specific recommendations are included for each of the cities mentioned, encompassing land ownership, trail extension, access points, bridges, and road crossings.

City of Wildomar Housing Element (2013)

In December 2013, the City's Housing Element was adopted. It consists of a document that identifies and establishes the City's existing and future housing needs, as well as policies that serve as a guidance to meet them. The commitments are in furtherance of the statewide housing goal of early attainment of decent housing and a suitable living environment for every California family, as well as a reflection of the concerns unique to the City of Wildomar.

The purpose of the Housing Element is to identify housing solutions that solve local housing problems and to meet or exceed the regional housing needs allocation. It also establishes the local goals, policies, and actions (programs) the City will implement and/or facilitate to solve the identified housing issues. State law requires the Housing Element to be consistent and compatible with other General Plan elements.

The six goals of the Housing Element are:

- Assist in the development of adequate housing to meet the city's fair share of the region's housing needs for all economic segments of the population.
- Where appropriate, mitigate governmental constraints to the maintenance, improvement, and development of housing.
- Address the housing needs of special needs population groups.
- Conserve and improve the condition of the housing stock, particularly affordable housing.
- Promote equal housing opportunities for all persons regardless of race, age, sexual orientation, religion, or gender.
- Conserve energy in the development of new housing and the rehabilitation of existing housing.

The policies proposed to meet those goals are based on an extensive housing needs assessment, consisted of public participation methods, evaluation of the previous Housing Element, a community profile study, housing opportunities and resources, and consideration of constraints.

Wildomar Old Town Vision (2013)

In April 2013, City Council approved the Wildomar Old Town Vision. The City of Wildomar identified the intersection of Central and Palomar Streets in the City to be a site with historical community significance, known as the core of Wildomar Old Town.

The project was initiated by an effort to guide private development and public investments in the historic core of the community. The project was funded by a grant from the Southern California Association of Governments (SCAG) Compass Blueprint Demonstration Project Program.

Wildomar's vision for the Old Town is to enhance its role as the historic center of the community with the introduction of pedestrian-oriented development, places for gathering, and trails. At the intersection of Central and Palomar Streets, the following components fulfill the vision:

- A town hall and town square on the northeast corner of Central and Palomar Streets complements the historic elementary school as a focal point for civic activities.
- A covered arena on the west side of Central which may be used for equestrian events, other community events, and as a marketplace.
- Commercial uses frame the Palomar and Central intersection.
- Mixed-use buildings line the south side of Palomar, offering commercial spaces on the ground floor with residential units above.
- Equestrian trails connect the Old Town core and arena to surrounding areas and nearby trails.

Three key objectives of the vision are as follows:

- Creating a walkable town center with gathering places.
- Providing economic opportunities.
- Strengthening a sense of history and community identity.

In order to achieve this vision, the document provides conceptual design recommendations for property development and streetscape improvements in the core of Wildomar Old Town. It includes guidance for the architectural form and character, signage styles, public space, and streetscape amenities, as well as an implementation section.

City of Wildomar Strategic Visioning Plan (2008)

The City of Wildomar conducted a strategic visioning session on October 25, 2008. Approximately 100 citizens participated in sharing their vision and brainstorming about the City's future.

The attendees were divided into groups and assigned a topic. Facilitators were assigned to each group to record the discussion. Each group reported back at the end of the discussion period, sharing the ideas that emerged. The Visioning Plan concluded with a recap of the visioning session, summarizing the themes which were heard and calling upon the citizenry to stay involved.

The top ten topics which emerged were:

- Performing and Creative Arts
- Infrastructure

- Design Guidelines
- Community Center/Social Services
- Parks and Recreation
- Higher Education
- Business Foundation
- Traffic Enforcement
- No New Taxes
- Maintain Rural Open Space

This document indicates that among all in attendance that there was a collective, shared vision that the City should maintain its rural identity and the beauty of the surrounding mountains and arroyos. Many recognized however, that there is a corresponding price to pay for state-of-the-art of infrastructure, quality programs and service.

It is worth noting that on April 12, 2017 the City Council passed a Vision Statement for the City of Wildomar: “The City of Wildomar will be a safe and active community with responsible growth and quality infrastructure which keeping a hometown feel.”

Next Steps

The needs and issues identified in the above reviewed documents, as they relate to the City of Wildomar, will be revisited during the existing condition phase to determine if they still exist and are relevant. Similarly, the recommendations identified in this Document Review will be reevaluated during the Mobility Plan’s network and recommendation development phase and incorporated as appropriate.



Appendix B

Roadway and Intersection Volume Counts

Counts Unlimited, Inc.

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City of Wildomar
Corydon Road
B/ Grand Avenue - Palomar Street
48 Hour Directional Volume Count

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

WDM001
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	111			10	77				
12:15		5	91			9	96				
12:30		3	79			9	84				
12:45		4	72	18	353	13	104	41	361	59	714
01:00		3	73			4	112				
01:15		4	88			12	111				
01:30		8	88			4	124				
01:45		1	166	16	415	6	128	26	475	42	890
02:00		0	156			5	103				
02:15		3	136			9	106				
02:30		2	118			3	126				
02:45		6	102	11	512	3	120	20	455	31	967
03:00		6	140			4	136				
03:15		8	119			5	159				
03:30		14	153			8	114				
03:45		22	105	50	517	4	119	21	528	71	1045
04:00		19	122			26	122				
04:15		11	131			18	110				
04:30		35	146			42	124				
04:45		27	132	92	531	49	103	135	459	227	990
05:00		39	122			62	116				
05:15		36	141			53	125				
05:30		45	140			46	114				
05:45		43	130	163	533	45	132	206	487	369	1020
06:00		43	137			62	106				
06:15		66	116			64	99				
06:30		72	121			71	118				
06:45		93	83	274	457	98	123	295	446	569	903
07:00		136	85			131	100				
07:15		118	89			153	106				
07:30		200	69			164	78				
07:45		204	51	658	294	160	85	608	369	1266	663
08:00		119	47			100	71				
08:15		95	47			82	94				
08:30		85	49			67	63				
08:45		87	38	386	181	75	59	324	287	710	468
09:00		57	26			71	51				
09:15		67	41			75	46				
09:30		79	32			65	58				
09:45		61	24	264	123	85	41	296	196	560	319
10:00		80	26			63	40				
10:15		72	22			68	25				
10:30		80	19			71	18				
10:45		71	10	303	77	82	25	284	108	587	185
11:00		71	11			100	26				
11:15		100	10			116	15				
11:30		117	14			114	20				
11:45		126	7	414	42	95	17	425	78	839	120
Total		2649	4035	2649	4035	2681	4249	2681	4249	5330	8284
Combined Total		6684		6684		6930		6930		13614	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	658	-	-	-	608	-	-	-	-	-
P.H.F.		0.806				0.927					
PM Peak	-	-	01:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	576	-	-	-	541	-	-	-	-
P.H.F.			0.867				0.851				
Percentage		39.6%	60.4%			38.7%	61.3%				

Counts Unlimited, Inc.

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City of Wildomar
Corydon Road
B/ Grand Avenue - Palomar Street
48 Hour Directional Volume Count

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

WDM001
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	85			16	96				
12:15		7	80			12	79				
12:30		5	77			10	90				
12:45		4	76	19	318	11	102	49	367	68	685
01:00		5	109			9	104				
01:15		3	90			8	144				
01:30		9	135			10	139				
01:45		3	202	20	536	7	151	34	538	54	1074
02:00		3	144			10	108				
02:15		4	133			7	110				
02:30		9	120			3	122				
02:45		4	107	20	504	6	133	26	473	46	977
03:00		5	150			8	105				
03:15		9	107			4	137				
03:30		13	111			9	105				
03:45		24	128	51	496	7	131	28	478	79	974
04:00		20	108			19	136				
04:15		11	122			18	134				
04:30		26	115			33	123				
04:45		38	117	95	462	51	127	121	520	216	982
05:00		32	131			62	143				
05:15		31	133			50	135				
05:30		41	125			38	131				
05:45		49	158	153	547	43	131	193	540	346	1087
06:00		54	104			46	117				
06:15		75	121			57	97				
06:30		60	126			59	115				
06:45		69	112	258	463	91	98	253	427	511	890
07:00		98	90			122	100				
07:15		123	84			116	89				
07:30		186	53			168	97				
07:45		193	62	600	289	178	76	584	362	1184	651
08:00		146	61			108	89				
08:15		112	47			108	82				
08:30		107	44			95	67				
08:45		64	37	429	189	82	60	393	298	822	487
09:00		97	25			77	47				
09:15		60	26			73	44				
09:30		84	52			68	57				
09:45		64	25	305	128	90	54	308	202	613	330
10:00		89	28			57	41				
10:15		80	23			77	40				
10:30		107	15			86	26				
10:45		69	17	345	83	79	16	299	123	644	206
11:00		102	14			91	24				
11:15		81	16			81	30				
11:30		98	9			105	21				
11:45		82	3	363	42	93	15	370	90	733	132
Total		2658	4057	2658	4057	2658	4418	2658	4418	5316	8475
Combined Total		6715		6715		7076		7076		13791	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	648	-	-	-	584	-	-	-	-	-
P.H.F.		0.839				0.820					
PM Peak	-	-	01:30	-	-	-	01:15	-	-	-	-
Vol.	-	-	614	-	-	-	542	-	-	-	-
P.H.F.			0.760				0.897				
Percentage		39.6%	60.4%			37.6%	62.4%				
ADT/AADT		ADT 13,702	AADT 13,702								

Counts Unlimited, Inc.

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City of Wildomar
Corydon Road
B/ Palomar Street - Mission Trail
48 Hour Directional Volume Count

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

WDM002
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	105			21	91				
12:15		5	87			15	129				
12:30		2	80			12	98				
12:45		4	73	13	345	17	125	65	443	78	788
01:00		9	68			2	127				
01:15		6	86			13	122				
01:30		4	78			3	119				
01:45		3	143	22	375	7	144	25	512	47	887
02:00		0	142			4	124				
02:15		4	121			10	102				
02:30		1	121			6	143				
02:45		6	101	11	485	3	131	23	500	34	985
03:00		4	145			6	145				
03:15		10	121			7	180				
03:30		23	150			8	138				
03:45		24	122	61	538	4	144	25	607	86	1145
04:00		25	123			26	137				
04:15		23	130			21	150				
04:30		51	161			47	136				
04:45		49	141	148	555	52	144	146	567	294	1122
05:00		66	125			56	154				
05:15		51	146			50	141				
05:30		61	155			44	149				
05:45		63	120	241	546	49	160	199	604	440	1150
06:00		70	159			63	139				
06:15		86	119			64	123				
06:30		88	142			62	158				
06:45		125	92	369	512	95	148	284	568	653	1080
07:00		155	92			117	126				
07:15		140	86			129	123				
07:30		191	91			163	107				
07:45		238	63	724	332	143	107	552	463	1276	795
08:00		151	64			99	95				
08:15		113	54			94	106				
08:30		101	53			70	89				
08:45		99	41	464	212	73	81	336	371	800	583
09:00		74	26			78	72				
09:15		70	40			81	57				
09:30		84	31			80	55				
09:45		64	25	292	122	77	53	316	237	608	359
10:00		98	21			79	51				
10:15		84	19			84	42				
10:30		76	26			93	34				
10:45		78	12	336	78	95	37	351	164	687	242
11:00		72	7			114	32				
11:15		96	9			122	20				
11:30		100	12			135	22				
11:45		144	4	412	32	102	20	473	94	885	126
Total		3093	4132	3093	4132	2795	5130	2795	5130	5888	9262
Combined Total		7225		7225		7925		7925		15150	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	724	-	-	-	552	-	-	-	-	-
P.H.F.		0.761				0.847					
PM Peak	-	-	05:15	-	-	-	03:00	-	-	-	-
Vol.	-	-	580	-	-	-	607	-	-	-	-
P.H.F.			0.912				0.843				
Percentage		42.8%	57.2%			35.3%	64.7%				

Counts Unlimited, Inc.

City of Wildomar
Corydon Road
B/ Palomar Street - Mission Trail
48 Hour Directional Volume Count

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

WDM002
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	102			20	104				
12:15		5	91			16	102				
12:30		6	81			10	90				
12:45		4	74	19	348	14	124	60	420	79	768
01:00		3	104			11	127				
01:15		2	97			13	154				
01:30		6	127			16	132				
01:45		2	167	13	495	8	155	48	568	61	1063
02:00		4	149			13	126				
02:15		4	128			7	134				
02:30		5	133			3	134				
02:45		3	119	16	529	5	159	28	553	44	1082
03:00		5	156			10	143				
03:15		16	112			8	166				
03:30		21	117			9	136				
03:45		31	127	73	512	9	136	36	581	109	1093
04:00		28	134			20	144				
04:15		16	126			17	154				
04:30		49	138			41	141				
04:45		48	135	141	533	49	153	127	592	268	1125
05:00		55	136			60	177				
05:15		43	143			52	170				
05:30		55	120			41	157				
05:45		67	162	220	561	52	154	205	658	425	1219
06:00		73	122			50	140				
06:15		90	125			45	129				
06:30		81	128			66	148				
06:45		103	126	347	501	90	145	251	562	598	1063
07:00		119	108			111	113				
07:15		140	92			111	124				
07:30		190	77			150	118				
07:45		201	62	650	339	167	105	539	460	1189	799
08:00		176	65			113	93				
08:15		133	63			126	101				
08:30		131	59			115	87				
08:45		106	39	546	226	86	89	440	370	986	596
09:00		106	32			84	53				
09:15		83	35			83	66				
09:30		91	46			83	59				
09:45		73	22	353	135	88	63	338	241	691	376
10:00		95	23			74	51				
10:15		94	23			99	57				
10:30		104	11			97	35				
10:45		86	15	379	72	107	28	377	171	756	243
11:00		120	8			107	29				
11:15		78	16			91	31				
11:30		92	7			117	23				
11:45		88	4	378	35	103	18	418	101	796	136
Total		3135	4286	3135	4286	2867	5277	2867	5277	6002	9563
Combined Total		7421		7421		8144		8144		15565	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	707	-	-	-	556	-	-	-	-	-
P.H.F.		0.879				0.832					
PM Peak	-	-	01:45	-	-	-	05:00	-	-	-	-
Vol.	-	-	577	-	-	-	658	-	-	-	-
P.H.F.			0.864				0.929				
Percentage		42.2%	57.8%			35.2%	64.8%				
ADT/AADT		ADT 15,358	AADT 15,358								

Counts Unlimited, Inc.

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City of Wildomar
Lemon Street
B/ Mission Trail - Almond Street
48 Hour Directional Volume Count

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

WDM003
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	30			3	17				
12:15		0	17			2	16				
12:30		3	26			1	19				
12:45		0	19	4	92	2	25	8	77	12	169
01:00		0	20			1	22				
01:15		0	18			1	19				
01:30		0	20			1	28				
01:45		1	25	1	83	0	20	3	89	4	172
02:00		1	37			0	32				
02:15		0	35			0	35				
02:30		1	49			1	33				
02:45		0	25	2	146	1	31	2	131	4	277
03:00		1	43			1	29				
03:15		1	35			0	21				
03:30		1	39			1	21				
03:45		1	38	4	155	2	29	4	100	8	255
04:00		2	37			4	18				
04:15		1	35			4	18				
04:30		3	37			7	31				
04:45		4	61	10	170	7	38	22	105	32	275
05:00		5	49			5	51				
05:15		2	38			9	37				
05:30		6	40			6	25				
05:45		3	40	16	167	9	25	29	138	45	305
06:00		9	42			11	28				
06:15		9	43			16	24				
06:30		7	46			13	49				
06:45		12	32	37	163	17	27	57	128	94	291
07:00		16	32			32	36				
07:15		43	32			24	20				
07:30		27	27			25	22				
07:45		40	19	126	110	35	22	116	100	242	210
08:00		28	19			24	17				
08:15		25	20			16	25				
08:30		14	12			34	16				
08:45		14	10	81	61	9	16	83	74	164	135
09:00		9	12			19	6				
09:15		20	13			8	7				
09:30		19	9			21	12				
09:45		14	7	62	41	17	11	65	36	127	77
10:00		11	4			16	7				
10:15		22	8			17	6				
10:30		16	4			20	4				
10:45		18	6	67	22	16	4	69	21	136	43
11:00		21	3			19	3				
11:15		21	6			16	4				
11:30		10	2			26	3				
11:45		26	6	78	17	29	4	90	14	168	31
Total		488	1227	488	1227	548	1013	548	1013	1036	2240
Combined Total		1715		1715		1561		1561		3276	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	138	-	-	-	116	-	-	-	-	-
P.H.F.		0.802				0.829					
PM Peak	-	-	04:45	-	-	-	04:30	-	-	-	-
Vol.	-	-	188	-	-	-	157	-	-	-	-
P.H.F.			0.770				0.770				
Percentage		28.5%	71.5%			35.1%	64.9%				

Counts Unlimited, Inc.

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City of Wildomar
Lemon Street
B/ Mission Trail - Almond Street
48 Hour Directional Volume Count

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

WDM003
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	24			4	24				
12:15		2	33			2	21				
12:30		3	15			1	15				
12:45		2	27	7	99	1	28	8	88	15	187
01:00		1	24			1	32				
01:15		2	33			0	22				
01:30		2	23			1	21				
01:45		2	33	7	113	2	22	4	97	11	210
02:00		3	27			3	28				
02:15		1	45			2	23				
02:30		2	41			1	32				
02:45		1	31	7	144	1	36	7	119	14	263
03:00		1	41			1	28				
03:15		0	33			1	24				
03:30		0	32			0	25				
03:45		3	30	4	136	2	38	4	115	8	251
04:00		5	43			1	24				
04:15		3	33			3	28				
04:30		2	35			10	19				
04:45		2	54	12	165	5	31	19	102	31	267
05:00		4	39			9	24				
05:15		2	41			8	26				
05:30		4	38			2	27				
05:45		7	39	17	157	10	38	29	115	46	272
06:00		8	42			11	27				
06:15		12	31			19	30				
06:30		13	30			14	45				
06:45		11	39	44	142	17	30	61	132	105	274
07:00		18	28			32	37				
07:15		22	26			21	14				
07:30		31	22			24	15				
07:45		33	6	104	82	34	15	111	81	215	163
08:00		45	25			27	14				
08:15		24	20			26	15				
08:30		19	7			19	16				
08:45		21	7	109	59	29	14	101	59	210	118
09:00		10	5			24	7				
09:15		19	16			17	8				
09:30		25	17			20	10				
09:45		11	5	65	43	13	4	74	29	139	72
10:00		31	5			17	4				
10:15		15	3			12	8				
10:30		22	5			23	5				
10:45		17	4	85	17	18	6	70	23	155	40
11:00		16	4			30	2				
11:15		33	6			20	7				
11:30		23	0			27	3				
11:45		17	2	89	12	15	2	92	14	181	26
Total		550	1169	550	1169	580	974	580	974	1130	2143
Combined Total		1719		1719		1554		1554		3273	
AM Peak	-	07:30	-	-	-	07:00	-	-	-	-	-
Vol.	-	133	-	-	-	111	-	-	-	-	-
P.H.F.		0.739				0.816					
PM Peak	-	-	04:45	-	-	-	06:15	-	-	-	-
Vol.	-	-	172	-	-	-	142	-	-	-	-
P.H.F.			0.796				0.789				
Percentage		32.0%	68.0%			37.3%	62.7%				
ADT/AADT		ADT 3,274		AADT 3,274							

Counts Unlimited, Inc.

City of Wildomar
Lemon Street
B/ Almond Street - City Limit
48 Hour Directional Volume Count

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

WDM004
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	17			0	26				
12:15		0	19			3	31				
12:30		2	16			3	20				
12:45		1	25	7	77	1	27	7	104	14	181
01:00		1	19			1	16				
01:15		0	24			1	34				
01:30		2	21			2	31				
01:45		1	22	4	86	1	38	5	119	9	205
02:00		2	36			2	41				
02:15		2	34			1	54				
02:30		1	42			2	32				
02:45		2	30	7	142	1	56	6	183	13	325
03:00		4	27			4	41				
03:15		0	24			1	37				
03:30		1	20			0	30				
03:45		2	29	7	100	2	39	7	147	14	247
04:00		2	25			7	41				
04:15		2	33			3	36				
04:30		1	31			7	44				
04:45		1	42	6	131	2	56	19	177	25	308
05:00		5	26			9	47				
05:15		4	40			5	68				
05:30		5	31			7	64				
05:45		3	38	17	135	7	52	28	231	45	366
06:00		6	40			17	37				
06:15		11	31			17	38				
06:30		9	34			20	34				
06:45		14	25	40	130	38	30	92	139	132	269
07:00		24	26			48	42				
07:15		33	28			41	22				
07:30		20	22			44	31				
07:45		19	22	96	98	38	13	171	108	267	206
08:00		23	25			33	15				
08:15		17	19			26	19				
08:30		15	17			22	16				
08:45		7	11	62	72	16	14	97	64	159	136
09:00		10	17			19	10				
09:15		22	23			19	8				
09:30		26	18			20	14				
09:45		16	5	74	63	21	8	79	40	153	103
10:00		13	4			27	8				
10:15		21	5			20	17				
10:30		23	6			32	7				
10:45		14	12	71	27	25	5	104	37	175	64
11:00		26	3			15	8				
11:15		23	4			21	1				
11:30		17	4			29	5				
11:45		14	4	80	15	21	2	86	16	166	31
Total		471	1076	471	1076	701	1365	701	1365	1172	2441
Combined Total		1547		1547		2066		2066		3613	
AM Peak	-	07:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	96	-	-	-	171	-	-	-	-	-
P.H.F.		0.727				0.891					
PM Peak	-	-	05:15	-	-	-	04:45	-	-	-	-
Vol.	-	-	149	-	-	-	235	-	-	-	-
P.H.F.			0.887				0.864				
Percentage		30.4%	69.6%			33.9%	66.1%				

Counts Unlimited, Inc.

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City of Wildomar
Lemon Street
B/ Almond Street - City Limit
48 Hour Directional Volume Count

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

WDM004
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	16			2	29				
12:15		3	18			0	23				
12:30		5	22			2	26				
12:45		1	28	11	84	3	23	7	101	18	185
01:00		0	20			5	27				
01:15		2	33			0	37				
01:30		1	18			1	31				
01:45		1	21	4	92	1	29	7	124	11	216
02:00		3	31			2	41				
02:15		2	26			4	37				
02:30		2	46			2	47				
02:45		0	39	7	142	2	39	10	164	17	306
03:00		0	33			1	48				
03:15		0	28			1	44				
03:30		1	22			2	50				
03:45		3	26	4	109	3	42	7	184	11	293
04:00		1	28			4	36				
04:15		2	36			1	49				
04:30		3	24			4	43				
04:45		2	22	8	110	3	50	12	178	20	288
05:00		4	25			7	39				
05:15		1	34			7	38				
05:30		6	21			5	48				
05:45		3	31	14	111	7	56	26	181	40	292
06:00		3	35			10	41				
06:15		16	26			19	26				
06:30		7	26			23	39				
06:45		5	27	31	114	23	36	75	142	106	256
07:00		17	26			30	37				
07:15		11	21			32	15				
07:30		12	21			49	23				
07:45		18	12	58	80	45	20	156	95	214	175
08:00		27	22			37	16				
08:15		19	22			29	12				
08:30		12	12			25	15				
08:45		11	17	69	73	24	9	115	52	184	125
09:00		15	15			15	12				
09:15		13	12			23	8				
09:30		17	17			17	6				
09:45		14	8	59	52	19	9	74	35	133	87
10:00		24	7			24	4				
10:15		21	3			20	6				
10:30		14	4			20	6				
10:45		17	5	76	19	18	4	82	20	158	39
11:00		12	6			25	3				
11:15		21	4			19	3				
11:30		10	3			28	2				
11:45		26	2	69	15	23	4	95	12	164	27
Total		410	1001	410	1001	666	1288	666	1288	1076	2289
Combined Total		1411		1411		1954		1954		3365	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	76	-	-	-	163	-	-	-	-	-
P.H.F.		0.704				0.832					
PM Peak	-	-	02:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	146	-	-	-	184	-	-	-	-
P.H.F.			0.793				0.920				
Percentage		29.1%	70.9%			34.1%	65.9%				
ADT/AADT		ADT 3,489		AADT 3,489							

Counts Unlimited, Inc.

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City of Wildomar
Bundy Canyon Road
B/ Mission Trail - Orange Street
48 Hour Directional Volume Count

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

WDM005
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	82			9	71				
12:15		8	63			14	74				
12:30		4	64			8	67				
12:45		4	80	24	289	12	69	43	281	67	570
01:00		9	72			10	82				
01:15		5	65			4	73				
01:30		3	78			10	68				
01:45		3	65	20	280	4	93	28	316	48	596
02:00		5	102			7	74				
02:15		4	87			3	87				
02:30		2	108			10	134				
02:45		2	87	13	384	5	121	25	416	38	800
03:00		7	106			4	89				
03:15		12	107			7	110				
03:30		15	105			6	97				
03:45		15	102	49	420	8	122	25	418	74	838
04:00		33	108			16	126				
04:15		28	104			11	114				
04:30		31	91			28	93				
04:45		41	74	133	377	42	125	97	458	230	835
05:00		52	98			28	108				
05:15		55	107			36	129				
05:30		49	95			31	127				
05:45		57	96	213	396	47	132	142	496	355	892
06:00		45	86			44	98				
06:15		68	86			47	90				
06:30		72	69			42	83				
06:45		48	77	233	318	66	85	199	356	432	674
07:00		67	60			50	66				
07:15		59	52			64	48				
07:30		104	49			69	72				
07:45		103	38	333	199	78	53	261	239	594	438
08:00		116	62			80	55				
08:15		91	45			124	59				
08:30		85	43			98	41				
08:45		82	34	374	184	77	44	379	199	753	383
09:00		66	21			50	41				
09:15		58	16			51	44				
09:30		69	24			72	43				
09:45		58	27	251	88	60	33	233	161	484	249
10:00		57	17			66	23				
10:15		77	18			64	30				
10:30		73	15			74	37				
10:45		68	10	275	60	69	14	273	104	548	164
11:00		69	8			55	19				
11:15		66	13			61	21				
11:30		53	7			77	18				
11:45		76	5	264	33	61	14	254	72	518	105
Total		2182	3028	2182	3028	1959	3516	1959	3516	4141	6544
Combined Total		5210		5210		5475		5475		10685	
AM Peak	-	07:30	-	-	-	07:45	-	-	-	-	-
Vol.	-	414	-	-	-	380	-	-	-	-	-
P.H.F.		0.892				0.766					
PM Peak	-	-	03:15	-	-	-	05:00	-	-	-	-
Vol.	-	-	422	-	-	-	496	-	-	-	-
P.H.F.			0.977				0.939				
Percentage		41.9%	58.1%			35.8%	64.2%				

Counts Unlimited, Inc.

City of Wildomar
Bundy Canyon Road
B/ Mission Trail - Orange Street
48 Hour Directional Volume Count

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

WDM005
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	80			14	71				
12:15		4	74			14	87				
12:30		6	62			5	73				
12:45		4	76	17	292	8	68	41	299	58	591
01:00		7	68			10	74				
01:15		11	76			2	101				
01:30		6	74			8	86				
01:45		4	73	28	291	4	66	24	327	52	618
02:00		4	97			6	88				
02:15		4	105			6	86				
02:30		5	106			5	130				
02:45		5	65	18	373	7	116	24	420	42	793
03:00		11	115			4	93				
03:15		6	86			4	88				
03:30		21	111			9	88				
03:45		24	84	62	396	9	114	26	383	88	779
04:00		19	103			11	105				
04:15		34	106			17	109				
04:30		34	106			16	96				
04:45		33	96	120	411	30	103	74	413	194	824
05:00		50	121			37	92				
05:15		48	86			39	120				
05:30		44	72			32	107				
05:45		53	80	195	359	43	116	151	435	346	794
06:00		55	85			50	94				
06:15		58	78			56	91				
06:30		68	72			43	66				
06:45		54	71	235	306	52	85	201	336	436	642
07:00		92	73			66	76				
07:15		82	50			108	80				
07:30		93	46			68	67				
07:45		67	41	334	210	86	64	328	287	662	497
08:00		82	45			69	60				
08:15		67	34			59	57				
08:30		61	33			58	41				
08:45		57	39	267	151	59	34	245	192	512	343
09:00		56	34			58	49				
09:15		54	34			55	30				
09:30		63	27			66	49				
09:45		64	21	237	116	49	32	228	160	465	276
10:00		59	13			44	27				
10:15		58	17			55	21				
10:30		73	17			64	23				
10:45		70	16	260	63	64	26	227	97	487	160
11:00		64	8			79	27				
11:15		67	14			86	20				
11:30		77	11			92	13				
11:45		63	11	271	44	58	11	315	71	586	115
Total		2044	3012	2044	3012	1884	3420	1884	3420	3928	6432
Combined Total		5056		5056		5304		5304		10360	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	334	-	-	-	331	-	-	-	-	-
P.H.F.		0.898				0.766					
PM Peak	-	-	04:15	-	-	-	05:15	-	-	-	-
Vol.	-	-	429	-	-	-	437	-	-	-	-
P.H.F.			0.886				0.910				
Percentage		40.4%	59.6%			35.5%	64.5%				
ADT/AADT		ADT 10,522	AADT 10,522								

Counts Unlimited, Inc.

City of Wildomar
Bundy Canyon Road
B/ Orange Street - Interstate 15 Southbound
48 Hour Directional Volume Count

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

WDM006
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	146			23	146				
12:15		10	132			16	118				
12:30		9	132			18	106				
12:45		7	134	34	544	16	138	73	508	107	1052
01:00		9	118			16	121				
01:15		6	148			21	142				
01:30		8	168			11	187				
01:45		9	164	32	598	13	186	61	636	93	1234
02:00		7	142			10	228				
02:15		1	249			13	239				
02:30		12	262			7	242				
02:45		15	191	35	844	10	184	40	893	75	1737
03:00		17	179			17	248				
03:15		36	192			18	222				
03:30		36	184			25	252				
03:45		60	186	149	741	20	229	80	951	229	1692
04:00		61	174			38	218				
04:15		93	187			45	241				
04:30		104	185			80	212				
04:45		102	200	360	746	43	229	206	900	566	1646
05:00		108	206			71	258				
05:15		107	192			58	211				
05:30		118	182			71	222				
05:45		111	166	444	746	76	180	276	871	720	1617
06:00		141	160			85	181				
06:15		167	136			92	179				
06:30		130	146			128	208				
06:45		166	164	604	606	108	122	413	690	1017	1296
07:00		181	108			138	116				
07:15		231	116			148	126				
07:30		216	82			211	110				
07:45		259	110	887	416	243	98	740	450	1627	866
08:00		255	88			243	111				
08:15		186	95			133	86				
08:30		161	66			126	86				
08:45		142	44	744	293	101	83	603	366	1347	659
09:00		163	38			106	89				
09:15		123	43			119	85				
09:30		118	53			114	69				
09:45		137	34	541	168	113	50	452	293	993	461
10:00		134	42			123	51				
10:15		124	30			109	50				
10:30		125	19			114	36				
10:45		118	17	501	108	131	41	477	178	978	286
11:00		118	16			110	38				
11:15		115	8			128	28				
11:30		139	14			122	31				
11:45		137	2	509	40	115	24	475	121	984	161
Total		4840	5850	4840	5850	3896	6857	3896	6857	8736	12707
Combined Total		10690		10690		10753		10753		21443	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	961	-	-	-	845	-	-	-	-	-
P.H.F.		0.928				0.869					
PM Peak	-	-	02:15	-	-	-	03:00	-	-	-	-
Vol.	-	-	881	-	-	-	951	-	-	-	-
P.H.F.			0.841				0.943				
Percentage		45.3%	54.7%			36.2%	63.8%				

Counts Unlimited, Inc.

City of Wildomar
Bundy Canyon Road
B/ Orange Street - Interstate 15 Southbound
48 Hour Directional Volume Count

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

WDM006
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	137			32	137				
12:15		8	135			23	131				
12:30		12	143			24	124				
12:45		12	147	40	562	15	120	94	512	134	1074
01:00		24	148			17	171				
01:15		9	181			13	158				
01:30		6	141			10	165				
01:45		17	166	56	636	12	187	52	681	108	1317
02:00		10	193			12	224				
02:15		8	244			12	229				
02:30		9	252			14	246				
02:45		18	208	45	897	10	182	48	881	93	1778
03:00		17	155			13	206				
03:15		35	211			19	224				
03:30		36	159			22	250				
03:45		56	187	144	712	18	206	72	886	216	1598
04:00		61	193			27	207				
04:15		75	181			29	221				
04:30		90	195			56	224				
04:45		99	236	325	805	68	215	180	867	505	1672
05:00		94	156			81	226				
05:15		126	137			59	202				
05:30		113	150			69	216				
05:45		126	188	459	631	94	169	303	813	762	1444
06:00		158	149			135	176				
06:15		189	127			86	150				
06:30		175	159			165	170				
06:45		244	157	766	592	270	153	656	649	1422	1241
07:00		281	95			195	128				
07:15		249	93			153	144				
07:30		161	79			191	117				
07:45		177	102	868	369	143	123	682	512	1550	881
08:00		146	66			132	100				
08:15		151	68			102	86				
08:30		126	73			115	83				
08:45		121	68	544	275	127	96	476	365	1020	640
09:00		113	84			112	80				
09:15		137	56			101	79				
09:30		135	51			101	65				
09:45		126	32	511	223	98	68	412	292	923	515
10:00		98	32			100	50				
10:15		121	35			123	45				
10:30		134	33			124	51				
10:45		129	12	482	112	142	40	489	186	971	298
11:00		149	32			124	35				
11:15		127	17			126	25				
11:30		116	19			115	28				
11:45		122	4	514	72	139	27	504	115	1018	187
Total		4754	5886	4754	5886	3968	6759	3968	6759	8722	12645
Combined Total		10640		10640		10727		10727		21367	
AM Peak	-	06:30	-	-	-	06:45	-	-	-	-	-
Vol.	-	949	-	-	-	809	-	-	-	-	-
P.H.F.		0.844				0.749					
PM Peak	-	-	02:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	897	-	-	-	887	-	-	-	-
P.H.F.			0.890				0.887				
Percentage		44.7%	55.3%			37.0%	63.0%				
ADT/AADT		ADT 21,405	AADT 21,405								

Counts Unlimited, Inc.

City of Wildomar
Bundy Canyon Road

PO Box 1178
Corona, CA 92878

B/ Interstate 15 Southbound - Interstate 15 Northbound
48 Hour Directional Volume Count

Phone: (951) 268-6268
email: counts@countsunlimited.com

WDM007
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	107			22	164				
12:15		12	128			13	131				
12:30		14	121			15	139				
12:45		14	101	57	457	12	156	62	590	119	1047
01:00		10	126			19	151				
01:15		8	124			17	146				
01:30		10	141			9	188				
01:45		11	140	39	531	14	195	59	680	98	1211
02:00		10	139			13	218				
02:15		3	209			12	236				
02:30		8	197			7	238				
02:45		17	187	38	732	13	198	45	890	83	1622
03:00		16	165			19	245				
03:15		31	181			23	234				
03:30		32	177			35	247				
03:45		47	179	126	702	32	226	109	952	235	1654
04:00		57	197			44	224				
04:15		51	169			85	213				
04:30		59	169			98	230				
04:45		67	188	234	723	79	231	306	898	540	1621
05:00		74	205			90	231				
05:15		65	211			91	203				
05:30		94	196			100	195				
05:45		100	169	333	781	97	174	378	803	711	1584
06:00		107	176			130	180				
06:15		127	148			154	185				
06:30		96	162			195	173				
06:45		122	151	452	637	172	115	651	653	1103	1290
07:00		147	125			211	101				
07:15		135	131			257	121				
07:30		159	112			274	96				
07:45		163	134	604	502	292	82	1034	400	1638	902
08:00		182	107			263	109				
08:15		149	103			182	91				
08:30		134	89			153	83				
08:45		120	63	585	362	136	76	734	359	1319	721
09:00		107	71			139	76				
09:15		89	53			149	78				
09:30		89	42			138	66				
09:45		101	44	386	210	146	48	572	268	958	478
10:00		87	36			146	47				
10:15		83	46			125	46				
10:30		101	30			142	31				
10:45		106	18	377	130	149	36	562	160	939	290
11:00		90	30			143	34				
11:15		114	25			132	26				
11:30		117	26			142	32				
11:45		119	11	440	92	137	26	554	118	994	210
Total		3671	5859	3671	5859	5066	6771	5066	6771	8737	12630
Combined Total		9530		9530		11837		11837		21367	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	653	-	-	-	1086	-	-	-	-	-
P.H.F.		0.897				0.930					
PM Peak	-	-	04:45	-	-	-	03:00	-	-	-	-
Vol.	-	-	800	-	-	-	952	-	-	-	-
P.H.F.			0.948				0.964				
Percentage		38.5%	61.5%			42.8%	57.2%				

Counts Unlimited, Inc.

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City of Wildomar
Bundy Canyon Road

PO Box 1178
Corona, CA 92878

B/ Interstate 15 Southbound - Interstate 15 Northbound
48 Hour Directional Volume Count

Phone: (951) 268-6268
email: counts@countsunlimited.com

WDM007
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		16	107			27	141				
12:15		19	100			16	154				
12:30		15	123			25	145				
12:45		15	122	65	452	14	145	82	585	147	1037
01:00		19	136			14	173				
01:15		11	144			10	156				
01:30		5	132			8	182				
01:45		14	138	49	550	10	180	42	691	91	1241
02:00		9	172			12	222				
02:15		9	218			14	214				
02:30		14	226			16	249				
02:45		18	182	50	798	13	198	55	883	105	1681
03:00		20	158			19	220				
03:15		33	186			38	217				
03:30		36	172			29	261				
03:45		47	173	136	689	30	205	116	903	252	1592
04:00		41	178			42	215				
04:15		46	163			77	221				
04:30		40	182			87	226				
04:45		65	229	192	752	83	198	289	860	481	1612
05:00		70	187			105	223				
05:15		73	174			91	209				
05:30		87	183			96	176				
05:45		99	214	329	758	109	180	401	788	730	1546
06:00		136	175			141	176				
06:15		123	147			133	155				
06:30		112	157			196	157				
06:45		153	144	524	623	249	149	719	637	1243	1260
07:00		221	108			232	102				
07:15		146	104			262	124				
07:30		128	94			286	103				
07:45		124	125	619	431	217	122	997	451	1616	882
08:00		111	84			206	85				
08:15		105	88			179	88				
08:30		116	79			169	78				
08:45		115	83	447	334	159	102	713	353	1160	687
09:00		88	76			128	69				
09:15		112	62			115	67				
09:30		105	63			122	57				
09:45		103	39	408	240	145	48	510	241	918	481
10:00		87	42			120	40				
10:15		87	47			150	35				
10:30		110	34			139	40				
10:45		99	29	383	152	157	33	566	148	949	300
11:00		114	38			132	29				
11:15		120	27			142	25				
11:30		105	26			138	24				
11:45		94	17	433	108	155	25	567	103	1000	211
Total		3635	5887	3635	5887	5057	6643	5057	6643	8692	12530
Combined Total		9522		9522		11700		11700		21222	
AM Peak	-	06:45	-	-	-	06:45	-	-	-	-	-
Vol.	-	648	-	-	-	1029	-	-	-	-	-
P.H.F.		0.733				0.899					
PM Peak	-	-	02:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	798	-	-	-	903	-	-	-	-
P.H.F.			0.883				0.865				
Percentage		38.2%	61.8%			43.2%	56.8%				
ADT/AADT		ADT 21,294	AADT 21,294								

Counts Unlimited, Inc.

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City of Wildomar
Bundy Canyon Road
B/ Interstate 15 Northbound - Monte Vista Road
48 Hour Directional Volume Count

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

WDM008
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		18	113			10	126				
12:15		17	139			6	111				
12:30		13	117			7	117				
12:45		14	107	62	476	9	133	32	487	94	963
01:00		7	131			7	104				
01:15		7	129			12	139				
01:30		10	152			3	119				
01:45		4	159	28	571	9	131	31	493	59	1064
02:00		10	153			7	122				
02:15		2	209			7	165				
02:30		7	196			15	132				
02:45		9	218	28	776	21	159	50	578	78	1354
03:00		9	192			24	170				
03:15		7	205			30	162				
03:30		12	223			64	151				
03:45		17	224	45	844	60	145	178	628	223	1472
04:00		22	253			77	150				
04:15		22	233			102	142				
04:30		20	188			112	152				
04:45		31	222	95	896	99	165	390	609	485	1505
05:00		44	259			102	140				
05:15		44	253			86	126				
05:30		62	228			114	124				
05:45		61	202	211	942	109	101	411	491	622	1433
06:00		75	200			132	123				
06:15		84	193			164	107				
06:30		78	171			180	101				
06:45		116	160	353	724	185	88	661	419	1014	1143
07:00		136	137			182	56				
07:15		125	141			233	84				
07:30		127	138			249	60				
07:45		137	141	525	557	234	50	898	250	1423	807
08:00		133	109			210	74				
08:15		125	105			153	50				
08:30		126	92			148	50				
08:45		110	74	494	380	129	39	640	213	1134	593
09:00		97	83			133	41				
09:15		84	62			128	50				
09:30		69	51			125	42				
09:45		98	55	348	251	140	38	526	171	874	422
10:00		89	38			122	27				
10:15		80	43			114	28				
10:30		85	39			120	11				
10:45		112	27	366	147	131	17	487	83	853	230
11:00		100	23			117	19				
11:15		107	25			113	15				
11:30		129	36			92	16				
11:45		113	17	449	101	136	10	458	60	907	161
Total		3004	6665	3004	6665	4762	4482	4762	4482	7766	11147
Combined Total		9669		9669		9244		9244		18913	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	525	-	-	-	926	-	-	-	-	-
P.H.F.		0.958				0.930					
PM Peak	-	-	04:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	962	-	-	-	642	-	-	-	-
P.H.F.			0.929				0.944				
Percentage		31.1%	68.9%			51.5%	48.5%				

Counts Unlimited, Inc.

City of Wildomar
Bundy Canyon Road
B/ Interstate 15 Northbound - Monte Vista Road
48 Hour Directional Volume Count

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

WDM008
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	111			15	112				
12:15		20	115			8	139				
12:30		14	130			14	112				
12:45		17	114	62	470	6	109	43	472	105	942
01:00		8	124			10	126				
01:15		11	157			7	102				
01:30		7	156			8	119				
01:45		10	173	36	610	2	113	27	460	63	1070
02:00		9	166			6	157				
02:15		6	188			20	113				
02:30		12	238			22	176				
02:45		10	216	37	808	14	159	62	605	99	1413
03:00		13	201			24	161				
03:15		16	195			43	178				
03:30		11	219			59	181				
03:45		12	213	52	828	67	173	193	693	245	1521
04:00		15	214			62	154				
04:15		21	216			91	149				
04:30		18	228			99	133				
04:45		25	252	79	910	100	130	352	566	431	1476
05:00		40	245			118	155				
05:15		52	253			90	140				
05:30		63	227			110	131				
05:45		65	228	220	953	112	129	430	555	650	1508
06:00		78	196			131	122				
06:15		95	168			151	90				
06:30		83	188			170	106				
06:45		135	152	391	704	223	98	675	416	1066	1120
07:00		162	140			207	73				
07:15		139	120			239	70				
07:30		112	106			248	69				
07:45		123	115	536	481	220	75	914	287	1450	768
08:00		120	100			191	56				
08:15		97	104			183	63				
08:30		106	96			155	45				
08:45		108	104	431	404	142	50	671	214	1102	618
09:00		86	86			121	49				
09:15		94	80			109	51				
09:30		89	64			103	39				
09:45		102	50	371	280	121	29	454	168	825	448
10:00		87	53			127	27				
10:15		91	44			107	16				
10:30		108	42			124	21				
10:45		86	31	372	170	115	13	473	77	845	247
11:00		122	38			92	13				
11:15		110	24			133	16				
11:30		106	22			122	13				
11:45		117	28	455	112	115	16	462	58	917	170
Total		3042	6730	3042	6730	4756	4571	4756	4571	7798	11301
Combined Total		9772		9772		9327		9327		19099	
AM Peak	-	06:45	-	-	-	06:45	-	-	-	-	-
Vol.	-	548	-	-	-	917	-	-	-	-	-
P.H.F.		0.846				0.924					
PM Peak	-	-	04:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	978	-	-	-	693	-	-	-	-
P.H.F.			0.966				0.957				
Percentage		31.1%	68.9%			51.0%	49.0%				
ADT/AADT		ADT 19,006	AADT 19,006								

Counts Unlimited, Inc.

City of Wildomar
Bundy Canyon Road
B/ Monte Vista Road - The Farm Road
48 Hour Directional Volume Count

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

WDM009
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		16	110			10	114				
12:15		17	129			7	102				
12:30		8	99			6	117				
12:45		10	101	51	439	8	130	31	463	82	902
01:00		6	111			5	104				
01:15		5	110			10	159				
01:30		9	138			6	110				
01:45		2	164	22	523	5	128	26	501	48	1024
02:00		9	135			4	127				
02:15		0	174			7	166				
02:30		6	174			10	138				
02:45		7	205	22	688	22	139	43	570	65	1258
03:00		10	179			21	165				
03:15		4	182			20	167				
03:30		11	213			53	163				
03:45		11	222	36	796	52	141	146	636	182	1432
04:00		23	247			60	138				
04:15		23	192			85	136				
04:30		16	209			100	147				
04:45		31	206	93	854	89	162	334	583	427	1437
05:00		44	220			88	140				
05:15		44	239			79	122				
05:30		67	223			102	116				
05:45		60	171	215	853	101	85	370	463	585	1316
06:00		78	171			118	125				
06:15		80	172			158	103				
06:30		86	148			198	86				
06:45		107	131	351	622	181	90	655	404	1006	1026
07:00		119	126			209	67				
07:15		117	132			285	75				
07:30		109	111			266	57				
07:45		129	129	474	498	228	53	988	252	1462	750
08:00		120	99			186	73				
08:15		121	93			150	39				
08:30		118	86			132	46				
08:45		109	70	468	348	120	32	588	190	1056	538
09:00		95	63			116	40				
09:15		79	49			132	43				
09:30		67	47			118	39				
09:45		91	46	332	205	129	32	495	154	827	359
10:00		80	41			115	18				
10:15		71	41			113	21				
10:30		89	34			121	17				
10:45		99	22	339	138	119	14	468	70	807	208
11:00		98	23			109	20				
11:15		109	16			107	10				
11:30		111	28			92	14				
11:45		101	13	419	80	130	13	438	57	857	137
Total		2822	6044	2822	6044	4582	4343	4582	4343	7404	10387
Combined Total		8866		8866		8925		8925		17791	
AM Peak	-	07:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	488	-	-	-	988	-	-	-	-	-
P.H.F.		0.946				0.867					
PM Peak	-	-	04:45	-	-	-	03:00	-	-	-	-
Vol.	-	-	888	-	-	-	636	-	-	-	-
P.H.F.			0.899				0.952				
Percentage		31.8%	68.2%			51.3%	48.7%				

Counts Unlimited, Inc.

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City of Wildomar
Bundy Canyon Road
B/ Monte Vista Road - The Farm Road
48 Hour Directional Volume Count

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

WDM009
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	103			12	115				
12:15		16	118			9	129				
12:30		14	113			13	106				
12:45		15	102	54	436	3	116	37	466	91	902
01:00		7	117			10	134				
01:15		9	142			8	123				
01:30		4	148			8	127				
01:45		6	186	26	593	2	119	28	503	54	1096
02:00		8	156			3	139				
02:15		4	167			17	137				
02:30		10	208			21	172				
02:45		9	198	31	729	8	131	49	579	80	1308
03:00		15	185			24	163				
03:15		15	217			33	164				
03:30		10	191			53	176				
03:45		14	204	54	797	47	171	157	674	211	1471
04:00		15	192			61	153				
04:15		24	206			73	158				
04:30		12	222			87	118				
04:45		28	230	79	850	99	120	320	549	399	1399
05:00		35	227			99	148				
05:15		51	239			81	139				
05:30		67	206			98	124				
05:45		66	208	219	880	106	121	384	532	603	1412
06:00		84	175			127	122				
06:15		102	156			141	87				
06:30		79	163			171	107				
06:45		123	140	388	634	223	91	662	407	1050	1041
07:00		139	123			203	73				
07:15		124	95			300	75				
07:30		121	91			243	63				
07:45		123	104	507	413	227	68	973	279	1480	692
08:00		115	86			177	48				
08:15		100	98			188	60				
08:30		108	77			150	48				
08:45		96	96	419	357	130	53	645	209	1064	566
09:00		87	82			103	46				
09:15		99	69			106	54				
09:30		90	63			105	34				
09:45		85	42	361	256	116	33	430	167	791	423
10:00		98	42			107	21				
10:15		90	38			106	16				
10:30		107	35			125	18				
10:45		73	24	368	139	110	12	448	67	816	206
11:00		108	28			94	10				
11:15		108	22			133	19				
11:30		101	18			115	14				
11:45		103	20	420	88	92	12	434	55	854	143
Total		2926	6172	2926	6172	4567	4487	4567	4487	7493	10659
Combined Total		9098		9098		9054		9054		18152	
AM Peak	-	06:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	507	-	-	-	973	-	-	-	-	-
P.H.F.		0.912				0.811					
PM Peak	-	-	04:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	918	-	-	-	674	-	-	-	-
P.H.F.			0.960				0.957				
Percentage		32.2%	67.8%			50.4%	49.6%				
ADT/AADT		ADT 17,972	AADT 17,972								

Counts Unlimited, Inc.

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City of Wildomar
Bundy Canyon Road
B/ The Farm Road - City Limit
48 Hour Directional Volume Count

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

WDM010
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		13	96			14	94				
12:15		11	102			8	75				
12:30		10	90			6	102				
12:45		8	74	42	362	7	114	35	385	77	747
01:00		7	81			5	87				
01:15		6	93			8	111				
01:30		8	113			7	87				
01:45		3	114	24	401	6	104	26	389	50	790
02:00		7	140			5	116				
02:15		1	135			5	135				
02:30		4	126			11	120				
02:45		7	161	19	562	15	132	36	503	55	1065
03:00		11	163			20	143				
03:15		7	128			15	155				
03:30		13	165			39	137				
03:45		13	168	44	624	41	122	115	557	159	1181
04:00		23	207			49	121				
04:15		25	167			66	121				
04:30		20	154			78	142				
04:45		34	154	102	682	57	138	250	522	352	1204
05:00		34	181			70	127				
05:15		59	191			65	104				
05:30		68	188			84	107				
05:45		62	137	223	697	65	75	284	413	507	1110
06:00		77	145			94	110				
06:15		86	131			108	99				
06:30		87	110			151	63				
06:45		112	97	362	483	133	83	486	355	848	838
07:00		112	105			151	71				
07:15		117	99			192	75				
07:30		95	81			200	53				
07:45		110	89	434	374	190	60	733	259	1167	633
08:00		106	83			151	57				
08:15		118	69			110	34				
08:30		106	55			103	52				
08:45		109	57	439	264	89	42	453	185	892	449
09:00		83	51			97	38				
09:15		70	37			106	40				
09:30		70	35			87	36				
09:45		70	31	293	154	98	31	388	145	681	299
10:00		70	36			87	16				
10:15		71	26			96	19				
10:30		77	25			89	18				
10:45		67	16	285	103	89	16	361	69	646	172
11:00		78	16			80	20				
11:15		84	17			82	11				
11:30		85	13			77	15				
11:45		90	8	337	54	105	11	344	57	681	111
Total		2604	4760	2604	4760	3511	3839	3511	3839	6115	8599
Combined Total		7364		7364		7350		7350		14714	
AM Peak	-	07:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	440	-	-	-	733	-	-	-	-	-
P.H.F.		0.932				0.916					
PM Peak	-	-	04:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	714	-	-	-	567	-	-	-	-
P.H.F.			0.862				0.915				
Percentage		35.4%	64.6%			47.8%	52.2%				

Counts Unlimited, Inc.

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City of Wildomar
Bundy Canyon Road
B/ The Farm Road - City Limit
48 Hour Directional Volume Count

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

WDM010
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	71			11	98				
12:15		12	102			11	98				
12:30		13	89			8	87				
12:45		8	87	41	349	2	90	32	373	73	722
01:00		5	101			7	115				
01:15		7	113			9	85				
01:30		6	121			6	92				
01:45		5	139	23	474	3	110	25	402	48	876
02:00		5	124			4	119				
02:15		7	129			13	117				
02:30		9	169			17	149				
02:45		12	157	33	579	8	111	42	496	75	1075
03:00		10	150			21	132				
03:15		15	170			23	155				
03:30		8	158			44	157				
03:45		16	162	49	640	37	165	125	609	174	1249
04:00		14	144			47	122				
04:15		29	174			58	137				
04:30		15	180			60	101				
04:45		29	178	87	676	75	120	240	480	327	1156
05:00		34	198			76	140				
05:15		47	167			60	104				
05:30		69	176			77	118				
05:45		64	158	214	699	76	111	289	473	503	1172
06:00		90	148			94	93				
06:15		104	130			111	84				
06:30		82	132			124	95				
06:45		109	98	385	508	144	92	473	364	858	872
07:00		135	89			154	67				
07:15		116	77			185	72				
07:30		109	66			200	55				
07:45		103	68	463	300	174	65	713	259	1176	559
08:00		103	68			140	47				
08:15		103	59			143	58				
08:30		103	67			102	40				
08:45		87	68	396	262	97	51	482	196	878	458
09:00		80	56			95	38				
09:15		86	57			78	49				
09:30		80	46			74	37				
09:45		69	30	315	189	86	39	333	163	648	352
10:00		88	31			83	17				
10:15		80	22			79	15				
10:30		85	28			86	17				
10:45		60	17	313	98	86	17	334	66	647	164
11:00		69	20			82	6				
11:15		100	24			111	16				
11:30		64	14			82	15				
11:45		89	18	322	76	86	11	361	48	683	124
Total		2641	4850	2641	4850	3449	3929	3449	3929	6090	8779
Combined Total		7491		7491		7378		7378		14869	
AM Peak	-	06:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	469	-	-	-	713	-	-	-	-	-
P.H.F.		0.869				0.891					
PM Peak	-	-	04:15	-	-	-	03:00	-	-	-	-
Vol.	-	-	730	-	-	-	609	-	-	-	-
P.H.F.			0.922				0.923				
Percentage		35.3%	64.7%			46.7%	53.3%				
ADT/AADT		ADT 14,792	AADT 14,792								

Counts Unlimited, Inc.

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City of Wildomar
Gruwell Street
B/ Palomar Street - Grand Avenue
48 Hour Directional Volume Count

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

WDM011
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	20			0	18				
12:15		2	14			1	20				
12:30		0	10			3	13				
12:45		0	18	4	62	1	20	5	71	9	133
01:00		1	11			2	20				
01:15		4	11			1	12				
01:30		1	21			0	26				
01:45		0	52	6	95	0	39	3	97	9	192
02:00		0	53			0	32				
02:15		1	30			0	23				
02:30		1	26			1	42				
02:45		1	28	3	137	3	34	4	131	7	268
03:00		2	22			0	33				
03:15		1	28			2	28				
03:30		3	22			0	24				
03:45		1	16	7	88	0	27	2	112	9	200
04:00		4	27			3	22				
04:15		8	6			6	24				
04:30		4	27			2	27				
04:45		3	26	19	86	1	29	12	102	31	188
05:00		4	17			4	30				
05:15		4	23			4	22				
05:30		5	22			1	22				
05:45		9	16	22	78	0	17	9	91	31	169
06:00		6	24			4	28				
06:15		17	12			8	20				
06:30		19	18			9	22				
06:45		29	10	71	64	21	16	42	86	113	150
07:00		90	18			39	21				
07:15		64	11			40	21				
07:30		30	6			32	16				
07:45		26	16	210	51	25	7	136	65	346	116
08:00		26	11			26	18				
08:15		16	6			25	10				
08:30		18	6			10	9				
08:45		16	7	76	30	13	12	74	49	150	79
09:00		12	4			12	5				
09:15		12	3			14	9				
09:30		14	1			12	8				
09:45		12	3	50	11	12	3	50	25	100	36
10:00		10	4			12	8				
10:15		8	1			8	5				
10:30		10	4			12	2				
10:45		10	4	38	13	11	5	43	20	81	33
11:00		9	3			14	3				
11:15		9	4			13	2				
11:30		11	3			19	2				
11:45		14	0	43	10	9	0	55	7	98	17
Total		549	725	549	725	435	856	435	856	984	1581
Combined Total		1274		1274		1291		1291		2565	
AM Peak	-	06:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	213	-	-	-	136	-	-	-	-	-
P.H.F.		0.592				0.850					
PM Peak	-	-	01:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	161	-	-	-	137	-	-	-	-
P.H.F.			0.759				0.815				
Percentage		43.1%	56.9%			33.7%	66.3%				

Counts Unlimited, Inc.

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City of Wildomar
Gruwell Street
B/ Palomar Street - Grand Avenue
48 Hour Directional Volume Count

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

WDM011
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	16			4	14				
12:15		3	26			1	26				
12:30		0	19			1	31				
12:45		0	36	4	97	1	31	7	102	11	199
01:00		2	31			4	19				
01:15		4	20			1	32				
01:30		0	32			2	18				
01:45		0	24	6	107	1	34	8	103	14	210
02:00		1	28			2	24				
02:15		1	26			1	16				
02:30		1	18			0	32				
02:45		0	30	3	102	1	38	4	110	7	212
03:00		1	21			0	24				
03:15		3	21			1	20				
03:30		2	24			0	20				
03:45		1	20	7	86	3	23	4	87	11	173
04:00		4	21			2	22				
04:15		3	10			6	22				
04:30		6	17			4	33				
04:45		2	23	15	71	1	24	13	101	28	172
05:00		5	18			1	14				
05:15		5	24			3	23				
05:30		8	20			1	22				
05:45		6	20	24	82	1	21	6	80	30	162
06:00		7	20			0	22				
06:15		10	13			5	21				
06:30		12	20			10	26				
06:45		27	26	56	79	24	18	39	87	95	166
07:00		38	8			26	13				
07:15		43	12			28	16				
07:30		41	9			24	21				
07:45		38	13	160	42	26	19	104	69	264	111
08:00		39	9			24	10				
08:15		32	3			29	7				
08:30		18	5			23	10				
08:45		20	6	109	23	20	12	96	39	205	62
09:00		12	2			14	8				
09:15		20	6			23	9				
09:30		11	2			14	5				
09:45		18	2	61	12	14	6	65	28	126	40
10:00		8	3			12	9				
10:15		13	1			11	8				
10:30		20	1			21	6				
10:45		16	4	57	9	18	2	62	25	119	34
11:00		12	1			14	3				
11:15		12	1			10	3				
11:30		12	2			26	4				
11:45		17	2	53	6	12	2	62	12	115	18
Total		555	716	555	716	470	843	470	843	1025	1559
Combined Total		1271		1271		1313		1313		2584	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	161	-	-	-	104	-	-	-	-	-
P.H.F.		0.936				0.929					
PM Peak	-	-	00:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	119	-	-	-	114	-	-	-	-
P.H.F.			0.826				0.750				
Percentage		43.7%	56.3%			35.8%	64.2%				
ADT/AADT		ADT 2,574		AADT 2,574							

Counts Unlimited, Inc.

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City of Wildomar
Central Avenue
B/ Palomar Street - Grand Avenue
48 Hour Directional Volume Count

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

WDM012
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	58			7	65				
12:15		0	54			9	104				
12:30		6	64			6	112				
12:45		5	144	15	320	5	112	27	393	42	713
01:00		4	102			4	62				
01:15		2	74			9	49				
01:30		5	78			2	49				
01:45		2	95	13	349	4	116	19	276	32	625
02:00		6	69			4	84				
02:15		4	71			3	72				
02:30		7	74			5	69				
02:45		6	70	23	284	10	71	22	296	45	580
03:00		6	86			3	81				
03:15		14	82			1	72				
03:30		22	80			2	80				
03:45		12	78	54	326	4	90	10	323	64	649
04:00		24	88			10	86				
04:15		28	82			10	76				
04:30		48	84			17	58				
04:45		46	66	146	320	21	94	58	314	204	634
05:00		48	100			23	91				
05:15		44	92			34	89				
05:30		60	86			28	86				
05:45		46	86	198	364	18	64	103	330	301	694
06:00		50	80			29	66				
06:15		48	82			32	82				
06:30		80	74			50	74				
06:45		124	62	302	298	110	62	221	284	523	582
07:00		170	64			158	68				
07:15		173	34			107	49				
07:30		190	42			68	60				
07:45		144	37	677	177	81	54	414	231	1091	408
08:00		98	31			61	51				
08:15		76	45			60	42				
08:30		74	26			64	48				
08:45		54	28	302	130	48	45	233	186	535	316
09:00		58	18			36	30				
09:15		57	21			52	49				
09:30		66	20			45	27				
09:45		61	18	242	77	38	29	171	135	413	212
10:00		58	24			40	24				
10:15		49	13			30	14				
10:30		40	11			38	16				
10:45		37	6	184	54	44	17	152	71	336	125
11:00		42	2			45	14				
11:15		55	9			56	24				
11:30		64	10			54	14				
11:45		51	4	212	25	44	15	199	67	411	92
Total		2368	2724	2368	2724	1629	2906	1629	2906	3997	5630
Combined Total		5092		5092		4535		4535		9627	
AM Peak	-	07:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	677	-	-	-	443	-	-	-	-	-
P.H.F.		0.891				0.701					
PM Peak	-	-	00:45	-	-	-	12:00	-	-	-	-
Vol.	-	-	398	-	-	-	393	-	-	-	-
P.H.F.			0.691				0.877				
Percentage		46.5%	53.5%			35.9%	64.1%				

Counts Unlimited, Inc.

City of Wildomar
Central Avenue
B/ Palomar Street - Grand Avenue
48 Hour Directional Volume Count

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

WDM012
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	50			9	51				
12:15		2	48			13	40				
12:30		3	56			12	54				
12:45		7	48	12	202	6	44	40	189	52	391
01:00		2	42			8	69				
01:15		3	75			4	74				
01:30		6	72			5	80				
01:45		4	155	15	344	4	162	21	385	36	729
02:00		6	140			3	118				
02:15		5	70			3	67				
02:30		9	85			8	66				
02:45		4	80	24	375	6	96	20	347	44	722
03:00		10	76			3	83				
03:15		5	62			6	68				
03:30		18	100			3	84				
03:45		18	85	51	323	6	80	18	315	69	638
04:00		24	78			8	82				
04:15		22	100			11	70				
04:30		48	60			14	82				
04:45		44	76	138	314	22	89	55	323	193	637
05:00		40	75			29	88				
05:15		46	74			28	85				
05:30		57	100			35	87				
05:45		41	102	184	351	26	90	118	350	302	701
06:00		48	94			20	75				
06:15		66	83			36	70				
06:30		84	77			44	60				
06:45		131	74	329	328	126	65	226	270	555	598
07:00		172	58			184	66				
07:15		164	53			113	51				
07:30		153	50			70	48				
07:45		135	30	624	191	70	61	437	226	1061	417
08:00		102	30			60	50				
08:15		76	32			46	52				
08:30		80	25			38	50				
08:45		57	18	315	105	40	30	184	182	499	287
09:00		56	23			46	38				
09:15		55	22			38	43				
09:30		62	14			41	42				
09:45		65	18	238	77	44	34	169	157	407	234
10:00		62	13			40	23				
10:15		50	17			50	30				
10:30		38	7			44	14				
10:45		48	10	198	47	44	24	178	91	376	138
11:00		50	6			47	16				
11:15		54	7			44	8				
11:30		57	8			62	8				
11:45		47	4	208	25	53	11	206	43	414	68
Total		2336	2682	2336	2682	1672	2878	1672	2878	4008	5560
Combined Total		5018		5018		4550		4550		9568	
AM Peak	-	07:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	624	-	-	-	493	-	-	-	-	-
P.H.F.		0.907				0.670					
PM Peak	-	-	01:45	-	-	-	01:15	-	-	-	-
Vol.	-	-	450	-	-	-	434	-	-	-	-
P.H.F.			0.726				0.670				
Percentage		46.6%	53.4%			36.7%	63.3%				
ADT/AADT		ADT 9,598		AADT 9,598							

Counts Unlimited, Inc.

Page 1

City of Wildomar
Central Avenue
B/ Interstate 15 Southbound - Palomar Street
48 Hour Directional Volume Count

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

WDM013
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	90			16	80				
12:15		2	84			14	126				
12:30		8	92			9	114				
12:45		10	96	25	362	8	121	47	441	72	803
01:00		5	128			7	86				
01:15		2	94			10	90				
01:30		8	100			2	101				
01:45		4	128	19	450	4	136	23	413	42	863
02:00		7	112			8	130				
02:15		8	112			4	116				
02:30		6	130			3	110				
02:45		11	124	32	478	15	114	30	470	62	948
03:00		9	111			4	145				
03:15		20	146			2	136				
03:30		28	130			5	140				
03:45		20	138	77	525	12	142	23	563	100	1088
04:00		38	117			14	134				
04:15		62	110			16	138				
04:30		70	142			21	132				
04:45		81	106	251	475	25	142	76	546	327	1021
05:00		70	124			27	154				
05:15		68	135			40	168				
05:30		92	114			36	156				
05:45		75	123	305	496	32	118	135	596	440	1092
06:00		74	104			40	110				
06:15		88	122			41	137				
06:30		130	104			56	117				
06:45		152	92	444	422	94	112	231	476	675	898
07:00		135	89			122	112				
07:15		176	62			120	84				
07:30		224	50			104	86				
07:45		169	54	704	255	128	90	474	372	1178	627
08:00		189	48			126	78				
08:15		142	62			72	85				
08:30		132	38			83	60				
08:45		117	34	580	182	80	65	361	288	941	470
09:00		88	28			54	76				
09:15		93	27			73	60				
09:30		98	27			77	46				
09:45		106	28	385	110	66	52	270	234	655	344
10:00		74	29			54	30				
10:15		80	17			82	32				
10:30		84	19			70	34				
10:45		81	10	319	75	72	22	278	118	597	193
11:00		71	7			80	24				
11:15		80	4			96	34				
11:30		97	14			78	24				
11:45		80	7	328	32	72	25	326	107	654	139
Total		3469	3862	3469	3862	2274	4624	2274	4624	5743	8486
Combined Total		7331		7331		6898		6898		14229	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	758	-	-	-	478	-	-	-	-	-
P.H.F.		0.846				0.934					
PM Peak	-	-	03:15	-	-	-	04:45	-	-	-	-
Vol.	-	-	531	-	-	-	620	-	-	-	-
P.H.F.			0.909				0.923				
Percentage		47.3%	52.7%			33.0%	67.0%				

Counts Unlimited, Inc.

City of Wildomar
Central Avenue
B/ Interstate 15 Southbound - Palomar Street
48 Hour Directional Volume Count

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

WDM013
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	81			13	81				
12:15		4	86			19	77				
12:30		8	81			14	72				
12:45		7	79	20	327	6	78	52	308	72	635
01:00		4	95			13	111				
01:15		4	85			6	115				
01:30		11	88			9	116				
01:45		6	132	25	400	5	118	33	460	58	860
02:00		8	172			4	124				
02:15		6	112			5	116				
02:30		10	140			6	123				
02:45		10	144	34	568	7	143	22	506	56	1074
03:00		12	109			6	134				
03:15		14	113			7	121				
03:30		26	129			4	150				
03:45		20	124	72	475	10	148	27	553	99	1028
04:00		57	135			10	136				
04:15		44	110			13	136				
04:30		72	137			15	146				
04:45		76	120	249	502	24	157	62	575	311	1077
05:00		71	119			34	148				
05:15		74	100			34	158				
05:30		86	113			46	142				
05:45		72	150	303	482	28	118	142	566	445	1048
06:00		71	124			39	123				
06:15		107	104			46	115				
06:30		130	100			52	102				
06:45		152	98	460	426	114	94	251	434	711	860
07:00		156	71			135	91				
07:15		172	57			118	89				
07:30		198	64			106	71				
07:45		152	52	678	244	104	82	463	333	1141	577
08:00		168	46			100	79				
08:15		130	49			84	71				
08:30		140	34			64	79				
08:45		100	40	538	169	78	46	326	275	864	444
09:00		100	32			94	68				
09:15		100	28			108	67				
09:30		100	21			76	53				
09:45		118	23	418	104	79	52	357	240	775	344
10:00		88	28			71	48				
10:15		64	27			68	40				
10:30		72	10			70	26				
10:45		81	15	305	80	77	39	286	153	591	233
11:00		80	8			70	16				
11:15		88	9			66	18				
11:30		75	12			88	16				
11:45		87	5	330	34	98	18	322	68	652	102
Total		3432	3811	3432	3811	2343	4471	2343	4471	5775	8282
Combined Total		7243		7243		6814		6814		14057	
AM Peak	-	07:15	-	-	-	06:45	-	-	-	-	-
Vol.	-	690	-	-	-	473	-	-	-	-	-
P.H.F.		0.871				0.876					
PM Peak	-	-	02:00	-	-	-	04:30	-	-	-	-
Vol.	-	-	568	-	-	-	609	-	-	-	-
P.H.F.			0.826				0.964				
Percentage		47.4%	52.6%			34.4%	65.6%				
ADT/AADT		ADT 14,143	AADT 14,143								

Counts Unlimited, Inc.

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City of Wildomar

Baxter Avenue

B/ Interstate 15 Southbound - Interstate 15 Northbound

48 Hour Directional Volume Count

PO Box 1178

Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

WDM014

Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	50			18	86				
12:15		2	60			12	94				
12:30		6	54			11	108				
12:45		4	72	17	236	5	101	46	389	63	625
01:00		2	85			6	78				
01:15		3	52			10	89				
01:30		6	70			6	88				
01:45		2	94	13	301	4	99	26	354	39	655
02:00		4	85			10	126				
02:15		5	62			4	109				
02:30		4	77			7	111				
02:45		11	78	24	302	15	136	36	482	60	784
03:00		10	77			2	146				
03:15		12	70			4	146				
03:30		26	70			4	133				
03:45		16	70	64	287	8	144	18	569	82	856
04:00		34	76			13	146				
04:15		46	64			16	130				
04:30		27	78			22	128				
04:45		40	69	147	287	23	144	74	548	221	835
05:00		46	86			32	165				
05:15		32	71			36	154				
05:30		46	82			29	139				
05:45		47	64	171	303	32	108	129	566	300	869
06:00		56	64			34	110				
06:15		56	63			36	131				
06:30		56	42			59	105				
06:45		78	53	246	222	70	108	199	454	445	676
07:00		86	52			86	102				
07:15		134	32			124	78				
07:30		142	34			122	81				
07:45		131	32	493	150	129	82	461	343	954	493
08:00		104	36			104	82				
08:15		84	37			70	80				
08:30		52	18			89	72				
08:45		57	26	297	117	80	70	343	304	640	421
09:00		54	31			69	70				
09:15		43	21			77	62				
09:30		47	18			68	42				
09:45		54	13	198	83	56	48	270	222	468	305
10:00		55	15			59	34				
10:15		42	16			86	36				
10:30		46	16			60	29				
10:45		44	9	187	56	76	23	281	122	468	178
11:00		55	4			86	18				
11:15		56	6			88	30				
11:30		51	3			90	16				
11:45		46	4	208	17	90	19	354	83	562	100
Total		2065	2361	2065	2361	2237	4436	2237	4436	4302	6797
Combined Total		4426		4426		6673		6673		11099	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	511	-	-	-	479	-	-	-	-	-
P.H.F.		0.900				0.928					
PM Peak	-	-	01:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	318	-	-	-	602	-	-	-	-
P.H.F.			0.846				0.912				
Percentage		46.7%	53.3%			33.5%	66.5%				

Counts Unlimited, Inc.

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City of Wildomar

Baxter Avenue

B/ Interstate 15 Southbound - Interstate 15 Northbound

48 Hour Directional Volume Count

PO Box 1178

Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

WDM014

Site Code: 999-19645

Start Time	26-Sep-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	62			15	84				
12:15		3	44			15	79				
12:30		5	47			12	82				
12:45		8	54	25	207	8	80	50	325	75	532
01:00		2	53			11	98				
01:15		4	64			4	90				
01:30		6	88			8	104				
01:45		5	114	17	319	3	94	26	386	43	705
02:00		8	126			4	122				
02:15		2	78			4	103				
02:30		4	82			8	108				
02:45		11	80	25	366	5	130	21	463	46	829
03:00		8	75			4	122				
03:15		14	76			7	138				
03:30		22	72			4	152				
03:45		16	86	60	309	6	144	21	556	81	865
04:00		51	73			14	128				
04:15		30	70			12	147				
04:30		32	90			18	145				
04:45		29	79	142	312	20	146	64	566	206	878
05:00		34	71			34	134				
05:15		44	62			32	144				
05:30		38	56			44	140				
05:45		58	75	174	264	32	112	142	530	316	794
06:00		49	60			24	120				
06:15		54	64			40	100				
06:30		66	52			52	108				
06:45		82	46	251	222	79	88	195	416	446	638
07:00		114	48			92	85				
07:15		146	38			118	80				
07:30		153	42			123	73				
07:45		130	28	543	156	124	87	457	325	1000	481
08:00		88	26			80	68				
08:15		80	24			80	66				
08:30		64	23			78	72				
08:45		62	20	294	93	72	52	310	258	604	351
09:00		70	30			80	58				
09:15		94	14			78	62				
09:30		60	13			84	48				
09:45		62	14	286	71	71	42	313	210	599	281
10:00		59	23			63	40				
10:15		41	16			71	30				
10:30		36	14			68	28				
10:45		34	12	170	65	75	28	277	126	447	191
11:00		56	7			82	13				
11:15		72	9			66	22				
11:30		52	7			78	12				
11:45		54	5	234	28	96	16	322	63	556	91
Total		2221	2412	2221	2412	2198	4224	2198	4224	4419	6636
Combined Total		4633		4633		6422		6422		11055	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	543	-	-	-	457	-	-	-	-	-
P.H.F.		0.887				0.921					
PM Peak	-	-	01:30	-	-	-	04:15	-	-	-	-
Vol.	-	-	406	-	-	-	572	-	-	-	-
P.H.F.			0.806				0.973				
Percentage		47.9%	52.1%			34.2%	65.8%				
ADT/AADT		ADT 11,077	AADT 11,077								

Counts Unlimited, Inc.

City of Wildomar
Baxter Avenue
B/ Interstate 15 Northbound - Porras Road
48 Hour Directional Volume Count

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

WDM015
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	16			2	23				
12:15		2	22			1	16				
12:30		2	25			2	18				
12:45		2	23	8	86	0	26	5	83	13	169
01:00		1	40			1	27				
01:15		2	47			0	16				
01:30		0	70			0	15				
01:45		0	73	3	230	0	77	1	135	4	365
02:00		1	27			2	81				
02:15		1	31			0	24				
02:30		0	35			2	38				
02:45		0	42	2	135	2	46	6	189	8	324
03:00		1	34			2	27				
03:15		1	36			0	29				
03:30		1	28			1	16				
03:45		2	23	5	121	4	19	7	91	12	212
04:00		0	26			0	30				
04:15		1	37			6	18				
04:30		1	39			8	25				
04:45		5	39	7	141	11	19	25	92	32	233
05:00		1	41			9	28				
05:15		3	49			7	20				
05:30		5	31			6	26				
05:45		6	36	15	157	11	21	33	95	48	252
06:00		6	26			7	16				
06:15		8	28			16	31				
06:30		13	19			19	24				
06:45		15	19	42	92	19	43	61	114	103	206
07:00		21	25			26	13				
07:15		54	22			27	12				
07:30		128	19			44	7				
07:45		89	13	292	79	91	8	188	40	480	119
08:00		31	11			66	3				
08:15		27	21			25	12				
08:30		19	11			32	5				
08:45		23	18	100	61	23	6	146	26	246	87
09:00		18	8			37	6				
09:15		15	7			32	6				
09:30		9	10			20	2				
09:45		25	4	67	29	19	2	108	16	175	45
10:00		33	6			23	3				
10:15		16	5			27	4				
10:30		20	5			8	1				
10:45		22	7	91	23	21	3	79	11	170	34
11:00		22	2			37	4				
11:15		26	4			25	0				
11:30		17	1			38	3				
11:45		18	4	83	11	21	0	121	7	204	18
Total		715	1165	715	1165	780	899	780	899	1495	2064
Combined Total		1880		1880		1679		1679		3559	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	302	-	-	-	228	-	-	-	-	-
P.H.F.		0.590				0.626					
PM Peak	-	-	01:00	-	-	-	01:45	-	-	-	-
Vol.	-	-	230	-	-	-	220	-	-	-	-
P.H.F.			0.788				0.679				
Percentage		38.0%	62.0%			46.5%	53.5%				

Counts Unlimited, Inc.

City of Wildomar
Baxter Avenue
B/ Interstate 15 Northbound - Porras Road
48 Hour Directional Volume Count

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

WDM015
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	23			0	14				
12:15		2	16			3	6				
12:30		2	10			0	23				
12:45		3	29	13	78	1	18	4	61	17	139
01:00		2	29			0	17				
01:15		2	44			3	16				
01:30		1	78			2	17				
01:45		0	79	5	230	0	80	5	130	10	360
02:00		0	42			2	76				
02:15		1	31			3	25				
02:30		1	29			1	29				
02:45		0	45	2	147	0	19	6	149	8	296
03:00		2	33			5	23				
03:15		1	25			1	20				
03:30		1	27			1	31				
03:45		1	31	5	116	2	19	9	93	14	209
04:00		0	31			3	25				
04:15		1	39			5	19				
04:30		0	41			2	27				
04:45		2	36	3	147	13	24	23	95	26	242
05:00		2	30			9	20				
05:15		4	32			10	20				
05:30		4	33			12	16				
05:45		2	35	12	130	12	26	43	82	55	212
06:00		8	28			9	17				
06:15		9	33			16	12				
06:30		15	27			13	32				
06:45		13	25	45	113	37	20	75	81	120	194
07:00		33	20			41	19				
07:15		60	26			29	4				
07:30		134	20			51	10				
07:45		93	11	320	77	71	9	192	42	512	119
08:00		28	16			37	13				
08:15		27	14			25	16				
08:30		24	8			20	10				
08:45		24	13	103	51	22	4	104	43	207	94
09:00		27	20			12	4				
09:15		51	3			30	3				
09:30		25	10			20	2				
09:45		35	9	138	42	19	3	81	12	219	54
10:00		33	12			28	1				
10:15		29	9			30	2				
10:30		16	2			17	3				
10:45		20	7	98	30	22	3	97	9	195	39
11:00		15	2			13	2				
11:15		48	6			16	1				
11:30		17	6			35	1				
11:45		24	4	104	18	26	1	90	5	194	23
Total		848	1179	848	1179	729	802	729	802	1577	1981
Combined Total		2027		2027		1531		1531		3558	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	320	-	-	-	192	-	-	-	-	-
P.H.F.	-	0.597				0.676					
PM Peak	-	-	01:15	-	-	-	01:45	-	-	-	-
Vol.	-	-	243	-	-	-	210	-	-	-	-
P.H.F.	-		0.769				0.656				
Percentage		41.8%	58.2%			47.6%	52.4%				
ADT/AADT		ADT 3,558		AADT 3,558							

Counts Unlimited, Inc.

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City of Wildomar
La Estrella Street
B/ Porras Road - End
48 Hour Directional Volume Count

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

WDM016
Site Code: 999-19645

Start Time	01-Oct-19 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	7			0	6				
12:15		1	6			1	6				
12:30		1	7			0	8				
12:45		0	9	2	29	1	6	2	26	4	55
01:00		1	7			0	16				
01:15		1	7			1	17				
01:30		0	13			1	18				
01:45		0	26	2	53	0	22	2	73	4	126
02:00		0	20			0	9				
02:15		0	6			0	4				
02:30		1	10			0	10				
02:45		0	23	1	59	0	19	0	42	1	101
03:00		0	9			1	13				
03:15		0	7			0	12				
03:30		0	8			0	11				
03:45		2	15	2	39	1	8	2	44	4	83
04:00		2	7			3	8				
04:15		1	13			4	6				
04:30		3	15			1	10				
04:45		3	9	9	44	1	12	9	36	18	80
05:00		2	10			5	8				
05:15		1	12			3	11				
05:30		1	10			3	15				
05:45		2	7	6	39	4	10	15	44	21	83
06:00		1	16			3	12				
06:15		3	15			5	11				
06:30		6	9			7	16				
06:45		4	8	14	48	9	3	24	42	38	90
07:00		11	10			11	1				
07:15		10	8			14	9				
07:30		15	9			30	8				
07:45		24	7	60	34	22	6	77	24	137	58
08:00		9	3			8	3				
08:15		7	7			14	6				
08:30		7	5			9	7				
08:45		8	4	31	19	4	4	35	20	66	39
09:00		6	3			6	3				
09:15		5	5			8	1				
09:30		7	5			6	3				
09:45		4	6	22	19	7	2	27	9	49	28
10:00		4	4			9	1				
10:15		16	1			5	4				
10:30		7	1			4	0				
10:45		9	3	36	9	12	4	30	9	66	18
11:00		6	1			4	2				
11:15		7	1			8	0				
11:30		12	1			4	0				
11:45		4	3	29	6	5	0	21	2	50	8
Total		214	398	214	398	244	371	244	371	458	769
Combined Total		612		612		615		615		1227	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	60	-	-	-	77	-	-	-	-	-
P.H.F.		0.625				0.642					
PM Peak	-	-	01:15	-	-	-	01:00	-	-	-	-
Vol.	-	-	66	-	-	-	73	-	-	-	-
P.H.F.			0.635				0.830				
Percentage		35.0%	65.0%			39.7%	60.3%				

Counts Unlimited, Inc.

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City of Wildomar
La Estrella Street
B/ Porras Road - End
48 Hour Directional Volume Count

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

WDM016
Site Code: 999-19645

Start Time	02-Oct-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	5			5	6				
12:15		1	6			0	4				
12:30		0	8			2	6				
12:45		1	11	4	30	1	12	8	28	12	58
01:00		1	10			1	5				
01:15		0	8			0	18				
01:30		0	11			0	15				
01:45		0	29	1	58	0	26	1	64	2	122
02:00		0	21			0	9				
02:15		0	7			0	5				
02:30		0	14			0	8				
02:45		0	14	0	56	0	14	0	36	0	92
03:00		0	11			1	11				
03:15		0	17			1	8				
03:30		0	8			0	8				
03:45		2	8	2	44	1	14	3	41	5	85
04:00		2	15			4	8				
04:15		1	7			0	5				
04:30		0	14			4	14				
04:45		0	9	3	45	0	9	8	36	11	81
05:00		1	13			5	9				
05:15		2	10			2	9				
05:30		1	9			3	9				
05:45		3	9	7	41	4	11	14	38	21	79
06:00		1	8			3	7				
06:15		1	9			4	10				
06:30		3	9			9	7				
06:45		8	6	13	32	9	11	25	35	38	67
07:00		12	8			10	3				
07:15		6	6			18	2				
07:30		10	5			29	8				
07:45		29	8	57	27	30	3	87	16	144	43
08:00		11	6			13	1				
08:15		17	6			16	6				
08:30		3	5			10	2				
08:45		6	3	37	20	9	3	48	12	85	32
09:00		5	2			8	3				
09:15		9	4			10	3				
09:30		10	2			7	2				
09:45		5	1	29	9	8	1	33	9	62	18
10:00		2	6			9	4				
10:15		13	0			9	1				
10:30		2	3			7	3				
10:45		5	0	22	9	6	2	31	10	53	19
11:00		5	4			6	2				
11:15		7	0			9	1				
11:30		8	3			8	0				
11:45		10	0	30	7	7	4	30	7	60	14
Total		205	378	205	378	288	332	288	332	493	710
Combined Total		583		583		620		620		1203	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	67	-	-	-	90	-	-	-	-	-
P.H.F.		0.578				0.750					
PM Peak	-	-	01:45	-	-	-	01:15	-	-	-	-
Vol.	-	-	71	-	-	-	68	-	-	-	-
P.H.F.			0.612				0.654				
Percentage		35.2%	64.8%			46.5%	53.5%				
ADT/AADT		ADT 1,215	AADT 1,215								

Counts Unlimited, Inc.

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City of Wildomar
McVicar Street
B/ Palomar Street - Grand Avenue
48 Hour Directional Volume Count

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

WDM017
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	9			0	12				
12:15		0	15			0	18				
12:30		0	9			1	11				
12:45		0	10	0	43	1	13	2	54	2	97
01:00		0	9			0	13				
01:15		0	13			4	9				
01:30		0	14			1	30				
01:45		0	49	0	85	1	59	6	111	6	196
02:00		2	38			0	26				
02:15		0	17			1	21				
02:30		2	24			1	28				
02:45		3	22	7	101	0	20	2	95	9	196
03:00		1	35			0	29				
03:15		0	14			0	32				
03:30		0	11			1	22				
03:45		2	25	3	85	2	25	3	108	6	193
04:00		1	18			2	27				
04:15		3	18			3	20				
04:30		2	23			8	21				
04:45		4	20	10	79	4	29	17	97	27	176
05:00		4	19			8	22				
05:15		2	14			6	33				
05:30		8	16			8	22				
05:45		6	22	20	71	1	33	23	110	43	181
06:00		7	24			11	18				
06:15		7	23			7	16				
06:30		11	18			11	23				
06:45		18	13	43	78	34	15	63	72	106	150
07:00		44	9			57	18				
07:15		47	13			32	15				
07:30		33	13			25	11				
07:45		26	5	150	40	35	11	149	55	299	95
08:00		17	16			20	15				
08:15		16	8			19	7				
08:30		14	10			13	14				
08:45		17	4	64	38	17	12	69	48	133	86
09:00		10	2			8	16				
09:15		16	4			7	10				
09:30		20	5			8	2				
09:45		17	1	63	12	14	6	37	34	100	46
10:00		6	5			11	5				
10:15		11	0			12	5				
10:30		14	2			6	1				
10:45		11	1	42	8	13	4	42	15	84	23
11:00		11	1			16	2				
11:15		6	3			13	3				
11:30		17	4			18	2				
11:45		7	1	41	9	19	2	66	9	107	18
Total		443	649	443	649	479	808	479	808	922	1457
Combined Total		1092		1092		1287		1287		2379	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	150	-	-	-	149	-	-	-	-	-
P.H.F.		0.798				0.654					
PM Peak	-	-	01:45	-	-	-	01:30	-	-	-	-
Vol.	-	-	128	-	-	-	136	-	-	-	-
P.H.F.			0.653				0.576				
Percentage		40.6%	59.4%			37.2%	62.8%				

Counts Unlimited, Inc.

City of Wildomar
McVicar Street
B/ Palomar Street - Grand Avenue
48 Hour Directional Volume Count

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

WDM017
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	15			2	24				
12:15		1	11			1	22				
12:30		0	15			4	30				
12:45		0	50	3	91	0	34	7	110	10	201
01:00		2	30			0	18				
01:15		0	16			0	17				
01:30		2	16			0	21				
01:45		0	7	4	69	0	22	0	78	4	147
02:00		0	17			0	23				
02:15		0	21			1	14				
02:30		0	21			0	16				
02:45		1	24	1	83	1	29	2	82	3	165
03:00		0	14			2	27				
03:15		0	17			0	28				
03:30		1	16			4	23				
03:45		2	24	3	71	4	27	10	105	13	176
04:00		4	19			1	21				
04:15		3	25			1	24				
04:30		3	18			7	18				
04:45		5	23	15	85	6	19	15	82	30	167
05:00		6	16			6	41				
05:15		9	20			8	30				
05:30		3	16			8	23				
05:45		6	28	24	80	5	25	27	119	51	199
06:00		5	23			4	24				
06:15		11	12			7	17				
06:30		11	26			12	12				
06:45		32	10	59	71	35	21	58	74	117	145
07:00		39	21			44	9				
07:15		44	13			34	8				
07:30		50	10			28	13				
07:45		28	4	161	48	31	12	137	42	298	90
08:00		24	7			27	10				
08:15		20	4			25	13				
08:30		16	4			25	14				
08:45		9	5	69	20	14	14	91	51	160	71
09:00		18	5			12	13				
09:15		7	4			9	12				
09:30		15	3			8	10				
09:45		15	3	55	15	10	6	39	41	94	56
10:00		11	4			11	8				
10:15		16	3			14	7				
10:30		14	3			10	3				
10:45		9	7	50	17	9	2	44	20	94	37
11:00		15	0			15	7				
11:15		12	0			17	6				
11:30		15	0			8	2				
11:45		16	1	58	1	14	2	54	17	112	18
Total		502	651	502	651	484	821	484	821	986	1472
Combined Total		1153		1153		1305		1305		2458	
AM Peak	-	06:45	-	-	-	06:45	-	-	-	-	-
Vol.	-	165	-	-	-	141	-	-	-	-	-
P.H.F.		0.825				0.801					
PM Peak	-	-	00:45	-	-	-	05:00	-	-	-	-
Vol.	-	-	112	-	-	-	119	-	-	-	-
P.H.F.			0.560				0.726				
Percentage		43.5%	56.5%			37.1%	62.9%				
ADT/AADT		ADT 2,418		AADT 2,418							

Counts Unlimited, Inc.

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City of Wildomar
Clinton Keith Road
B/ Grand Avenue - Palomar Street
48 Hour Directional Volume Count

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

WDM018
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	134			20	135				
12:15		11	123			20	125				
12:30		5	158			11	151				
12:45		8	150	30	565	10	125	61	536	91	1101
01:00		4	139			7	116				
01:15		3	127			9	94				
01:30		4	136			3	142				
01:45		5	151	16	553	4	119	23	471	39	1024
02:00		6	156			4	144				
02:15		2	148			4	176				
02:30		7	176			4	152				
02:45		5	206	20	686	5	147	17	619	37	1305
03:00		15	143			1	163				
03:15		12	175			5	162				
03:30		21	165			6	162				
03:45		18	170	66	653	8	154	20	641	86	1294
04:00		29	169			8	121				
04:15		41	176			7	139				
04:30		49	143			26	134				
04:45		59	151	178	639	19	158	60	552	238	1191
05:00		68	168			17	161				
05:15		78	149			24	162				
05:30		58	153			34	165				
05:45		71	148	275	618	45	131	120	619	395	1237
06:00		73	120			74	163				
06:15		114	148			79	149				
06:30		126	113			86	146				
06:45		148	100	461	481	96	133	335	591	796	1072
07:00		182	95			86	127				
07:15		201	81			99	134				
07:30		173	67			128	112				
07:45		195	51	751	294	127	98	440	471	1191	765
08:00		203	63			127	106				
08:15		198	41			103	87				
08:30		171	28			108	97				
08:45		146	39	718	171	96	79	434	369	1152	540
09:00		138	37			98	85				
09:15		165	20			93	57				
09:30		138	21			108	39				
09:45		136	14	577	92	99	50	398	231	975	323
10:00		114	23			105	27				
10:15		124	13			102	33				
10:30		137	12			96	32				
10:45		115	17	490	65	119	23	422	115	912	180
11:00		149	2			90	19				
11:15		131	10			107	28				
11:30		130	7			132	19				
11:45		157	8	567	27	110	8	439	74	1006	101
Total		4149	4844	4149	4844	2769	5289	2769	5289	6918	10133
Combined Total		8993		8993		8058		8058		17051	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	772	-	-	-	485	-	-	-	-	-
P.H.F.		0.951				0.947					
PM Peak	-	-	02:30	-	-	-	04:45	-	-	-	-
Vol.	-	-	700	-	-	-	646	-	-	-	-
P.H.F.			0.850				0.979				
Percentage		46.1%	53.9%			34.4%	65.6%				

Counts Unlimited, Inc.

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City of Wildomar
Clinton Keith Road
B/ Grand Avenue - Palomar Street
48 Hour Directional Volume Count

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

WDM018
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	98			12	111				
12:15		8	130			17	116				
12:30		3	143			7	106				
12:45		5	134	21	505	9	136	45	469	66	974
01:00		4	113			6	126				
01:15		2	119			5	127				
01:30		3	137			7	131				
01:45		1	162	10	531	0	139	18	523	28	1054
02:00		6	137			1	139				
02:15		6	153			4	168				
02:30		1	178			1	142				
02:45		8	186	21	654	4	140	10	589	31	1243
03:00		12	177			5	167				
03:15		15	173			3	144				
03:30		25	187			7	165				
03:45		24	155	76	692	6	151	21	627	97	1319
04:00		27	175			8	151				
04:15		49	173			9	155				
04:30		45	178			24	147				
04:45		57	166	178	692	20	140	61	593	239	1285
05:00		53	160			23	173				
05:15		76	136			25	157				
05:30		68	153			29	163				
05:45		64	168	261	617	42	155	119	648	380	1265
06:00		72	145			57	152				
06:15		108	111			80	140				
06:30		132	120			98	146				
06:45		155	112	467	488	96	128	331	566	798	1054
07:00		197	95			81	130				
07:15		206	83			85	124				
07:30		213	50			120	104				
07:45		200	48	816	276	119	97	405	455	1221	731
08:00		171	59			130	122				
08:15		199	47			107	85				
08:30		159	40			110	78				
08:45		144	45	673	191	91	80	438	365	1111	556
09:00		168	37			120	74				
09:15		133	28			114	75				
09:30		132	32			107	46				
09:45		131	20	564	117	95	48	436	243	1000	360
10:00		125	15			99	43				
10:15		128	15			96	34				
10:30		138	10			121	32				
10:45		145	10	536	50	113	17	429	126	965	176
11:00		130	8			120	12				
11:15		147	4			110	20				
11:30		135	8			104	16				
11:45		148	4	560	24	100	12	434	60	994	84
Total		4183	4837	4183	4837	2747	5264	2747	5264	6930	10101
Combined Total		9020		9020		8011		8011		17031	
AM Peak	-	07:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	816	-	-	-	476	-	-	-	-	-
P.H.F.		0.958				0.915					
PM Peak	-	-	02:45	-	-	-	05:00	-	-	-	-
Vol.	-	-	723	-	-	-	648	-	-	-	-
P.H.F.			0.967				0.936				
Percentage		46.4%	53.6%			34.3%	65.7%				
ADT/AADT		ADT 17,041	AADT 17,041								

Counts Unlimited, Inc.

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City of Wildomar
Clinton Keith Road
B/ Palomar Street - Hidden Springs Road
48 Hour Directional Volume Count

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

WDM019
Site Code: 999-19645

Start Time	01-Oct-19 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	256			31	220				
12:15		13	247			18	203				
12:30		9	221			17	224				
12:45		10	221	43	945	16	244	82	891	125	1836
01:00		15	252			13	194				
01:15		9	196			8	208				
01:30		10	212			15	247				
01:45		4	230	38	890	8	198	44	847	82	1737
02:00		6	230			7	240				
02:15		7	217			8	300				
02:30		6	262			9	268				
02:45		10	271	29	980	7	274	31	1082	60	2062
03:00		14	288			4	288				
03:15		20	263			7	264				
03:30		19	259			7	269				
03:45		38	312	91	1122	17	271	35	1092	126	2214
04:00		43	269			9	246				
04:15		58	279			11	260				
04:30		77	237			16	252				
04:45		87	239	265	1024	40	279	76	1037	341	2061
05:00		111	269			22	265				
05:15		92	250			39	282				
05:30		105	262			40	266				
05:45		133	212	441	993	59	278	160	1091	601	2084
06:00		103	228			77	280				
06:15		119	227			82	298				
06:30		147	198			96	270				
06:45		189	174	558	827	171	208	426	1056	984	1883
07:00		232	159			169	235				
07:15		275	133			148	214				
07:30		316	107			221	173				
07:45		295	127	1118	526	225	169	763	791	1881	1317
08:00		298	115			264	147				
08:15		315	90			206	159				
08:30		291	101			170	140				
08:45		257	71	1161	377	209	128	849	574	2010	951
09:00		203	68			157	118				
09:15		223	93			175	88				
09:30		230	80			163	87				
09:45		183	52	839	293	156	85	651	378	1490	671
10:00		188	47			131	74				
10:15		189	34			163	60				
10:30		209	41			157	52				
10:45		208	32	794	154	193	55	644	241	1438	395
11:00		216	20			173	40				
11:15		187	24			176	24				
11:30		206	15			187	22				
11:45		239	10	848	69	208	23	744	109	1592	178
Total		6225	8200	6225	8200	4505	9189	4505	9189	10730	17389
Combined Total		14425		14425		13694		13694		28119	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	1224	-	-	-	916	-	-	-	-	-
P.H.F.		0.968				0.867					
PM Peak	-	-	03:00	-	-	-	02:15	-	-	-	-
Vol.	-	-	1122	-	-	-	1130	-	-	-	-
P.H.F.			0.899				0.942				
Percentage		43.2%	56.8%			32.9%	67.1%				

Counts Unlimited, Inc.

City of Wildomar
Clinton Keith Road
B/ Palomar Street - Hidden Springs Road
48 Hour Directional Volume Count

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

WDM019
Site Code: 999-19645

Start Time	02-Oct-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	238			18	207				
12:15		14	230			22	204				
12:30		17	219			17	213				
12:45		15	216	57	903	15	225	72	849	129	1752
01:00		9	235			10	206				
01:15		11	222			11	204				
01:30		9	200			12	225				
01:45		5	213	34	870	5	225	38	860	72	1730
02:00		12	208			4	223				
02:15		6	232			8	202				
02:30		13	252			7	295				
02:45		11	239	42	931	5	270	24	990	66	1921
03:00		10	300			4	289				
03:15		16	280			9	263				
03:30		23	260			9	250				
03:45		41	297	90	1137	15	254	37	1056	127	2193
04:00		44	254			9	252				
04:15		48	272			11	230				
04:30		73	252			16	251				
04:45		78	229	243	1007	30	279	66	1012	309	2019
05:00		90	257			19	300				
05:15		108	231			34	236				
05:30		114	225			37	268				
05:45		108	191	420	904	50	307	140	1111	560	2015
06:00		121	214			64	230				
06:15		127	214			84	273				
06:30		159	233			95	244				
06:45		175	174	582	835	182	264	425	1011	1007	1846
07:00		230	177			163	237				
07:15		283	160			143	205				
07:30		311	138			198	196				
07:45		290	131	1114	606	242	179	746	817	1860	1423
08:00		299	121			231	145				
08:15		325	105			202	150				
08:30		283	97			194	134				
08:45		261	98	1168	421	199	128	826	557	1994	978
09:00		227	105			202	107				
09:15		243	86			166	118				
09:30		195	62			180	90				
09:45		207	47	872	300	187	75	735	390	1607	690
10:00		198	50			149	77				
10:15		196	45			171	63				
10:30		207	39			155	45				
10:45		193	27	794	161	177	51	652	236	1446	397
11:00		164	21			181	36				
11:15		216	18			177	30				
11:30		224	14			188	26				
11:45		224	13	828	66	210	23	756	115	1584	181
Total		6244	8141	6244	8141	4517	9004	4517	9004	10761	17145
Combined Total		14385		14385		13521		13521		27906	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	1225	-	-	-	873	-	-	-	-	-
P.H.F.		0.942				0.902					
PM Peak	-	-	03:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	1137	-	-	-	1117	-	-	-	-
P.H.F.			0.948				0.947				
Percentage		43.4%	56.6%			33.4%	66.6%				
ADT/AADT		ADT 28,012		AADT 28,012							

Counts Unlimited, Inc.

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City of Wildomar
Clinton Keith Road
B/ Hidden Springs Road - Interstate 15 Southbound
48 Hour Directional Volume Count

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

WDM020
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		18	291			48	287				
12:15		22	266			37	315				
12:30		11	271			31	262				
12:45		24	285	75	1113	31	307	147	1171	222	2284
01:00		19	302			21	298				
01:15		20	309			15	267				
01:30		7	262			14	290				
01:45		14	286	60	1159	6	330	56	1185	116	2344
02:00		14	316			13	295				
02:15		17	291			13	322				
02:30		9	321			10	309				
02:45		17	294	57	1222	16	327	52	1253	109	2475
03:00		17	337			12	360				
03:15		19	319			8	346				
03:30		46	333			17	361				
03:45		52	306	134	1295	19	358	56	1425	190	2720
04:00		47	325			25	312				
04:15		85	293			20	336				
04:30		112	314			21	349				
04:45		106	277	350	1209	50	355	116	1352	466	2561
05:00		148	316			42	353				
05:15		156	304			46	360				
05:30		165	288			58	358				
05:45		149	305	618	1213	67	333	213	1404	831	2617
06:00		166	288			80	319				
06:15		177	257			131	330				
06:30		222	258			154	274				
06:45		263	254	828	1057	210	286	575	1209	1403	2266
07:00		292	225			197	269				
07:15		352	203			181	275				
07:30		371	186			249	261				
07:45		360	151	1375	765	336	240	963	1045	2338	1810
08:00		389	147			270	205				
08:15		346	150			244	213				
08:30		346	152			249	177				
08:45		293	112	1374	561	230	197	993	792	2367	1353
09:00		303	134			221	171				
09:15		281	105			222	167				
09:30		263	113			199	118				
09:45		302	69	1149	421	241	111	883	567	2032	988
10:00		280	62			233	96				
10:15		242	55			228	87				
10:30		269	55			236	85				
10:45		258	43	1049	215	238	59	935	327	1984	542
11:00		236	33			242	62				
11:15		265	26			250	49				
11:30		270	30			282	54				
11:45		272	31	1043	120	293	41	1067	206	2110	326
Total		8112	10350	8112	10350	6056	11936	6056	11936	14168	22286
Combined Total		18462		18462		17992		17992		36454	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	1472	-	-	-	1099	-	-	-	-	-
P.H.F.		0.946				0.818					
PM Peak	-	-	03:00	-	-	-	04:45	-	-	-	-
Vol.	-	-	1295	-	-	-	1426	-	-	-	-
P.H.F.			0.961				0.988				
Percentage		43.9%	56.1%			33.7%	66.3%				

Counts Unlimited, Inc.

City of Wildomar
Clinton Keith Road
B/ Hidden Springs Road - Interstate 15 Southbound
48 Hour Directional Volume Count

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

WDM020
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		27	273			27	269				
12:15		16	262			30	284				
12:30		19	280			33	311				
12:45		13	275	75	1090	18	273	108	1137	183	2227
01:00		21	305			17	304				
01:15		12	295			12	345				
01:30		10	273			21	323				
01:45		9	262	52	1135	17	347	67	1319	119	2454
02:00		11	312			9	343				
02:15		17	290			12	371				
02:30		12	315			12	329				
02:45		14	310	54	1227	9	369	42	1412	96	2639
03:00		16	356			13	372				
03:15		21	346			10	359				
03:30		38	307			15	374				
03:45		52	338	127	1347	23	368	61	1473	188	2820
04:00		63	331			12	364				
04:15		75	312			17	350				
04:30		101	315			26	328				
04:45		129	299	368	1257	63	341	118	1383	486	2640
05:00		142	303			51	365				
05:15		161	304			49	369				
05:30		150	281			67	377				
05:45		159	319	612	1207	67	316	234	1427	846	2634
06:00		145	290			88	318				
06:15		200	266			101	342				
06:30		205	258			143	302				
06:45		256	230	806	1044	203	287	535	1249	1341	2293
07:00		281	228			192	286				
07:15		359	225			203	248				
07:30		400	204			258	282				
07:45		372	153	1412	810	320	220	973	1036	2385	1846
08:00		374	171			280	209				
08:15		349	172			261	198				
08:30		341	129			238	177				
08:45		291	131	1355	603	246	170	1025	754	2380	1357
09:00		279	143			207	163				
09:15		257	120			245	192				
09:30		295	107			265	116				
09:45		277	66	1108	436	264	112	981	583	2089	1019
10:00		293	82			202	105				
10:15		238	58			283	101				
10:30		282	41			218	78				
10:45		253	51	1066	232	321	74	1024	358	2090	590
11:00		258	49			277	51				
11:15		257	34			349	45				
11:30		294	31			280	50				
11:45		284	25	1093	139	295	55	1201	201	2294	340
Total		8128	10527	8128	10527	6369	12332	6369	12332	14497	22859
Combined Total		18655		18655		18701		18701		37356	
AM Peak	-	07:15	-	-	-	10:45	-	-	-	-	-
Vol.	-	1505	-	-	-	1227	-	-	-	-	-
P.H.F.		0.941				0.879					
PM Peak	-	-	03:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	1347	-	-	-	1474	-	-	-	-
P.H.F.			0.946				0.985				
Percentage		43.6%	56.4%			34.1%	65.9%				
ADT/AADT		ADT 36,905	AADT 36,905								

Counts Unlimited, Inc.

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City of Wildomar
Clinton Keith Road

PO Box 1178
Corona, CA 92878

B/ Interstate 15 Southbound - Interstate 15 Northbound
48 Hour Directional Volume Count

Phone: (951) 268-6268
email: counts@countsunlimited.com

WDM021
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		41	280			33	255				
12:15		43	284			37	294				
12:30		35	271			14	247				
12:45		24	290	143	1125	17	286	101	1082	244	2207
01:00		26	295			20	281				
01:15		24	328			19	261				
01:30		17	296			11	269				
01:45		18	277	85	1196	13	286	63	1097	148	2293
02:00		19	290			13	267				
02:15		13	294			10	302				
02:30		15	328			5	268				
02:45		15	348	62	1260	12	280	40	1117	102	2377
03:00		20	341			12	315				
03:15		15	364			13	312				
03:30		39	397			25	338				
03:45		53	348	127	1450	24	318	74	1283	201	2733
04:00		39	334			35	301				
04:15		63	343			32	293				
04:30		80	326			50	316				
04:45		95	356	277	1359	70	322	187	1232	464	2591
05:00		107	369			58	329				
05:15		124	379			69	335				
05:30		121	333			74	334				
05:45		167	326	519	1407	74	299	275	1297	794	2704
06:00		125	319			82	296				
06:15		181	307			94	299				
06:30		191	275			152	243				
06:45		251	278	748	1179	164	285	492	1123	1240	2302
07:00		279	275			194	270				
07:15		255	240			199	236				
07:30		323	237			237	247				
07:45		375	183	1232	935	303	229	933	982	2165	1917
08:00		346	212			272	194				
08:15		311	200			238	180				
08:30		316	187			267	181				
08:45		268	183	1241	782	246	165	1023	720	2264	1502
09:00		259	153			207	124				
09:15		257	154			207	138				
09:30		262	124			191	95				
09:45		241	100	1019	531	211	110	816	467	1835	998
10:00		264	97			203	90				
10:15		220	89			264	73				
10:30		221	79			231	67				
10:45		264	81	969	346	224	45	922	275	1891	621
11:00		259	56			221	51				
11:15		236	53			262	48				
11:30		222	55			273	40				
11:45		233	43	950	207	286	30	1042	169	1992	376
Total		7372	11777	7372	11777	5968	10844	5968	10844	13340	22621
Combined Total		19149		19149		16812		16812		35961	
AM Peak	-	07:30	-	-	-	07:45	-	-	-	-	-
Vol.	-	1355	-	-	-	1080	-	-	-	-	-
P.H.F.		0.903				0.891					
PM Peak	-	-	02:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	1450	-	-	-	1320	-	-	-	-
P.H.F.			0.913				0.985				
Percentage		38.5%	61.5%			35.5%	64.5%				

Counts Unlimited, Inc.

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City of Wildomar
Clinton Keith Road

PO Box 1178
Corona, CA 92878

B/ Interstate 15 Southbound - Interstate 15 Northbound
48 Hour Directional Volume Count

Phone: (951) 268-6268
email: counts@countsunlimited.com

WDM021
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		42	238			24	261				
12:15		33	254			28	275				
12:30		28	268			28	291				
12:45		29	244	132	1004	17	264	97	1091	229	2095
01:00		26	297			18	295				
01:15		18	319			7	257				
01:30		14	329			18	244				
01:45		11	337	69	1282	19	306	62	1102	131	2384
02:00		15	337			6	301				
02:15		19	313			14	323				
02:30		12	344			12	273				
02:45		15	354	61	1348	8	314	40	1211	101	2559
03:00		19	354			16	333				
03:15		20	353			12	322				
03:30		37	351			18	330				
03:45		44	361	120	1419	27	350	73	1335	193	2754
04:00		55	382			25	330				
04:15		64	335			38	306				
04:30		75	341			46	284				
04:45		88	357	282	1415	75	333	184	1253	466	2668
05:00		99	341			65	342				
05:15		124	332			65	359				
05:30		136	370			74	339				
05:45		135	359	494	1402	73	277	277	1317	771	2719
06:00		132	343			69	298				
06:15		156	320			92	299				
06:30		177	275			137	273				
06:45		244	262	709	1200	195	253	493	1123	1202	2323
07:00		237	248			181	254				
07:15		272	251			216	229				
07:30		337	236			263	251				
07:45		312	196	1158	931	263	195	923	929	2081	1860
08:00		334	222			251	191				
08:15		300	216			279	170				
08:30		284	188			240	148				
08:45		239	161	1157	787	274	122	1044	631	2201	1418
09:00		216	189			196	137				
09:15		219	157			264	158				
09:30		258	137			246	97				
09:45		283	92	976	575	234	85	940	477	1916	1052
10:00		257	106			226	87				
10:15		244	97			233	84				
10:30		268	67			219	62				
10:45		252	80	1021	350	269	54	947	287	1968	637
11:00		249	71			237	48				
11:15		250	85			255	32				
11:30		258	62			300	46				
11:45		288	54	1045	272	254	45	1046	171	2091	443
Total		7224	11985	7224	11985	6126	10927	6126	10927	13350	22912
Combined Total		19209		19209		17053		17053		36262	
AM Peak	-	07:30	-	-	-	10:45	-	-	-	-	-
Vol.	-	1283	-	-	-	1061	-	-	-	-	-
P.H.F.		0.952				0.884					
PM Peak	-	-	03:15	-	-	-	04:45	-	-	-	-
Vol.	-	-	1447	-	-	-	1373	-	-	-	-
P.H.F.			0.947				0.956				
Percentage		37.6%	62.4%			35.9%	64.1%				
ADT/AADT		ADT 36,112	AADT 36,112								

Counts Unlimited, Inc.

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City of Wildomar
Clinton Keith Road
B/ Interstate 15 Northbound - George Avenue
48 Hour Directional Volume Count

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

WDM022
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		43	201			26	244				
12:15		38	214			32	232				
12:30		40	238			10	203				
12:45		21	215	142	868	8	240	76	919	218	1787
01:00		32	248			18	226				
01:15		28	253			15	220				
01:30		20	243			13	229				
01:45		27	247	107	991	17	280	63	955	170	1946
02:00		15	245			22	276				
02:15		10	222			18	235				
02:30		17	256			13	230				
02:45		16	278	58	1001	18	234	71	975	129	1976
03:00		13	276			25	301				
03:15		6	270			40	233				
03:30		19	279			50	284				
03:45		23	292	61	1117	68	242	183	1060	244	2177
04:00		16	271			87	259				
04:15		19	284			120	231				
04:30		29	265			130	249				
04:45		55	316	119	1136	152	237	489	976	608	2112
05:00		47	281			141	287				
05:15		72	292			146	247				
05:30		77	287			150	283				
05:45		99	305	295	1165	170	210	607	1027	902	2192
06:00		63	298			153	233				
06:15		118	244			159	218				
06:30		146	272			216	201				
06:45		200	276	527	1090	207	214	735	866	1262	1956
07:00		192	278			246	189				
07:15		198	211			286	168				
07:30		234	209			300	170				
07:45		272	198	896	896	310	170	1142	697	2038	1593
08:00		222	204			289	135				
08:15		204	168			241	135				
08:30		245	190			252	118				
08:45		197	178	868	740	206	93	988	481	1856	1221
09:00		213	148			178	96				
09:15		204	122			209	92				
09:30		198	114			199	72				
09:45		198	106	813	490	187	69	773	329	1586	819
10:00		175	95			193	60				
10:15		165	94			203	44				
10:30		167	77			178	46				
10:45		201	87	708	353	185	41	759	191	1467	544
11:00		201	52			182	41				
11:15		189	63			235	41				
11:30		166	58			248	30				
11:45		184	40	740	213	244	30	909	142	1649	355
Total		5334	10060	5334	10060	6795	8618	6795	8618	12129	18678
Combined Total		15394		15394		15413		15413		30807	
AM Peak	-	07:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	943	-	-	-	1185	-	-	-	-	-
P.H.F.		0.867				0.956					
PM Peak	-	-	05:15	-	-	-	03:00	-	-	-	-
Vol.	-	-	1182	-	-	-	1060	-	-	-	-
P.H.F.			0.969				0.880				
Percentage		34.6%	65.4%			44.1%	55.9%				

Counts Unlimited, Inc.

City of Wildomar
Clinton Keith Road
B/ Interstate 15 Northbound - George Avenue
48 Hour Directional Volume Count

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

WDM022
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		51	215			21	219				
12:15		31	201			20	235				
12:30		30	222			26	230				
12:45		21	197	133	835	13	231	80	915	213	1750
01:00		25	225			19	212				
01:15		16	261			17	223				
01:30		15	302			16	202				
01:45		12	284	68	1072	11	270	63	907	131	1979
02:00		17	291			10	267				
02:15		16	285			16	231				
02:30		9	280			15	267				
02:45		10	278	52	1134	16	256	57	1021	109	2155
03:00		13	296			25	273				
03:15		13	264			35	269				
03:30		17	302			54	283				
03:45		24	276	67	1138	72	267	186	1092	253	2230
04:00		25	304			102	258				
04:15		19	309			103	251				
04:30		25	273			133	251				
04:45		49	317	118	1203	159	273	497	1033	615	2236
05:00		40	281			153	294				
05:15		66	275			142	279				
05:30		76	282			153	248				
05:45		91	336	273	1174	145	228	593	1049	866	2223
06:00		77	303			156	209				
06:15		97	287			169	219				
06:30		130	274			219	226				
06:45		202	234	506	1098	238	181	782	835	1288	1933
07:00		180	221			236	220				
07:15		198	243			279	159				
07:30		252	213			298	167				
07:45		240	203	870	880	345	133	1158	679	2028	1559
08:00		259	213			268	146				
08:15		228	196			280	110				
08:30		215	175			258	94				
08:45		180	157	882	741	272	99	1078	449	1960	1190
09:00		184	161			206	91				
09:15		171	155			257	88				
09:30		189	139			223	77				
09:45		235	88	779	543	238	54	924	310	1703	853
10:00		199	105			193	54				
10:15		181	97			188	66				
10:30		204	67			211	45				
10:45		226	75	810	344	268	51	860	216	1670	560
11:00		210	71			214	40				
11:15		212	96			241	27				
11:30		198	64			237	31				
11:45		230	48	850	279	200	27	892	125	1742	404
Total		5408	10441	5408	10441	7170	8631	7170	8631	12578	19072
Combined Total		15849		15849		15801		15801		31650	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	979	-	-	-	1191	-	-	-	-	-
P.H.F.		0.945				0.863					
PM Peak	-	-	05:30	-	-	-	04:30	-	-	-	-
Vol.	-	-	1208	-	-	-	1097	-	-	-	-
P.H.F.			0.899				0.933				
Percentage		34.1%	65.9%			45.4%	54.6%				
ADT/AADT		ADT 31,228	AADT 31,228								

Counts Unlimited, Inc.

City of Wildomar
Clinton Keith Road
B/ George Avenue - Inland Valley Drive
48 Hour Directional Volume Count

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

WDM023
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		43	199			24	248				
12:15		36	221			29	252				
12:30		37	207			8	188				
12:45		19	223	135	850	9	203	70	891	205	1741
01:00		28	227			15	208				
01:15		21	245			11	192				
01:30		15	225			16	202				
01:45		22	222	86	919	14	189	56	791	142	1710
02:00		19	252			23	212				
02:15		20	235			25	213				
02:30		17	238			16	194				
02:45		14	255	70	980	15	198	79	817	149	1797
03:00		13	283			21	287				
03:15		6	264			35	245				
03:30		11	267			49	277				
03:45		24	260	54	1074	58	240	163	1049	217	2123
04:00		16	242			70	257				
04:15		18	256			107	233				
04:30		30	244			119	251				
04:45		41	305	105	1047	127	228	423	969	528	2016
05:00		53	258			129	287				
05:15		62	340			134	271				
05:30		66	277			141	264				
05:45		103	282	284	1157	155	218	559	1040	843	2197
06:00		55	272			132	225				
06:15		108	256			154	235				
06:30		147	237			181	199				
06:45		206	236	516	1001	192	188	659	847	1175	1848
07:00		193	240			211	177				
07:15		169	192			255	165				
07:30		207	215			251	165				
07:45		249	182	818	829	296	156	1013	663	1831	1492
08:00		252	191			262	127				
08:15		237	154			205	124				
08:30		217	157			229	109				
08:45		205	159	911	661	178	90	874	450	1785	1111
09:00		210	137			166	95				
09:15		198	117			172	91				
09:30		196	86			198	73				
09:45		203	103	807	443	162	59	698	318	1505	761
10:00		164	78			194	65				
10:15		174	94			162	47				
10:30		175	70			168	47				
10:45		188	69	701	311	152	50	676	209	1377	520
11:00		198	53			161	42				
11:15		164	57			235	40				
11:30		174	44			229	30				
11:45		174	35	710	189	244	25	869	137	1579	326
Total		5197	9461	5197	9461	6139	8181	6139	8181	11336	17642
Combined Total		14658		14658		14320		14320		28978	
AM Peak	-	07:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	955	-	-	-	1064	-	-	-	-	-
P.H.F.		0.947				0.899					
PM Peak	-	-	04:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	1180	-	-	-	1050	-	-	-	-
P.H.F.			0.868				0.915				
Percentage		35.5%	64.5%			42.9%	57.1%				

Counts Unlimited, Inc.

City of Wildomar
Clinton Keith Road
B/ George Avenue - Inland Valley Drive
48 Hour Directional Volume Count

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

WDM023
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		47	215			24	211				
12:15		35	176			21	239				
12:30		19	219			25	214				
12:45		24	199	125	809	10	218	80	882	205	1691
01:00		19	215			16	218				
01:15		17	244			20	199				
01:30		10	266			14	205				
01:45		10	266	56	991	11	223	61	845	117	1836
02:00		18	278			10	211				
02:15		10	284			12	207				
02:30		10	266			12	252				
02:45		10	261	48	1089	18	257	52	927	100	2016
03:00		17	229			21	283				
03:15		11	268			31	243				
03:30		13	249			52	289				
03:45		19	276	60	1022	62	287	166	1102	226	2124
04:00		21	299			80	263				
04:15		22	271			96	255				
04:30		25	290			113	238				
04:45		44	284	112	1144	141	280	430	1036	542	2180
05:00		41	237			138	291				
05:15		65	279			137	277				
05:30		74	272			133	258				
05:45		88	282	268	1070	127	231	535	1057	803	2127
06:00		72	292			135	205				
06:15		86	275			155	202				
06:30		135	252			201	228				
06:45		182	221	475	1040	216	181	707	816	1182	1856
07:00		181	227			203	232				
07:15		154	197			253	135				
07:30		209	213			248	175				
07:45		244	176	788	813	272	131	976	673	1764	1486
08:00		263	194			227	129				
08:15		214	167			258	123				
08:30		199	168			239	99				
08:45		199	162	875	691	246	96	970	447	1845	1138
09:00		173	147			196	92				
09:15		186	142			208	87				
09:30		176	133			197	69				
09:45		232	93	767	515	217	57	818	305	1585	820
10:00		190	84			193	46				
10:15		181	90			190	59				
10:30		188	52			207	44				
10:45		195	71	754	297	246	43	836	192	1590	489
11:00		213	69			212	49				
11:15		199	77			231	28				
11:30		209	69			216	29				
11:45		208	45	829	260	186	31	845	137	1674	397
Total		5157	9741	5157	9741	6476	8419	6476	8419	11633	18160
Combined Total		14898		14898		14895		14895		29793	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	930	-	-	-	1005	-	-	-	-	-
P.H.F.		0.884				0.924					
PM Peak	-	-	04:00	-	-	-	04:45	-	-	-	-
Vol.	-	-	1144	-	-	-	1106	-	-	-	-
P.H.F.			0.957				0.950				
Percentage		34.6%	65.4%			43.5%	56.5%				
ADT/AADT		ADT 29,386		AADT 29,386							

Counts Unlimited, Inc.

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City of Wildomar
Clinton Keith Road
B/ Inland Valley Drive - City Limit
48 Hour Directional Volume Count

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

WDM024
Site Code: 999-19645

Start Time	01-Oct-19 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		30	125			16	151				
12:15		19	156			21	150				
12:30		17	138			7	120				
12:45		21	147	87	566	5	157	49	578	136	1144
01:00		19	182			13	199				
01:15		10	145			6	150				
01:30		10	170			8	142				
01:45		8	173	47	670	8	165	35	656	82	1326
02:00		5	193			13	185				
02:15		8	213			17	141				
02:30		6	193			10	164				
02:45		4	186	23	785	11	188	51	678	74	1463
03:00		6	207			20	246				
03:15		8	196			26	191				
03:30		17	228			43	240				
03:45		8	185	39	816	48	188	137	865	176	1681
04:00		15	263			70	218				
04:15		13	249			81	190				
04:30		14	246			102	193				
04:45		30	234	72	992	111	169	364	770	436	1762
05:00		39	262			93	232				
05:15		41	234			120	225				
05:30		45	269			110	195				
05:45		51	257	176	1022	122	190	445	842	621	1864
06:00		53	220			118	196				
06:15		86	260			132	211				
06:30		120	214			163	158				
06:45		142	187	401	881	180	167	593	732	994	1613
07:00		150	163			201	154				
07:15		143	165			218	125				
07:30		176	180			216	102				
07:45		203	166	672	674	255	104	890	485	1562	1159
08:00		149	130			229	98				
08:15		159	133			175	81				
08:30		123	119			195	64				
08:45		134	106	565	488	126	69	725	312	1290	800
09:00		127	113			107	69				
09:15		118	94			111	65				
09:30		108	65			143	48				
09:45		125	69	478	341	108	46	469	228	947	569
10:00		119	66			118	45				
10:15		127	66			134	36				
10:30		127	43			151	29				
10:45		127	44	500	219	106	30	509	140	1009	359
11:00		116	35			77	31				
11:15		117	35			149	23				
11:30		129	28			197	11				
11:45		148	29	510	127	181	15	604	80	1114	207
Total		3570	7581	3570	7581	4871	6366	4871	6366	8441	13947
Combined Total		11151		11151		11237		11237		22388	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	687	-	-	-	918	-	-	-	-	-
P.H.F.		0.846				0.900					
PM Peak	-	-	05:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	1022	-	-	-	865	-	-	-	-
P.H.F.			0.950				0.879				
Percentage		32.0%	68.0%			43.3%	56.7%				

Counts Unlimited, Inc.

City of Wildomar
Clinton Keith Road
B/ Inland Valley Drive - City Limit
48 Hour Directional Volume Count

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

WDM024
Site Code: 999-19645

Start Time	02-Oct-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		22	153			16	171				
12:15		19	138			11	162				
12:30		17	131			15	207				
12:45		16	148	74	570	4	159	46	699	120	1269
01:00		11	133			9	171				
01:15		11	167			15	177				
01:30		9	140			11	163				
01:45		8	175	39	615	9	169	44	680	83	1295
02:00		9	194			5	166				
02:15		7	174			10	203				
02:30		6	195			13	225				
02:45		9	170	31	733	11	188	39	782	70	1515
03:00		3	202			19	247				
03:15		6	210			30	262				
03:30		11	215			43	263				
03:45		20	217	40	844	47	225	139	997	179	1841
04:00		13	194			70	183				
04:15		17	215			79	213				
04:30		17	232			93	202				
04:45		27	267	74	908	117	243	359	841	433	1749
05:00		34	292			125	237				
05:15		40	271			121	204				
05:30		53	227			123	229				
05:45		42	217	169	1007	97	193	466	863	635	1870
06:00		59	181			138	151				
06:15		85	214			146	183				
06:30		109	222			208	178				
06:45		142	199	395	816	187	168	679	680	1074	1496
07:00		137	181			221	163				
07:15		134	191			234	99				
07:30		157	177			245	123				
07:45		195	161	623	710	272	91	972	476	1595	1186
08:00		145	153			236	93				
08:15		143	126			266	102				
08:30		131	116			251	67				
08:45		130	105	549	500	219	72	972	334	1521	834
09:00		132	111			191	63				
09:15		146	69			165	68				
09:30		111	83			180	41				
09:45		108	68	497	331	207	44	743	216	1240	547
10:00		97	83			152	37				
10:15		126	58			167	38				
10:30		135	40			202	37				
10:45		125	45	483	226	178	28	699	140	1182	366
11:00		106	42			168	34				
11:15		116	37			200	16				
11:30		123	39			147	13				
11:45		123	22	468	140	130	23	645	86	1113	226
Total		3442	7400	3442	7400	5803	6794	5803	6794	9245	14194
Combined Total		10842		10842		12597		12597		23439	
AM Peak	-	07:30	-	-	-	07:45	-	-	-	-	-
Vol.	-	640	-	-	-	1025	-	-	-	-	-
P.H.F.		0.821				0.942					
PM Peak	-	-	04:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	1062	-	-	-	997	-	-	-	-
P.H.F.			0.909				0.948				
Percentage		31.7%	68.3%			46.1%	53.9%				
ADT/AADT		ADT 22,914	AADT 22,914								

Counts Unlimited, Inc.

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City of Wildomar
Prielipp Road
B/ Inland Valley Drive - City Limit
48 Hour Directional Volume Count

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

WDM025
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	63			0	57				
12:15		7	77			3	54				
12:30		7	64			4	42				
12:45		9	50	26	254	5	47	12	200	38	454
01:00		6	44			1	43				
01:15		0	58			2	48				
01:30		1	51			3	69				
01:45		3	53	10	206	2	57	8	217	18	423
02:00		7	71			0	46				
02:15		3	47			1	48				
02:30		2	63			1	39				
02:45		2	61	14	242	3	54	5	187	19	429
03:00		2	72			5	60				
03:15		1	63			4	66				
03:30		1	66			9	62				
03:45		0	54	4	255	8	51	26	239	30	494
04:00		2	63			11	48				
04:15		1	71			14	36				
04:30		6	57			24	50				
04:45		13	76	22	267	19	42	68	176	90	443
05:00		13	67			22	45				
05:15		17	78			19	44				
05:30		7	62			22	47				
05:45		27	63	64	270	29	41	92	177	156	447
06:00		12	61			18	46				
06:15		16	56			24	37				
06:30		31	61			34	34				
06:45		28	49	87	227	33	33	109	150	196	377
07:00		39	64			32	31				
07:15		41	49			29	22				
07:30		43	49			49	30				
07:45		45	48	168	210	33	25	143	108	311	318
08:00		56	54			39	20				
08:15		51	30			38	20				
08:30		57	37			50	20				
08:45		46	38	210	159	41	18	168	78	378	237
09:00		35	32			44	12				
09:15		48	25			41	16				
09:30		47	19			37	9				
09:45		64	22	194	98	44	15	166	52	360	150
10:00		44	20			33	8				
10:15		57	14			32	7				
10:30		32	14			34	7				
10:45		51	18	184	66	45	8	144	30	328	96
11:00		41	19			48	6				
11:15		66	18			56	9				
11:30		65	9			50	6				
11:45		46	10	218	56	38	3	192	24	410	80
Total		1201	2310	1201	2310	1133	1638	1133	1638	2334	3948
Combined Total		3511		3511		2771		2771		6282	
AM Peak	-	10:45	-	-	-	10:45	-	-	-	-	-
Vol.	-	223	-	-	-	199	-	-	-	-	-
P.H.F.		0.845				0.888					
PM Peak	-	-	04:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	283	-	-	-	242	-	-	-	-
P.H.F.			0.907				0.877				
Percentage		34.2%	65.8%			40.9%	59.1%				

Counts Unlimited, Inc.

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City of Wildomar
Prielipp Road
B/ Inland Valley Drive - City Limit
48 Hour Directional Volume Count

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

WDM025
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	69			4	53				
12:15		3	49			2	35				
12:30		6	67			3	45				
12:45		4	49	24	234	5	40	14	173	38	407
01:00		2	49			4	51				
01:15		4	62			3	47				
01:30		3	76			1	71				
01:45		2	60	11	247	2	48	10	217	21	464
02:00		7	81			6	53				
02:15		1	74			1	37				
02:30		3	60			1	65				
02:45		1	72	12	287	1	67	9	222	21	509
03:00		2	58			2	65				
03:15		2	68			10	61				
03:30		2	69			11	77				
03:45		1	74	7	269	15	76	38	279	45	548
04:00		2	82			11	56				
04:15		2	66			16	52				
04:30		3	75			29	47				
04:45		16	70	23	293	22	57	78	212	101	505
05:00		8	56			29	58				
05:15		12	74			21	73				
05:30		15	61			27	50				
05:45		21	64	56	255	25	52	102	233	158	488
06:00		14	74			27	58				
06:15		11	62			38	46				
06:30		24	65			36	50				
06:45		28	49	77	250	62	46	163	200	240	450
07:00		43	59			52	43				
07:15		31	46			61	28				
07:30		48	55			70	24				
07:45		33	48	155	208	57	25	240	120	395	328
08:00		62	46			70	22				
08:15		44	42			72	20				
08:30		43	39			57	14				
08:45		48	34	197	161	52	18	251	74	448	235
09:00		30	33			36	20				
09:15		50	27			43	8				
09:30		52	18			55	14				
09:45		55	22	187	100	42	15	176	57	363	157
10:00		45	16			39	11				
10:15		43	15			44	10				
10:30		46	11			49	10				
10:45		42	16	176	58	54	8	186	39	362	97
11:00		58	12			41	5				
11:15		48	13			52	2				
11:30		59	16			38	6				
11:45		65	8	230	49	53	3	184	16	414	65
Total		1155	2411	1155	2411	1451	1842	1451	1842	2606	4253
Combined Total		3566		3566		3293		3293		6859	
AM Peak	-	11:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	230	-	-	-	269	-	-	-	-	-
P.H.F.		0.885				0.934					
PM Peak	-	-	03:45	-	-	-	03:00	-	-	-	-
Vol.	-	-	297	-	-	-	279	-	-	-	-
P.H.F.			0.905				0.906				
Percentage		32.4%	67.6%			44.1%	55.9%				
ADT/AADT		ADT 6,570		AADT 6,570							

Counts Unlimited, Inc.

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WDM026EBRD

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

WDM026
Site Code: M128

Start Time	24-Sep-19 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	56			9	36				
12:15		5	55			3	54				
12:30		4	50			4	56				
12:45		5	52	19	213	9	63	25	209	44	422
01:00		6	72			4	59				
01:15		5	66			7	49				
01:30		2	100			5	64				
01:45		2	123	15	361	6	89	22	261	37	622
02:00		5	118			1	143				
02:15		1	90			3	67				
02:30		7	91			4	69				
02:45		3	98	16	397	6	80	14	359	30	756
03:00		8	123			3	77				
03:15		7	108			3	93				
03:30		4	151			5	93				
03:45		13	93	32	475	10	95	21	358	53	833
04:00		10	91			23	69				
04:15		21	113			23	83				
04:30		32	136			34	81				
04:45		39	114	102	454	58	72	138	305	240	759
05:00		34	109			49	82				
05:15		30	126			60	83				
05:30		37	111			51	74				
05:45		31	100	132	446	41	74	201	313	333	759
06:00		42	115			53	79				
06:15		55	127			47	70				
06:30		103	100			53	51				
06:45		155	81	355	423	74	72	227	272	582	695
07:00		156	81			100	48				
07:15		120	63			151	44				
07:30		149	68			103	61				
07:45		126	45	551	257	87	35	441	188	992	445
08:00		100	46			67	34				
08:15		79	39			67	46				
08:30		64	30			56	36				
08:45		60	31	303	146	74	37	264	153	567	299
09:00		55	25			49	31				
09:15		61	31			48	33				
09:30		67	19			43	25				
09:45		53	15	236	90	56	17	196	106	432	196
10:00		48	21			43	30				
10:15		49	12			37	33				
10:30		66	13			39	19				
10:45		62	7	225	53	43	13	162	95	387	148
11:00		53	8			48	17				
11:15		54	10			50	14				
11:30		58	6			57	9				
11:45		64	7	229	31	51	10	206	50	435	81
Total		2215	3346	2215	3346	1917	2669	1917	2669	4132	6015
Combined Total		5561		5561		4586		4586		10147	
AM Peak	-	06:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	580	-	-	-	441	-	-	-	-	-
P.H.F.		0.929				0.730					
PM Peak	-	-	04:30	-	-	-	01:45	-	-	-	-
Vol.	-	-	485	-	-	-	368	-	-	-	-
P.H.F.			0.803				0.643				
Percentage		39.8%	60.2%			41.8%	58.2%				

Counts Unlimited, Inc.

WDM026EBRD

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

WDM026
Site Code: M128

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	69			5	69				
12:15		4	66			7	47				
12:30		9	104			7	64				
12:45		4	88	21	327	2	104	21	284	42	611
01:00		10	79			6	104				
01:15		3	79			6	74				
01:30		4	97			4	65				
01:45		3	81	20	336	5	75	21	318	41	654
02:00		5	92			1	67				
02:15		5	108			7	56				
02:30		2	81			2	63				
02:45		2	85	14	366	7	96	17	282	31	648
03:00		7	134			9	85				
03:15		9	110			2	77				
03:30		9	94			8	87				
03:45		12	98	37	436	9	77	28	326	65	762
04:00		11	108			15	74				
04:15		20	122			23	71				
04:30		44	121			38	68				
04:45		31	117	106	468	55	71	131	284	237	752
05:00		32	122			47	80				
05:15		34	122			64	95				
05:30		42	109			53	95				
05:45		41	135	149	488	53	75	217	345	366	833
06:00		49	94			39	76				
06:15		48	120			52	67				
06:30		101	111			55	77				
06:45		132	93	330	418	67	56	213	276	543	694
07:00		168	87			89	47				
07:15		121	58			147	38				
07:30		150	58			137	43				
07:45		126	51	565	254	80	39	453	167	1018	421
08:00		123	51			75	32				
08:15		73	37			66	31				
08:30		84	32			55	47				
08:45		66	33	346	153	72	42	268	152	614	305
09:00		68	26			62	30				
09:15		54	28			55	34				
09:30		75	26			51	23				
09:45		57	27	254	107	51	17	219	104	473	211
10:00		55	15			44	21				
10:15		51	21			36	23				
10:30		57	19			41	16				
10:45		55	18	218	73	54	7	175	67	393	140
11:00		63	5			45	17				
11:15		64	4			54	12				
11:30		58	9			52	17				
11:45		58	8	243	26	47	11	198	57	441	83
Total		2303	3452	2303	3452	1961	2662	1961	2662	4264	6114
Combined Total		5755		5755		4623		4623		10378	
AM Peak	-	06:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	571	-	-	-	453	-	-	-	-	-
P.H.F.		0.850				0.770					
PM Peak	-	-	05:00	-	-	-	00:45	-	-	-	-
Vol.	-	-	488	-	-	-	347	-	-	-	-
P.H.F.			0.904				0.834				
Percentage		40.0%	60.0%			42.4%	57.6%				
ADT/AADT		ADT 10,262	AADT 10,262								

Counts Unlimited, Inc.

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City of Wildomar
Grand Avenue
B/ Shiela Lane - Gruwell Street
48 Hour Directional Volume Count

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

WDM027
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	56			10	46				
12:15		6	50			1	49				
12:30		4	54			5	54				
12:45		3	48	17	208	7	54	23	203	40	411
01:00		6	79			6	66				
01:15		3	64			6	48				
01:30		2	110			6	64				
01:45		4	127	15	380	5	116	23	294	38	674
02:00		6	115			3	139				
02:15		4	90			4	74				
02:30		7	96			3	70				
02:45		4	102	21	403	6	72	16	355	37	758
03:00		10	114			4	93				
03:15		9	102			1	101				
03:30		5	135			6	94				
03:45		20	104	44	455	15	100	26	388	70	843
04:00		18	76			21	80				
04:15		24	106			20	82				
04:30		36	136			39	84				
04:45		42	112	120	430	54	76	134	322	254	752
05:00		40	106			47	96				
05:15		28	112			56	92				
05:30		46	117			46	86				
05:45		29	98	143	433	35	80	184	354	327	787
06:00		42	118			42	100				
06:15		62	134			49	69				
06:30		104	88			53	68				
06:45		151	88	359	428	86	64	230	301	589	729
07:00		184	68			96	56				
07:15		119	63			152	46				
07:30		150	63			84	58				
07:45		128	45	581	239	86	36	418	196	999	435
08:00		116	32			68	54				
08:15		86	47			68	42				
08:30		63	25			52	37				
08:45		60	34	325	138	68	40	256	173	581	311
09:00		60	21			49	29				
09:15		68	24			48	32				
09:30		70	17			44	21				
09:45		68	18	266	80	58	18	199	100	465	180
10:00		48	21			36	32				
10:15		50	14			42	30				
10:30		58	9			44	20				
10:45		60	11	216	55	52	16	174	98	390	153
11:00		50	9			60	18				
11:15		51	12			47	14				
11:30		60	8			60	10				
11:45		66	5	227	34	46	10	213	52	440	86
Total		2334	3283	2334	3283	1896	2836	1896	2836	4230	6119
Combined Total		5617		5617		4732		4732		10349	
AM Peak	-	06:45	-	-	-	06:45	-	-	-	-	-
Vol.	-	604	-	-	-	418	-	-	-	-	-
P.H.F.		0.821				0.688					
PM Peak	-	-	05:30	-	-	-	01:45	-	-	-	-
Vol.	-	-	467	-	-	-	399	-	-	-	-
P.H.F.			0.871				0.718				
Percentage		41.6%	58.4%			40.1%	59.9%				

Counts Unlimited, Inc.

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City of Wildomar
Grand Avenue
B/ Shiela Lane - Gruwell Street
48 Hour Directional Volume Count

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

WDM027
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	62			5	62				
12:15		2	63			10	50				
12:30		8	110			8	70				
12:45		4	104	20	339	2	135	25	317	45	656
01:00		9	71			5	104				
01:15		3	68			6	60				
01:30		4	84			5	64				
01:45		4	78	20	301	4	76	20	304	40	605
02:00		4	94			0	68				
02:15		4	94			7	70				
02:30		8	94			4	69				
02:45		5	77	21	359	7	78	18	285	39	644
03:00		5	122			10	94				
03:15		10	106			1	78				
03:30		14	93			12	92				
03:45		13	103	42	424	10	92	33	356	75	780
04:00		20	117			13	74				
04:15		21	108			24	83				
04:30		48	130			39	70				
04:45		38	106	127	461	47	87	123	314	250	775
05:00		38	136			46	90				
05:15		32	114			58	114				
05:30		46	93			54	100				
05:45		43	124	159	467	42	85	200	389	359	856
06:00		54	91			36	95				
06:15		54	116			52	78				
06:30		101	118			61	70				
06:45		144	86	353	411	60	57	209	300	562	711
07:00		194	85			109	50				
07:15		136	56			158	40				
07:30		155	46			100	52				
07:45		134	48	619	235	86	42	453	184	1072	419
08:00		116	56			72	36				
08:15		78	42			64	40				
08:30		87	27			71	50				
08:45		70	38	351	163	67	40	274	166	625	329
09:00		64	30			58	30				
09:15		58	26			58	46				
09:30		68	26			55	23				
09:45		64	26	254	108	42	23	213	122	467	230
10:00		60	17			51	27				
10:15		54	13			38	23				
10:30		48	18			40	16				
10:45		64	14	226	62	58	9	187	75	413	137
11:00		62	7			51	16				
11:15		66	5			62	18				
11:30		60	8			51	14				
11:45		66	6	254	26	43	11	207	59	461	85
Total		2446	3356	2446	3356	1962	2871	1962	2871	4408	6227
Combined Total		5802		5802		4833		4833		10635	
AM Peak	-	06:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	629	-	-	-	453	-	-	-	-	-
P.H.F.		0.811				0.717					
PM Peak	-	-	04:30	-	-	-	05:15	-	-	-	-
Vol.	-	-	486	-	-	-	394	-	-	-	-
P.H.F.			0.893				0.864				
Percentage		42.2%	57.8%			40.6%	59.4%				
ADT/AADT		ADT 10,492	AADT 10,492								

Counts Unlimited, Inc.

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City of Wildomar
Grand Avenue
B/ Gruwell Street - Central Street
24 Hour Directional Volume Count

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

WDM028
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	59			10	45				
12:15		7	48			2	48				
12:30		5	54			5	51				
12:45		4	47	20	208	7	56	24	200	44	408
01:00		6	80			6	51				
01:15		4	64			5	48				
01:30		2	113			6	67				
01:45		5	123	17	380	5	141	22	307	39	687
02:00		6	116			3	148				
02:15		3	84			4	73				
02:30		5	104			2	69				
02:45		4	101	18	405	4	77	13	367	31	772
03:00		9	125			4	110				
03:15		9	101			0	97				
03:30		7	130			5	94				
03:45		19	101	44	457	11	90	20	391	64	848
04:00		16	74			19	81				
04:15		24	102			18	87				
04:30		33	140			30	83				
04:45		41	109	114	425	50	71	117	322	231	747
05:00		41	100			43	94				
05:15		29	112			58	97				
05:30		45	122			42	81				
05:45		35	98	150	432	33	88	176	360	326	792
06:00		41	119			43	96				
06:15		62	128			45	72				
06:30		103	92			49	59				
06:45		160	90	366	429	93	75	230	302	596	731
07:00		204	70			155	52				
07:15		131	57			165	45				
07:30		145	62			77	56				
07:45		140	44	620	233	83	41	480	194	1100	427
08:00		114	36			68	50				
08:15		91	39			68	43				
08:30		66	26			51	37				
08:45		57	36	328	137	62	33	249	163	577	300
09:00		61	18			49	29				
09:15		66	20			47	34				
09:30		72	19			43	17				
09:45		67	17	266	74	54	17	193	97	459	171
10:00		47	21			37	32				
10:15		46	13			36	30				
10:30		57	9			36	20				
10:45		58	10	208	53	50	14	159	96	367	149
11:00		55	7			60	21				
11:15		54	12			51	20				
11:30		59	6			52	11				
11:45		63	5	231	30	48	8	211	60	442	90
Total		2382	3263	2382	3263	1894	2859	1894	2859	4276	6122
Combined Total		5645		5645		4753		4753		10398	
AM Peak	-	06:45	-	-	-	06:45	-	-	-	-	-
Vol.	-	640	-	-	-	490	-	-	-	-	-
P.H.F.		0.784				0.742					
PM Peak	-	-	05:30	-	-	-	01:45	-	-	-	-
Vol.	-	-	467	-	-	-	431	-	-	-	-
P.H.F.			0.912				0.728				
Percentage		42.2%	57.8%			39.8%	60.2%				

Counts Unlimited, Inc.

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City of Wildomar
Grand Avenue
B/ Gruwell Street - Central Street
24 Hour Directional Volume Count

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

WDM028
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	60			5	61				
12:15		2	63			10	54				
12:30		8	115			9	64				
12:45		5	109	22	347	1	164	25	343	47	690
01:00		8	74			5	105				
01:15		3	68			6	55				
01:30		4	75			5	59				
01:45		5	77	20	294	4	77	20	296	40	590
02:00		5	88			0	71				
02:15		4	94			6	66				
02:30		5	97			4	77				
02:45		5	77	19	356	8	78	18	292	37	648
03:00		6	122			9	98				
03:15		9	98			1	84				
03:30		12	98			8	91				
03:45		15	104	42	422	7	94	25	367	67	789
04:00		17	114			13	72				
04:15		22	104			20	90				
04:30		44	116			29	63				
04:45		41	96	124	430	42	79	104	304	228	734
05:00		38	126			45	93				
05:15		35	112			58	101				
05:30		48	98			50	98				
05:45		45	126	166	462	39	85	192	377	358	839
06:00		52	93			36	86				
06:15		53	113			43	75				
06:30		105	116			59	65				
06:45		169	85	379	407	78	60	216	286	595	693
07:00		206	86			125	53				
07:15		144	53			183	44				
07:30		166	55			96	53				
07:45		137	47	653	241	82	43	486	193	1139	434
08:00		122	53			85	39				
08:15		80	41			62	43				
08:30		84	23			69	49				
08:45		67	29	353	146	60	38	276	169	629	315
09:00		63	24			59	32				
09:15		54	31			56	41				
09:30		69	25			49	22				
09:45		57	23	243	103	43	18	207	113	450	216
10:00		65	20			46	27				
10:15		54	12			33	19				
10:30		44	16			41	15				
10:45		53	14	216	62	53	10	173	71	389	133
11:00		53	6			41	16				
11:15		74	5			54	17				
11:30		62	9			42	12				
11:45		65	5	254	25	39	12	176	57	430	82
Total		2491	3295	2491	3295	1918	2868	1918	2868	4409	6163
Combined Total		5786		5786		4786		4786		10572	
AM Peak	-	06:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	685	-	-	-	486	-	-	-	-	-
P.H.F.		0.831				0.664					
PM Peak	-	-	05:00	-	-	-	00:30	-	-	-	-
Vol.	-	-	462	-	-	-	388	-	-	-	-
P.H.F.			0.917				0.591				
Percentage		43.1%	56.9%			40.1%	59.9%				
ADT/AADT		ADT 10,485	AADT 10,485								

Counts Unlimited, Inc.

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City of Wildomar
Grand Avenue
B/ Central Avenue - McVicar Street
24 Hour Directional Volume Count

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

WDM029
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	34			2	22				
12:15		0	36			2	27				
12:30		1	38			2	25				
12:45		1	37	4	145	2	37	8	111	12	256
01:00		4	47			3	32				
01:15		1	33			4	29				
01:30		2	32			1	51				
01:45		2	93	9	205	1	102	9	214	18	419
02:00		4	95			2	69				
02:15		1	63			1	21				
02:30		1	72			1	52				
02:45		4	70	10	300	1	55	5	197	15	497
03:00		2	81			0	55				
03:15		3	56			0	60				
03:30		2	71			2	63				
03:45		7	74	14	282	5	50	7	228	21	510
04:00		3	41			10	51				
04:15		7	61			9	41				
04:30		9	74			17	53				
04:45		12	54	31	230	20	44	56	189	87	419
05:00		15	60			27	54				
05:15		12	57			21	68				
05:30		12	72			19	58				
05:45		20	61	59	250	14	58	81	238	140	488
06:00		14	81			19	49				
06:15		33	62			21	45				
06:30		56	58			29	47				
06:45		55	52	158	253	62	36	131	177	289	430
07:00		88	39			107	28				
07:15		97	34			53	21				
07:30		81	42			44	25				
07:45		66	27	332	142	52	19	256	93	588	235
08:00		68	28			46	30				
08:15		58	27			44	17				
08:30		26	17			34	27				
08:45		42	23	194	95	33	20	157	94	351	189
09:00		39	11			26	24				
09:15		38	11			14	17				
09:30		45	17			35	8				
09:45		45	7	167	46	32	10	107	59	274	105
10:00		36	19			26	15				
10:15		41	11			23	17				
10:30		37	7			33	8				
10:45		39	5	153	42	28	5	110	45	263	87
11:00		33	6			38	7				
11:15		27	7			32	9				
11:30		43	4			35	4				
11:45		36	5	139	22	35	4	140	24	279	46
Total		1270	2012	1270	2012	1067	1669	1067	1669	2337	3681
Combined Total		3282		3282		2736		2736		6018	
AM Peak	-	07:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	332	-	-	-	266	-	-	-	-	-
P.H.F.		0.856				0.621					
PM Peak	-	-	01:45	-	-	-	01:15	-	-	-	-
Vol.	-	-	323	-	-	-	251	-	-	-	-
P.H.F.			0.850				0.615				
Percentage		38.7%	61.3%			39.0%	61.0%				

Counts Unlimited, Inc.

City of Wildomar
Grand Avenue
B/ Central Avenue - McVicar Street
24 Hour Directional Volume Count

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

WDM029
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	33			3	39				
12:15		2	27			5	49				
12:30		6	51			9	62				
12:45		2	115	14	226	0	78	17	228	31	454
01:00		7	68			2	40				
01:15		1	33			0	29				
01:30		2	42			4	42				
01:45		4	43	14	186	0	37	6	148	20	334
02:00		1	59			0	40				
02:15		2	71			2	30				
02:30		2	55			1	34				
02:45		2	61	7	246	1	62	4	166	11	412
03:00		1	72			6	59				
03:15		3	56			1	64				
03:30		2	55			7	58				
03:45		5	54	11	237	5	58	19	239	30	476
04:00		6	68			10	43				
04:15		7	64			9	53				
04:30		10	63			12	43				
04:45		16	57	39	252	22	40	53	179	92	431
05:00		14	65			22	67				
05:15		18	72			25	75				
05:30		12	52			23	59				
05:45		20	69	64	258	18	56	88	257	152	515
06:00		25	63			15	63				
06:15		27	54			23	44				
06:30		50	81			28	41				
06:45		57	49	159	247	58	40	124	188	283	435
07:00		79	62			90	29				
07:15		89	35			65	26				
07:30		108	39			39	40				
07:45		70	30	346	166	52	28	246	123	592	289
08:00		77	36			50	24				
08:15		57	24			34	25				
08:30		48	17			52	30				
08:45		37	11	219	88	26	22	162	101	381	189
09:00		51	20			36	32				
09:15		26	23			26	25				
09:30		31	13			27	16				
09:45		37	13	145	69	26	7	115	80	260	149
10:00		36	8			24	12				
10:15		30	3			19	12				
10:30		32	8			23	6				
10:45		28	11	126	30	26	5	92	35	218	65
11:00		35	5			27	11				
11:15		44	2			32	6				
11:30		37	2			24	3				
11:45		41	3	157	12	26	6	109	26	266	38
Total		1301	2017	1301	2017	1035	1770	1035	1770	2336	3787
Combined Total		3318		3318		2805		2805		6123	
AM Peak	-	07:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	346	-	-	-	252	-	-	-	-	-
P.H.F.		0.801				0.700					
PM Peak	-	-	00:30	-	-	-	05:00	-	-	-	-
Vol.	-	-	267	-	-	-	257	-	-	-	-
P.H.F.			0.580				0.857				
Percentage		39.2%	60.8%			36.9%	63.1%				
ADT/AADT		ADT 6,070	AADT 6,070								

Counts Unlimited, Inc.

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City of Wildomar
Grand Avenue
B/ McVicar Street - Clinton Keith Road
48 Hour Directional Volume Count

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

WDM030
Site Code: 999-19645

Start Time	09-Oct-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	56			2	24				
12:15		6	41			4	19				
12:30		5	54			1	28				
12:45		5	79	22	230	2	45	9	116	31	346
01:00		4	48			0	19				
01:15		4	38			1	17				
01:30		2	53			1	23				
01:45		0	44	10	183	2	28	4	87	14	270
02:00		2	56			1	39				
02:15		0	46			1	43				
02:30		4	69			1	30				
02:45		0	77	6	248	1	30	4	142	10	390
03:00		4	43			3	44				
03:15		2	54			3	41				
03:30		8	56			1	54				
03:45		4	58	18	211	2	49	9	188	27	399
04:00		7	42			5	48				
04:15		6	62			3	47				
04:30		14	39			2	39				
04:45		23	56	50	199	4	41	14	175	64	374
05:00		17	49			6	52				
05:15		19	68			12	47				
05:30		18	54			12	50				
05:45		17	46	71	217	15	49	45	198	116	415
06:00		13	66			22	53				
06:15		9	42			29	51				
06:30		26	32			43	35				
06:45		43	25	91	165	48	34	142	173	233	338
07:00		52	20			58	37				
07:15		29	23			51	25				
07:30		40	23			64	24				
07:45		46	19	167	85	60	14	233	100	400	185
08:00		40	32			59	30				
08:15		40	14			45	22				
08:30		39	14			31	18				
08:45		31	17	150	77	36	5	171	75	321	152
09:00		35	15			29	6				
09:15		50	17			23	13				
09:30		39	14			36	7				
09:45		44	17	168	63	25	4	113	30	281	93
10:00		26	16			27	5				
10:15		31	9			23	9				
10:30		31	5			25	4				
10:45		27	3	115	33	22	7	97	25	212	58
11:00		29	4			25	4				
11:15		39	5			25	5				
11:30		34	2			21	4				
11:45		38	2	140	13	19	2	90	15	230	28
Total		1008	1724	1008	1724	931	1324	931	1324	1939	3048
Combined Total		2732		2732		2255		2255		4987	
AM Peak	-	09:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	168	-	-	-	234	-	-	-	-	-
P.H.F.		0.840				0.914					
PM Peak	-	-	02:00	-	-	-	05:30	-	-	-	-
Vol.	-	-	248	-	-	-	203	-	-	-	-
P.H.F.			0.785				0.958				
Percentage		36.9%	63.1%			41.3%	58.7%				

Counts Unlimited, Inc.

City of Wildomar
Grand Avenue
B/ McVicar Street - Clinton Keith Road
48 Hour Directional Volume Count

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

WDM030
Site Code: 999-19645

Start Time	10-Oct-19 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	39			3	28				
12:15		5	62			2	27				
12:30		3	28			1	27				
12:45		2	38	14	167	1	15	7	97	21	264
01:00		3	43			0	22				
01:15		0	53			0	23				
01:30		3	63			0	35				
01:45		1	58	7	217	2	42	2	122	9	339
02:00		2	55			1	42				
02:15		1	61			0	46				
02:30		2	52			0	40				
02:45		2	71	7	239	0	44	1	172	8	411
03:00		1	74			1	33				
03:15		0	67			3	37				
03:30		6	83			5	46				
03:45		4	75	11	299	2	45	11	161	22	460
04:00		9	66			5	50				
04:15		4	70			3	42				
04:30		8	68			12	52				
04:45		18	60	39	264	10	29	30	173	69	437
05:00		18	71			14	46				
05:15		15	61			12	42				
05:30		18	54			13	42				
05:45		12	53	63	239	23	41	62	171	125	410
06:00		13	60			19	38				
06:15		12	46			22	33				
06:30		34	48			37	39				
06:45		58	39	117	193	35	26	113	136	230	329
07:00		58	31			34	27				
07:15		42	20			59	33				
07:30		66	27			45	20				
07:45		48	19	214	97	47	16	185	96	399	193
08:00		33	27			36	22				
08:15		33	27			42	14				
08:30		32	16			38	8				
08:45		29	19	127	89	29	7	145	51	272	140
09:00		25	15			30	12				
09:15		19	21			34	10				
09:30		21	12			25	6				
09:45		35	16	100	64	21	11	110	39	210	103
10:00		40	14			28	7				
10:15		24	11			24	9				
10:30		33	9			27	3				
10:45		36	6	133	40	18	4	97	23	230	63
11:00		40	5			22	2				
11:15		45	7			40	2				
11:30		48	5			23	2				
11:45		31	8	164	25	22	1	107	7	271	32
Total		996	1933	996	1933	870	1248	870	1248	1866	3181
Combined Total		2929		2929		2118		2118		5047	
AM Peak	-	06:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	224	-	-	-	187	-	-	-	-	-
P.H.F.		0.848				0.792					
PM Peak	-	-	03:00	-	-	-	03:45	-	-	-	-
Vol.	-	-	299	-	-	-	189	-	-	-	-
P.H.F.			0.901				0.909				
Percentage		34.0%	66.0%			41.1%	58.9%				
ADT/AADT		ADT 5,017		AADT 5,017							

Counts Unlimited, Inc.

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City of Wildomar
Palomar Street
B/ Corydon Street - Mission Trail
48 Hour Directional Volume Count

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

WDM031
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	24			4	28				
12:15		2	14			7	27				
12:30		1	25			0	29				
12:45		0	9	6	72	2	24	13	108	19	180
01:00		1	15			0	15				
01:15		2	19			6	27				
01:30		2	28			1	31				
01:45		1	48	6	110	0	32	7	105	13	215
02:00		0	39			2	43				
02:15		2	37			1	42				
02:30		2	40			2	53				
02:45		3	30	7	146	1	41	6	179	13	325
03:00		2	20			2	59				
03:15		4	32			1	61				
03:30		2	35			3	44				
03:45		3	22	11	109	1	46	7	210	18	319
04:00		2	27			3	50				
04:15		5	22			6	37				
04:30		9	27			7	45				
04:45		10	30	26	106	5	30	21	162	47	268
05:00		13	35			11	46				
05:15		7	21			4	63				
05:30		14	25			8	47				
05:45		13	32	47	113	6	34	29	190	76	303
06:00		17	25			17	44				
06:15		31	30			17	47				
06:30		25	25			21	44				
06:45		38	20	111	100	25	29	80	164	191	264
07:00		65	12			46	27				
07:15		61	20			62	26				
07:30		46	12			38	21				
07:45		33	15	205	59	37	33	183	107	388	166
08:00		31	12			16	44				
08:15		23	7			17	32				
08:30		26	8			20	35				
08:45		16	7	96	34	22	17	75	128	171	162
09:00		24	4			11	14				
09:15		23	7			21	14				
09:30		18	2			11	20				
09:45		21	2	86	15	13	9	56	57	142	72
10:00		9	7			14	8				
10:15		17	6			10	5				
10:30		23	4			20	11				
10:45		22	4	71	21	20	6	64	30	135	51
11:00		12	1			15	6				
11:15		17	3			24	2				
11:30		25	2			25	4				
11:45		14	4	68	10	21	6	85	18	153	28
Total		740	895	740	895	626	1458	626	1458	1366	2353
Combined Total		1635		1635		2084		2084		3719	
AM Peak	-	06:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	210	-	-	-	183	-	-	-	-	-
P.H.F.		0.808				0.738					
PM Peak	-	-	01:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	164	-	-	-	214	-	-	-	-
P.H.F.			0.854				0.877				
Percentage		45.3%	54.7%			30.0%	70.0%				

Counts Unlimited, Inc.

City of Wildomar
Palomar Street
B/ Corydon Street - Mission Trail
48 Hour Directional Volume Count

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

WDM031
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	24			5	24				
12:15		1	13			1	23				
12:30		2	26			6	22				
12:45		1	15	5	78	3	37	15	106	20	184
01:00		3	16			5	23				
01:15		1	28			2	28				
01:30		1	24			2	46				
01:45		1	31	6	99	0	40	9	137	15	236
02:00		0	30			2	34				
02:15		1	40			0	47				
02:30		1	51			2	63				
02:45		0	32	2	153	2	49	6	193	8	346
03:00		2	24			1	48				
03:15		3	31			0	47				
03:30		4	31			1	46				
03:45		4	26	13	112	3	48	5	189	18	301
04:00		4	25			6	43				
04:15		6	26			9	44				
04:30		9	26			3	55				
04:45		18	25	37	102	4	34	22	176	59	278
05:00		10	23			1	49				
05:15		7	29			6	62				
05:30		20	34			7	50				
05:45		16	34	53	120	7	59	21	220	74	340
06:00		19	34			10	48				
06:15		23	17			13	35				
06:30		27	25			18	29				
06:45		23	29	92	105	18	36	59	148	151	253
07:00		32	30			21	37				
07:15		30	20			40	19				
07:30		54	14			35	23				
07:45		61	17	177	81	37	21	133	100	310	181
08:00		37	19			40	60				
08:15		49	9			23	31				
08:30		29	13			24	20				
08:45		29	13	144	54	19	22	106	133	250	187
09:00		18	4			15	17				
09:15		26	1			11	8				
09:30		17	7			11	15				
09:45		18	4	79	16	23	11	60	51	139	67
10:00		13	2			11	7				
10:15		21	7			13	6				
10:30		17	3			21	8				
10:45		16	2	67	14	13	6	58	27	125	41
11:00		18	4			24	9				
11:15		14	4			22	13				
11:30		16	2			22	3				
11:45		21	1	69	11	29	11	97	36	166	47
Total		744	945	744	945	591	1516	591	1516	1335	2461
Combined Total		1689		1689		2107		2107		3796	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	201	-	-	-	152	-	-	-	-	-
P.H.F.		0.824				0.950					
PM Peak	-	-	02:00	-	-	-	05:00	-	-	-	-
Vol.	-	-	153	-	-	-	220	-	-	-	-
P.H.F.			0.750				0.873				
Percentage		44.0%	56.0%			28.0%	72.0%				
ADT/AADT		ADT 3,758		AADT 3,758							

Counts Unlimited, Inc.

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City of Wildomar
Palomar Street
B/ Mission Trail - Gruwell Street
24 Hour Directional Volume Count

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

WDM032
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	54			7	60				
12:15		3	58			4	54				
12:30		1	74			1	80				
12:45		2	60	10	246	5	65	17	259	27	505
01:00		2	55			1	62				
01:15		4	70			4	60				
01:30		2	90			4	62				
01:45		2	96	10	311	3	116	12	300	22	611
02:00		1	82			3	153				
02:15		1	64			2	91				
02:30		1	118			0	90				
02:45		1	103	4	367	2	107	7	441	11	808
03:00		1	89			2	114				
03:15		4	64			6	124				
03:30		6	80			3	103				
03:45		4	68	15	301	2	120	13	461	28	762
04:00		4	68			6	110				
04:15		14	62			6	86				
04:30		18	82			5	88				
04:45		14	72	50	284	7	86	24	370	74	654
05:00		16	88			10	104				
05:15		16	64			10	132				
05:30		32	71			12	93				
05:45		18	68	82	291	10	82	42	411	124	702
06:00		24	52			25	96				
06:15		42	50			28	81				
06:30		56	58			31	56				
06:45		76	42	198	202	37	70	121	303	319	505
07:00		133	60			68	52				
07:15		110	42			100	53				
07:30		144	25			80	44				
07:45		105	26	492	153	103	43	351	192	843	345
08:00		68	42			76	37				
08:15		62	24			49	44				
08:30		60	28			51	58				
08:45		62	16	252	110	56	42	232	181	484	291
09:00		54	24			48	30				
09:15		47	21			52	34				
09:30		52	20			38	33				
09:45		42	9	195	74	61	12	199	109	394	183
10:00		51	11			36	18				
10:15		58	12			38	15				
10:30		38	5			52	9				
10:45		48	13	195	41	46	13	172	55	367	96
11:00		41	1			52	9				
11:15		60	4			64	6				
11:30		53	5			63	7				
11:45		52	8	206	18	72	7	251	29	457	47
Total		1709	2398	1709	2398	1441	3111	1441	3111	3150	5509
Combined Total		4107		4107		4552		4552		8659	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	492	-	-	-	359	-	-	-	-	-
P.H.F.		0.854				0.871					
PM Peak	-	-	02:15	-	-	-	03:00	-	-	-	-
Vol.	-	-	374	-	-	-	461	-	-	-	-
P.H.F.			0.792				0.753				
Percentage		41.6%	58.4%			31.7%	68.3%				

Counts Unlimited, Inc.

City of Wildomar
Palomar Street
B/ Mission Trail - Gruwell Street
24 Hour Directional Volume Count

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

WDM032
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	69			6	80				
12:15		3	73			2	61				
12:30		1	100			3	58				
12:45		2	78	10	320	5	102	16	301	26	621
01:00		6	67			5	88				
01:15		0	77			5	72				
01:30		0	82			0	80				
01:45		1	100	7	326	0	110	10	350	17	676
02:00		1	75			1	126				
02:15		1	86			1	96				
02:30		2	112			2	63				
02:45		2	101	6	374	4	96	8	381	14	755
03:00		1	72			1	92				
03:15		2	73			3	121				
03:30		4	62			3	94				
03:45		3	72	10	279	8	96	15	403	25	682
04:00		8	74			6	95				
04:15		13	61			8	96				
04:30		12	84			6	95				
04:45		22	63	55	282	2	80	22	366	77	648
05:00		14	82			7	104				
05:15		12	60			9	116				
05:30		24	80			11	108				
05:45		23	59	73	281	15	105	42	433	115	714
06:00		18	56			16	95				
06:15		38	64			26	72				
06:30		57	57			24	64				
06:45		68	52	181	229	46	66	112	297	293	526
07:00		110	56			59	76				
07:15		107	50			88	54				
07:30		123	36			90	34				
07:45		117	28	457	170	92	38	329	202	786	372
08:00		93	42			90	44				
08:15		82	39			76	48				
08:30		70	18			61	32				
08:45		66	20	311	119	50	28	277	152	588	271
09:00		42	22			47	47				
09:15		62	10			39	20				
09:30		50	15			38	23				
09:45		46	16	200	63	48	21	172	111	372	174
10:00		50	13			46	12				
10:15		56	14			54	14				
10:30		60	3			48	16				
10:45		52	5	218	35	47	10	195	52	413	87
11:00		54	3			50	11				
11:15		60	6			76	14				
11:30		54	5			62	7				
11:45		58	5	226	19	77	14	265	46	491	65
Total		1754	2497	1754	2497	1463	3094	1463	3094	3217	5591
Combined Total		4251		4251		4557		4557		8808	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	457	-	-	-	360	-	-	-	-	-
P.H.F.		0.929				0.978					
PM Peak	-	-	02:00	-	-	-	05:00	-	-	-	-
Vol.	-	-	374	-	-	-	433	-	-	-	-
P.H.F.			0.835				0.859				
Percentage		41.3%	58.7%			32.1%	67.9%				
ADT/AADT		ADT 8,734	AADT 8,734								

Counts Unlimited, Inc.

City of Wildomar
Palomar Street
B/ Gruwell Street - Central Avenue
48 Hour Directional Volume Count

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

WDM033
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	79			6	77				
12:15		4	83			6	78				
12:30		1	79			1	98				
12:45		2	76	12	317	4	88	17	341	29	658
01:00		1	74			3	78				
01:15		3	96			4	93				
01:30		1	135			4	76				
01:45		2	132	7	437	4	169	15	416	22	853
02:00		6	111			4	192				
02:15		2	93			3	162				
02:30		2	168			2	161				
02:45		2	180	12	552	3	139	12	654	24	1206
03:00		3	106			2	159				
03:15		8	90			6	144				
03:30		11	104			3	158				
03:45		5	105	27	405	2	143	13	604	40	1009
04:00		10	96			7	139				
04:15		23	81			10	129				
04:30		26	118			7	113				
04:45		22	106	81	401	10	137	34	518	115	919
05:00		21	113			11	145				
05:15		24	89			16	161				
05:30		36	90			11	124				
05:45		33	72	114	364	14	107	52	537	166	901
06:00		35	80			33	126				
06:15		76	64			45	104				
06:30		85	69			38	93				
06:45		114	50	310	263	76	82	192	405	502	668
07:00		181	66			141	67				
07:15		198	55			135	74				
07:30		214	42			93	67				
07:45		148	37	741	200	138	53	507	261	1248	461
08:00		102	42			88	58				
08:15		74	34			81	65				
08:30		84	33			67	62				
08:45		69	18	329	127	71	54	307	239	636	366
09:00		69	27			64	36				
09:15		70	22			69	39				
09:30		65	13			49	42				
09:45		70	13	274	75	71	20	253	137	527	212
10:00		71	15			65	27				
10:15		76	11			61	14				
10:30		58	7			76	16				
10:45		72	10	277	43	62	15	264	72	541	115
11:00		71	2			72	12				
11:15		67	5			80	8				
11:30		75	3			95	8				
11:45		73	7	286	17	91	8	338	36	624	53
Total		2470	3201	2470	3201	2004	4220	2004	4220	4474	7421
Combined Total		5671		5671		6224		6224		11895	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	741	-	-	-	507	-	-	-	-	-
P.H.F.		0.866				0.899					
PM Peak	-	-	02:00	-	-	-	01:45	-	-	-	-
Vol.	-	-	552	-	-	-	684	-	-	-	-
P.H.F.			0.767				0.891				
Percentage		43.6%	56.4%			32.2%	67.8%				

Counts Unlimited, Inc.

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City of Wildomar
Palomar Street
B/ Gruwell Street - Central Avenue
48 Hour Directional Volume Count

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

WDM033
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	87			7	99				
12:15		4	105			4	83				
12:30		3	123			5	111				
12:45		1	93	11	408	5	131	21	424	32	832
01:00		6	97			4	112				
01:15		2	101			2	101				
01:30		0	118			0	97				
01:45		0	133	8	449	0	172	6	482	14	931
02:00		1	93			4	157				
02:15		2	94			2	135				
02:30		4	165			2	117				
02:45		2	154	9	506	6	137	14	546	23	1052
03:00		2	87			1	139				
03:15		2	93			1	156				
03:30		8	90			5	136				
03:45		3	101	15	371	11	137	18	568	33	939
04:00		15	98			5	121				
04:15		21	86			7	140				
04:30		17	105			13	134				
04:45		31	92	84	381	8	124	33	519	117	900
05:00		23	109			6	138				
05:15		18	97			13	146				
05:30		39	89			10	139				
05:45		32	97	112	392	15	139	44	562	156	954
06:00		30	82			18	117				
06:15		58	78			35	103				
06:30		80	73			44	91				
06:45		104	61	272	294	53	93	150	404	422	698
07:00		138	73			69	88				
07:15		139	62			95	66				
07:30		184	45			111	58				
07:45		181	39	642	219	151	58	426	270	1068	489
08:00		144	43			162	60				
08:15		131	47			121	58				
08:30		108	27			80	44				
08:45		89	18	472	135	62	42	425	204	897	339
09:00		51	20			62	61				
09:15		77	19			63	22				
09:30		70	16			57	30				
09:45		74	12	272	67	68	26	250	139	522	206
10:00		64	16			59	25				
10:15		68	14			78	20				
10:30		72	4			57	26				
10:45		69	8	273	42	60	14	254	85	527	127
11:00		66	2			86	14				
11:15		79	4			94	17				
11:30		80	7			96	8				
11:45		76	5	301	18	94	14	370	53	671	71
Total		2471	3282	2471	3282	2011	4256	2011	4256	4482	7538
Combined Total		5753		5753		6267		6267		12020	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	648	-	-	-	545	-	-	-	-	-
P.H.F.		0.880				0.841					
PM Peak	-	-	02:00	-	-	-	01:45	-	-	-	-
Vol.	-	-	506	-	-	-	581	-	-	-	-
P.H.F.			0.767				0.844				
Percentage		43.0%	57.0%			32.1%	67.9%				
ADT/AADT		ADT 11,958	AADT 11,958								

Counts Unlimited, Inc.

City of Wildomar
Palomar Street
B/ Central Street - McVicar Street
24 Hour Directional Volume Count

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

WDM034
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	56			6	78				
12:15		5	67			3	56				
12:30		1	72			1	70				
12:45		1	53	10	248	3	56	13	260	23	508
01:00		2	46			3	79				
01:15		3	56			3	53				
01:30		0	60			0	77				
01:45		1	89	6	251	3	84	9	293	15	544
02:00		2	83			0	100				
02:15		1	86			2	104				
02:30		1	99			3	114				
02:45		1	127	5	395	2	110	7	428	12	823
03:00		0	86			0	117				
03:15		2	62			8	95				
03:30		2	67			3	106				
03:45		5	89	9	304	6	111	17	429	26	733
04:00		6	68			11	108				
04:15		2	64			10	84				
04:30		7	74			14	78				
04:45		15	82	30	288	9	104	44	374	74	662
05:00		12	84			11	111				
05:15		15	61			16	119				
05:30		14	48			13	78				
05:45		22	58	63	251	13	67	53	375	116	626
06:00		25	62			30	89				
06:15		39	58			27	83				
06:30		37	65			34	64				
06:45		49	40	150	225	43	60	134	296	284	521
07:00		75	45			89	50				
07:15		108	29			53	50				
07:30		108	26			72	49				
07:45		115	36	406	136	90	48	304	197	710	333
08:00		75	37			54	39				
08:15		56	22			54	53				
08:30		49	22			57	32				
08:45		40	13	220	94	54	40	219	164	439	258
09:00		46	22			44	27				
09:15		46	18			57	21				
09:30		48	12			34	14				
09:45		46	11	186	63	51	16	186	78	372	141
10:00		46	14			44	21				
10:15		55	17			47	9				
10:30		52	5			53	7				
10:45		53	6	206	42	63	6	207	43	413	85
11:00		50	4			61	12				
11:15		61	5			70	10				
11:30		65	1			72	7				
11:45		53	3	229	13	58	4	261	33	490	46
Total		1520	2310	1520	2310	1454	2970	1454	2970	2974	5280
Combined Total		3830		3830		4424		4424		8254	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	406	-	-	-	304	-	-	-	-	-
P.H.F.		0.883				0.844					
PM Peak	-	-	02:15	-	-	-	02:15	-	-	-	-
Vol.	-	-	398	-	-	-	445	-	-	-	-
P.H.F.			0.783				0.951				
Percentage		39.7%	60.3%			32.9%	67.1%				

Counts Unlimited, Inc.

City of Wildomar
Palomar Street
B/ Central Street - McVicar Street
24 Hour Directional Volume Count

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

WDM034
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	58			4	89				
12:15		1	67			2	65				
12:30		0	76			1	76				
12:45		1	63	5	264	4	76	11	306	16	570
01:00		1	51			1	80				
01:15		2	54			2	64				
01:30		1	48			4	59				
01:45		1	85	5	238	2	87	9	290	14	528
02:00		0	58			1	90				
02:15		2	82			2	89				
02:30		2	100			1	77				
02:45		3	99	7	339	2	106	6	362	13	701
03:00		0	66			2	102				
03:15		0	80			4	112				
03:30		1	70			6	110				
03:45		6	74	7	290	10	90	22	414	29	704
04:00		6	65			9	93				
04:15		2	66			13	100				
04:30		5	77			14	87				
04:45		17	67	30	275	14	86	50	366	80	641
05:00		8	79			10	85				
05:15		16	71			17	105				
05:30		13	60			17	99				
05:45		27	80	64	290	15	81	59	370	123	660
06:00		23	70			19	80				
06:15		36	64			21	90				
06:30		27	46			33	73				
06:45		48	47	134	227	29	56	102	299	236	526
07:00		60	45			40	55				
07:15		82	44			50	47				
07:30		108	40			82	43				
07:45		130	35	380	164	88	42	260	187	640	351
08:00		99	36			109	39				
08:15		79	43			85	34				
08:30		67	17			62	34				
08:45		48	19	293	115	56	26	312	133	605	248
09:00		39	21			46	32				
09:15		53	16			46	24				
09:30		47	14			53	17				
09:45		51	10	190	61	49	13	194	86	384	147
10:00		51	9			49	19				
10:15		54	16			44	8				
10:30		44	7			46	12				
10:45		51	8	200	40	46	9	185	48	385	88
11:00		48	4			65	6				
11:15		61	4			59	8				
11:30		60	4			66	6				
11:45		58	4	227	16	69	7	259	27	486	43
Total		1542	2319	1542	2319	1469	2888	1469	2888	3011	5207
Combined Total		3861		3861		4357		4357		8218	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	419	-	-	-	364	-	-	-	-	-
P.H.F.		0.806				0.835					
PM Peak	-	-	02:15	-	-	-	02:45	-	-	-	-
Vol.	-	-	347	-	-	-	430	-	-	-	-
P.H.F.			0.868				0.960				
Percentage		39.9%	60.1%			33.7%	66.3%				
ADT/AADT		ADT 8,236		AADT 8,236							

Counts Unlimited, Inc.

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City of Wildomar
Palomar Street
B/ McVicar Street - Clinton Keith Road
48 Hour Directional Volume Count

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

WDM035
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Easbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	58			7	84				
12:15		4	70			3	62				
12:30		2	90			2	74				
12:45		0	68	9	286	5	70	17	290	26	576
01:00		3	53			2	80				
01:15		3	56			5	67				
01:30		1	51			2	100				
01:45		2	98	9	258	1	87	10	334	19	592
02:00		3	90			1	90				
02:15		1	110			4	95				
02:30		3	104			2	111				
02:45		3	107	10	411	0	116	7	412	17	823
03:00		0	99			1	143				
03:15		2	67			4	138				
03:30		5	70			0	117				
03:45		5	117	12	353	4	126	9	524	21	877
04:00		11	75			5	139				
04:15		8	72			6	103				
04:30		16	83			12	107				
04:45		24	82	59	312	6	128	29	477	88	789
05:00		25	74			10	139				
05:15		29	71			15	154				
05:30		35	67			9	94				
05:45		33	69	122	281	6	97	40	484	162	765
06:00		30	72			19	111				
06:15		46	59			21	101				
06:30		53	67			26	94				
06:45		62	67	191	265	31	82	97	388	288	653
07:00		106	50			57	70				
07:15		107	38			52	82				
07:30		120	35			85	62				
07:45		142	36	475	159	78	63	272	277	747	436
08:00		129	38			65	60				
08:15		91	26			58	62				
08:30		77	23			66	53				
08:45		62	19	359	106	64	59	253	234	612	340
09:00		52	18			48	50				
09:15		52	19			60	29				
09:30		72	11			39	21				
09:45		61	15	237	63	61	29	208	129	445	192
10:00		52	11			48	22				
10:15		70	12			42	19				
10:30		61	6			47	8				
10:45		72	7	255	36	69	10	206	59	461	95
11:00		55	5			78	15				
11:15		63	5			62	8				
11:30		77	5			79	9				
11:45		57	3	252	18	63	6	282	38	534	56
Total		1990	2548	1990	2548	1430	3646	1430	3646	3420	6194
Combined Total		4538		4538		5076		5076		9614	
AM Peak	-	07:15	-	-	-	10:45	-	-	-	-	-
Vol.	-	498	-	-	-	288	-	-	-	-	-
P.H.F.		0.877				0.911					
PM Peak	-	-	02:15	-	-	-	04:30	-	-	-	-
Vol.	-	-	420	-	-	-	528	-	-	-	-
P.H.F.			0.955				0.857				
Percentage		43.9%	56.1%			28.2%	71.8%				

Counts Unlimited, Inc.

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City of Wildomar
Palomar Street
B/ McVicar Street - Clinton Keith Road
48 Hour Directional Volume Count

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

WDM035
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Easbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	67			10	96				
12:15		0	65			2	78				
12:30		1	77			6	82				
12:45		0	91	5	300	4	69	22	325	27	625
01:00		2	65			2	97				
01:15		3	60			3	77				
01:30		0	50			0	77				
01:45		2	74	7	249	0	70	5	321	12	570
02:00		1	77			3	102				
02:15		2	116			3	77				
02:30		5	95			1	89				
02:45		4	102	12	390	5	123	12	391	24	781
03:00		2	76			2	120				
03:15		0	84			2	133				
03:30		5	76			5	138				
03:45		6	81	13	317	5	122	14	513	27	830
04:00		10	73			1	103				
04:15		12	86			6	96				
04:30		14	84			12	109				
04:45		25	88	61	331	8	120	27	428	88	759
05:00		17	90			6	125				
05:15		36	74			16	123				
05:30		26	66			13	117				
05:45		31	87	110	317	13	102	48	467	158	784
06:00		31	79			11	107				
06:15		42	65			16	90				
06:30		50	60			33	87				
06:45		73	51	196	255	28	83	88	367	284	622
07:00		100	53			49	70				
07:15		101	47			57	70				
07:30		148	42			77	62				
07:45		163	39	512	181	88	70	271	272	783	453
08:00		138	39			86	53				
08:15		100	30			73	58				
08:30		81	29			76	51				
08:45		77	14	396	112	46	38	281	200	677	312
09:00		69	28			47	45				
09:15		52	17			51	44				
09:30		67	12			53	24				
09:45		57	7	245	64	53	21	204	134	449	198
10:00		64	9			47	27				
10:15		66	12			51	19				
10:30		63	9			52	13				
10:45		64	11	257	41	58	13	208	72	465	113
11:00		53	2			56	16				
11:15		64	4			57	19				
11:30		75	7			70	13				
11:45		67	4	259	17	69	8	252	56	511	73
Total		2073	2574	2073	2574	1432	3546	1432	3546	3505	6120
Combined Total		4647		4647		4978		4978		9625	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	550	-	-	-	324	-	-	-	-	-
P.H.F.		0.844				0.920					
PM Peak	-	-	02:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	390	-	-	-	514	-	-	-	-
P.H.F.			0.841				0.931				
Percentage		44.6%	55.4%			28.8%	71.2%				
ADT/AADT		ADT 9,620		AADT 9,620							

Counts Unlimited, Inc.

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City of Wildomar
Palomar Street
B/ Clinton Keith Road - City Limit
48 Hour Directional Volume Count

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

WDM036
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	56			5	74				
12:15		4	73			3	80				
12:30		0	82			4	88				
12:45		2	89	10	300	4	87	16	329	26	629
01:00		3	65			5	108				
01:15		4	57			5	87				
01:30		1	64			1	76				
01:45		3	79	11	265	2	85	13	356	24	621
02:00		0	108			2	87				
02:15		0	156			3	78				
02:30		2	129			2	153				
02:45		2	149	4	542	3	175	10	493	14	1035
03:00		2	135			2	177				
03:15		0	109			3	189				
03:30		7	114			4	176				
03:45		4	127	13	485	16	160	25	702	38	1187
04:00		7	90			21	146				
04:15		3	94			23	125				
04:30		5	91			28	122				
04:45		10	94	25	369	31	131	103	524	128	893
05:00		11	93			23	136				
05:15		13	87			40	116				
05:30		14	103			34	90				
05:45		29	107	67	390	26	101	123	443	190	833
06:00		22	90			36	93				
06:15		26	96			43	102				
06:30		52	80			45	91				
06:45		96	83	196	349	47	86	171	372	367	721
07:00		131	79			68	56				
07:15		104	52			92	58				
07:30		167	45			144	51				
07:45		204	52	606	228	156	50	460	215	1066	443
08:00		188	40			143	66				
08:15		138	42			138	89				
08:30		85	34			102	68				
08:45		76	29	487	145	102	65	485	288	972	433
09:00		41	32			58	37				
09:15		55	26			69	26				
09:30		60	24			63	23				
09:45		68	18	224	100	64	17	254	103	478	203
10:00		63	25			51	13				
10:15		52	20			57	17				
10:30		71	19			62	16				
10:45		53	15	239	79	56	12	226	58	465	137
11:00		45	6			79	9				
11:15		67	6			86	6				
11:30		85	7			82	3				
11:45		63	7	260	26	73	3	320	21	580	47
Total		2142	3278	2142	3278	2206	3904	2206	3904	4348	7182
Combined Total		5420		5420		6110		6110		11530	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	697	-	-	-	581	-	-	-	-	-
P.H.F.		0.854				0.931					
PM Peak	-	-	02:15	-	-	-	02:45	-	-	-	-
Vol.	-	-	569	-	-	-	717	-	-	-	-
P.H.F.			0.912				0.948				
Percentage		39.5%	60.5%			36.1%	63.9%				

Counts Unlimited, Inc.

City of Wildomar
Palomar Street
B/ Clinton Keith Road - City Limit
48 Hour Directional Volume Count

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

WDM036
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	60			5	82				
12:15		6	66			3	87				
12:30		0	96			3	102				
12:45		5	97	16	319	3	88	14	359	30	678
01:00		2	79			3	122				
01:15		1	62			4	80				
01:30		2	69			0	77				
01:45		3	73	8	283	1	69	8	348	16	631
02:00		1	126			3	97				
02:15		1	150			4	93				
02:30		4	153			1	138				
02:45		2	161	8	590	4	188	12	516	20	1106
03:00		1	131			6	179				
03:15		4	101			4	202				
03:30		4	109			14	154				
03:45		5	100	14	441	21	174	45	709	59	1150
04:00		5	73			15	129				
04:15		6	83			16	114				
04:30		8	109			26	94				
04:45		9	90	28	355	30	132	87	469	115	824
05:00		5	82			17	139				
05:15		10	103			32	125				
05:30		17	101			29	74				
05:45		28	110	60	396	33	103	111	441	171	837
06:00		17	85			51	112				
06:15		28	98			47	76				
06:30		50	72			35	84				
06:45		98	82	193	337	61	81	194	353	387	690
07:00		131	66			73	69				
07:15		94	84			98	61				
07:30		161	56			156	55				
07:45		230	59	616	265	146	51	473	236	1089	501
08:00		175	48			153	37				
08:15		117	50			146	66				
08:30		98	45			101	42				
08:45		75	30	465	173	109	41	509	186	974	359
09:00		55	20			85	41				
09:15		47	23			49	41				
09:30		56	31			65	32				
09:45		50	27	208	101	74	19	273	133	481	234
10:00		63	16			45	15				
10:15		48	8			55	15				
10:30		58	13			76	7				
10:45		62	11	231	48	68	4	244	41	475	89
11:00		55	6			62	13				
11:15		62	13			73	14				
11:30		88	7			91	12				
11:45		59	7	264	33	85	8	311	47	575	80
Total		2111	3341	2111	3341	2281	3838	2281	3838	4392	7179
Combined Total		5452		5452		6119		6119		11571	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	683	-	-	-	601	-	-	-	-	-
P.H.F.		0.742				0.963					
PM Peak	-	-	02:15	-	-	-	02:45	-	-	-	-
Vol.	-	-	595	-	-	-	723	-	-	-	-
P.H.F.			0.924				0.895				
Percentage		38.7%	61.3%			37.3%	62.7%				
ADT/AADT		ADT 11,550	AADT 11,550								

Counts Unlimited, Inc.

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City of Wildomar
Mission Trail
B/ City Limit - Lemon Street
48 Hour Directional Volume Count

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

WDM037
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	163			18	130				
12:15		6	141			12	159				
12:30		4	145			8	152				
12:45		7	153	26	602	10	154	48	595	74	1197
01:00		12	130			11	166				
01:15		8	143			9	176				
01:30		9	141			4	172				
01:45		2	185	31	599	5	199	29	713	60	1312
02:00		3	233			8	182				
02:15		6	188			3	180				
02:30		6	240			3	194				
02:45		5	197	20	858	2	183	16	739	36	1597
03:00		5	255			7	164				
03:15		10	192			10	197				
03:30		29	199			7	193				
03:45		26	207	70	853	6	169	30	723	100	1576
04:00		25	207			20	184				
04:15		18	190			15	176				
04:30		26	216			40	179				
04:45		27	195	96	808	44	187	119	726	215	1534
05:00		51	217			29	172				
05:15		37	228			44	176				
05:30		43	218			53	167				
05:45		48	188	179	851	71	176	197	691	376	1542
06:00		64	212			73	160				
06:15		88	175			111	154				
06:30		88	176			85	168				
06:45		86	153	326	716	133	146	402	628	728	1344
07:00		159	116			202	128				
07:15		201	135			160	147				
07:30		201	121			194	117				
07:45		201	88	762	460	167	119	723	511	1485	971
08:00		180	92			131	110				
08:15		119	100			116	107				
08:30		140	69			94	97				
08:45		139	64	578	325	100	89	441	403	1019	728
09:00		112	49			100	83				
09:15		113	53			116	77				
09:30		124	50			105	45				
09:45		142	42	491	194	109	56	430	261	921	455
10:00		134	31			119	53				
10:15		132	29			124	43				
10:30		137	31			131	30				
10:45		122	27	525	118	130	41	504	167	1029	285
11:00		127	23			131	21				
11:15		153	10			156	19				
11:30		134	17			161	19				
11:45		210	7	624	57	143	19	591	78	1215	135
Total		3728	6441	3728	6441	3530	6235	3530	6235	7258	12676
Combined Total		10169		10169		9765		9765		19934	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	783	-	-	-	723	-	-	-	-	-
P.H.F.		0.974				0.895					
PM Peak	-	-	02:30	-	-	-	01:45	-	-	-	-
Vol.	-	-	884	-	-	-	755	-	-	-	-
P.H.F.			0.867				0.948				
Percentage		36.7%	63.3%			36.1%	63.9%				

Counts Unlimited, Inc.

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City of Wildomar
Mission Trail
B/ City Limit - Lemon Street
48 Hour Directional Volume Count

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

WDM037
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	159			23	176				
12:15		16	144			15	136				
12:30		11	141			12	180				
12:45		13	154	52	598	14	168	64	660	116	1258
01:00		13	186			7	180				
01:15		4	137			12	199				
01:30		8	145			10	169				
01:45		4	214	29	682	6	202	35	750	64	1432
02:00		4	219			12	198				
02:15		5	196			10	238				
02:30		10	242			2	209				
02:45		5	247	24	904	3	194	27	839	51	1743
03:00		3	236			6	201				
03:15		15	201			2	195				
03:30		20	193			11	191				
03:45		24	202	62	832	8	178	27	765	89	1597
04:00		23	199			19	169				
04:15		14	207			23	165				
04:30		27	194			33	166				
04:45		31	183	95	783	39	176	114	676	209	1459
05:00		43	196			43	219				
05:15		34	210			35	202				
05:30		36	229			61	174				
05:45		51	215	164	850	78	180	217	775	381	1625
06:00		64	189			75	151				
06:15		82	176			91	145				
06:30		87	161			73	165				
06:45		85	141	318	667	119	150	358	611	676	1278
07:00		119	139			143	141				
07:15		141	92			149	125				
07:30		184	123			195	127				
07:45		199	88	643	442	215	101	702	494	1345	936
08:00		221	83			213	102				
08:15		207	95			185	113				
08:30		152	71			108	92				
08:45		143	55	723	304	118	97	624	404	1347	708
09:00		133	61			122	61				
09:15		107	48			109	68				
09:30		125	53			120	54				
09:45		125	42	490	204	118	67	469	250	959	454
10:00		139	26			112	53				
10:15		135	32			132	48				
10:30		134	35			127	33				
10:45		158	30	566	123	128	35	499	169	1065	292
11:00		138	25			135	24				
11:15		119	24			135	28				
11:30		142	11			135	20				
11:45		167	13	566	73	149	14	554	86	1120	159
Total		3732	6462	3732	6462	3690	6479	3690	6479	7422	12941
Combined Total		10194		10194		10169		10169		20363	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	811	-	-	-	808	-	-	-	-	-
P.H.F.		0.917				0.940					
PM Peak	-	-	02:30	-	-	-	01:45	-	-	-	-
Vol.	-	-	926	-	-	-	847	-	-	-	-
P.H.F.			0.937				0.890				
Percentage		36.6%	63.4%			36.3%	63.7%				
ADT/AADT		ADT 20,148		AADT 20,148							

Counts Unlimited, Inc.

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City of Wildomar
Mission Trail
B/ Lemon Street - Corydon Street
48 Hour Directional Volume Count

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

WDM038
Site Code: 999-19645

Start Time	09-Oct-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		15	162			18	185				
12:15		6	132			12	165				
12:30		10	162			11	139				
12:45		5	165	36	621	12	158	53	647	89	1268
01:00		6	119			4	153				
01:15		5	152			5	184				
01:30		5	159			5	206				
01:45		7	177	23	607	4	190	18	733	41	1340
02:00		7	232			7	160				
02:15		5	198			6	213				
02:30		4	243			8	229				
02:45		10	234	26	907	4	216	25	818	51	1725
03:00		9	269			5	189				
03:15		13	199			4	211				
03:30		12	209			7	156				
03:45		26	216	60	893	11	177	27	733	87	1626
04:00		23	237			21	171				
04:15		11	216			21	174				
04:30		30	216			25	193				
04:45		31	211	95	880	41	203	108	741	203	1621
05:00		32	215			42	218				
05:15		29	229			50	201				
05:30		52	212			56	176				
05:45		58	201	171	857	53	181	201	776	372	1633
06:00		64	183			76	164				
06:15		73	189			115	144				
06:30		63	152			91	155				
06:45		97	169	297	693	138	177	420	640	717	1333
07:00		139	146			203	138				
07:15		172	126			200	142				
07:30		195	90			213	132				
07:45		213	87	719	449	193	111	809	523	1528	972
08:00		223	84			157	82				
08:15		124	65			114	89				
08:30		124	54			116	109				
08:45		146	58	617	261	93	95	480	375	1097	636
09:00		108	75			103	93				
09:15		144	56			132	59				
09:30		139	45			113	67				
09:45		114	42	505	218	117	47	465	266	970	484
10:00		135	31			129	58				
10:15		140	32			121	35				
10:30		106	27			134	46				
10:45		134	26	515	116	123	36	507	175	1022	291
11:00		145	18			138	36				
11:15		137	19			183	37				
11:30		146	16			180	15				
11:45		187	15	615	68	152	20	653	108	1268	176
Total		3679	6570	3679	6570	3766	6535	3766	6535	7445	13105
Combined Total		10249		10249		10301		10301		20550	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	803	-	-	-	809	-	-	-	-	-
P.H.F.		0.900				0.950					
PM Peak	-	-	02:30	-	-	-	02:15	-	-	-	-
Vol.	-	-	945	-	-	-	847	-	-	-	-
P.H.F.			0.878				0.925				
Percentage		35.9%	64.1%			36.6%	63.4%				

Counts Unlimited, Inc.

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City of Wildomar
Mission Trail
B/ Lemon Street - Corydon Street
48 Hour Directional Volume Count

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

WDM038
Site Code: 999-19645

Start Time	10-Oct-19 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		13	165			22	151				
12:15		15	160			18	194				
12:30		8	161			15	156				
12:45		9	160	45	646	12	178	67	679	112	1325
01:00		17	168			10	164				
01:15		8	158			14	202				
01:30		9	186			4	190				
01:45		3	207	37	719	11	193	39	749	76	1468
02:00		4	254			7	182				
02:15		7	185			6	249				
02:30		5	241			8	213				
02:45		6	246	22	926	6	239	27	883	49	1809
03:00		6	288			7	220				
03:15		15	199			6	225				
03:30		19	218			11	174				
03:45		12	216	52	921	7	158	31	777	83	1698
04:00		24	225			6	196				
04:15		18	210			17	165				
04:30		23	250			26	176				
04:45		32	202	97	887	45	202	94	739	191	1626
05:00		38	212			42	243				
05:15		39	184			39	204				
05:30		46	236			49	172				
05:45		65	199	188	831	57	203	187	822	375	1653
06:00		52	195			68	186				
06:15		79	203			107	165				
06:30		73	177			97	170				
06:45		85	196	289	771	125	167	397	688	686	1459
07:00		142	150			215	168				
07:15		192	113			208	140				
07:30		218	114			190	121				
07:45		212	110	764	487	211	125	824	554	1588	1041
08:00		197	105			101	117				
08:15		138	94			137	125				
08:30		114	98			106	115				
08:45		135	66	584	363	119	82	463	439	1047	802
09:00		122	77			114	122				
09:15		143	50			123	74				
09:30		108	53			107	69				
09:45		146	43	519	223	110	52	454	317	973	540
10:00		166	31			124	50				
10:15		137	32			129	42				
10:30		153	23			126	39				
10:45		147	21	603	107	155	36	534	167	1137	274
11:00		165	20			154	36				
11:15		163	17			157	21				
11:30		153	17			180	18				
11:45		190	13	671	67	155	30	646	105	1317	172
Total		3871	6948	3871	6948	3763	6919	3763	6919	7634	13867
Combined Total		10819		10819		10682		10682		21501	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	819	-	-	-	824	-	-	-	-	-
P.H.F.		0.939				0.958					
PM Peak	-	-	02:30	-	-	-	02:15	-	-	-	-
Vol.	-	-	974	-	-	-	921	-	-	-	-
P.H.F.			0.845				0.925				
Percentage		35.8%	64.2%			35.2%	64.8%				
ADT/AADT		ADT 21,026		AADT 21,026							

Counts Unlimited, Inc.

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City of Wildomar
Mission Trail
B/ Corydon Street - Bundy Canyon Road
48 Hour Directional Volume Count

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

WDM039
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	109			5	103				
12:15		10	90			10	104				
12:30		7	106			2	99				
12:45		14	106	43	411	8	96	25	402	68	813
01:00		5	113			7	102				
01:15		8	103			5	112				
01:30		7	99			3	138				
01:45		6	124	26	439	3	121	18	473	44	912
02:00		6	170			6	133				
02:15		9	111			3	153				
02:30		4	210			2	164				
02:45		4	163	23	654	4	145	15	595	38	1249
03:00		4	148			5	151				
03:15		6	162			5	130				
03:30		9	130			9	139				
03:45		6	141	25	581	8	121	27	541	52	1122
04:00		17	162			22	139				
04:15		18	142			16	140				
04:30		22	134			31	152				
04:45		37	134	94	572	27	134	96	565	190	1137
05:00		37	152			34	135				
05:15		28	156			33	151				
05:30		49	159			39	124				
05:45		53	140	167	607	47	119	153	529	320	1136
06:00		63	164			52	115				
06:15		80	116			81	100				
06:30		66	105			60	123				
06:45		96	130	305	515	101	85	294	423	599	938
07:00		127	78			197	86				
07:15		205	103			141	80				
07:30		151	76			141	68				
07:45		123	69	606	326	124	69	603	303	1209	629
08:00		110	74			106	54				
08:15		93	95			79	72				
08:30		88	52			82	63				
08:45		112	50	403	271	86	51	353	240	756	511
09:00		79	43			84	51				
09:15		92	33			68	43				
09:30		92	37			79	34				
09:45		93	31	356	144	68	31	299	159	655	303
10:00		81	27			91	33				
10:15		90	29			85	29				
10:30		95	16			89	16				
10:45		75	29	341	101	89	25	354	103	695	204
11:00		86	28			77	8				
11:15		111	13			101	14				
11:30		104	14			109	12				
11:45		98	11	399	66	109	7	396	41	795	107
Total		2788	4687	2788	4687	2633	4374	2633	4374	5421	9061
Combined Total		7475		7475		7007		7007		14482	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	606	-	-	-	603	-	-	-	-	-
P.H.F.		0.739				0.765					
PM Peak	-	-	02:30	-	-	-	02:15	-	-	-	-
Vol.	-	-	683	-	-	-	613	-	-	-	-
P.H.F.			0.813				0.934				
Percentage		37.3%	62.7%			37.6%	62.4%				

Counts Unlimited, Inc.

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City of Wildomar
Mission Trail
B/ Corydon Street - Bundy Canyon Road
48 Hour Directional Volume Count

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

WDM039
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	96			14	115				
12:15		13	101			10	91				
12:30		9	93			6	129				
12:45		12	114	41	404	4	118	34	453	75	857
01:00		13	130			9	118				
01:15		6	106			3	109				
01:30		8	96			4	117				
01:45		6	144	33	476	5	136	21	480	54	956
02:00		6	126			6	155				
02:15		2	134			2	184				
02:30		7	180			5	183				
02:45		3	219	18	659	1	143	14	665	32	1324
03:00		7	135			4	158				
03:15		6	152			2	138				
03:30		3	162			10	142				
03:45		10	151	26	600	12	158	28	596	54	1196
04:00		12	157			21	150				
04:15		9	140			14	127				
04:30		31	142			30	140				
04:45		38	171	90	610	29	129	94	546	184	1156
05:00		39	161			43	166				
05:15		33	178			32	140				
05:30		36	162			33	136				
05:45		51	161	159	662	41	141	149	583	308	1245
06:00		51	143			55	112				
06:15		71	130			74	115				
06:30		74	114			69	123				
06:45		83	104	279	491	71	118	269	468	548	959
07:00		94	86			109	101				
07:15		105	74			111	85				
07:30		113	82			145	63				
07:45		146	62	458	304	141	52	506	301	964	605
08:00		161	74			180	63				
08:15		196	75			172	55				
08:30		153	45			97	60				
08:45		96	53	606	247	94	51	543	229	1149	476
09:00		81	42			94	35				
09:15		73	44			70	40				
09:30		90	40			71	32				
09:45		87	37	331	163	74	38	309	145	640	308
10:00		97	28			71	29				
10:15		86	28			94	28				
10:30		80	33			85	16				
10:45		95	22	358	111	80	21	330	94	688	205
11:00		77	23			101	8				
11:15		94	22			80	17				
11:30		96	15			87	11				
11:45		107	14	374	74	107	6	375	42	749	116
Total		2773	4801	2773	4801	2672	4602	2672	4602	5445	9403
Combined Total		7574		7574		7274		7274		14848	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	656	-	-	-	638	-	-	-	-	-
P.H.F.		0.837				0.886					
PM Peak	-	-	02:30	-	-	-	02:15	-	-	-	-
Vol.	-	-	686	-	-	-	668	-	-	-	-
P.H.F.			0.783				0.908				
Percentage		36.6%	63.4%			36.7%	63.3%				
ADT/AADT		ADT 14,665	AADT 14,665								

Counts Unlimited, Inc.

City of Wildomar
Mission Trail
B/ Bundy Canyon Road - Palomar Street
48 Hour Directional Volume Count

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

WDM040
Site Code: 999-19645

Start Time	24-Sep-19 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	63			5	66				
12:15		3	59			11	62				
12:30		1	66			0	56				
12:45		1	47	10	235	1	64	17	248	27	483
01:00		3	65			3	52				
01:15		2	50			6	77				
01:30		3	46			2	92				
01:45		1	91	9	252	3	79	14	300	23	552
02:00		1	124			0	66				
02:15		2	92			1	89				
02:30		6	85			2	137				
02:45		3	86	12	387	0	105	3	397	15	784
03:00		3	83			1	86				
03:15		11	87			5	73				
03:30		5	56			0	80				
03:45		14	87	33	313	1	66	7	305	40	618
04:00		16	85			4	86				
04:15		10	67			5	74				
04:30		13	68			6	77				
04:45		15	73	54	293	9	81	24	318	78	611
05:00		12	92			9	93				
05:15		21	60			9	88				
05:30		20	80			10	79				
05:45		16	72	69	304	6	92	34	352	103	656
06:00		38	75			14	66				
06:15		37	67			24	58				
06:30		33	44			28	77				
06:45		66	54	174	240	65	54	131	255	305	495
07:00		98	34			124	62				
07:15		103	44			124	49				
07:30		88	36			102	43				
07:45		78	25	367	139	72	40	422	194	789	333
08:00		73	58			40	36				
08:15		54	31			42	46				
08:30		46	28			33	45				
08:45		58	25	231	142	46	32	161	159	392	301
09:00		60	24			34	30				
09:15		57	14			37	32				
09:30		53	15			35	25				
09:45		51	11	221	64	39	16	145	103	366	167
10:00		51	13			49	18				
10:15		40	15			58	14				
10:30		62	2			43	13				
10:45		39	9	192	39	43	18	193	63	385	102
11:00		46	6			38	6				
11:15		69	4			60	9				
11:30		63	5			64	6				
11:45		54	5	232	20	47	8	209	29	441	49
Total		1604	2428	1604	2428	1360	2723	1360	2723	2964	5151
Combined Total		4032		4032		4083		4083		8115	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	367	-	-	-	422	-	-	-	-	-
P.H.F.		0.891				0.851					
PM Peak	-	-	01:45	-	-	-	02:15	-	-	-	-
Vol.	-	-	392	-	-	-	417	-	-	-	-
P.H.F.			0.790				0.761				
Percentage		39.8%	60.2%			33.3%	66.7%				

Counts Unlimited, Inc.

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City of Wildomar
Mission Trail
B/ Bundy Canyon Road - Palomar Street
48 Hour Directional Volume Count

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

WDM040
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	61			9	68				
12:15		3	47			4	64				
12:30		1	50			4	89				
12:45		3	69	9	227	3	76	20	297	29	524
01:00		5	83			6	52				
01:15		5	50			2	73				
01:30		0	57			4	69				
01:45		1	99	11	289	1	96	13	290	24	579
02:00		0	87			2	69				
02:15		1	97			3	98				
02:30		1	63			4	143				
02:45		4	80	6	327	2	110	11	420	17	747
03:00		4	84			0	89				
03:15		8	89			1	66				
03:30		6	78			4	74				
03:45		14	67	32	318	4	85	9	314	41	632
04:00		11	82			6	85				
04:15		11	82			3	80				
04:30		16	70			6	93				
04:45		13	84	51	318	10	88	25	346	76	664
05:00		17	82			4	98				
05:15		23	82			10	83				
05:30		25	83			6	96				
05:45		22	82	87	329	10	100	30	377	117	706
06:00		32	73			16	58				
06:15		36	74			17	68				
06:30		45	49			29	75				
06:45		40	36	153	232	52	63	114	264	267	496
07:00		71	37			74	69				
07:15		78	52			76	55				
07:30		94	37			87	46				
07:45		104	33	347	159	75	41	312	211	659	370
08:00		127	67			89	42				
08:15		84	37			89	33				
08:30		62	20			53	28				
08:45		64	19	337	143	52	30	283	133	620	276
09:00		39	20			31	29				
09:15		52	14			47	30				
09:30		48	18			43	22				
09:45		53	9	192	61	42	21	163	102	355	163
10:00		52	13			38	15				
10:15		55	6			51	16				
10:30		51	11			46	12				
10:45		47	8	205	38	47	9	182	52	387	90
11:00		42	12			50	9				
11:15		55	8			54	13				
11:30		62	3			55	8				
11:45		60	8	219	31	38	6	197	36	416	67
Total		1649	2472	1649	2472	1359	2842	1359	2842	3008	5314
Combined Total		4121		4121		4201		4201		8322	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	409	-	-	-	340	-	-	-	-	-
P.H.F.		0.805				0.955					
PM Peak	-	-	01:45	-	-	-	02:15	-	-	-	-
Vol.	-	-	346	-	-	-	440	-	-	-	-
P.H.F.			0.874				0.769				
Percentage		40.0%	60.0%			32.3%	67.7%				
ADT/AADT		ADT 8,218		AADT 8,218							

Counts Unlimited, Inc.

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City of Wildomar
Orange Street
B/ Bundy Canyon Road - Palomar Street
48 Hour Directional Volume Count

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

WDM041
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	12			2	15				
12:15		2	21			0	23				
12:30		0	21			2	17				
12:45		0	28	3	82	2	16	6	71	9	153
01:00		3	25			3	16				
01:15		1	15			1	23				
01:30		1	18			2	25				
01:45		1	41	6	99	1	26	7	90	13	189
02:00		0	37			1	9				
02:15		1	37			0	18				
02:30		0	52			2	66				
02:45		1	39	2	165	0	43	3	136	5	301
03:00		0	26			0	20				
03:15		3	38			1	29				
03:30		4	36			2	18				
03:45		4	25	11	125	0	21	3	88	14	213
04:00		4	25			4	36				
04:15		7	24			1	17				
04:30		7	26			2	30				
04:45		16	23	34	98	4	24	11	107	45	205
05:00		8	32			2	24				
05:15		11	26			1	27				
05:30		7	16			3	30				
05:45		11	19	37	93	2	28	8	109	45	202
06:00		17	26			13	19				
06:15		17	22			11	23				
06:30		16	17			16	21				
06:45		22	14	72	79	21	15	61	78	133	157
07:00		31	15			21	17				
07:15		47	6			21	15				
07:30		34	10			26	19				
07:45		44	16	156	47	36	13	104	64	260	111
08:00		93	13			32	16				
08:15		55	7			56	13				
08:30		21	5			16	10				
08:45		15	5	184	30	15	10	119	49	303	79
09:00		11	6			9	11				
09:15		23	4			18	8				
09:30		19	2			11	6				
09:45		19	4	72	16	17	8	55	33	127	49
10:00		20	3			10	1				
10:15		12	3			16	6				
10:30		19	1			15	3				
10:45		10	1	61	8	12	6	53	16	114	24
11:00		12	0			14	3				
11:15		17	2			18	3				
11:30		18	0			14	3				
11:45		20	1	67	3	12	0	58	9	125	12
Total		705	845	705	845	488	850	488	850	1193	1695
Combined Total		1550		1550		1338		1338		2888	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	226	-	-	-	150	-	-	-	-	-
P.H.F.		0.608				0.670					
PM Peak	-	-	01:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	167	-	-	-	158	-	-	-	-
P.H.F.			0.803				0.598				
Percentage		45.5%	54.5%			36.5%	63.5%				

Counts Unlimited, Inc.

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City of Wildomar
Orange Street
B/ Bundy Canyon Road - Palomar Street
48 Hour Directional Volume Count

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

WDM041
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	26			5	20				
12:15		1	17			4	20				
12:30		2	25			4	20				
12:45		1	19	6	87	5	13	18	73	24	160
01:00		4	12			2	17				
01:15		2	23			1	25				
01:30		1	22			2	40				
01:45		0	62	7	119	1	18	6	100	13	219
02:00		2	52			2	18				
02:15		1	51			0	25				
02:30		0	51			0	72				
02:45		0	46	3	200	0	56	2	171	5	371
03:00		1	32			0	32				
03:15		3	37			1	30				
03:30		1	33			0	27				
03:45		5	27	10	129	3	22	4	111	14	240
04:00		2	22			1	26				
04:15		5	19			3	20				
04:30		2	23			3	23				
04:45		9	29	18	93	2	29	9	98	27	191
05:00		11	28			1	33				
05:15		11	15			3	20				
05:30		10	17			3	15				
05:45		9	21	41	81	1	26	8	94	49	175
06:00		20	20			4	18				
06:15		24	19			24	12				
06:30		28	21			22	18				
06:45		54	22	126	82	40	15	90	63	216	145
07:00		115	19			48	27				
07:15		68	12			53	7				
07:30		29	8			32	15				
07:45		22	15	234	54	21	10	154	59	388	113
08:00		23	9			13	15				
08:15		16	6			10	12				
08:30		12	7			12	14				
08:45		23	4	74	26	18	14	53	55	127	81
09:00		18	5			29	17				
09:15		7	6			10	10				
09:30		18	4			16	7				
09:45		15	5	58	20	21	6	76	40	134	60
10:00		18	3			9	3				
10:15		14	3			17	6				
10:30		14	3			12	4				
10:45		15	4	61	13	14	5	52	18	113	31
11:00		8	2			11	6				
11:15		23	2			14	1				
11:30		13	1			18	2				
11:45		16	0	60	5	20	4	63	13	123	18
Total		698	909	698	909	535	895	535	895	1233	1804
Combined Total		1607		1607		1430		1430		3037	
AM Peak	-	06:45	-	-	-	06:45	-	-	-	-	-
Vol.	-	266	-	-	-	173	-	-	-	-	-
P.H.F.		0.578				0.816					
PM Peak	-	-	01:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	216	-	-	-	190	-	-	-	-
P.H.F.			0.871				0.660				
Percentage		43.4%	56.6%			37.4%	62.6%				
ADT/AADT		ADT 2,962		AADT 2,962							

Counts Unlimited, Inc.

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City of Wildomar
Monte Vista Drive
B/ Bundy Canyon Road - Baxter Road
48 Hour Directional Volume Count

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

WDM042
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	22			4	11				
12:15		1	20			3	18				
12:30		3	12			0	24				
12:45		0	12	5	66	1	15	8	68	13	134
01:00		0	19			1	23				
01:15		1	10			1	25				
01:30		1	5			0	40				
01:45		1	34	3	68	1	44	3	132	6	200
02:00		1	44			1	16				
02:15		0	12			0	22				
02:30		0	16			1	40				
02:45		2	32	3	104	0	49	2	127	5	231
03:00		0	36			1	24				
03:15		1	16			1	28				
03:30		0	22			0	19				
03:45		1	21	2	95	1	26	3	97	5	192
04:00		1	36			0	20				
04:15		2	22			0	18				
04:30		3	20			1	22				
04:45		0	21	6	99	2	13	3	73	9	172
05:00		0	24			3	18				
05:15		4	16			3	22				
05:30		2	16			9	17				
05:45		6	11	12	67	9	16	24	73	36	140
06:00		4	10			6	8				
06:15		5	16			10	21				
06:30		1	8			15	11				
06:45		6	7	16	41	46	10	77	50	93	91
07:00		9	4			42	14				
07:15		12	5			72	7				
07:30		32	4			134	10				
07:45		36	6	89	19	96	7	344	38	433	57
08:00		31	10			44	6				
08:15		20	15			42	5				
08:30		16	1			29	8				
08:45		18	7	85	33	30	6	145	25	230	58
09:00		12	9			15	3				
09:15		8	7			10	5				
09:30		14	1			21	5				
09:45		11	4	45	21	21	3	67	16	112	37
10:00		10	1			22	1				
10:15		8	3			14	2				
10:30		13	5			9	2				
10:45		4	2	35	11	13	2	58	7	93	18
11:00		10	2			15	3				
11:15		14	2			16	4				
11:30		31	0			21	0				
11:45		14	0	69	4	33	3	85	10	154	14
Total		370	628	370	628	819	716	819	716	1189	1344
Combined Total		998		998		1535		1535		2533	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	119	-	-	-	346	-	-	-	-	-
P.H.F.		0.826				0.646					
PM Peak	-	-	01:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	106	-	-	-	141	-	-	-	-
P.H.F.			0.602				0.719				
Percentage		37.1%	62.9%			53.4%	46.6%				

Counts Unlimited, Inc.

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City of Wildomar
Monte Vista Drive
B/ Bundy Canyon Road - Baxter Road
48 Hour Directional Volume Count

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

WDM042
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	22			3	3				
12:15		3	10			3	12				
12:30		0	7			1	9				
12:45		0	6	3	45	2	16	9	40	12	85
01:00		1	16			2	20				
01:15		4	10			0	36				
01:30		0	8			2	50				
01:45		1	30	6	64	0	46	4	152	10	216
02:00		1	40			0	18				
02:15		0	16			0	17				
02:30		0	16			0	32				
02:45		1	25	2	97	0	48	0	115	2	212
03:00		0	39			0	34				
03:15		2	20			3	20				
03:30		0	54			1	12				
03:45		2	20	4	133	0	22	4	88	8	221
04:00		2	25			0	13				
04:15		1	24			0	17				
04:30		3	21			0	16				
04:45		0	16	6	86	3	8	3	54	9	140
05:00		2	10			3	9				
05:15		2	7			5	20				
05:30		4	15			7	17				
05:45		7	20	15	52	6	16	21	62	36	114
06:00		6	12			11	14				
06:15		4	9			5	18				
06:30		7	11			27	12				
06:45		7	16	24	48	34	18	77	62	101	110
07:00		14	11			42	16				
07:15		20	5			68	10				
07:30		24	8			114	7				
07:45		44	9	102	33	95	9	319	42	421	75
08:00		31	3			45	10				
08:15		20	8			32	3				
08:30		17	6			24	6				
08:45		17	8	85	25	25	5	126	24	211	49
09:00		10	9			18	6				
09:15		17	4			15	2				
09:30		14	3			17	5				
09:45		8	4	49	20	18	3	68	16	117	36
10:00		10	1			24	4				
10:15		20	4			8	5				
10:30		10	2			5	1				
10:45		14	0	54	7	12	0	49	10	103	17
11:00		8	1			21	1				
11:15		12	1			24	3				
11:30		17	2			20	2				
11:45		16	0	53	4	22	1	87	7	140	11
Total		403	614	403	614	767	672	767	672	1170	1286
Combined Total		1017		1017		1439		1439		2456	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	119	-	-	-	322	-	-	-	-	-
P.H.F.		0.676				0.706					
PM Peak	-	-	02:45	-	-	-	01:00	-	-	-	-
Vol.	-	-	138	-	-	-	152	-	-	-	-
P.H.F.			0.639				0.760				
Percentage		39.6%	60.4%			53.3%	46.7%				
ADT/AADT		ADT 2,494		AADT 2,494							

Counts Unlimited, Inc.

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City of Wildomar
Hidden Springs Road
B/ Clinton Keith Road - End
48 Hour Directional Volume Count

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

WDM043
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	77			8	94				
12:15		9	82			4	76				
12:30		5	72			7	81				
12:45		6	71	23	302	2	78	21	329	44	631
01:00		10	87			2	75				
01:15		6	90			2	78				
01:30		2	84			3	91				
01:45		1	100	19	361	3	113	10	357	29	718
02:00		4	99			4	112				
02:15		4	86			6	98				
02:30		3	77			2	106				
02:45		3	88	14	350	2	93	14	409	28	759
03:00		4	104			6	92				
03:15		0	111			4	89				
03:30		2	126			13	94				
03:45		5	111	11	452	11	92	34	367	45	819
04:00		5	118			10	74				
04:15		4	107			28	88				
04:30		4	114			29	112				
04:45		9	126	22	465	29	104	96	378	118	843
05:00		11	130			38	98				
05:15		15	104			53	87				
05:30		12	104			39	96				
05:45		10	108	48	446	38	114	168	395	216	841
06:00		20	95			70	88				
06:15		12	129			41	81				
06:30		17	84			68	82				
06:45		43	72	92	380	72	65	251	316	343	696
07:00		32	81			82	74				
07:15		37	87			82	78				
07:30		47	71			102	50				
07:45		64	75	180	314	108	43	374	245	554	559
08:00		59	62			100	41				
08:15		46	70			77	44				
08:30		56	48			74	42				
08:45		52	60	213	240	73	35	324	162	537	402
09:00		54	47			68	33				
09:15		39	39			75	23				
09:30		50	36			51	40				
09:45		42	34	185	156	79	16	273	112	458	268
10:00		47	28			79	25				
10:15		55	25			75	12				
10:30		55	22			69	15				
10:45		67	23	224	98	78	19	301	71	525	169
11:00		83	15			80	8				
11:15		74	12			80	8				
11:30		65	14			79	4				
11:45		89	9	311	50	91	5	330	25	641	75
Total		1342	3614	1342	3614	2196	3166	2196	3166	3538	6780
Combined Total		4956		4956		5362		5362		10318	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	311	-	-	-	392	-	-	-	-	-
P.H.F.		0.874				0.907					
PM Peak	-	-	04:15	-	-	-	01:45	-	-	-	-
Vol.	-	-	477	-	-	-	429	-	-	-	-
P.H.F.			0.917				0.949				
Percentage		27.1%	72.9%			41.0%	59.0%				

Counts Unlimited, Inc.

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City of Wildomar
Hidden Springs Road
B/ Clinton Keith Road - End
48 Hour Directional Volume Count

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

WDM043
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	94			13	81				
12:15		11	73			5	76				
12:30		5	71			3	83				
12:45		6	72	30	310	2	79	23	319	53	629
01:00		5	88			2	86				
01:15		3	81			2	87				
01:30		4	105			2	98				
01:45		5	94	17	368	1	108	7	379	24	747
02:00		3	111			3	115				
02:15		6	96			4	102				
02:30		2	94			4	111				
02:45		3	101	14	402	5	118	16	446	30	848
03:00		6	112			3	88				
03:15		5	114			4	91				
03:30		3	127			13	102				
03:45		5	114	19	467	7	99	27	380	46	847
04:00		5	112			14	88				
04:15		4	109			24	90				
04:30		4	94			32	111				
04:45		19	113	32	428	35	105	105	394	137	822
05:00		12	132			40	76				
05:15		11	120			53	107				
05:30		12	118			37	110				
05:45		12	114	47	484	37	109	167	402	214	886
06:00		13	99			43	97				
06:15		10	88			44	67				
06:30		16	86			61	99				
06:45		30	65	69	338	64	55	212	318	281	656
07:00		35	77			83	56				
07:15		39	84			87	63				
07:30		55	75			103	73				
07:45		72	80	201	316	113	54	386	246	587	562
08:00		40	52			115	69				
08:15		60	54			95	53				
08:30		46	44			87	39				
08:45		55	47	201	197	72	29	369	190	570	387
09:00		48	51			56	48				
09:15		46	55			67	27				
09:30		49	34			84	33				
09:45		53	37	196	177	84	19	291	127	487	304
10:00		58	32			103	27				
10:15		60	32			63	18				
10:30		55	20			76	9				
10:45		59	21	232	105	70	19	312	73	544	178
11:00		84	14			85	12				
11:15		77	20			72	9				
11:30		68	11			86	8				
11:45		85	11	314	56	82	11	325	40	639	96
Total		1372	3648	1372	3648	2240	3314	2240	3314	3612	6962
Combined Total		5020		5020		5554		5554		10574	
AM Peak	-	11:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	314	-	-	-	426	-	-	-	-	-
P.H.F.		0.924				0.926					
PM Peak	-	-	05:00	-	-	-	02:00	-	-	-	-
Vol.	-	-	484	-	-	-	446	-	-	-	-
P.H.F.			0.917				0.945				
Percentage		27.3%	72.7%			40.3%	59.7%				
ADT/AADT		ADT 10,446	AADT 10,446								

Counts Unlimited, Inc.

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City of Wildomar
 Porras Road
 B/ Baxter Road - La Estrella Avenue
 48 Hour Directional Volume Count

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

WDM044
 Site Code: 999-19645

Start Time	09-Oct-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	29			0	7				
12:15		0	20			2	12				
12:30		0	29			1	11				
12:45		0	22	1	100	0	13	3	43	4	143
01:00		0	30			0	27				
01:15		2	26			1	27				
01:30		0	15			0	59				
01:45		0	84	2	155	0	48	1	161	3	316
02:00		0	65			1	20				
02:15		1	30			0	16				
02:30		2	46			2	18				
02:45		1	38	4	179	0	11	3	65	7	244
03:00		0	38			1	12				
03:15		2	29			1	17				
03:30		3	34			2	9				
03:45		2	32	7	133	1	21	5	59	12	192
04:00		1	33			0	14				
04:15		1	39			1	23				
04:30		1	52			3	13				
04:45		2	44	5	168	0	20	4	70	9	238
05:00		6	32			1	26				
05:15		5	37			1	17				
05:30		11	38			0	17				
05:45		6	26	28	133	1	12	3	72	31	205
06:00		9	32			6	20				
06:15		11	31			4	17				
06:30		10	22			6	16				
06:45		19	26	49	111	10	10	26	63	75	174
07:00		15	12			12	10				
07:15		36	14			45	4				
07:30		48	12			120	10				
07:45		83	15	182	53	87	6	264	30	446	83
08:00		46	9			31	10				
08:15		27	14			19	5				
08:30		32	10			12	14				
08:45		18	15	123	48	12	9	74	38	197	86
09:00		17	8			10	5				
09:15		18	9			7	11				
09:30		15	8			17	6				
09:45		14	6	64	31	17	5	51	27	115	58
10:00		22	6			29	6				
10:15		29	4			12	2				
10:30		16	2			13	3				
10:45		20	2	87	14	15	1	69	12	156	26
11:00		25	2			13	3				
11:15		23	1			18	1				
11:30		51	0			16	2				
11:45		28	2	127	5	10	0	57	6	184	11
Total		679	1130	679	1130	560	646	560	646	1239	1776
Combined Total		1809		1809		1206		1206		3015	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	213	-	-	-	283	-	-	-	-	-
P.H.F.		0.642				0.590					
PM Peak	-	-	01:45	-	-	-	01:00	-	-	-	-
Vol.	-	-	225	-	-	-	161	-	-	-	-
P.H.F.			0.670				0.682				
Percentage		37.5%	62.5%			46.4%	53.6%				

Counts Unlimited, Inc.

City of Wildomar
 Porras Road
 B/ Baxter Road - La Estrella Avenue
 48 Hour Directional Volume Count

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

WDM044
 Site Code: 999-19645

Start Time	10-Oct-19 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	14			0	13				
12:15		1	28			1	12				
12:30		2	25			1	9				
12:45		0	20	6	87	1	10	3	44	9	131
01:00		0	27			0	19				
01:15		0	29			0	22				
01:30		0	39			0	37				
01:45		0	101	0	196	0	33	0	111	0	307
02:00		1	48			0	17				
02:15		0	33			0	10				
02:30		1	42			0	18				
02:45		1	29	3	152	0	13	0	58	3	210
03:00		0	42			0	19				
03:15		1	33			1	10				
03:30		4	45			1	18				
03:45		3	57	8	177	2	29	4	76	12	253
04:00		3	69			0	23				
04:15		1	47			0	26				
04:30		3	42			2	16				
04:45		5	33	12	191	1	18	3	83	15	274
05:00		4	43			2	12				
05:15		9	31			1	27				
05:30		6	33			2	12				
05:45		9	35	28	142	4	16	9	67	37	209
06:00		7	35			4	17				
06:15		9	21			5	6				
06:30		13	20			6	20				
06:45		16	20	45	96	11	19	26	62	71	158
07:00		24	20			17	13				
07:15		25	12			48	13				
07:30		56	10			104	13				
07:45		86	13	191	55	84	9	253	48	444	103
08:00		47	16			18	9				
08:15		41	9			12	7				
08:30		20	13			16	7				
08:45		28	12	136	50	11	6	57	29	193	79
09:00		17	8			13	2				
09:15		19	8			8	5				
09:30		24	7			14	8				
09:45		19	5	79	28	23	8	58	23	137	51
10:00		31	3			19	2				
10:15		25	6			8	3				
10:30		28	0			15	3				
10:45		20	2	104	11	6	1	48	9	152	20
11:00		14	2			18	1				
11:15		22	0			22	3				
11:30		51	0			15	3				
11:45		34	3	121	5	7	2	62	9	183	14
Total		733	1190	733	1190	523	619	523	619	1256	1809
Combined Total		1923		1923		1142		1142		3065	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	230	-	-	-	254	-	-	-	-	-
P.H.F.		0.669				0.611					
PM Peak	-	-	01:45	-	-	-	01:00	-	-	-	-
Vol.	-	-	224	-	-	-	111	-	-	-	-
P.H.F.			0.554				0.750				
Percentage		38.1%	61.9%			45.8%	54.2%				
ADT/AADT		ADT 3,040		AADT 3,040							

Counts Unlimited, Inc.

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City of Wildomar
George Drive
B/ La Estrella Avenue - Clinton Keith Road
48 Hour Directional Volume Count

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

WDM045
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	18			3	28				
12:15		3	24			0	23				
12:30		1	26			2	29				
12:45		3	19	10	87	2	31	7	111	17	198
01:00		0	30			1	32				
01:15		1	44			2	30				
01:30		1	40			0	20				
01:45		3	30	5	144	1	104	4	186	9	330
02:00		1	28			0	58				
02:15		1	19			0	34				
02:30		1	32			0	52				
02:45		1	26	4	105	0	42	0	186	4	291
03:00		0	30			0	44				
03:15		1	32			3	28				
03:30		2	28			1	26				
03:45		1	28	4	118	3	32	7	130	11	248
04:00		0	42			7	30				
04:15		0	30			5	35				
04:30		0	30			10	26				
04:45		2	45	2	147	10	30	32	121	34	268
05:00		1	45			11	30				
05:15		2	32			11	33				
05:30		1	40			12	31				
05:45		5	38	9	155	10	36	44	130	53	285
06:00		2	42			14	28				
06:15		9	28			20	36				
06:30		4	26			28	26				
06:45		2	42	17	138	33	38	95	128	112	266
07:00		12	24			32	22				
07:15		33	24			50	18				
07:30		46	25			63	19				
07:45		39	21	130	94	122	18	267	77	397	171
08:00		18	18			61	12				
08:15		20	17			42	18				
08:30		22	20			48	14				
08:45		11	18	71	73	35	13	186	57	257	130
09:00		23	23			26	13				
09:15		13	17			29	8				
09:30		16	15			26	5				
09:45		14	9	66	64	27	7	108	33	174	97
10:00		24	5			26	3				
10:15		9	10			47	5				
10:30		16	9			26	3				
10:45		26	9	75	33	37	2	136	13	211	46
11:00		20	6			38	3				
11:15		30	9			29	2				
11:30		15	6			46	3				
11:45		26	4	91	25	26	3	139	11	230	36
Total		484	1183	484	1183	1025	1183	1025	1183	1509	2366
Combined Total		1667		1667		2208		2208		3875	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	136	-	-	-	296	-	-	-	-	-
P.H.F.		0.739				0.607					
PM Peak	-	-	04:45	-	-	-	01:45	-	-	-	-
Vol.	-	-	162	-	-	-	248	-	-	-	-
P.H.F.			0.900				0.596				
Percentage		29.0%	71.0%			46.4%	53.6%				

Counts Unlimited, Inc.

City of Wildomar
George Drive
B/ La Estrella Avenue - Clinton Keith Road
48 Hour Directional Volume Count

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

WDM045
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	28			1	24				
12:15		3	26			3	24				
12:30		1	29			0	32				
12:45		3	22	14	105	2	34	6	114	20	219
01:00		1	20			1	22				
01:15		4	32			1	30				
01:30		3	32			1	21				
01:45		1	38	9	122	1	90	4	163	13	285
02:00		1	22			0	76				
02:15		1	27			0	31				
02:30		1	18			1	30				
02:45		1	27	4	94	0	28	1	165	5	259
03:00		0	28			2	36				
03:15		0	37			0	31				
03:30		1	38			1	35				
03:45		1	35	2	138	6	24	9	126	11	264
04:00		0	36			6	36				
04:15		0	30			6	33				
04:30		1	41			7	38				
04:45		1	36	2	143	10	38	29	145	31	288
05:00		1	37			10	35				
05:15		3	31			11	28				
05:30		3	31			19	30				
05:45		5	44	12	143	7	32	47	125	59	268
06:00		4	41			18	32				
06:15		8	32			13	28				
06:30		14	39			29	34				
06:45		6	32	32	144	24	32	84	126	116	270
07:00		12	45			42	22				
07:15		27	30			41	25				
07:30		62	22			65	12				
07:45		31	31	132	128	109	16	257	75	389	203
08:00		28	20			48	16				
08:15		23	22			31	12				
08:30		30	18			36	8				
08:45		16	18	97	78	52	16	167	52	264	130
09:00		18	7			40	14				
09:15		13	20			76	10				
09:30		14	16			43	10				
09:45		19	6	64	49	39	6	198	40	262	89
10:00		24	6			42	11				
10:15		16	14			31	9				
10:30		22	5			24	2				
10:45		22	7	84	32	46	2	143	24	227	56
11:00		24	10			25	3				
11:15		20	6			30	3				
11:30		27	6			46	3				
11:45		27	3	98	25	36	4	137	13	235	38
Total		550	1201	550	1201	1082	1168	1082	1168	1632	2369
Combined Total		1751		1751		2250		2250		4001	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	148	-	-	-	263	-	-	-	-	-
P.H.F.		0.597				0.603					
PM Peak	-	-	05:45	-	-	-	01:45	-	-	-	-
Vol.	-	-	156	-	-	-	227	-	-	-	-
P.H.F.			0.886				0.631				
Percentage		31.4%	68.6%			48.1%	51.9%				
ADT/AADT		ADT 3,938		AADT 3,938							

Counts Unlimited, Inc.

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City of Wildomar
Inland Valley Drive
B/ Clinton Keith Road - Prielipp Road
48 Hour Directional Volume Count

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

WDM046
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	138			2	94				
12:15		3	127			10	125				
12:30		12	101			10	101				
12:45		7	92	27	458	10	97	32	417	59	875
01:00		6	88			9	97				
01:15		4	82			2	104				
01:30		5	99			2	101				
01:45		2	99	17	368	3	109	16	411	33	779
02:00		3	101			11	104				
02:15		3	97			2	90				
02:30		3	97			4	95				
02:45		4	114	13	409	3	113	20	402	33	811
03:00		6	100			0	117				
03:15		13	113			4	114				
03:30		11	132			3	93				
03:45		11	107	41	452	5	86	12	410	53	862
04:00		9	121			5	85				
04:15		19	92			4	97				
04:30		24	135			8	76				
04:45		28	116	80	464	21	98	38	356	118	820
05:00		33	166			18	73				
05:15		23	99			30	96				
05:30		36	128			31	81				
05:45		32	80	124	473	56	97	135	347	259	820
06:00		34	97			21	81				
06:15		30	88			50	85				
06:30		56	85			66	73				
06:45		41	62	161	332	100	87	237	326	398	658
07:00		56	74			79	84				
07:15		42	58			80	52				
07:30		81	69			89	53				
07:45		74	75	253	276	141	57	389	246	642	522
08:00		58	56			131	52				
08:15		63	57			147	38				
08:30		73	43			132	42				
08:45		72	35	266	191	131	52	541	184	807	375
09:00		78	39			111	37				
09:15		81	24			114	29				
09:30		93	28			111	29				
09:45		85	24	337	115	121	39	457	134	794	249
10:00		86	21			91	23				
10:15		84	14			90	23				
10:30		74	24			79	25				
10:45		96	21	340	80	93	27	353	98	693	178
11:00		101	18			103	18				
11:15		112	19			85	20				
11:30		113	19			74	13				
11:45		102	17	428	73	93	11	355	62	783	135
Total		2087	3691	2087	3691	2585	3393	2585	3393	4672	7084
Combined Total		5778		5778		5978		5978		11756	
AM Peak	-	11:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	428	-	-	-	551	-	-	-	-	-
P.H.F.		0.947				0.937					
PM Peak	-	-	04:30	-	-	-	02:30	-	-	-	-
Vol.	-	-	516	-	-	-	439	-	-	-	-
P.H.F.			0.777				0.938				
Percentage		36.1%	63.9%			43.2%	56.8%				

Counts Unlimited, Inc.

City of Wildomar
Inland Valley Drive
B/ Clinton Keith Road - Prielipp Road
48 Hour Directional Volume Count

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

WDM046
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	103			12	87				
12:15		10	105			6	93				
12:30		13	94			9	97				
12:45		8	97	42	399	4	98	31	375	73	774
01:00		9	82			8	90				
01:15		7	80			2	105				
01:30		3	101			4	109				
01:45		4	101	23	364	4	120	18	424	41	788
02:00		7	105			12	108				
02:15		4	75			4	117				
02:30		7	110			4	105				
02:45		3	122	21	412	5	107	25	437	46	849
03:00		5	122			5	96				
03:15		13	94			4	103				
03:30		10	141			2	99				
03:45		20	118	48	475	10	99	21	397	69	872
04:00		13	127			4	102				
04:15		18	99			6	86				
04:30		29	126			7	83				
04:45		28	124	88	476	26	103	43	374	131	850
05:00		32	154			13	80				
05:15		19	138			35	75				
05:30		33	99			38	72				
05:45		37	96	121	487	42	88	128	315	249	802
06:00		22	95			36	81				
06:15		37	73			29	74				
06:30		48	87			49	82				
06:45		62	68	169	323	107	72	221	309	390	632
07:00		59	92			72	62				
07:15		66	62			68	59				
07:30		83	70			91	72				
07:45		68	45	276	269	125	54	356	247	632	516
08:00		67	55			142	66				
08:15		69	43			147	46				
08:30		78	39			114	49				
08:45		61	36	275	173	110	38	513	199	788	372
09:00		72	32			100	41				
09:15		65	28			98	29				
09:30		91	25			101	19				
09:45		79	19	307	104	114	29	413	118	720	222
10:00		84	14			103	20				
10:15		77	25			90	22				
10:30		98	16			88	20				
10:45		107	20	366	75	99	16	380	78	746	153
11:00		93	14			98	13				
11:15		109	10			90	27				
11:30		94	16			80	18				
11:45		95	7	391	47	109	12	377	70	768	117
Total		2127	3604	2127	3604	2526	3343	2526	3343	4653	6947
Combined Total		5731		5731		5869		5869		11600	
AM Peak	-	10:30	-	-	-	07:45	-	-	-	-	-
Vol.	-	407	-	-	-	528	-	-	-	-	-
P.H.F.		0.933				0.898					
PM Peak	-	-	04:30	-	-	-	01:30	-	-	-	-
Vol.	-	-	542	-	-	-	454	-	-	-	-
P.H.F.			0.880				0.946				
Percentage		37.1%	62.9%			43.0%	57.0%				
ADT/AADT		ADT 11,678	AADT 11,678								

Counts Unlimited, Inc.

City of Wildomar
Salida Del Sol
B/ La Estrella Street - Clinton Keith Road
48 Hour Directional Volume Count

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

WDM047
Site Code: 999-19645

Start Time	01-Oct-19 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	6			0	11				
12:15		1	7			1	5				
12:30		0	9			1	12				
12:45		1	8	2	30	0	6	2	34	4	64
01:00		0	10			0	8				
01:15		1	3			0	5				
01:30		0	5			0	7				
01:45		0	15	1	33	0	7	0	27	1	60
02:00		0	7			0	6				
02:15		0	3			0	4				
02:30		0	9			1	6				
02:45		0	16	0	35	0	7	1	23	1	58
03:00		0	13			0	7				
03:15		0	13			0	5				
03:30		0	12			0	6				
03:45		0	12	0	50	1	11	1	29	1	79
04:00		0	11			1	4				
04:15		0	6			2	8				
04:30		1	8			2	4				
04:45		0	9	1	34	2	6	7	22	8	56
05:00		1	7			4	5				
05:15		0	10			1	7				
05:30		0	15			1	10				
05:45		0	6	1	38	2	4	8	26	9	64
06:00		0	4			2	11				
06:15		3	15			6	3				
06:30		2	10			8	6				
06:45		2	11	7	40	7	7	23	27	30	67
07:00		5	4			7	5				
07:15		10	9			6	4				
07:30		5	5			7	4				
07:45		7	3	27	21	7	9	27	22	54	43
08:00		5	1			6	2				
08:15		7	3			8	4				
08:30		6	6			7	10				
08:45		6	2	24	12	3	2	24	18	48	30
09:00		6	0			7	2				
09:15		5	1			3	1				
09:30		8	3			7	4				
09:45		6	3	25	7	5	2	22	9	47	16
10:00		5	1			7	2				
10:15		5	1			7	1				
10:30		6	0			7	0				
10:45		8	2	24	4	2	0	23	3	47	7
11:00		6	0			4	2				
11:15		3	0			7	0				
11:30		9	0			6	0				
11:45		4	3	22	3	5	2	22	4	44	7
Total		134	307	134	307	160	244	160	244	294	551
Combined Total		441		441		404		404		845	
AM Peak	-	07:00	-	-	-	06:15	-	-	-	-	-
Vol.	-	27	-	-	-	28	-	-	-	-	-
P.H.F.		0.675				0.875					
PM Peak	-	-	02:45	-	-	-	12:00	-	-	-	-
Vol.	-	-	54	-	-	-	34	-	-	-	-
P.H.F.			0.844				0.708				
Percentage		30.4%	69.6%			39.6%	60.4%				

Counts Unlimited, Inc.

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City of Wildomar
Salida Del Sol
B/ La Estrella Street - Clinton Keith Road
48 Hour Directional Volume Count

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

WDM047
Site Code: 999-19645

Start Time	02-Oct-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	4			1	3				
12:15		1	3			0	6				
12:30		1	4			0	5				
12:45		1	5	5	16	1	6	2	20	7	36
01:00		0	6			0	4				
01:15		0	6			0	6				
01:30		0	7			0	4				
01:45		0	12	0	31	0	5	0	19	0	50
02:00		0	12			0	5				
02:15		0	12			0	10				
02:30		0	8			0	9				
02:45		0	7	0	39	0	8	0	32	0	71
03:00		0	10			0	6				
03:15		0	13			0	5				
03:30		0	4			1	8				
03:45		1	9	1	36	0	7	1	26	2	62
04:00		0	5			1	2				
04:15		0	8			1	4				
04:30		1	8			0	4				
04:45		1	7	2	28	2	6	4	16	6	44
05:00		0	8			2	10				
05:15		1	6			2	5				
05:30		2	4			2	6				
05:45		0	8	3	26	3	5	9	26	12	52
06:00		1	9			1	9				
06:15		1	9			4	2				
06:30		2	10			4	4				
06:45		0	5	4	33	10	6	19	21	23	54
07:00		6	5			7	8				
07:15		14	4			4	2				
07:30		9	3			6	2				
07:45		8	1	37	13	9	4	26	16	63	29
08:00		10	3			10	7				
08:15		13	3			9	1				
08:30		5	4			4	4				
08:45		11	0	39	10	4	0	27	12	66	22
09:00		5	6			3	2				
09:15		8	0			7	3				
09:30		8	3			10	2				
09:45		7	0	28	9	4	0	24	7	52	16
10:00		7	1			5	3				
10:15		7	3			5	0				
10:30		5	2			8	1				
10:45		4	2	23	8	3	1	21	5	44	13
11:00		4	0			6	1				
11:15		6	3			3	2				
11:30		3	1			0	1				
11:45		8	0	21	4	10	0	19	4	40	8
Total		163	253	163	253	152	204	152	204	315	457
Combined Total		416		416		356		356		772	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	41	-	-	-	34	-	-	-	-	-
P.H.F.		0.732				0.850					
PM Peak	-	-	01:45	-	-	-	02:15	-	-	-	-
Vol.	-	-	44	-	-	-	33	-	-	-	-
P.H.F.			0.917				0.825				
Percentage		39.2%	60.8%			42.7%	57.3%				
ADT/AADT		ADT 808		AADT 808							

Counts Unlimited, Inc.

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City of Wildomar
Cottonwood Canyon Road
B/ City Limit - Sunset Avenue
48 Hour Directional Volume Count

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

WDM048
Site Code: 999-19645

Start Time	25-Sep-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	4			0	6				
12:15		4	4			5	10				
12:30		1	2			1	2				
12:45		1	2	6	12	3	4	9	22	15	34
01:00		4	2			1	4				
01:15		3	2			0	6				
01:30		0	9			0	5				
01:45		0	9	7	22	0	3	1	18	8	40
02:00		0	3			0	4				
02:15		0	3			1	8				
02:30		1	5			1	3				
02:45		0	4	1	15	0	4	2	19	3	34
03:00		1	4			0	5				
03:15		0	11			1	7				
03:30		0	10			0	8				
03:45		0	8	1	33	1	11	2	31	3	64
04:00		2	14			5	3				
04:15		0	5			0	7				
04:30		0	15			2	8				
04:45		1	3	3	37	4	7	11	25	14	62
05:00		1	5			1	3				
05:15		0	5			2	5				
05:30		2	3			7	3				
05:45		0	7	3	20	3	3	13	14	16	34
06:00		1	5			5	3				
06:15		1	4			5	9				
06:30		2	4			7	2				
06:45		4	0	8	13	4	5	21	19	29	32
07:00		7	6			4	4				
07:15		4	7			12	3				
07:30		5	8			6	2				
07:45		6	6	22	27	9	1	31	10	53	37
08:00		4	4			4	8				
08:15		4	1			10	7				
08:30		6	6			9	1				
08:45		0	2	14	13	4	1	27	17	41	30
09:00		3	1			3	3				
09:15		0	4			2	2				
09:30		3	2			2	1				
09:45		2	4	8	11	4	0	11	6	19	17
10:00		10	1			6	0				
10:15		5	2			7	1				
10:30		2	1			6	2				
10:45		2	1	19	5	5	0	24	3	43	8
11:00		0	1			4	4				
11:15		4	2			6	0				
11:30		5	0			4	0				
11:45		0	0	9	3	2	1	16	5	25	8
Total		101	211	101	211	168	189	168	189	269	400
Combined Total		312		312		357		357		669	
AM Peak	-	07:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	22	-	-	-	32	-	-	-	-	-
P.H.F.		0.786				0.667					
PM Peak	-	-	03:15	-	-	-	03:00	-	-	-	-
Vol.	-	-	43	-	-	-	31	-	-	-	-
P.H.F.			0.768				0.705				
Percentage		32.4%	67.6%			47.1%	52.9%				

Counts Unlimited, Inc.

City of Wildomar
Cottonwood Canyon Road
B/ City Limit - Sunset Avenue
48 Hour Directional Volume Count

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

WDM048
Site Code: 999-19645

Start Time	26-Sep-19 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	1			0	3				
12:15		1	5			0	4				
12:30		0	4			0	3				
12:45		2	8	5	18	1	5	1	15	6	33
01:00		2	2			2	3				
01:15		0	3			1	4				
01:30		1	3			0	5				
01:45		0	14	3	22	0	10	3	22	6	44
02:00		0	3			0	3				
02:15		0	5			0	3				
02:30		0	4			3	6				
02:45		1	1	1	13	1	6	4	18	5	31
03:00		0	5			0	7				
03:15		1	11			1	16				
03:30		0	9			0	5				
03:45		0	5	1	30	1	5	2	33	3	63
04:00		0	4			1	5				
04:15		0	2			0	6				
04:30		0	8			1	4				
04:45		1	14	1	28	4	3	6	18	7	46
05:00		0	9			2	7				
05:15		0	6			6	6				
05:30		0	6			0	2				
05:45		3	5	3	26	4	5	12	20	15	46
06:00		1	7			4	5				
06:15		1	4			7	8				
06:30		1	6			1	4				
06:45		3	5	6	22	7	4	19	21	25	43
07:00		4	6			5	9				
07:15		4	5			11	5				
07:30		5	1			11	2				
07:45		7	2	20	14	8	3	35	19	55	33
08:00		8	3			7	2				
08:15		6	7			5	2				
08:30		7	2			7	3				
08:45		4	3	25	15	7	0	26	7	51	22
09:00		2	4			4	1				
09:15		0	1			4	3				
09:30		2	2			4	1				
09:45		1	4	5	11	4	5	16	10	21	21
10:00		3	3			4	2				
10:15		5	3			4	5				
10:30		2	0			4	1				
10:45		3	3	13	9	3	2	15	10	28	19
11:00		6	0			14	0				
11:15		3	4			7	1				
11:30		5	3			7	4				
11:45		4	0	18	7	11	2	39	7	57	14
Total		101	215	101	215	178	200	178	200	279	415
Combined Total		316		316		378		378		694	
AM Peak	-	07:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	28	-	-	-	39	-	-	-	-	-
P.H.F.		0.875				0.696					
PM Peak	-	-	04:30	-	-	-	02:30	-	-	-	-
Vol.	-	-	37	-	-	-	35	-	-	-	-
P.H.F.			0.661				0.547				
Percentage		32.0%	68.0%			47.1%	52.9%				
ADT/AADT		ADT 682	AADT 682								

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

City of Wildomar
N/S: Mission Trail
E/W: Malaga Road
Weather: Clear

File Name : 01_WDM_Mission Trail_Malaga AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Mission Trail Southbound				Malaga Road Westbound				Mission Trail Northbound				Malaga Road 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	
07:00 AM	2	74	0	76	12	3	3	18	7	101	7	115	3	0	2	5	214
07:15 AM	1	87	0	88	2	1	1	4	4	126	14	144	2	0	4	6	242
07:30 AM	1	106	4	111	16	0	1	17	8	117	15	140	3	0	7	10	278
07:45 AM	5	114	3	122	27	2	6	35	12	140	27	179	4	1	6	11	347
Total	9	381	7	397	57	6	11	74	31	484	63	578	12	1	19	32	1081
08:00 AM	1	130	1	132	14	2	3	19	16	136	18	170	3	2	8	13	334
08:15 AM	4	114	1	119	16	2	5	23	18	147	21	186	1	3	5	9	337
08:30 AM	4	82	3	89	15	5	2	22	7	123	15	145	3	3	5	11	267
08:45 AM	6	78	0	84	7	1	10	18	11	111	10	132	6	0	8	14	248
Total	15	404	5	424	52	10	20	82	52	517	64	633	13	8	26	47	1186
Grand Total	24	785	12	821	109	16	31	156	83	1001	127	1211	25	9	45	79	2267
Apprch %	2.9	95.6	1.5		69.9	10.3	19.9		6.9	82.7	10.5		31.6	11.4	57		
Total %	1.1	34.6	0.5	36.2	4.8	0.7	1.4	6.9	3.7	44.2	5.6	53.4	1.1	0.4	2	3.5	

	Mission Trail Southbound				Malaga Road Westbound				Mission Trail Northbound				Malaga Road 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	
07:00 AM	1	106	4	111	16	0	1	17	8	117	15	140	3	0	7	10	278
07:45 AM	5	114	3	122	27	2	6	35	12	140	27	179	4	1	6	11	347
08:00 AM	1	130	1	132	14	2	3	19	16	136	18	170	3	2	8	13	334
08:15 AM	4	114	1	119	16	2	5	23	18	147	21	186	1	3	5	9	337
Total Volume	11	464	9	484	73	6	15	94	54	540	81	675	11	6	26	43	1296
% App. Total	2.3	95.9	1.9		77.7	6.4	16		8	80	12		25.6	14	60.5		
PHF	.550	.892	.563	.917	.676	.750	.625	.671	.750	.918	.750	.907	.688	.500	.813	.827	.934

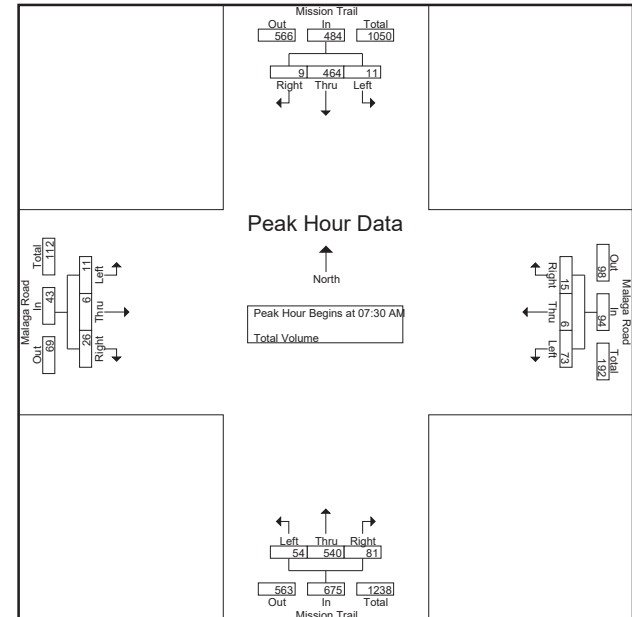
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of Wildomar
N/S: Mission Trail
E/W: Malaga Road
Weather: Clear

File Name : 01_WDM_Mission Trail_Malaga AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:55 AM				08:00 AM			
+0 mins.	1	106	4	111	12	2	6	35	12	140	27	179	3	2	8	13
+15 mins.	5	114	3	122	14	2	3	19	16	136	18	170	1	3	5	9
+30 mins.	1	130	1	132	16	2	5	23	18	147	21	186	3	3	5	11
+45 mins.	4	114	1	119	15	5	2	22	7	123	15	145	6	0	8	14
Total Volume	11	464	9	484	72	11	16	99	53	546	81	680	13	8	26	47
% App. Total	2.3	95.9	1.9		72.7	11.1	16.2		7.8	80.3	11.9		27.7	17	55.3	
PHF	.550	.892	.563	.917	.667	.550	.667	.707	.736	.929	.750	.914	.542	.667	.813	.839

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

City of Wildomar
N/S: Mission Trail
E/W: Malaga Road
Weather: Clear

File Name : 01_WDM_Mission Trail_Malaga PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Mission Trail Southbound				Malaga Road Westbound				Mission Trail Northbound				Malaga Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	156	2	166	16	4	5	25	14	140	22	176	3	1	6	10	377
04:15 PM	3	121	0	124	23	3	5	31	17	132	12	161	4	0	11	15	331
04:30 PM	1	145	5	151	17	2	7	26	20	123	16	159	1	1	9	11	347
04:45 PM	8	152	9	169	25	4	9	38	20	130	13	163	1	0	7	8	378
Total	20	574	16	610	81	13	26	120	71	525	63	659	9	2	33	44	1433
05:00 PM	6	165	2	173	26	4	9	39	20	150	16	186	3	0	13	16	414
05:15 PM	4	157	3	164	25	6	2	33	22	120	18	160	4	2	10	16	373
05:30 PM	3	149	2	154	20	14	7	41	24	140	16	180	3	2	6	11	386
05:45 PM	8	134	2	144	28	2	7	37	19	137	20	176	7	1	11	19	376
Total	21	605	9	635	99	26	25	150	85	547	70	702	17	5	40	62	1549
Grand Total	41	1179	25	1245	180	39	51	270	156	1072	133	1361	26	7	73	106	2982
Approch %	3.3	94.7	2		66.7	14.4	18.9		11.5	78.8	9.8		24.5	6.6	68.9		
Total %	1.4	39.5	0.8	41.8	6	1.3	1.7	9.1	5.2	35.9	4.5	45.6	0.9	0.2	2.4	3.6	

	Mission Trail Southbound				Malaga Road Westbound				Mission Trail Northbound				Malaga Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	152	9	169	25	4	9	38	20	130	13	163	1	0	7	8	378
05:00 PM	6	165	2	173	26	4	9	39	20	150	16	186	3	0	13	16	414
05:15 PM	4	157	3	164	25	6	2	33	22	120	18	160	4	2	10	16	373
05:30 PM	3	149	2	154	20	14	7	41	24	140	16	180	3	2	6	11	386
Total Volume	21	623	16	660	96	28	27	151	86	540	63	689	11	4	36	51	1551
% App. Total	3.2	94.4	2.4		63.6	18.5	17.9		12.5	78.4	9.1		21.6	7.8	70.6		
PHF	.656	.944	.444	.954	.923	.500	.750	.921	.896	.900	.875	.926	.688	.500	.692	.797	.937

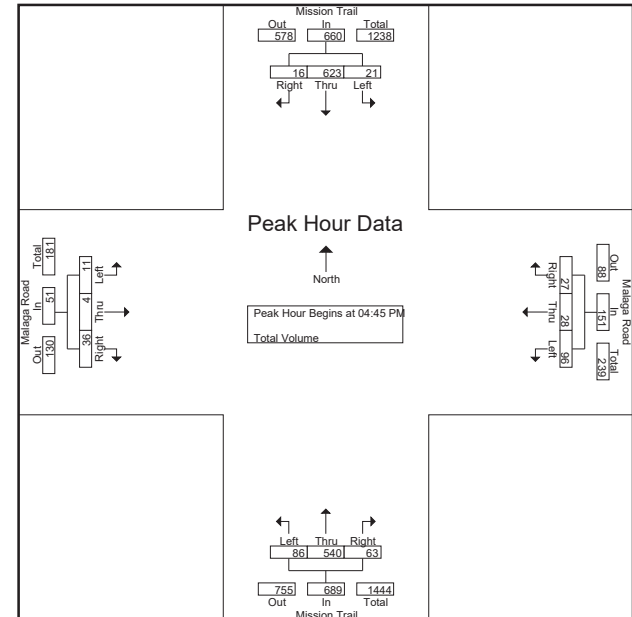
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

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

City of Wildomar
N/S: Mission Trail
E/W: Malaga Road
Weather: Clear

File Name : 01_WDM_Mission Trail_Malaga PM
Site Code : 99919645
Start Date : 9/25/2019
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				05:00 PM			
+0 mins.	8	152	9	169	25	4	9	38	20	150	16	186	3	0	13	16
+15 mins.	6	165	2	173	26	4	9	39	22	120	18	160	4	2	10	16
+30 mins.	4	157	3	164	25	6	2	33	24	140	16	180	3	2	6	11
+45 mins.	3	149	2	154	20	14	7	41	19	137	20	176	7	1	11	19
Total Volume	21	623	16	660	96	28	27	151	85	547	70	702	17	5	40	62
% App. Total	3.2	94.4	2.4		63.6	18.5	17.9		12.1	77.9	10		27.4	8.1	64.5	
PHF	.656	.944	.444	.954	.923	.500	.750	.921	.885	.912	.875	.944	.607	.625	.769	.816

Location: Wildomar
N/S: Mission Trail
E/W: Malaga Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Mission Trail	East Leg Malaga Road	South Leg Mission Trail	West Leg Malaga Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	1	0	4	5
7:30 AM	1	0	0	2	3
7:45 AM	1	0	0	0	1
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	3	1	0	10	14

	North Leg Mission Trail	East Leg Malaga Road	South Leg Mission Trail	West Leg Malaga Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	1	0	0	2
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	1	2
4:45 PM	2	0	0	1	3
5:00 PM	0	1	0	0	1
5:15 PM	0	0	0	2	2
5:30 PM	0	0	0	1	1
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	5	2	0	5	12

Location: Wildomar
N/S: Mission Trail
E/W: Malaga Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Mission Trail			Westbound Malaga Road			Northbound Mission Trail			Eastbound Malaga Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	1	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	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	1	0	0	0	0	0	1
TOTAL VOLUMES:	0	2	0	0	0	0	1	2	0	0	0	0	5

	Southbound Mission Trail			Westbound Malaga Road			Northbound Mission Trail			Eastbound Malaga Road			
	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	1	1
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
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	2	0	0	0	0	2
TOTAL VOLUMES:	1	2	0	0	1	0	0	2	0	0	0	1	7

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

City of Wildomar
N/S: Mission Trail
E/W: Lemon Street
Weather: Clear

File Name : 02_WDM_Mission Trail_Lemon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

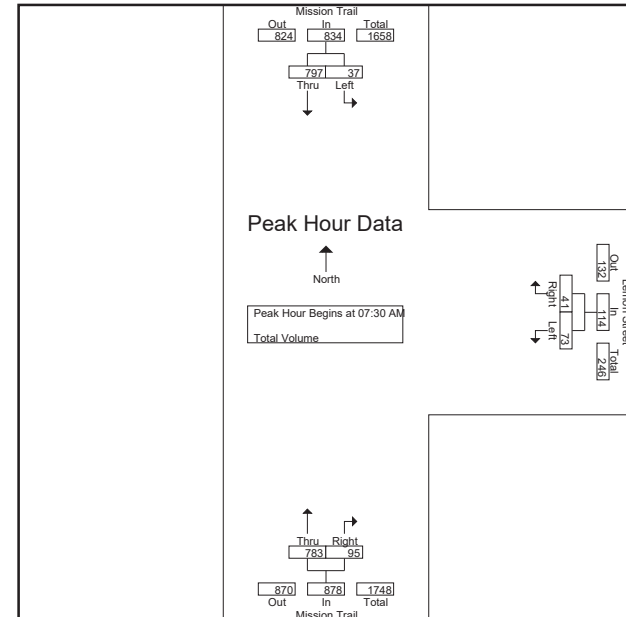
Groups Printed- Total Volume										
Start Time	Mission Trail Southbound			Lemon Street Westbound			Mission Trail Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	5	128	133	21	10	31	117	12	129	293
07:15 AM	5	127	132	14	7	21	122	16	138	291
07:30 AM	7	208	215	13	7	20	169	24	193	428
07:45 AM	8	208	216	24	9	33	203	28	231	480
Total	25	671	696	72	33	105	611	80	691	1492
08:00 AM	12	190	202	21	11	32	220	30	250	484
08:15 AM	10	191	201	15	14	29	191	13	204	434
08:30 AM	3	98	101	16	3	19	159	14	173	293
08:45 AM	6	112	118	13	19	32	124	17	141	291
Total	31	591	622	65	47	112	694	74	768	1502
Grand Total	56	1262	1318	137	80	217	1305	154	1459	2994
Apprch %	4.2	95.8		63.1	36.9		89.4	10.6		
Total %	1.9	42.2	44	4.6	2.7	7.2	43.6	5.1	48.7	

	Mission Trail Southbound			Lemon Street Westbound			Mission Trail Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	7	208	215	13	7	20	169	24	193	428
07:45 AM	8	208	216	24	9	33	203	28	231	480
08:00 AM	12	190	202	21	11	32	220	30	250	484
08:15 AM	10	191	201	15	14	29	191	13	204	434
Total Volume	37	797	834	73	41	114	783	95	878	1826
% App. Total	4.4	95.6		64	36		89.2	10.8		
PHF	.771	.958	.965	.760	.732	.864	.890	.792	.878	.943

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City of Wildomar
N/S: Mission Trail
E/W: Lemon Street
Weather: Clear

File Name : 02_WDM_Mission Trail_Lemon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	7	208	215	13	7	20	169	24	193
+15 mins.	8	216	24	9	33	33	203	28	231
+30 mins.	12	190	202	21	11	32	220	30	250
+45 mins.	10	191	201	15	14	29	191	13	204
Total Volume	37	797	834	73	41	114	783	95	878
% App. Total	4.4	95.6		64	36		89.2	10.8	
PHF	.771	.958	.965	.760	.732	.864	.890	.792	.878

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City of Wildomar
N/S: Mission Trail
E/W: Lemon Street
Weather: Clear

File Name : 02_WDM_Mission Trail_Lemon PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

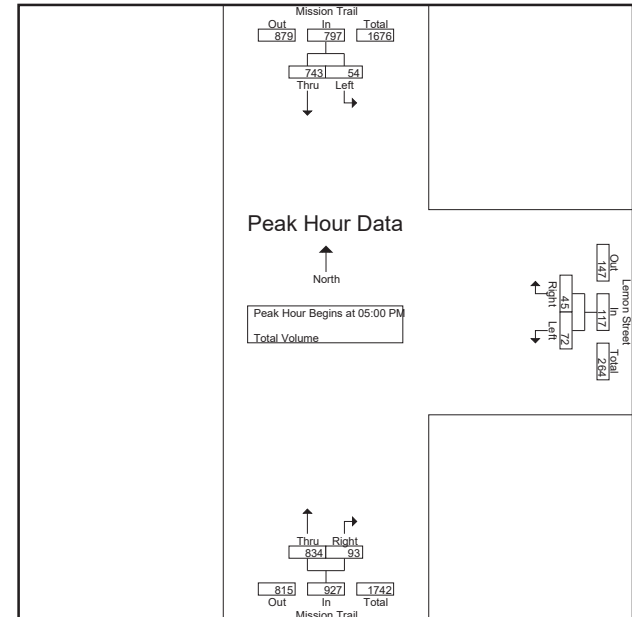
Groups Printed- Total Volume										
Start Time	Mission Trail Southbound			Lemon Street Westbound			Mission Trail Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	16	162	178	10	9	19	196	28	224	421
04:15 PM	13	154	167	18	12	30	193	18	211	408
04:30 PM	10	153	163	12	8	20	193	24	217	400
04:45 PM	12	172	184	15	11	26	171	42	213	423
Total	51	641	692	55	40	95	753	112	865	1652
05:00 PM	15	210	225	19	6	25	204	23	227	477
05:15 PM	13	185	198	18	12	30	204	26	230	458
05:30 PM	17	172	189	15	9	24	219	18	237	450
05:45 PM	9	176	185	20	18	38	207	26	233	456
Total	54	743	797	72	45	117	834	93	927	1841
Grand Total	105	1384	1489	127	85	212	1587	205	1792	3493
Apprch %	7.1	92.9		59.9	40.1		88.6	11.4		
Total %	3	39.6	42.6	3.6	2.4	6.1	45.4	5.9	51.3	

	Mission Trail Southbound			Lemon Street Westbound			Mission Trail Northbound			
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	15	210	225	19	6	25	204	23	227	477
05:15 PM	13	185	198	18	12	30	204	26	230	458
05:30 PM	17	172	189	15	9	24	219	18	237	450
05:45 PM	9	176	185	20	18	38	207	26	233	456
Total Volume	54	743	797	72	45	117	834	93	927	1841
% App. Total	6.8	93.2		61.5	38.5		90	10		
PHF	.794	.885	.886	.900	.625	.770	.952	.894	.978	.965

Counts Unlimited
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City of Wildomar
N/S: Mission Trail
E/W: Lemon Street
Weather: Clear

File Name : 02_WDM_Mission Trail_Lemon PM
Site Code : 99919645
Start Date : 9/25/2019
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			05:00 PM			05:00 PM		
+0 mins.	15	210	225	19	6	25	204	23	227
+15 mins.	13	185	198	18	12	30	204	26	230
+30 mins.	17	172	189	15	9	24	219	18	237
+45 mins.	9	176	185	20	18	38	207	26	233
Total Volume	54	743	797	72	45	117	834	93	927
% App. Total	6.8	93.2		61.5	38.5		90	10	
PHF	.794	.885	.886	.900	.625	.770	.952	.894	.978

Location: Wildomar
N/S: Mission Trail
E/W: Lemon Street



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Mission Trail	East Leg Lemon Street	South Leg Mission Trail	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	0	0	1
7:15 AM	0	10	0	0	10
7:30 AM	0	9	0	0	9
7:45 AM	0	1	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:	0	21	0	0	21

	North Leg Mission Trail	East Leg Lemon Street	South Leg Mission Trail	West Leg Dead End	
	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	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

Location: Wildomar
N/S: Mission Trail
E/W: Lemon Street



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Mission Trail			Westbound Lemon Street			Northbound Mission Trail			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
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	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	3	0	0	0	0	0	2	1	0	0	0	6

	Southbound Mission Trail			Westbound Lemon Street			Northbound Mission Trail			Eastbound Dead End			
	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	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	0	0	0	2	0	0	0	0	5

Counts Unlimited
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City of Wildomar
N/S: Grand Avenue
E/W: Corydon Road
Weather: Clear

File Name : 03_WDM_Grand_Corydon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Grand Avenue Southbound				Corydon Road Westbound				Grand Avenue Northbound				Corydon Road 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	
07:00 AM	57	127	0	184	38	0	77	115	1	56	23	80	1	0	0	1	380
07:15 AM	85	113	0	198	13	0	76	89	1	98	15	114	0	0	2	2	403
07:30 AM	92	162	1	255	15	0	85	100	0	102	18	120	0	0	0	0	475
07:45 AM	91	140	0	231	11	0	140	151	2	75	5	82	0	0	1	1	465
Total	325	542	1	868	77	0	378	455	4	331	61	396	1	0	3	4	1723
08:00 AM	104	116	0	220	12	0	84	96	0	80	5	85	0	0	0	0	401
08:15 AM	79	69	0	148	4	0	97	101	1	60	4	65	1	0	0	1	315
08:30 AM	81	77	0	158	4	0	85	89	1	47	8	56	0	0	1	1	304
08:45 AM	54	60	0	114	10	1	61	72	1	70	6	77	0	0	0	0	263
Total	318	322	0	640	30	1	327	358	3	257	23	283	1	0	1	2	1283
Grand Total	643	864	1	1508	107	1	705	813	7	588	84	679	2	0	4	6	3006
Approch %	42.6	57.3	0.1		13.2	0.1	86.7		1	86.6	12.4		33.3	0	66.7		
Total %	21.4	28.7	0	50.2	3.6	0	23.5	27	0.2	19.6	2.8	22.6	0.1	0	0.1	0.2	

	Grand Avenue Southbound				Corydon Road Westbound				Grand Avenue Northbound				Corydon Road 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	
07:00 AM	57	127	0	184	38	0	77	115	1	56	23	80	1	0	0	1	380
07:15 AM	85	113	0	198	13	0	76	89	1	98	15	114	0	0	2	2	403
07:30 AM	92	162	1	255	15	0	85	100	0	102	18	120	0	0	0	0	475
07:45 AM	91	140	0	231	11	0	140	151	2	75	5	82	0	0	1	1	465
08:00 AM	104	116	0	220	12	0	84	96	0	80	5	85	0	0	0	0	401
Total Volume	372	531	1	904	51	0	385	436	3	355	43	401	0	0	3	3	1744
% App. Total	41.2	58.7	0.1		11.7	0	88.3		0.7	88.5	10.7		0	0	100		
PHF	.894	.819	.250	.886	.850	.000	.688	.722	.375	.870	.597	.835	.000	.000	.375	.375	.918

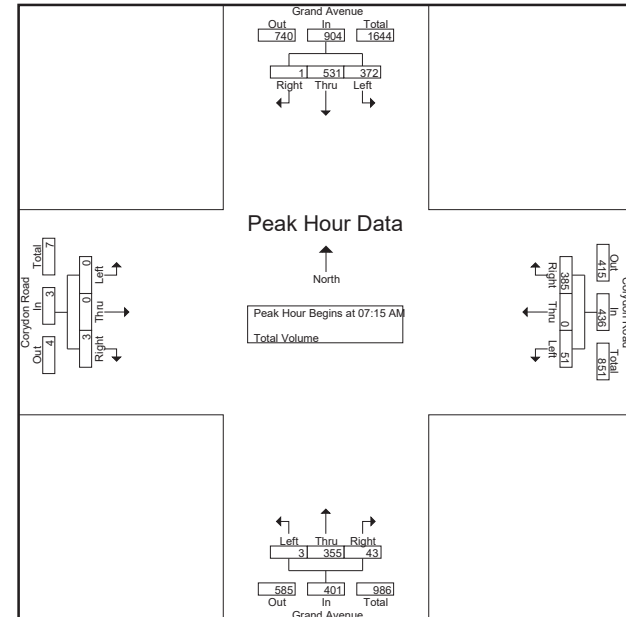
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Wildomar
N/S: Grand Avenue
E/W: Corydon Road
Weather: Clear

File Name : 03_WDM_Grand_Corydon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	85	113	0	198	38	0	77	115	1	98	15	114	1	0	0	1
+15 mins.	92	162	1	255	13	0	76	89	0	102	18	120	0	0	2	2
+30 mins.	91	140	0	231	15	0	85	100	2	75	5	82	0	0	0	0
+45 mins.	104	116	0	220	11	0	140	151	0	80	5	85	0	0	1	1
Total Volume	372	531	1	904	77	0	378	455	3	355	43	401	1	0	3	4
% App. Total	41.2	58.7	0.1		16.9	0	83.1		0.7	88.5	10.7		25	0	75	
PHF	.894	.819	.250	.886	.507	.000	.675	.753	.375	.870	.597	.835	.250	.000	.375	.500

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City of Wildomar
N/S: Grand Avenue
E/W: Corydon Road
Weather: Clear

File Name : 03_WDM_Grand_Corydon PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Grand Avenue Southbound				Corydon Road Westbound				Grand Avenue Northbound				Corydon Road 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
04:00 PM	99	103	0	202	9	0	103	112	0	68	3	71	0	0	0	0	385
04:15 PM	103	118	0	221	8	0	105	113	1	69	6	76	0	0	0	0	410
04:30 PM	86	111	0	197	10	0	106	116	0	63	6	69	0	0	0	0	382
04:45 PM	113	108	0	221	13	0	94	107	0	64	2	66	0	0	1	1	395
Total	401	440	0	841	40	0	408	448	1	264	17	282	0	0	1	1	1572
05:00 PM	97	111	0	208	14	0	110	124	0	73	6	79	0	0	0	0	411
05:15 PM	110	118	0	228	8	0	113	121	0	89	9	98	0	0	0	0	447
05:30 PM	109	99	0	208	11	0	93	104	1	63	11	75	0	0	0	0	387
05:45 PM	124	121	0	245	9	0	101	110	0	85	6	91	0	1	0	1	447
Total	440	449	0	889	42	0	417	459	1	310	32	343	0	1	0	1	1692
Grand Total	841	889	0	1730	82	0	825	907	2	574	49	625	0	1	1	2	3264
Approch %	48.6	51.4	0		9	0	91		0.3	91.8	7.8		0	50	50		
Total %	25.8	27.2	0	53	2.5	0	25.3	27.8	0.1	17.6	1.5	19.1	0	0	0	0.1	

	Grand Avenue Southbound				Corydon Road Westbound				Grand Avenue Northbound				Corydon Road 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
04:00 PM	99	111	0	208	14	0	110	124	0	73	6	79	0	0	0	0	411
05:15 PM	110	118	0	228	8	0	113	121	0	89	9	98	0	0	0	0	447
05:30 PM	109	99	0	208	11	0	93	104	1	63	11	75	0	0	0	0	387
05:45 PM	124	121	0	245	9	0	101	110	0	85	6	91	0	1	0	1	447
Total Volume	440	449	0	889	42	0	417	459	1	310	32	343	0	1	0	1	1692
% App. Total	49.5	50.5	0		9.2	0	90.8		0.3	90.4	9.3		0	100	0		
PHF	.887	.928	.000	.907	.750	.000	.923	.925	.250	.871	.727	.875	.000	.250	.000	.250	.946

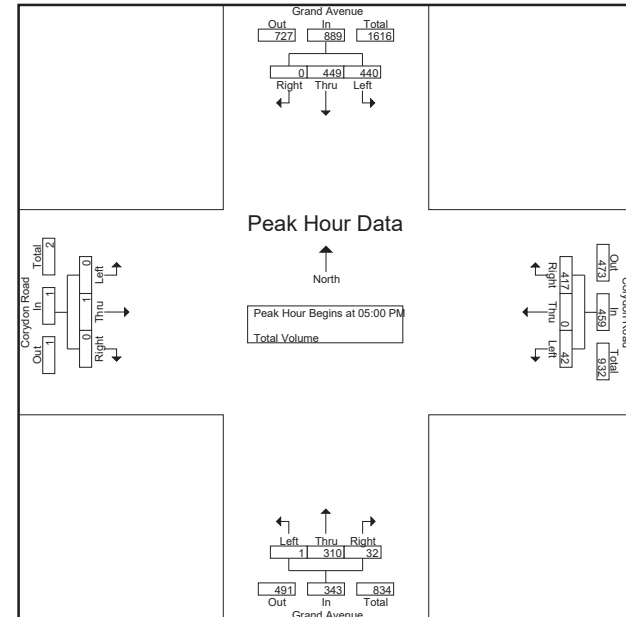
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

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

City of Wildomar
N/S: Grand Avenue
E/W: Corydon Road
Weather: Clear

File Name : 03_WDM_Grand_Corydon PM
Site Code : 99919645
Start Date : 9/25/2019
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				04:30 PM				05:00 PM				04:00 PM			
+0 mins.	97	111	0	208	10	0	106	116	0	73	6	79	0	0	0	0
+15 mins.	110	118	0	228	13	0	94	107	0	89	9	98	0	0	0	0
+30 mins.	109	99	0	208	14	0	110	124	1	63	11	75	0	0	0	0
+45 mins.	124	121	0	245	8	0	113	121	0	85	6	91	0	0	1	1
Total Volume	440	449	0	889	45	0	423	468	1	310	32	343	0	0	1	1
% App. Total	49.5	50.5	0		9.6	0	90.4		0.3	90.4	9.3		0	0	100	
PHF	.887	.928	.000	.907	.804	.000	.936	.944	.250	.871	.727	.875	.000	.000	.250	.250

Location: Wildomar
N/S: Grand Avenue
E/W: Corydon Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Grand Avenue	East Leg Corydon Road	South Leg Grand Avenue	West Leg Corydon Road	
	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	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Grand Avenue	East Leg Corydon Road	South Leg Grand Avenue	West Leg Corydon Road	
	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: Wildomar
N/S: Grand Avenue
E/W: Corydon Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Grand Avenue			Westbound Corydon Road			Northbound Grand Avenue			Eastbound Corydon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	1	0	0	0	2	1	0	0	0	5

	Southbound Grand Avenue			Westbound Corydon Road			Northbound Grand Avenue			Eastbound Corydon Road			
	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	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	0	1	0	0	0	0	2

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

City of Wildomar
N/S: Palomar Street
E/W: Corydon Road
Weather: Clear

File Name : 04_WDM_Palomar_Corydon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Palomar Street Southbound				Corydon Road Westbound				Palomar Street Northbound				Corydon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	28	7	5	40	4	89	6	99	13	4	6	23	3	77	9	89	251
07:15 AM	30	13	2	45	5	92	9	106	21	7	5	33	4	102	4	110	294
07:30 AM	37	17	6	60	5	123	7	135	21	3	6	30	5	152	24	181	406
07:45 AM	25	18	11	54	2	161	9	172	19	10	9	38	5	164	22	191	455
Total	120	55	24	199	16	465	31	512	74	24	26	124	17	495	59	571	1406
08:00 AM	27	12	2	41	2	88	14	104	22	8	11	41	4	137	20	161	347
08:15 AM	27	19	1	47	3	98	18	119	9	9	4	22	0	91	18	109	297
08:30 AM	22	14	0	36	5	85	18	108	13	9	4	26	2	97	5	104	274
08:45 AM	26	14	3	43	4	72	13	89	7	3	9	19	2	70	6	78	229
Total	102	59	6	167	14	343	63	420	51	29	28	108	8	395	49	452	1147
Grand Total	222	114	30	366	30	808	94	932	125	53	54	232	25	890	108	1023	2553
Approch %	60.7	31.1	8.2		3.2	86.7	10.1		53.9	22.8	23.3		2.4	87	10.6		
Total %	8.7	4.5	1.2	14.3	1.2	31.6	3.7	36.5	4.9	2.1	2.1	9.1	1	34.9	4.2	40.1	

	Palomar Street Southbound				Corydon Road Westbound				Palomar Street Northbound				Corydon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	37	17	6	60	5	123	7	135	21	3	6	30	5	152	24	181	406
07:45 AM	25	18	11	54	2	161	9	172	19	10	9	38	5	164	22	191	455
08:00 AM	27	12	2	41	2	88	14	104	22	8	11	41	4	137	20	161	347
08:15 AM	27	19	1	47	3	98	18	119	9	9	4	22	0	91	18	109	297
Total Volume	116	66	20	202	12	470	48	530	71	30	30	131	14	544	84	642	1505
% App. Total	57.4	32.7	9.9		2.3	88.7	9.1		54.2	22.9	22.9		2.2	84.7	13.1		
PHF	.784	.868	.455	.842	.600	.730	.667	.770	.807	.750	.682	.799	.700	.829	.875	.840	.827

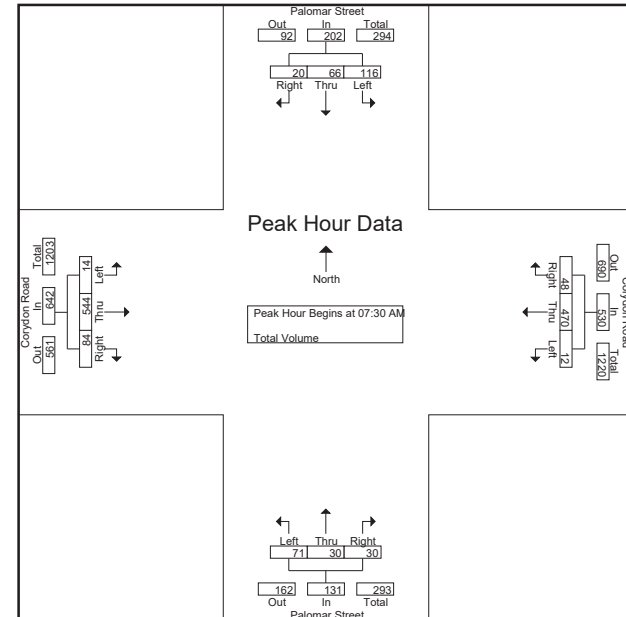
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of Wildomar
N/S: Palomar Street
E/W: Corydon Road
Weather: Clear

File Name : 04_WDM_Palomar_Corydon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	37	17	6	60	5	123	7	135	21	7	5	33	4	102	4	110
+15 mins.	25	18	11	54	2	161	9	172	21	3	6	30	5	152	24	181
+30 mins.	27	12	2	41	2	88	14	104	19	10	9	38	5	164	22	191
+45 mins.	27	19	1	47	3	98	18	119	22	8	11	41	4	137	20	161
Total Volume	116	66	20	202	12	470	48	530	83	28	31	142	18	555	70	643
% App. Total	57.4	32.7	9.9		2.3	88.7	9.1		58.5	19.7	21.8		2.8	86.3	10.9	
PHF	.784	.868	.455	.842	.600	.730	.667	.770	.943	.700	.705	.866	.900	.846	.729	.842

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

City of Wildomar
N/S: Palomar Street
E/W: Corydon Road
Weather: Clear

File Name : 04_WDM_Palomar_Corydon PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Palomar Street Southbound				Corydon Road Westbound				Palomar Street Northbound				Corydon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	5	0	26	6	115	20	141	20	15	8	43	0	116	11	127	337
04:15 PM	21	5	2	28	4	115	21	140	15	12	2	29	4	106	10	120	317
04:30 PM	18	10	1	29	7	104	25	136	23	17	10	50	1	110	7	118	333
04:45 PM	21	7	1	29	6	115	26	147	13	15	4	32	0	110	9	119	327
Total	81	27	4	112	23	449	92	564	71	59	24	154	5	442	37	484	1314
05:00 PM	24	3	3	30	7	133	37	177	13	9	7	29	4	114	11	129	365
05:15 PM	26	9	3	38	7	120	41	168	17	29	5	51	2	121	12	135	392
05:30 PM	13	16	2	31	5	108	42	155	22	14	7	43	5	112	6	123	352
05:45 PM	22	5	3	30	12	107	40	159	23	22	9	54	3	122	25	150	393
Total	85	33	11	129	31	468	160	659	75	74	28	177	14	469	54	537	1502
Grand Total	166	60	15	241	54	917	252	1223	146	133	52	331	19	911	91	1021	2816
Approch %	68.9	24.9	6.2		4.4	75	20.6		44.1	40.2	15.7		1.9	89.2	8.9		
Total %	5.9	2.1	0.5	8.6	1.9	32.6	8.9	43.4	5.2	4.7	1.8	11.8	0.7	32.4	3.2	36.3	

	Palomar Street Southbound				Corydon Road Westbound				Palomar Street Northbound				Corydon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	5	0	26	6	115	20	141	20	15	8	43	0	116	11	127	337
04:15 PM	21	5	2	28	4	115	21	140	15	12	2	29	4	106	10	120	317
04:30 PM	18	10	1	29	7	104	25	136	23	17	10	50	1	110	7	118	333
04:45 PM	21	7	1	29	6	115	26	147	13	15	4	32	0	110	9	119	327
Total	81	27	4	112	23	449	92	564	71	59	24	154	5	442	37	484	1314
05:00 PM	24	3	3	30	7	133	37	177	13	9	7	29	4	114	11	129	365
05:15 PM	26	9	3	38	7	120	41	168	17	29	5	51	2	121	12	135	392
05:30 PM	13	16	2	31	5	108	42	155	22	14	7	43	5	112	6	123	352
05:45 PM	22	5	3	30	12	107	40	159	23	22	9	54	3	122	25	150	393
Total Volume	85	33	11	129	31	468	160	659	75	74	28	177	14	469	54	537	1502
% App. Total	65.9	25.6	8.5		4.7	71	24.3		42.4	41.8	15.8		2.6	87.3	10.1		
PHF	.817	.516	.917	.849	.646	.880	.952	.931	.815	.638	.778	.819	.700	.961	.540	.895	.955

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

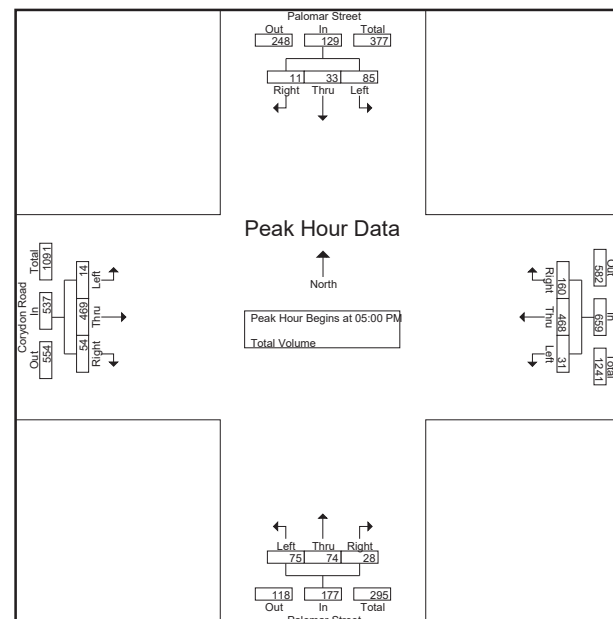
Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	24	3	3	30	7	133	37	177	13	9	7	29	4	114	11	129	365
05:15 PM	26	9	3	38	7	120	41	168	17	29	5	51	2	121	12	135	392
05:30 PM	13	16	2	31	5	108	42	155	22	14	7	43	5	112	6	123	352
05:45 PM	22	5	3	30	12	107	40	159	23	22	9	54	3	122	25	150	393
Total Volume	85	33	11	129	31	468	160	659	75	74	28	177	14	469	54	537	1502
% App. Total	65.9	25.6	8.5		4.7	71	24.3		42.4	41.8	15.8		2.6	87.3	10.1		
PHF	.817	.516	.917	.849	.646	.880	.952	.931	.815	.638	.778	.819	.700	.961	.540	.895	.955

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

City of Wildomar
N/S: Palomar Street
E/W: Corydon Road
Weather: Clear

File Name : 04_WDM_Palomar_Corydon PM
Site Code : 99919645
Start Date : 9/25/2019
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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	24	3	3	30	7	133	37	177	13	9	7	29	4	114	11	129
+15 mins.	26	9	3	38	7	120	41	168	17	29	5	51	2	121	12	135
+30 mins.	13	16	2	31	5	108	42	155	22	14	7	43	5	112	6	123
+45 mins.	22	5	3	30	12	107	40	159	23	22	9	54	3	122	25	150
Total Volume	85	33	11	129	31	468	160	659	75	74	28	177	14	469	54	537
% App. Total	65.9	25.6	8.5		4.7	71	24.3		42.4	41.8	15.8		2.6	87.3	10.1	
PHF	.817	.516	.917	.849	.646	.880	.952	.931	.815	.638	.778	.819	.700	.961	.540	.895

Location: Wildomar
N/S: Palomar Street
E/W: Corydon Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Palomar Street	East Leg Corydon Road	South Leg Palomar Street	West Leg Corydon Road	
	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	1	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	2	0
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	1	0	2	3

	North Leg Palomar Street	East Leg Corydon Road	South Leg Palomar Street	West Leg Corydon Road	
	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	1	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	0	1	0	1	2

Location: Wildomar
N/S: Palomar Street
E/W: Corydon Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Palomar Street			Westbound Corydon Road			Northbound Palomar Street			Eastbound Corydon Road			
	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	1	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	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	2	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	3	0	1	0	0	0	0	0	1	0	5

	Southbound Palomar Street			Westbound Corydon Road			Northbound Palomar Street			Eastbound Corydon Road			
	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	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	2	0	0	1	0	4
5:00 PM	2	0	0	0	1	0	0	1	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	3	0	1	0	2	0	0	4	0	0	1	0	11

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

City of Wildomar
N/S: Mission Trail
E/W: Corydon Road
Weather: Clear

File Name : 05_WDM_Mission Trail_Corydon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Mission Trail Southbound			Mission Trail Northbound			Corydon Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Start Time										
07:00 AM	69	78	147	50	46	96	76	44	120	363
07:15 AM	78	66	144	45	69	114	71	45	116	374
07:30 AM	102	111	213	59	63	122	131	68	199	534
07:45 AM	106	128	234	65	90	155	136	51	187	576
Total	355	383	738	219	268	487	414	208	622	1847
08:00 AM	135	80	215	52	125	177	126	61	187	579
08:15 AM	127	74	201	76	134	210	76	63	139	550
08:30 AM	48	62	110	69	99	168	77	46	123	401
08:45 AM	54	82	136	46	62	108	77	46	123	367
Total	364	298	662	243	420	663	356	216	572	1897
Grand Total	719	681	1400	462	688	1150	770	424	1194	3744
Apprch %	51.4	48.6		40.2	59.8		64.5	35.5		
Total %	19.2	18.2	37.4	12.3	18.4	30.7	20.6	11.3	31.9	

	Mission Trail Southbound			Mission Trail Northbound			Corydon Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Start Time										
07:30 AM	102	111	213	59	63	122	131	68	199	534
07:45 AM	106	128	234	65	90	155	136	51	187	576
08:00 AM	135	80	215	52	125	177	126	61	187	579
08:15 AM	127	74	201	76	134	210	76	63	139	550
Total Volume	470	393	863	252	412	664	469	243	712	2239
% App. Total	54.5	45.5		38	62		65.9	34.1		
PHF	.870	.768	.922	.829	.769	.790	.862	.893	.894	.967

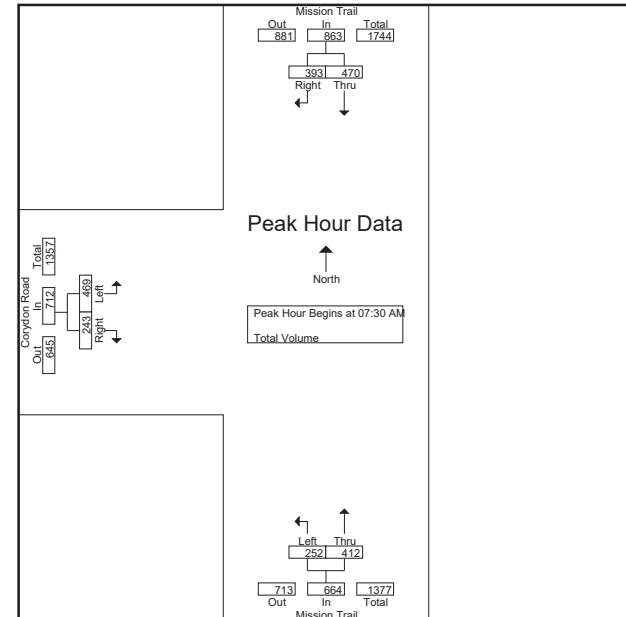
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of Wildomar
N/S: Mission Trail
E/W: Corydon Road
Weather: Clear

File Name : 05_WDM_Mission Trail_Corydon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:30 AM			07:45 AM			08:00 AM			08:15 AM		
+0 mins.	102	111	213	65	90	155	131	68	199	126	61	187
+15 mins.	106	128	234	52	125	177	136	51	187	76	63	139
+30 mins.	135	80	215	76	134	210	126	61	187	76	63	139
+45 mins.	127	74	201	69	99	168	76	63	139	76	63	139
Total Volume	470	393	863	262	448	710	469	243	712	469	243	712
% App. Total	54.5	45.5		36.9	63.1		65.9	34.1		65.9	34.1	
PHF	.870	.768	.922	.862	.836	.845	.862	.893	.894	.862	.893	.894

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

City of Wildomar
N/S: Mission Trail
E/W: Corydon Road
Weather: Clear

File Name : 05_WDM_Mission Trail_Corydon PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Mission Trail Southbound			Mission Trail Northbound			Corydon Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Start Time										
04:00 PM	78	92	170	59	104	163	120	84	204	537
04:15 PM	76	96	172	60	101	161	105	57	162	495
04:30 PM	76	86	162	57	99	156	116	73	189	507
04:45 PM	87	96	183	64	103	167	111	50	161	511
Total	317	370	687	240	407	647	452	264	716	2050
05:00 PM	117	103	220	60	115	175	103	77	180	575
05:15 PM	84	123	207	56	123	179	108	72	180	566
05:30 PM	89	100	189	60	120	180	114	53	167	536
05:45 PM	85	106	191	45	119	164	108	53	161	516
Total	375	432	807	221	477	698	433	255	688	2193
Grand Total	692	802	1494	461	884	1345	885	519	1404	4243
Apprch %	46.3	53.7		34.3	65.7		63	37		
Total %	16.3	18.9	35.2	10.9	20.8	31.7	20.9	12.2	33.1	

	Mission Trail Southbound			Mission Trail Northbound			Corydon Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Start Time										
05:00 PM	117	103	220	60	115	175	103	77	180	575
05:15 PM	84	123	207	56	123	179	108	72	180	566
05:30 PM	89	100	189	60	120	180	114	53	167	536
05:45 PM	85	106	191	45	119	164	108	53	161	516
Total Volume	375	432	807	221	477	698	433	255	688	2193
% App. Total	46.5	53.5		31.7	68.3		62.9	37.1		
PHF	.801	.878	.917	.921	.970	.969	.950	.828	.956	.953

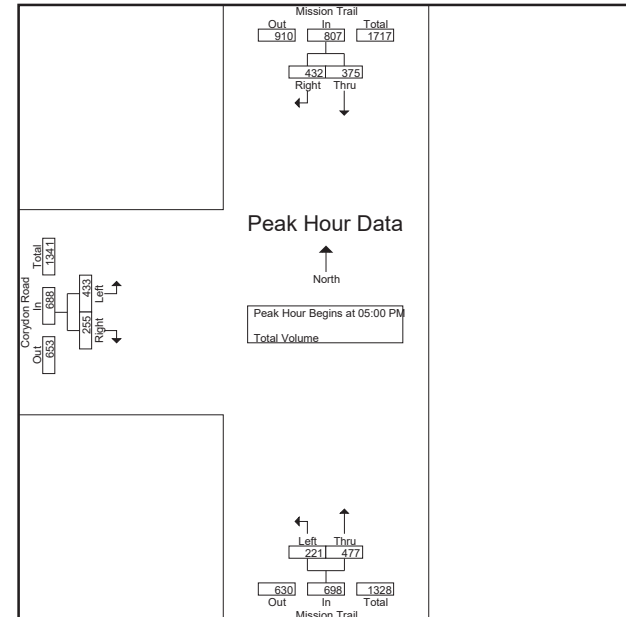
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Wildomar
N/S: Mission Trail
E/W: Corydon Road
Weather: Clear

File Name : 05_WDM_Mission Trail_Corydon PM
Site Code : 99919645
Start Date : 9/25/2019
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			04:00 PM		
+0 mins.	117	103	220	64	103	167	120	84	204
+15 mins.	84	123	207	60	115	175	105	57	162
+30 mins.	89	100	189	56	123	179	116	73	189
+45 mins.	85	106	191	60	120	180	111	50	161
Total Volume	375	432	807	240	461	701	452	264	716
% App. Total	46.5	53.5		34.2	65.8		63.1	36.9	
PHF	.801	.878	.917	.938	.937	.974	.942	.786	.877

Location: Wildomar
N/S: Mission Trail
E/W: Corydon Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Mission Trail	East Leg Dead End	South Leg Mission Trail	West Leg Corydon Road	
	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 Mission Trail	East Leg Dead End	South Leg Mission Trail	West Leg Corydon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	2	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	3	0	0	0	3
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:	3	0	2	0	5

Location: Wildomar
N/S: Mission Trail
E/W: Corydon Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Mission Trail			Westbound Dead End			Northbound Mission Trail			Eastbound Corydon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
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	1	0	0	0	0	0	0	0	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	1	1	0	0	0	0	2	0	2	0	0	6

	Southbound Mission Trail			Westbound Dead End			Northbound Mission Trail			Eastbound Corydon Road			
	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	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	1	1	0	1	0	0	5

Counts Unlimited
PO Box 1178
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City of Wildomar
N/S: Mission Trail
E/W: Bundy Canyon Road
Weather: Clear

File Name : 06_WDM_Mission Trail_Bundy Canyon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

Start Time	Mission Trail Southbound				Bundy Canyon Road Westbound				Mission Trail Northbound				Bundy Canyon Road 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	44	56	1	101	8	0	41	49	0	53	16	69	0	0	0	0	219
07:15 AM	37	55	0	92	15	1	38	54	0	64	14	78	0	0	1	1	225
07:30 AM	75	72	0	147	15	0	51	66	0	64	17	81	0	0	0	0	294
07:45 AM	62	67	0	129	13	0	67	80	0	73	22	95	0	2	0	2	306
Total	218	250	1	469	51	1	197	249	0	254	69	323	0	2	1	3	1044
08:00 AM	85	92	0	177	10	0	58	68	0	108	24	132	0	0	0	0	377
08:15 AM	70	102	0	172	13	0	96	109	0	100	13	113	0	0	0	0	394
08:30 AM	60	35	0	95	19	0	87	106	0	67	13	80	0	0	0	0	281
08:45 AM	53	36	0	89	13	0	54	67	0	41	20	61	0	0	0	0	217
Total	268	265	0	533	55	0	295	350	0	316	70	386	0	0	0	0	1269
Grand Total	486	515	1	1002	106	1	492	599	0	570	139	709	0	2	1	3	2313
Approch %	48.5	51.4	0.1		17.7	0.2	82.1		0	80.4	19.6		0	66.7	33.3		
Total %	21	22.3	0	43.3	4.6	0	21.3	25.9	0	24.6	6	30.7	0	0.1	0	0.1	

Start Time	Mission Trail Southbound				Bundy Canyon Road Westbound				Mission Trail Northbound				Bundy Canyon Road 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	75	72	0	147	15	0	51	66	0	64	17	81	0	0	0	0	294
07:15 AM	62	67	0	129	13	0	67	80	0	73	22	95	0	2	0	2	306
08:00 AM	85	92	0	177	10	0	58	68	0	108	24	132	0	0	0	0	377
08:15 AM	70	102	0	172	13	0	96	109	0	100	13	113	0	0	0	0	394
Total Volume	292	333	0	625	51	0	272	323	0	345	76	421	0	2	0	2	1371
% App. Total	46.7	53.3	0		15.8	0	84.2		0	81.9	18.1		0	100	0		
PHF	.859	.816	.000	.883	.850	.000	.708	.741	.000	.799	.792	.797	.000	.250	.000	.250	.870

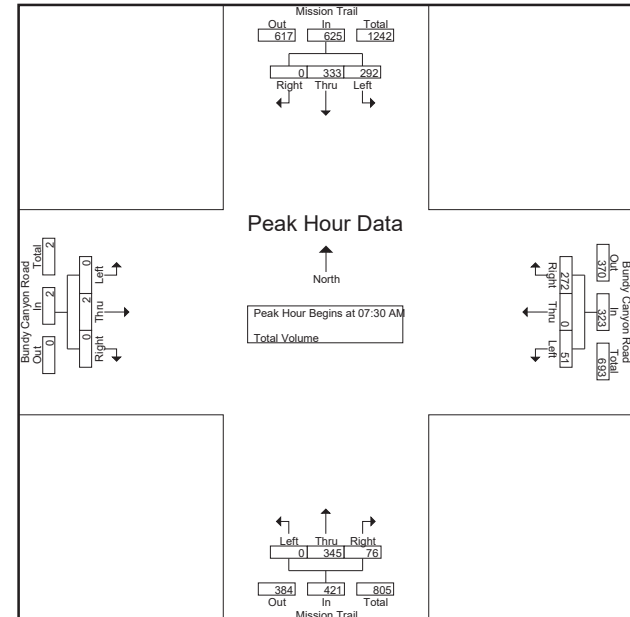
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

Counts Unlimited
PO Box 1178
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City of Wildomar
N/S: Mission Trail
E/W: Bundy Canyon Road
Weather: Clear

File Name : 06_WDM_Mission Trail_Bundy Canyon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:30 AM				07:00 AM			
+0 mins.	75	72	0	147	13	0	67	80	0	64	17	81	0	0	0	0
+15 mins.	62	67	0	129	10	0	58	68	0	73	22	95	0	0	1	1
+30 mins.	85	92	0	177	13	0	96	109	0	108	24	132	0	0	0	0
+45 mins.	70	102	0	172	19	0	87	106	0	100	13	113	0	2	0	2
Total Volume	292	333	0	625	55	0	308	363	0	345	76	421	0	2	1	3
% App. Total	46.7	53.3	0		15.2	0	84.8		0	81.9	18.1		0	66.7	33.3	
PHF	.859	.816	.000	.883	.724	.000	.802	.833	.000	.799	.792	.797	.000	.250	.250	.375

Counts Unlimited
PO Box 1178
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City of Wildomar
N/S: Mission Trail
E/W: Bundy Canyon Road
Weather: Clear

File Name : 06_WDM_Mission Trail_Bundy Canyon PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

Start Time	Mission Trail Southbound				Bundy Canyon Road Westbound				Mission Trail Northbound				Bundy Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	83	62	0	145	33	1	82	116	1	70	20	91	0	0	0	0	352
04:15 PM	72	55	0	127	23	0	84	107	0	58	26	84	1	0	0	1	319
04:30 PM	77	56	0	133	32	0	64	96	0	66	13	79	0	0	0	0	308
04:45 PM	63	57	0	120	34	0	91	125	0	77	15	92	0	0	0	0	337
Total	295	230	0	525	122	1	321	444	1	271	74	346	1	0	0	1	1316
05:00 PM	83	77	0	160	30	0	83	113	0	76	10	86	0	0	0	0	359
05:15 PM	76	61	0	137	30	0	91	121	0	77	20	97	0	0	0	0	355
05:30 PM	78	60	0	138	38	0	82	120	0	80	18	98	0	0	0	0	356
05:45 PM	78	63	0	141	36	0	88	124	0	61	20	81	0	0	0	0	346
Total	315	261	0	576	134	0	344	478	0	294	68	362	0	0	0	0	1416
Grand Total	610	491	0	1101	256	1	665	922	1	565	142	708	1	0	0	1	2732
Approch %	55.4	44.6	0		27.8	0.1	72.1		0.1	79.8	20.1		100	0	0		
Total %	22.3	18	0	40.3	9.4	0	24.3	33.7	0	20.7	5.2	25.9	0	0	0	0	

Start Time	Mission Trail Southbound				Bundy Canyon Road Westbound				Mission Trail Northbound				Bundy Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	83	77	0	160	30	0	83	113	0	76	10	86	0	0	0	0	359
05:15 PM	76	61	0	137	30	0	91	121	0	77	20	97	0	0	0	0	355
05:30 PM	78	60	0	138	38	0	82	120	0	80	18	98	0	0	0	0	356
05:45 PM	78	63	0	141	36	0	88	124	0	61	20	81	0	0	0	0	346
Total Volume	315	261	0	576	134	0	344	478	0	294	68	362	0	0	0	0	1416
% App. Total	54.7	45.3	0		28	0	72		0	81.2	18.8		0	0	0		
PHF	.949	.847	.000	.900	.882	.000	.945	.964	.000	.919	.850	.923	.000	.000	.000	.000	.986

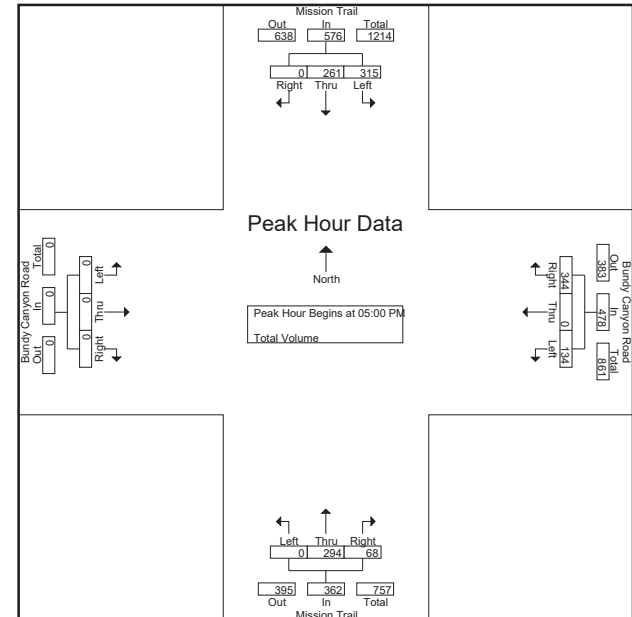
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

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City of Wildomar
N/S: Mission Trail
E/W: Bundy Canyon Road
Weather: Clear

File Name : 06_WDM_Mission Trail_Bundy Canyon PM
Site Code : 99919645
Start Date : 9/25/2019
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				04:00 PM			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
+0 mins.	83	77	0	160	34	0	91	125	0	77	15	92	0	0	0	0
+15 mins.	76	61	0	137	30	0	83	113	0	76	10	86	1	0	0	1
+30 mins.	78	60	0	138	30	0	91	121	0	77	20	97	0	0	0	0
+45 mins.	78	63	0	141	38	0	82	120	0	80	18	98	0	0	0	0
Total Volume	315	261	0	576	132	0	347	479	0	310	63	373	1	0	0	1
% App. Total	54.7	45.3	0		27.6	0	72.4		0	83.1	16.9		100	0	0	
PHF	.949	.847	.000	.900	.868	.000	.953	.958	.000	.969	.788	.952	.250	.000	.000	.250

Location: Wildomar
N/S: Mission Trail
E/W: Bundy Canyon Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Mission Trail	East Leg Bundy Canyon Road	South Leg Mission Trail	West Leg Bundy Canyon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	3	0	0	3
7:15 AM	0	6	0	0	6
7:30 AM	0	9	0	0	9
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	19	0	0	20

	North Leg Mission Trail	East Leg Bundy Canyon Road	South Leg Mission Trail	West Leg Bundy Canyon Road	
	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	1	0	0	1
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:	0	2	0	0	2

Location: Wildomar
N/S: Mission Trail
E/W: Bundy Canyon Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Mission Trail			Westbound Bundy Canyon Road			Northbound Mission Trail			Eastbound Bundy Canyon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	1	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	1	0	0	0	0	1
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	1	0	0	0	0	0	0	0	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	1	0	0	0	0	0	2	0	0	0	0	3

	Southbound Mission Trail			Westbound Bundy Canyon Road			Northbound Mission Trail			Eastbound Bundy Canyon Road			
	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	2	0	1	0	0	0	0	0	0	0	0	3
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	2	0	1	0	0	0	0	0	0	0	0	3

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

City of Wildomar
N/S: Orange Street
E/W: Bundy Canyon Road
Weather: Clear

File Name : 07_WDM_Orange_Bundy Canyon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

Start Time	Orange Street Southbound				Bundy Canyon Road Westbound				Orange Street Northbound				Bundy Canyon Road 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	32	6	2	40	42	41	16	99	2	14	47	63	2	71	0	73	275
07:15 AM	45	4	2	51	42	65	14	121	2	13	56	71	4	73	4	81	324
07:30 AM	55	12	3	70	41	74	18	133	3	13	62	78	6	113	4	123	404
07:45 AM	56	11	0	67	53	107	24	184	4	14	53	71	15	92	4	111	433
Total	188	33	7	228	178	287	72	537	11	54	218	283	27	349	12	388	1436
08:00 AM	37	21	2	60	93	115	26	234	4	13	92	109	5	128	7	140	543
08:15 AM	47	7	4	58	102	127	13	242	7	19	79	105	12	126	3	141	546
08:30 AM	32	8	3	43	30	86	19	135	1	10	62	73	10	91	3	104	355
08:45 AM	25	4	1	30	25	82	15	122	2	7	40	49	3	86	4	93	294
Total	141	40	10	191	250	410	73	733	14	49	273	336	30	431	17	478	1738
Grand Total	329	73	17	419	428	697	145	1270	25	103	491	619	57	780	29	866	3174
Approch %	78.5	17.4	4.1		33.7	54.9	11.4		4	16.6	79.3		6.6	90.1	3.3		
Total %	10.4	2.3	0.5	13.2	13.5	22	4.6	40	0.8	3.2	15.5	19.5	1.8	24.6	0.9	27.3	

Start Time	Orange Street Southbound				Bundy Canyon Road Westbound				Orange Street Northbound				Bundy Canyon Road 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	55	12	3	70	41	74	18	133	3	13	62	78	6	113	4	123	404
07:15 AM	56	11	0	67	53	107	24	184	4	14	53	71	15	92	4	111	433
08:00 AM	37	21	2	60	93	115	26	234	4	13	92	109	5	128	7	140	543
08:15 AM	47	7	4	58	102	127	13	242	7	19	79	105	12	126	3	141	546
Total Volume	195	51	9	255	289	423	81	793	18	59	286	363	38	459	18	515	1926
% App. Total	76.5	20	3.5		36.4	53.3	10.2		5	16.3	78.8		7.4	89.1	3.5		
PHF	.871	.607	.563	.911	.708	.833	.779	.819	.643	.776	.777	.833	.633	.896	.643	.913	.882

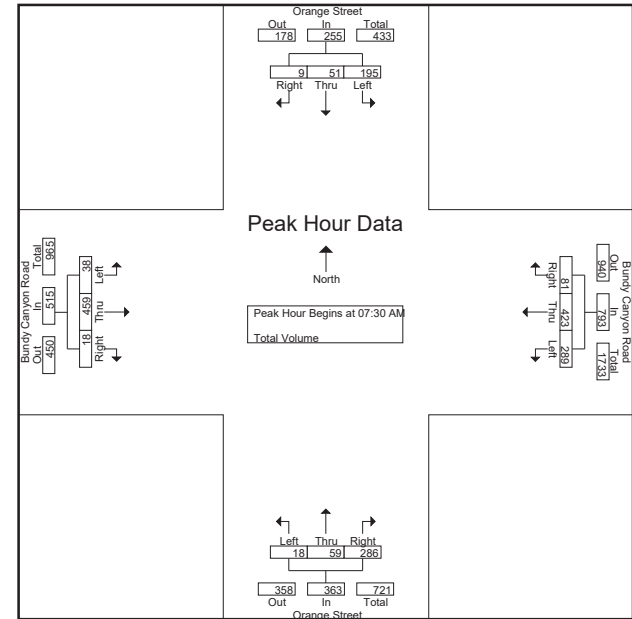
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

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City of Wildomar
N/S: Orange Street
E/W: Bundy Canyon Road
Weather: Clear

File Name : 07_WDM_Orange_Bundy Canyon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:30 AM				07:30 AM			
+0 mins.	55	12	3	70	53	107	24	184	3	13	62	78	6	113	4	123
+15 mins.	56	11	0	67	93	115	26	234	4	14	53	71	15	92	4	111
+30 mins.	37	21	2	60	102	127	13	242	4	13	92	109	5	128	7	140
+45 mins.	47	7	4	58	30	86	19	135	7	19	79	105	12	126	3	141
Total Volume	195	51	9	255	278	435	82	795	18	59	286	363	38	459	18	515
% App. Total	76.5	20	3.5		35	54.7	10.3		5	16.3	78.8		7.4	89.1	3.5	
PHF	.871	.607	.563	.911	.681	.856	.788	.821	.643	.776	.777	.833	.633	.896	.643	.913

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City of Wildomar
N/S: Orange Street
E/W: Bundy Canyon Road
Weather: Clear

File Name : 07_WDM_Orange_Bundy Canyon PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Orange Street Southbound				Bundy Canyon Road Westbound				Orange Street Northbound				Bundy Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	34	10	3	47	53	132	37	222	6	11	44	61	7	110	5	122	452
04:15 PM	32	9	4	45	56	121	28	205	3	13	37	53	4	103	4	111	414
04:30 PM	35	8	2	45	50	122	32	204	3	7	40	50	9	102	5	116	415
04:45 PM	33	6	5	44	50	130	36	216	3	14	72	89	3	88	5	96	445
Total	134	33	14	181	209	505	133	847	15	45	193	253	23	403	19	445	1726
05:00 PM	30	6	7	43	40	127	32	199	2	14	61	77	4	105	2	111	430
05:15 PM	35	8	3	46	75	144	41	260	8	7	48	63	8	111	5	124	493
05:30 PM	24	11	5	40	48	126	28	202	5	10	61	76	4	115	8	127	445
05:45 PM	34	10	7	51	43	137	30	210	1	13	57	71	8	101	3	112	444
Total	123	35	22	180	206	534	131	871	16	44	227	287	24	432	18	474	1812
Grand Total	257	68	36	361	415	1039	264	1718	31	89	420	540	47	835	37	919	3538
Approch %	71.2	18.8	10		24.2	60.5	15.4		5.7	16.5	77.8		5.1	90.9	4		
Total %	7.3	1.9	1	10.2	11.7	29.4	7.5	48.6	0.9	2.5	11.9	15.3	1.3	23.6	1	26	

	Orange Street Southbound				Bundy Canyon Road Westbound				Orange Street Northbound				Bundy Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	34	10	3	47	53	132	37	222	6	11	44	61	7	110	5	122	452
04:15 PM	32	9	4	45	56	121	28	205	3	13	37	53	4	103	4	111	414
04:30 PM	35	8	2	45	50	122	32	204	3	7	40	50	9	102	5	116	415
04:45 PM	33	6	5	44	50	130	36	216	3	14	72	89	3	88	5	96	445
05:00 PM	30	6	7	43	40	127	32	199	2	14	61	77	4	105	2	111	430
05:15 PM	35	8	3	46	75	144	41	260	8	7	48	63	8	111	5	124	493
05:30 PM	24	11	5	40	48	126	28	202	5	10	61	76	4	115	8	127	445
05:45 PM	34	10	7	51	43	137	30	210	1	13	57	71	8	101	3	112	444
Total	123	35	22	180	206	534	131	871	16	44	227	287	24	432	18	474	1812
% App. Total	70.5	17.9	11.6		24.3	60.1	15.6		5.9	14.8	79.3		4.1	91.5	4.4		
PHF	.871	.705	.714	.940	.710	.915	.835	.843	.563	.804	.840	.857	.594	.911	.625	.902	.919

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

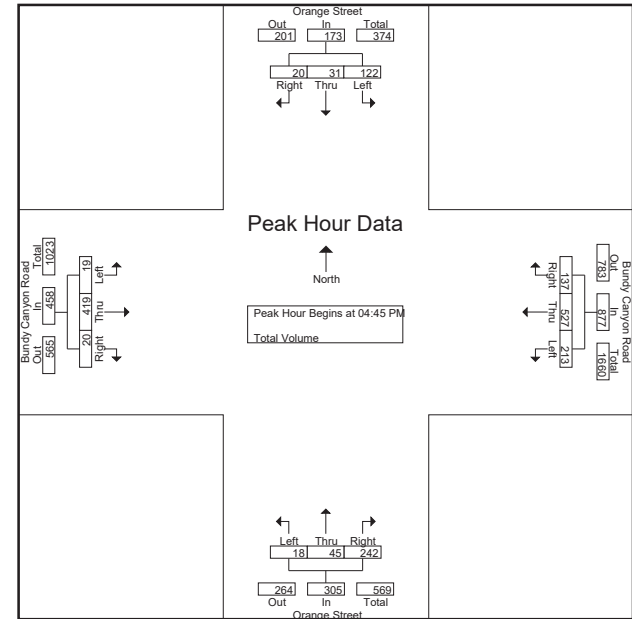
Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	33	6	5	44	50	130	36	216	3	14	72	89	3	88	5	96	445
05:00 PM	30	6	7	43	40	127	32	199	2	14	61	77	4	105	2	111	430
05:15 PM	35	8	3	46	75	144	41	260	8	7	48	63	8	111	5	124	493
05:30 PM	24	11	5	40	48	126	28	202	5	10	61	76	4	115	8	127	445
Total Volume	122	31	20	173	213	527	137	877	18	45	242	305	19	419	20	458	1813
% App. Total	70.5	17.9	11.6		24.3	60.1	15.6		5.9	14.8	79.3		4.1	91.5	4.4		
PHF	.871	.705	.714	.940	.710	.915	.835	.843	.563	.804	.840	.857	.594	.911	.625	.902	.919

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City of Wildomar
N/S: Orange Street
E/W: Bundy Canyon Road
Weather: Clear

File Name : 07_WDM_Orange_Bundy Canyon PM
Site Code : 99919645
Start Date : 9/25/2019
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				04:30 PM				04:45 PM				05:00 PM			
+0 mins.	34	10	3	47	50	122	32	204	3	14	72	89	4	105	2	111
+15 mins.	32	9	4	45	50	130	36	216	2	14	61	77	8	111	5	124
+30 mins.	35	8	2	45	40	127	32	199	8	7	48	63	4	115	8	127
+45 mins.	33	6	5	44	75	144	41	260	5	10	61	76	8	101	3	112
Total Volume	134	33	14	181	215	523	141	879	18	45	242	305	24	432	18	474
% App. Total	74	18.2	7.7		24.5	59.5	16		5.9	14.8	79.3		5.1	91.1	3.8	
PHF	.957	.825	.700	.963	.717	.908	.860	.845	.563	.804	.840	.857	.750	.939	.563	.933

Location: Wildomar
N/S: Orange Street
E/W: Bundy Canyon Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Orange Street Pedestrians	East Leg Bundy Canyon Road Pedestrians	South Leg Orange Street Pedestrians	West Leg Bundy Canyon Road Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	1	1	1	4
7:30 AM	14	2	1	3	20
7:45 AM	26	0	0	2	28
8:00 AM	27	0	0	1	28
8:15 AM	5	0	0	0	5
8:30 AM	0	0	0	0	0
8:45 AM	2	0	0	0	2
TOTAL VOLUMES:	75	3	2	7	87

	North Leg Orange Street Pedestrians	East Leg Bundy Canyon Road Pedestrians	South Leg Orange Street Pedestrians	West Leg Bundy Canyon Road Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	6	2	0	1	9
4:30 PM	0	1	0	1	2
4:45 PM	1	0	0	0	1
5:00 PM	1	0	0	0	1
5:15 PM	0	1	0	2	3
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	9	4	0	4	17

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Location: Wildomar
N/S: Orange Street
E/W: Bundy Canyon Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Orange Street			Westbound Bundy Canyon Road			Northbound Orange Street			Eastbound Bundy Canyon Road			
	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	1	0	0	0	0	0	1	0	0	0	2
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	1	0	0	0	0	0	1	0	0	0	2

	Southbound Orange Street			Westbound Bundy Canyon Road			Northbound Orange Street			Eastbound Bundy Canyon Road			
	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	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
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	1	0	0	1	0	1	0	0	0	1	0	4

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City of Wildomar
N/S: I-15 Southbound Ramps
E/W: Bundy Canyon Road
Weather: Clear

File Name : 08_WDM_15S_Bundy Canyon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

I-15 Southbound Off Ramp Southbound					Bundy Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Bundy Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	31	0	40	71	116	71	0	187	0	0	0	0	0	78	75	153	411
07:15 AM	60	1	32	93	93	98	0	191	0	0	0	0	0	86	96	182	466
07:30 AM	30	0	42	72	140	107	0	247	0	0	0	0	0	95	119	214	533
07:45 AM	47	0	44	91	141	157	0	298	0	0	0	0	0	108	108	216	605
Total	168	1	158	327	490	433	0	923	0	0	0	0	0	367	398	765	2015
08:00 AM	40	0	69	109	112	179	0	291	0	0	0	0	0	129	127	256	656
08:15 AM	45	0	81	126	107	152	0	259	0	0	0	0	0	131	118	249	634
08:30 AM	42	0	39	81	110	102	0	212	0	0	0	0	0	101	96	197	490
08:45 AM	36	0	23	59	49	110	0	159	0	0	0	0	0	94	68	162	380
Total	163	0	212	375	378	543	0	921	0	0	0	0	0	455	409	864	2160
Grand Total	331	1	370	702	868	976	0	1844	0	0	0	0	0	822	807	1629	4175
Approch %	47.2	0.1	52.7		47.1	52.9	0		0	0	0		0	50.5	49.5		
Total %	7.9	0	8.9	16.8	20.8	23.4	0	44.2	0	0	0	0	0	19.7	19.3	39	

I-15 Southbound Off Ramp					Bundy Canyon Road				I-15 Southbound On Ramp				Bundy Canyon Road				
Southbound					Westbound				Northbound				Eastbound				
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	30	0	42	72	140	107	0	247	0	0	0	0	0	95	119	214	533
07:45 AM	47	0	44	91	141	157	0	298	0	0	0	0	0	108	108	216	605
08:00 AM	40	0	69	109	112	179	0	291	0	0	0	0	0	129	127	256	656
08:15 AM	45	0	81	126	107	152	0	259	0	0	0	0	0	131	118	249	634
Total Volume	162	0	236	398	500	595	0	1095	0	0	0	0	0	463	472	935	2428
% App. Total	40.7	0	59.3		45.7	54.3	0		0	0	0	0	0	49.5	50.5		
PHF	.862	.000	.728	.790	.887	.831	.000	.919	.000	.000	.000	.000	.000	.884	.929	.913	.925

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

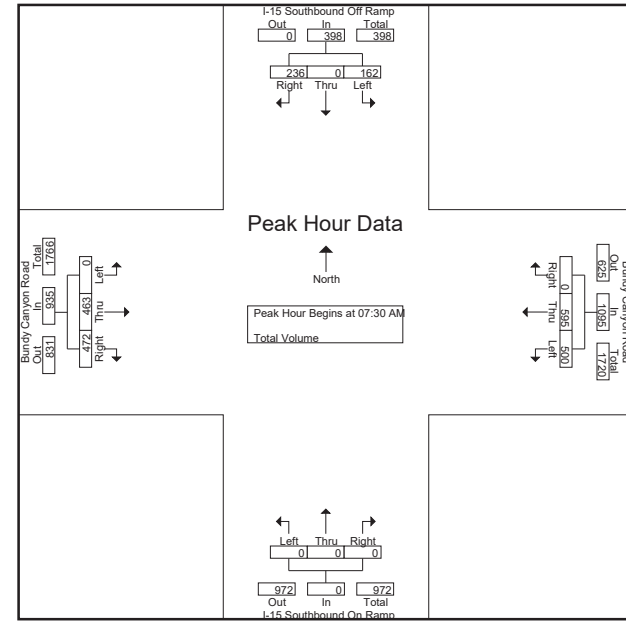
Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	30	0	42	72	140	107	0	247	0	0	0	0	0	95	119	214	533
07:45 AM	47	0	44	91	141	157	0	298	0	0	0	0	0	108	108	216	605
08:00 AM	40	0	69	109	112	179	0	291	0	0	0	0	0	129	127	256	656
08:15 AM	45	0	81	126	107	152	0	259	0	0	0	0	0	131	118	249	634
Total Volume	162	0	236	398	500	595	0	1095	0	0	0	0	0	463	472	935	2428
% App. Total	40.7	0	59.3		45.7	54.3	0		0	0	0		0	49.5	50.5		
PHF	.862	.000	.728	.790	.887	.831	.000	.919	.000	.000	.000	.000	.000	.884	.929	.913	.925

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City of Wildomar
N/S: I-15 Southbound Ramps
E/W: Bundy Canyon Road
Weather: Clear

File Name : 08_WDM_15S_Bundy Canyon AM
Site Code : 99919645
Start Date : 9/25/2019
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	07:30 AM	07:00 AM	07:30 AM
+0 mins.	47	140	0	95
+15 mins.	40	141	0	108
+30 mins.	45	112	0	129
+45 mins.	42	107	0	131
Total Volume	174	500	0	463
% App. Total	42.8	45.7	0	49.5
PHF	.926	.887	.000	.884

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City of Wildomar
N/S: I-15 Southbound Ramps
E/W: Bundy Canyon Road
Weather: Clear

File Name : 08_WDM_15S_Bundy Canyon PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	I-15 Southbound Off Ramp Southbound				Bundy Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Bundy Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	81	0	58	119	48	175	0	223	0	0	0	0	0	116	79	195	537
04:15 PM	93	2	59	154	62	161	0	223	0	0	0	0	0	105	73	178	555
04:30 PM	77	2	56	135	44	159	0	203	0	0	0	0	0	93	92	185	523
04:45 PM	55	0	47	102	56	176	0	232	0	0	0	0	0	104	71	175	509
Total	286	4	220	510	210	671	0	881	0	0	0	0	0	418	315	733	2124
05:00 PM	76	1	43	120	51	172	0	223	0	0	0	0	0	127	79	206	549
05:15 PM	86	1	69	156	49	192	0	241	0	0	0	0	0	105	85	190	587
05:30 PM	88	0	73	161	55	148	0	203	0	0	0	0	0	126	84	210	574
05:45 PM	90	0	68	158	51	159	0	210	0	0	0	0	0	117	79	196	564
Total	340	2	253	595	206	671	0	877	0	0	0	0	0	475	327	802	2274
Grand Total	626	6	473	1105	416	1342	0	1758	0	0	0	0	0	893	642	1535	4398
Approch %	56.7	0.5	42.8		23.7	76.3	0		0	0	0	0	0	58.2	41.8		
Total %	14.2	0.1	10.8	25.1	9.5	30.5	0	40	0	0	0	0	0	20.3	14.6	34.9	

	I-15 Southbound Off Ramp				Bundy Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Bundy Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	76	1	43	120	51	172	0	223	0	0	0	0	0	127	79	206	549
05:15 PM	86	1	69	156	49	192	0	241	0	0	0	0	0	105	85	190	587
05:30 PM	88	0	73	161	55	148	0	203	0	0	0	0	0	126	84	210	574
05:45 PM	90	0	68	158	51	159	0	210	0	0	0	0	0	117	79	196	564
Total Volume	340	2	253	595	206	671	0	877	0	0	0	0	0	475	327	802	2274
% App. Total	57.1	0.3	42.5		23.5	76.5	0		0	0	0	0	0	59.2	40.8		
PHF	.944	.500	.866	.924	.936	.874	.000	.910	.000	.000	.000	.000	.000	.935	.962	.955	.968

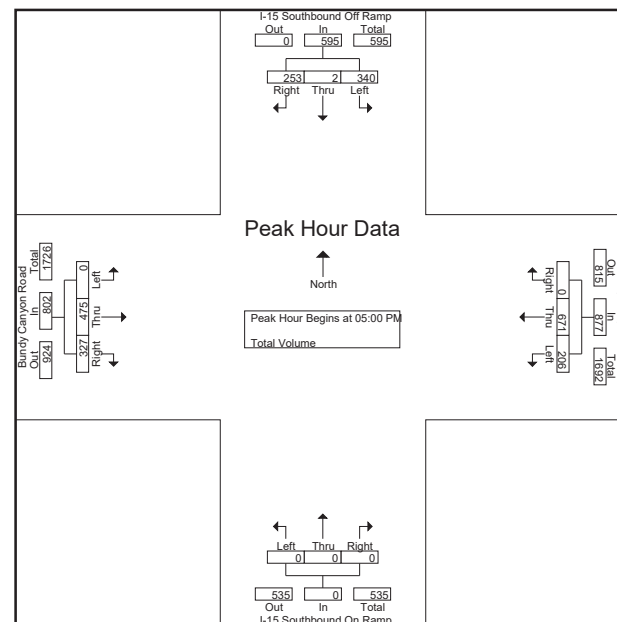
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

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City of Wildomar
N/S: I-15 Southbound Ramps
E/W: Bundy Canyon Road
Weather: Clear

File Name : 08_WDM_15S_Bundy Canyon PM
Site Code : 99919645
Start Date : 9/25/2019
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				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	76	1	43	120	44	159	0	203	0	0	0	0	0	127	79	206
+15 mins.	86	1	69	156	56	176	0	232	0	0	0	0	0	105	85	190
+30 mins.	88	0	73	161	51	172	0	223	0	0	0	0	0	126	84	210
+45 mins.	90	0	68	158	49	192	0	241	0	0	0	0	0	117	79	196
Total Volume	340	2	253	595	200	699	0	899	0	0	0	0	0	475	327	802
% App. Total	57.1	0.3	42.5		22.2	77.8	0		0	0	0	0	0	59.2	40.8	
PHF	.944	.500	.866	.924	.893	.910	.000	.933	.000	.000	.000	.000	.000	.935	.962	.955

Location: Wildomar
N/S: I-15 Southbound Ramps
E/W: Bundy Canyon Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg I-15 Southbound Ramps	East Leg Bundy Canyon Road	South Leg I-15 Southbound Ramps	West Leg Bundy Canyon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	1	0	2
7:30 AM	0	0	3	0	3
7:45 AM	2	0	0	0	2
8:00 AM	1	0	0	0	1
8:15 AM	3	0	1	0	4
8:30 AM	0	0	0	0	0
8:45 AM	2	0	0	0	2
TOTAL VOLUMES:	9	0	5	0	14

	North Leg I-15 Southbound Ramps	East Leg Bundy Canyon Road	South Leg I-15 Southbound Ramps	West Leg Bundy Canyon Road	
	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	1	0	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	3	0	0	0	3

Location: Wildomar
N/S: I-15 Southbound Ramps
E/W: Bundy Canyon Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound I-15 Southbound Ramps			Westbound Bundy Canyon Road			Northbound I-15 Southbound Ramps			Eastbound Bundy Canyon Road			
	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	1	0	0	0	0	0	1	0	2
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	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	2	0	0	0	0	0	1	0	3

	Southbound I-15 Southbound Ramps			Westbound Bundy Canyon Road			Northbound I-15 Southbound Ramps			Eastbound Bundy Canyon Road			
	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	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	1

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

City of Wildomar
N/S: I-15 Northbound Ramps
E/W: Bundy Canyon Road
Weather: Clear

File Name : 09_WDM_15N_Bundy Canyon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	I-15 Northbound On Ramp Southbound				Bundy Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Bundy Canyon Road 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	
07:00 AM	0	0	0	0	0	158	77	235	28	0	39	67	37	67	0	104	406
07:15 AM	0	0	0	0	0	155	69	224	38	0	41	79	35	102	0	137	440
07:30 AM	0	0	0	0	0	196	81	277	55	0	45	100	36	95	0	131	508
07:45 AM	0	0	0	0	0	208	87	295	83	0	64	147	52	102	0	154	596
Total	0	0	0	0	0	717	314	1031	204	0	189	393	160	366	0	526	1950
08:00 AM	0	0	0	0	0	203	71	274	89	0	67	156	71	98	0	169	599
08:15 AM	0	0	0	0	0	202	71	273	63	1	49	113	68	110	0	178	564
08:30 AM	0	0	0	0	0	147	50	197	56	0	45	101	48	96	0	144	442
08:45 AM	0	0	0	0	0	109	58	167	57	0	49	106	36	96	0	132	405
Total	0	0	0	0	0	661	250	911	265	1	210	476	223	400	0	623	2010
Grand Total	0	0	0	0	0	1378	564	1942	469	1	399	869	383	766	0	1149	3960
Approch %	0	0	0		0	71	29		54	0.1	45.9		33.3	66.7	0		
Total %	0	0	0		0	34.8	14.2	49	11.8	0	10.1	21.9	9.7	19.3	0	29	

	I-15 Northbound On Ramp Southbound				Bundy Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Bundy Canyon Road 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	
07:30 AM	0	0	0	0	0	196	81	277	55	0	45	100	36	95	0	131	508
07:45 AM	0	0	0	0	0	208	87	295	83	0	64	147	52	102	0	154	596
08:00 AM	0	0	0	0	0	203	71	274	89	0	67	156	71	98	0	169	599
08:15 AM	0	0	0	0	0	202	71	273	63	1	49	113	68	110	0	178	564
Total Volume	0	0	0	0	0	809	310	1119	290	1	225	516	227	405	0	632	2267
% App. Total	0	0	0		0	72.3	27.7		56.2	0.2	43.6		35.9	64.1	0		
PHF	.000	.000	.000	.000	.000	.972	.891	.948	.815	.250	.840	.827	.799	.920	.000	.888	.946

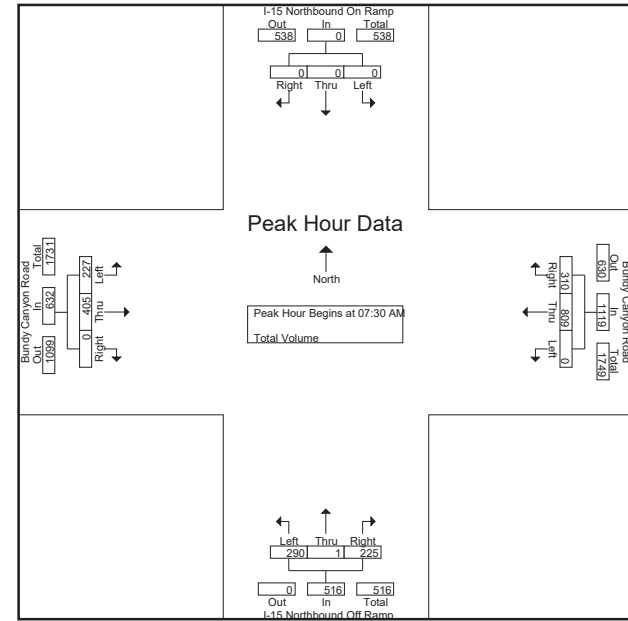
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

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City of Wildomar
N/S: I-15 Northbound Ramps
E/W: Bundy Canyon Road
Weather: Clear

File Name : 09_WDM_15N_Bundy Canyon AM
Site Code : 99919645
Start Date : 9/25/2019
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				07:45 AM				08:15 AM			
+0 mins.	0	0	0	0	0	196	81	277	83	0	64	147	52	102	0	154
+15 mins.	0	0	0	0	0	208	87	295	89	0	67	156	71	98	0	169
+30 mins.	0	0	0	0	0	203	71	274	63	1	49	113	68	110	0	178
+45 mins.	0	0	0	0	0	202	71	273	56	0	45	101	48	96	0	144
Total Volume	0	0	0	0	0	809	310	1119	291	1	225	517	239	406	0	645
% App. Total	0	0	0		0	72.3	27.7		56.3	0.2	43.5		37.1	62.9	0	
PHF	.000	.000	.000	.000	.000	.972	.891	.948	.817	.250	.840	.829	.842	.923	.000	.906

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

City of Wildomar
N/S: I-15 Northbound Ramps
E/W: Bundy Canyon Road
Weather: Clear

File Name : 09_WDM_15N_Bundy Canyon PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	I-15 Northbound On Ramp Southbound				Bundy Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Bundy Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	110	44	154	108	2	122	232	34	142	0	176	562
04:15 PM	0	0	0	0	0	126	38	164	99	3	145	247	37	156	0	193	604
04:30 PM	0	0	0	0	0	110	49	159	99	1	148	248	38	137	0	175	582
04:45 PM	0	0	0	0	0	123	52	175	109	1	118	228	47	121	0	168	571
Total	0	0	0	0	0	469	183	652	415	7	533	955	156	556	0	712	2319
05:00 PM	0	0	0	0	0	112	40	152	109	3	122	234	41	154	0	195	581
05:15 PM	0	0	0	0	0	125	63	188	115	1	136	252	31	159	0	190	630
05:30 PM	0	0	0	0	0	109	42	151	99	0	129	228	38	176	0	214	593
05:45 PM	0	0	0	0	0	121	43	164	89	2	127	218	42	165	0	207	589
Total	0	0	0	0	0	467	188	655	412	6	514	932	152	654	0	806	2393
Grand Total	0	0	0	0	0	936	371	1307	827	13	1047	1887	308	1210	0	1518	4712
Approch %	0	0	0		0	71.6	28.4		43.8	0.7	55.5		20.3	79.7	0		
Total %	0	0	0		0	19.9	7.9	27.7	17.6	0.3	22.2	40	6.5	25.7	0	32.2	

	I-15 Northbound On Ramp Southbound				Bundy Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Bundy Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	112	40	152	109	3	122	234	41	154	0	195	581
05:15 PM	0	0	0	0	0	125	63	188	115	1	136	252	31	159	0	190	630
05:30 PM	0	0	0	0	0	109	42	151	99	0	129	228	38	176	0	214	593
05:45 PM	0	0	0	0	0	121	43	164	89	2	127	218	42	165	0	207	589
Total Volume	0	0	0	0	0	467	188	655	412	6	514	932	152	654	0	806	2393
% App. Total	0	0	0		0	71.3	28.7		44.2	0.6	55.2		18.9	81.1	0		
PHF	.000	.000	.000	.000	.000	.934	.746	.871	.896	.500	.945	.925	.905	.929	.000	.942	.950

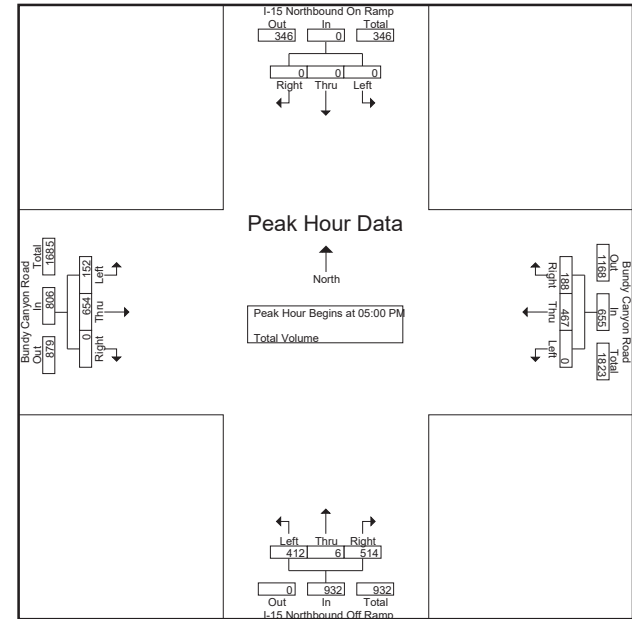
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

Counts Unlimited
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City of Wildomar
N/S: I-15 Northbound Ramps
E/W: Bundy Canyon Road
Weather: Clear

File Name : 09_WDM_15N_Bundy Canyon PM
Site Code : 99919645
Start Date : 9/25/2019
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				04:30 PM				04:30 PM				05:00 PM			
+0 mins.	0	0	0	0	0	110	49	159	99	1	148	248	41	154	0	195
+15 mins.	0	0	0	0	0	123	52	175	109	1	118	228	31	159	0	190
+30 mins.	0	0	0	0	0	112	40	152	109	3	122	234	38	176	0	214
+45 mins.	0	0	0	0	0	125	63	188	115	1	136	252	42	165	0	207
Total Volume	0	0	0	0	0	470	204	674	432	6	524	962	152	654	0	806
% App. Total	0	0	0		0	69.7	30.3		44.9	0.6	54.5		18.9	81.1	0	
PHF	.000	.000	.000	.000	.000	.940	.810	.896	.939	.500	.885	.954	.905	.929	.000	.942

Location: Wildomar
N/S: I-15 Northbound Ramps
E/W: Bundy Canyon Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg I-15 Northbound Ramps	East Leg Bundy Canyon Road	South Leg I-15 Northbound Ramps	West Leg Bundy Canyon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	2	0	3
7:30 AM	0	0	2	0	2
7:45 AM	2	0	0	0	2
8:00 AM	2	0	0	0	2
8:15 AM	2	0	1	0	3
8:30 AM	0	0	0	0	0
8:45 AM	2	0	0	0	2
TOTAL VOLUMES:	9	0	5	0	14

	North Leg I-15 Northbound Ramps	East Leg Bundy Canyon Road	South Leg I-15 Northbound Ramps	West Leg Bundy Canyon Road	
	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	1	0	1
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	1	0	2	0	3

Location: Wildomar
N/S: I-15 Northbound Ramps
E/W: Bundy Canyon Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound I-15 Northbound Ramps			Westbound Bundy Canyon Road			Northbound I-15 Northbound Ramps			Eastbound Bundy Canyon Road			
	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	1	0	0	0	0	0	1	0	2
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	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	2	0	0	0	0	0	1	0	3

	Southbound I-15 Northbound Ramps			Westbound Bundy Canyon Road			Northbound I-15 Northbound Ramps			Eastbound Bundy Canyon Road			
	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	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	1

Counts Unlimited
PO Box 1178
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City of Wildomar
N/S: Monte Vista Drive
E/W: Bundy Canyon Road
Weather: Clear

File Name : 10_WDM_Monte Vista_Bundy Canyon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Bundy Canyon Road Westbound			Monte Vista Drive Northbound			Bundy Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Start Time										
07:00 AM	31	187	218	1	8	9	101	4	105	332
07:15 AM	53	188	241	0	11	11	115	14	129	381
07:30 AM	99	228	327	3	25	28	100	27	127	482
07:45 AM	65	250	315	4	28	32	101	30	131	478
Total	248	853	1101	8	72	80	417	75	492	1673
08:00 AM	32	230	262	5	26	31	127	7	134	427
08:15 AM	26	223	249	5	12	17	112	16	128	394
08:30 AM	16	141	157	7	10	17	121	11	132	306
08:45 AM	14	140	154	5	14	19	102	11	113	286
Total	88	734	822	22	62	84	462	45	507	1413
Grand Total	336	1587	1923	30	134	164	879	120	999	3086
Apprch %	17.5	82.5		18.3	81.7		88	12		
Total %	10.9	51.4	62.3	1	4.3	5.3	28.5	3.9	32.4	

	Bundy Canyon Road Westbound			Monte Vista Drive Northbound			Bundy Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Start Time										
07:30 AM	99	228	327	3	25	28	100	27	127	482
07:45 AM	65	250	315	4	28	32	101	30	131	478
08:00 AM	32	230	262	5	26	31	127	7	134	427
08:15 AM	26	223	249	5	12	17	112	16	128	394
Total Volume	222	931	1153	17	91	108	440	80	520	1781
% App. Total	19.3	80.7		15.7	84.3		84.6	15.4		
PHF	.561	.931	.881	.850	.813	.844	.866	.667	.970	.924

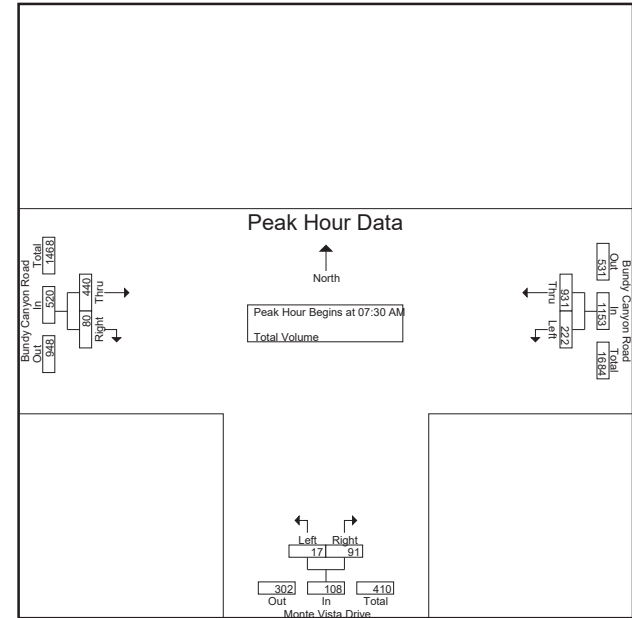
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

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City of Wildomar
N/S: Monte Vista Drive
E/W: Bundy Canyon Road
Weather: Clear

File Name : 10_WDM_Monte Vista_Bundy Canyon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:45 AM		
+0 mins.	99	228	327	3	25	28	101	30	131
+15 mins.	65	250	315	4	28	32	127	7	134
+30 mins.	32	230	262	5	26	31	112	16	128
+45 mins.	26	223	249	5	12	17	121	11	132
Total Volume	222	931	1153	17	91	108	461	64	525
% App. Total	19.3	80.7		15.7	84.3		87.8	12.2	
PHF	.561	.931	.881	.850	.813	.844	.907	.533	.979

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City of Wildomar
N/S: Monte Vista Drive
E/W: Bundy Canyon Road
Weather: Clear

File Name : 10_WDM_Monte Vista_Bundy Canyon PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

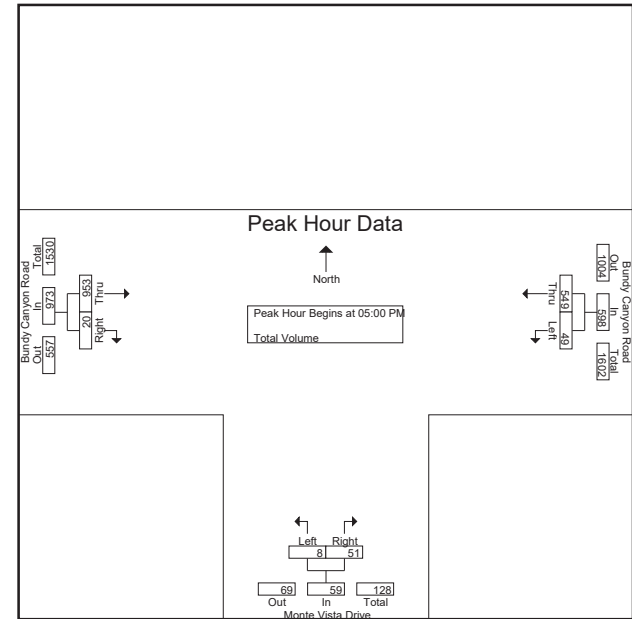
Groups Printed- Total Volume									
	Bundy Canyon Road Westbound			Monte Vista Drive Northbound			Bundy Canyon Road Eastbound		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total
04:00 PM	15	137	152	4	30	34	215	3	218
04:15 PM	10	138	148	4	17	21	244	7	251
04:30 PM	16	138	154	6	9	15	229	5	234
04:45 PM	12	148	160	7	17	24	194	0	194
Total	53	561	614	21	73	94	882	15	897
05:00 PM	14	149	163	1	16	17	222	2	224
05:15 PM	12	155	167	1	12	13	238	8	246
05:30 PM	13	119	132	2	14	16	257	5	262
05:45 PM	10	126	136	4	9	13	236	5	241
Total	49	549	598	8	51	59	953	20	973
Grand Total	102	1110	1212	29	124	153	1835	35	1870
Apprch %	8.4	91.6		19	81		98.1	1.9	
Total %	3.2	34.3	37.5	0.9	3.8	4.7	56.7	1.1	57.8

	Bundy Canyon Road Westbound			Monte Vista Drive Northbound			Bundy Canyon Road 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 05:00 PM										
05:00 PM	14	149	163	1	16	17	222	2	224	404
05:15 PM	12	155	167	1	12	13	238	8	246	426
05:30 PM	13	119	132	2	14	16	257	5	262	410
05:45 PM	10	126	136	4	9	13	236	5	241	390
Total Volume	49	549	598	8	51	59	953	20	973	1630
% App. Total	8.2	91.8		13.6	86.4		97.9	2.1		
PHF	.875	.885	.895	.500	.797	.868	.927	.625	.928	.957

Counts Unlimited
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City of Wildomar
N/S: Monte Vista Drive
E/W: Bundy Canyon Road
Weather: Clear

File Name : 10_WDM_Monte Vista_Bundy Canyon PM
Site Code : 99919645
Start Date : 9/25/2019
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			05:00 PM		
+0 mins.	16	138	154	4	30	34	222	2	224
+15 mins.	12	148	160	4	17	21	238	8	246
+30 mins.	14	149	163	6	9	15	257	5	262
+45 mins.	12	155	167	7	17	24	236	5	241
Total Volume	54	590	644	21	73	94	953	20	973
% App. Total	8.4	91.6		22.3	77.7		97.9	2.1	
PHF	.844	.952	.964	.750	.608	.691	.927	.625	.928

Location: Wildomar
N/S: Monte Vista Drive
E/W: Bundy Canyon Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg Bundy Canyon Road	South Leg Monte Vista Drive	West Leg Bundy Canyon Road	
	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	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	1	0	1

	North Leg Dead End	East Leg Bundy Canyon Road	South Leg Monte Vista Drive	West Leg Bundy Canyon Road	
	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: Wildomar
N/S: Monte Vista Drive
E/W: Bundy Canyon Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Bundy Canyon Road			Northbound Monte Vista Drive			Eastbound Bundy Canyon Road			
	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	1	1
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	1	1

	Southbound Dead End			Westbound Bundy Canyon Road			Northbound Monte Vista Drive			Eastbound Bundy Canyon Road			
	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	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	1

Counts Unlimited
PO Box 1178
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City of Wildomar
N/S: The Farm Road
E/W: Bundy Canyon Road
Weather: Clear

File Name : 11_WDM_The Farm Rd_Bundy Canyon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

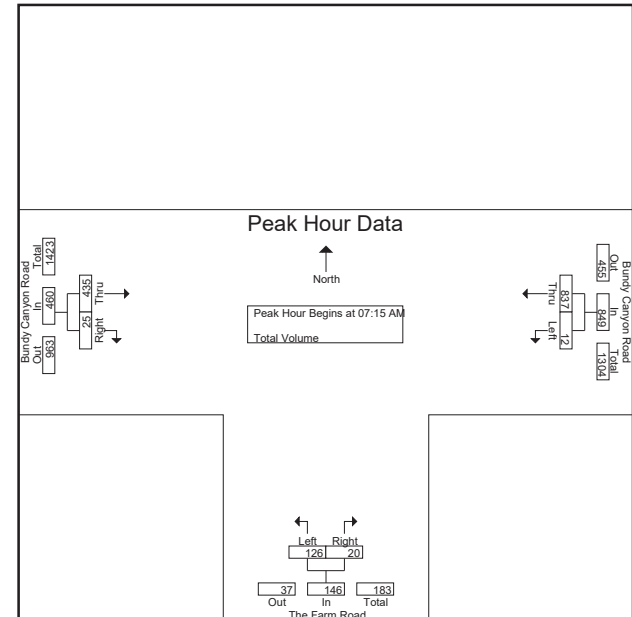
Groups Printed- Total Volume									
	Bundy Canyon Road Westbound			The Farm Road Northbound			Bundy Canyon Road Eastbound		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	Int. Total
07:00 AM	1	158	159	26	7	33	95	3	98
07:15 AM	2	165	167	31	6	37	113	5	118
07:30 AM	4	237	241	42	2	44	105	1	106
07:45 AM	3	228	231	33	7	40	97	7	104
Total	10	788	798	132	22	154	410	16	426
08:00 AM	3	207	210	20	5	25	120	12	132
08:15 AM	6	167	173	21	3	24	107	6	113
08:30 AM	2	118	120	24	7	31	117	8	125
08:45 AM	4	116	120	21	3	24	110	7	117
Total	15	608	623	86	18	104	454	33	487
Grand Total	25	1396	1421	218	40	258	864	49	913
Apprch %	1.8	98.2		84.5	15.5		94.6	5.4	
Total %	1	53.9	54.8	8.4	1.5	10	33.3	1.9	35.2

	Bundy Canyon Road Westbound			The Farm Road Northbound			Bundy Canyon Road Eastbound			Int. Total
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	165	167	31	6	37	113	5	118	322
07:30 AM	4	237	241	42	2	44	105	1	106	391
07:45 AM	3	228	231	33	7	40	97	7	104	375
08:00 AM	3	207	210	20	5	25	120	12	132	367
Total Volume	12	837	849	126	20	146	435	25	460	1455
% App. Total	1.4	98.6		86.3	13.7		94.6	5.4		
PHF	.750	.883	.881	.750	.714	.830	.906	.521	.871	.930

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City of Wildomar
N/S: The Farm Road
E/W: Bundy Canyon Road
Weather: Clear

File Name : 11_WDM_The Farm Rd_Bundy Canyon AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

	07:30 AM			07:00 AM			08:00 AM		
+0 mins.	4	237	241	26	7	33	120	12	132
+15 mins.	3	228	231	31	6	37	107	6	113
+30 mins.	3	207	210	42	2	44	117	8	125
+45 mins.	6	167	173	33	7	40	110	7	117
Total Volume	16	839	855	132	22	154	454	33	487
% App. Total	1.9	98.1		85.7	14.3		93.2	6.8	
PHF	.667	.885	.887	.786	.786	.875	.946	.688	.922

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City of Wildomar
N/S: The Farm Road
E/W: Bundy Canyon Road
Weather: Clear

File Name : 11_WDM_The Farm Rd_Bundy Canyon PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume									
	Bundy Canyon Road Westbound			The Farm Road Northbound			Bundy Canyon Road Eastbound		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	Int. Total
04:00 PM	5	124	129	19	8	27	198	19	217
04:15 PM	5	126	131	9	1	10	220	19	239
04:30 PM	6	117	123	17	6	23	182	37	219
04:45 PM	8	133	141	15	8	23	178	27	205
Total	24	500	524	60	23	83	778	102	880
05:00 PM	8	137	145	14	3	17	172	25	197
05:15 PM	7	129	136	10	3	13	190	17	207
05:30 PM	4	105	109	17	2	19	215	20	235
05:45 PM	12	102	114	14	7	21	203	21	224
Total	31	473	504	55	15	70	780	83	863
Grand Total	55	973	1028	115	38	153	1558	185	1743
Apprch %	5.4	94.6		75.2	24.8		89.4	10.6	
Total %	1.9	33.3	35.2	3.9	1.3	5.2	53.3	6.3	59.6

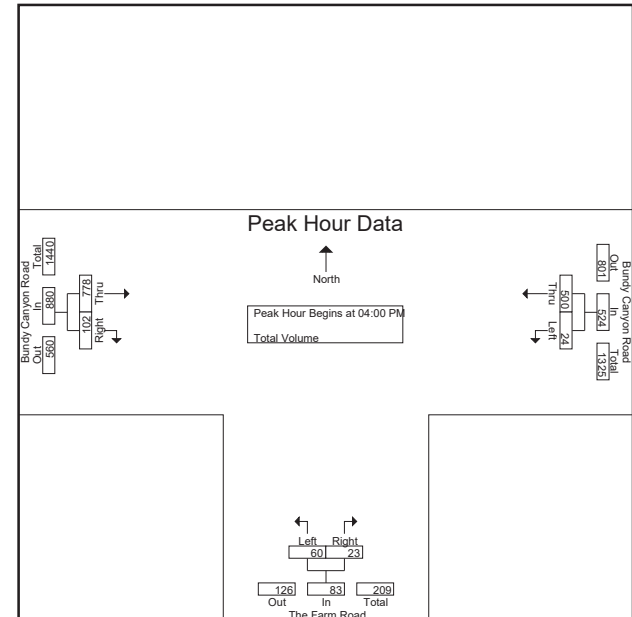
	Bundy Canyon Road Westbound			The Farm Road Northbound			Bundy Canyon Road Eastbound			Int. Total
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	5	124	129	19	8	27	198	19	217	373
04:15 PM	5	126	131	9	1	10	220	19	239	380
04:30 PM	6	117	123	17	6	23	182	37	219	365
04:45 PM	8	133	141	15	8	23	178	27	205	369
Total Volume	24	500	524	60	23	83	778	102	880	1487
% App. Total	4.6	95.4		72.3	27.7		88.4	11.6		
PHF	.750	.940	.929	.789	.719	.769	.884	.689	.921	.978

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

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City of Wildomar
N/S: The Farm Road
E/W: Bundy Canyon Road
Weather: Clear

File Name : 11_WDM_The Farm Rd_Bundy Canyon PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

	04:30 PM			04:00 PM			04:00 PM		
+0 mins.	6	117	123	19	8	27	198	19	217
+15 mins.	8	133	141	9	1	10	220	19	239
+30 mins.	8	137	145	17	6	23	182	37	219
+45 mins.	7	129	136	15	8	23	178	27	205
Total Volume	29	516	545	60	23	83	778	102	880
% App. Total	5.3	94.7		72.3	27.7		88.4	11.6	
PHF	.906	.942	.940	.789	.719	.769	.884	.689	.921

Location: Wildomar
N/S: The Farm Road
E/W: Bundy Canyon Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg Bundy Canyon Road	South Leg The Farm Road	West Leg Bundy Canyon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	0	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	1	0	1

	North Leg Dead End	East Leg Bundy Canyon Road	South Leg The Farm Road	West Leg Bundy Canyon Road	
	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: Wildomar
N/S: The Farm Road
E/W: Bundy Canyon Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Bundy Canyon Road			Northbound The Farm Road			Eastbound Bundy Canyon Road			
	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 Dead End			Westbound Bundy Canyon Road			Northbound The Farm Road			Eastbound Bundy Canyon Road			
	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	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	1

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City of Wildomar
N/S: Grand Avenue
E/W: Sheila Lane
Weather: Clear

File Name : 12_WDM_Grand_Sheila AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

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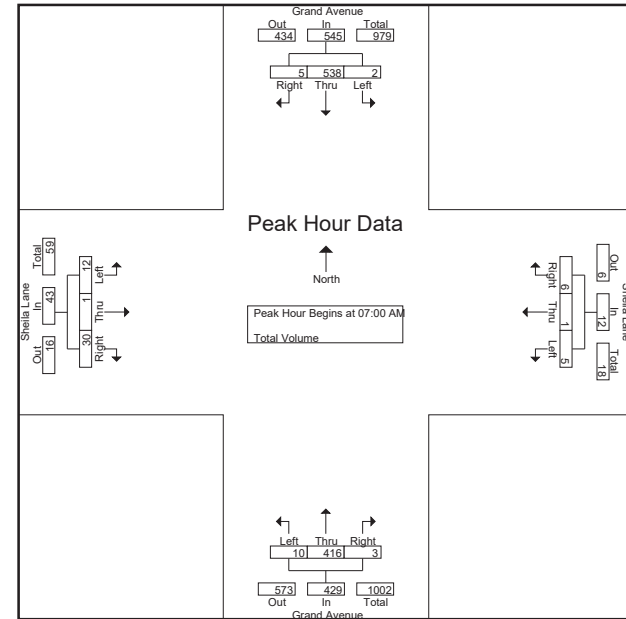
City of Wildomar
N/S: Grand Avenue
E/W: Sheila Lane
Weather: Clear

File Name : 12_WDM_Grand_Sheila AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2

Groups Printed- Total Volume

Start Time	Grand Avenue Southbound				Sheila Lane Westbound				Grand Avenue Northbound				Sheila Lane Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	160	1	161	2	0	2	4	2	86	1	89	3	1	9	13	267
07:15 AM	0	124	0	124	0	1	2	3	2	143	1	146	1	0	4	5	278
07:30 AM	1	135	3	139	1	0	1	2	2	122	0	124	8	0	8	16	281
07:45 AM	1	119	1	121	2	0	1	3	4	65	1	70	0	0	9	9	203
Total	2	538	5	545	5	1	6	12	10	416	3	429	12	1	30	43	1029
08:00 AM	1	113	0	114	0	1	1	2	3	72	0	75	1	2	4	7	198
08:15 AM	0	72	1	73	0	0	0	0	2	57	0	59	1	1	3	5	137
08:30 AM	0	76	1	77	0	1	0	1	1	52	1	54	1	0	6	7	139
08:45 AM	1	60	3	64	1	0	1	2	0	71	0	71	1	2	1	4	141
Total	2	321	5	328	1	2	2	5	6	252	1	259	4	5	14	23	615
Grand Total	4	859	10	873	6	3	8	17	16	668	4	688	16	6	44	66	1644
Apprch %	0.5	98.4	1.1		35.3	17.6	47.1		2.3	97.1	0.6		24.2	9.1	66.7		
Total %	0.2	52.3	0.6	53.1	0.4	0.2	0.5	1	1	40.6	0.2	41.8	1	0.4	2.7	4	

Start Time	Grand Avenue Southbound				Sheila Lane Westbound				Grand Avenue Northbound				Sheila Lane Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	160	1	161	2	0	2	4	2	86	1	89	3	1	9	13	267
07:15 AM	0	124	0	124	0	1	2	3	2	143	1	146	1	0	4	5	278
07:30 AM	1	135	3	139	1	0	1	2	2	122	0	124	8	0	8	16	281
07:45 AM	1	119	1	121	2	0	1	3	4	65	1	70	0	0	9	9	203
Total Volume	2	538	5	545	5	1	6	12	10	416	3	429	12	1	30	43	1029
% App. Total	0.4	98.7	0.9		41.7	8.3	50		2.3	97	0.7		27.9	2.3	69.8		
PHF	.500	.841	.417	.846	.625	.250	.750	.750	.625	.727	.750	.735	.375	.250	.833	.672	.915



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	160	1	161	2	0	2	4	2	86	1	89	3	1	9	13
+15 mins.	0	124	0	124	0	1	2	3	2	143	1	146	1	0	4	5
+30 mins.	1	135	3	139	1	0	1	2	2	122	0	124	8	0	8	16
+45 mins.	1	119	1	121	2	0	1	3	4	65	1	70	0	0	9	9
Total Volume	2	538	5	545	5	1	6	12	10	416	3	429	12	1	30	43
% App. Total	0.4	98.7	0.9		41.7	8.3	50		2.3	97	0.7		27.9	2.3	69.8	
PHF	.500	.841	.417	.846	.625	.250	.750	.750	.625	.727	.750	.735	.375	.250	.833	.672

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City of Wildomar
N/S: Grand Avenue
E/W: Sheila Lane
Weather: Clear

File Name : 12_WDM_Grand_Sheila PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume																	
	Grand Avenue Southbound				Sheila Lane Westbound				Grand Avenue Northbound				Sheila Lane Eastbound				
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	113	0	114	2	1	1	4	1	65	3	69	1	0	3	4	191
04:15 PM	1	97	0	98	1	2	3	6	4	72	0	76	0	0	4	4	184
04:30 PM	1	125	1	127	0	2	0	2	0	70	0	70	0	1	5	6	205
04:45 PM	2	80	3	85	1	0	2	3	7	58	0	65	2	0	2	4	157
Total	5	415	4	424	4	5	6	15	12	265	3	280	3	1	14	18	737
05:00 PM	1	135	2	138	2	0	3	5	6	73	1	80	3	0	6	9	232
05:15 PM	2	106	1	109	1	0	3	4	9	88	4	101	1	1	4	6	220
05:30 PM	2	96	2	100	0	1	1	2	2	82	0	84	2	0	3	5	191
05:45 PM	2	115	2	119	0	1	0	1	5	84	0	89	1	0	0	1	210
Total	7	452	7	466	3	2	7	12	22	327	5	354	7	1	13	21	853
Grand Total	12	867	11	890	7	7	13	27	34	592	8	634	10	2	27	39	1590
Approch %	1.3	97.4	1.2		25.9	25.9	48.1		5.4	93.4	1.3		25.6	5.1	69.2		
Total %	0.8	54.5	0.7	56	0.4	0.4	0.8	1.7	2.1	37.2	0.5	39.9	0.6	0.1	1.7	2.5	

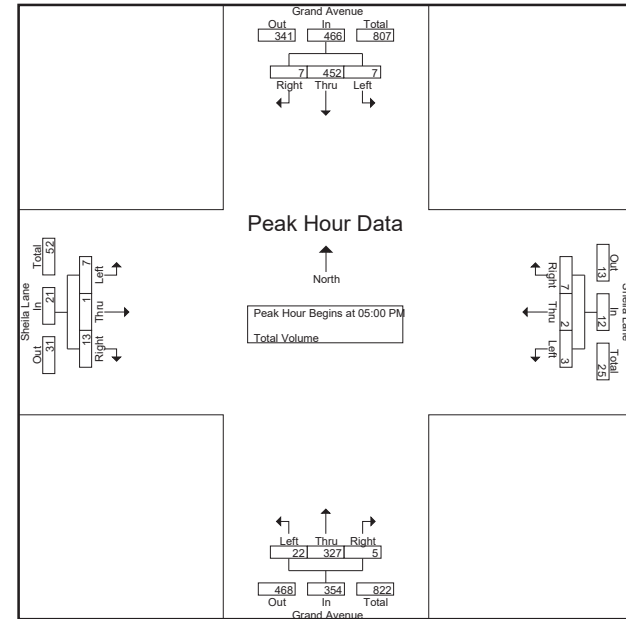
Start Time	Grand Avenue Southbound				Sheila Lane Westbound				Grand Avenue Northbound				Sheila Lane Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	135	2	138	2	0	3	5	6	73	1	80	3	0	6	9	232
05:15 PM	2	106	1	109	1	0	3	4	9	88	4	101	1	1	4	6	220
05:30 PM	2	96	2	100	0	1	1	2	2	82	0	84	2	0	3	5	191
05:45 PM	2	115	2	119	0	1	0	1	5	84	0	89	1	0	0	1	210
Total Volume	7	452	7	466	3	2	7	12	22	327	5	354	7	1	13	21	853
% App. Total	1.5	97	1.5		25	16.7	58.3		6.2	92.4	1.4		33.3	4.8	61.9		
PHF	.875	.837	.875	.844	.375	.500	.583	.600	.611	.929	.313	.876	.583	.250	.542	.583	.919

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

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City of Wildomar
N/S: Grand Avenue
E/W: Sheila Lane
Weather: Clear

File Name : 12_WDM_Grand_Sheila PM
Site Code : 99919645
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				05:00 PM				04:30 PM			
+0 mins.	1	135	2	138	1	2	3	6	6	73	1	80	0	1	5	6
+15 mins.	2	106	1	109	0	2	0	2	9	88	4	101	2	0	2	4
+30 mins.	2	96	2	100	1	0	2	3	2	82	0	84	3	0	6	9
+45 mins.	2	115	2	119	2	0	3	5	5	84	0	89	1	1	4	6
Total Volume	7	452	7	466	4	4	8	16	22	327	5	354	6	2	17	25
% App. Total	1.5	97	1.5		25	25	50		6.2	92.4	1.4		24	8	68	
PHF	.875	.837	.875	.844	.500	.500	.667	.667	.611	.929	.313	.876	.500	.500	.708	.694

Location: Wildomar
N/S: Grand Avenue
E/W: Sheila Lane



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Grand Avenue		East Leg Sheila Lane		South Leg Grand Avenue		West Leg Sheila Lane	
	Pedestrians		Pedestrians		Pedestrians		Pedestrians	
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	1	1	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	1	1
TOTAL VOLUMES:	0		1		0		5	6

	North Leg Grand Avenue		East Leg Sheila Lane		South Leg Grand Avenue		West Leg Sheila Lane		
	Pedestrians		Pedestrians		Pedestrians		Pedestrians		
4:00 PM	0		0		0		0		0
4:15 PM	0	0	0	0	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	0	0	0	0
5:45 PM	0		0		0		0		0
TOTAL VOLUMES:	0		0		0		0		0

Location: Wildomar
N/S: Grand Avenue
E/W: Sheila Lane



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Grand Avenue			Westbound Sheila Lane			Northbound Grand Avenue			Eastbound Sheila Lane			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
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	1	0	0	0	0	0	0	0	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	2	1	0	0	1	4
TOTAL VOLUMES:	0	2	0	0	0	0	0	3	1	0	0	1	7

	Southbound Grand Avenue			Westbound Sheila Lane			Northbound Grand Avenue			Eastbound Sheila Lane			
	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	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
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	3	0	0	0	0	3

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City of Wildomar
N/S: Mission Trail/Palomar Street
E/W: Palomar Street
Weather: Clear

File Name : 13_WDM_Mission Trail_Palomar AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

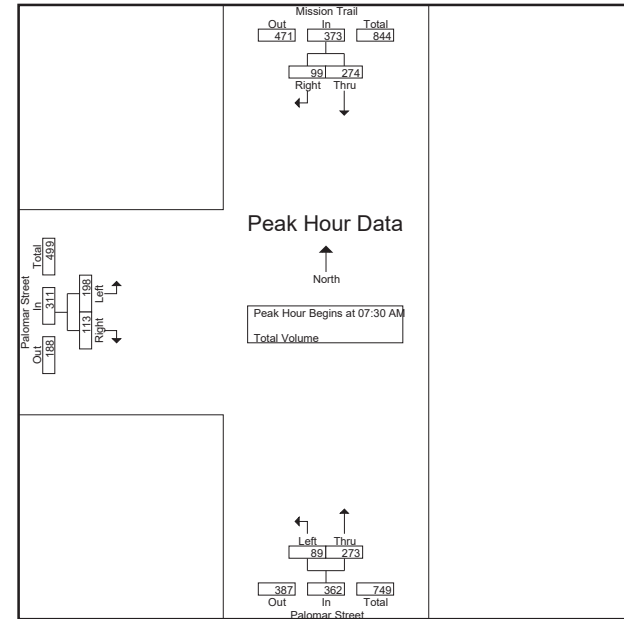
Groups Printed- Total Volume									
Mission Trail Southbound			Palomar Street Northbound			Palomar Street Eastbound			Int. Total
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	
07:00 AM	77	7	84	15	46	61	22	31	198
07:15 AM	62	14	76	31	58	89	17	34	216
07:30 AM	83	15	98	30	65	95	32	33	258
07:45 AM	70	20	90	22	66	88	49	38	265
Total	292	56	348	98	235	333	120	136	937
08:00 AM	62	38	100	22	85	107	64	20	291
08:15 AM	59	26	85	15	57	72	53	22	232
08:30 AM	41	22	63	15	44	59	17	24	163
08:45 AM	37	14	51	8	35	43	21	21	136
Total	199	100	299	60	221	281	155	87	822
Grand Total	491	156	647	158	456	614	275	223	1759
Apprch %	75.9	24.1		25.7	74.3		55.2	44.8	
Total %	27.9	8.9	36.8	9	25.9	34.9	15.6	12.7	28.3

Mission Trail Southbound				Palomar Street Northbound			Palomar Street Eastbound			Int. Total
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	83	15	98	30	65	95	32	33	65	258
07:45 AM	70	20	90	22	66	88	49	38	87	265
08:00 AM	62	38	100	22	85	107	64	20	84	291
08:15 AM	59	26	85	15	57	72	53	22	75	232
Total Volume	274	99	373	89	273	362	198	113	311	1046
% App. Total	73.5	26.5		24.6	75.4		63.7	36.3		
PHF	.825	.651	.933	.742	.803	.846	.773	.743	.894	.899

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City of Wildomar
N/S: Mission Trail/Palomar Street
E/W: Palomar Street
Weather: Clear

File Name : 13_WDM_Mission Trail_Palomar AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

	07:30 AM			07:15 AM			07:30 AM		
+0 mins.	83	15	98	31	58	89	32	33	65
+15 mins.	70	20	90	30	65	95	49	38	87
+30 mins.	62	38	100	22	66	88	64	20	84
+45 mins.	59	26	85	22	85	107	53	22	75
Total Volume	274	99	373	105	274	379	198	113	311
% App. Total	73.5	26.5		27.7	72.3		63.7	36.3	
PHF	.825	.651	.933	.847	.806	.886	.773	.743	.894

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City of Wildomar
N/S: Mission Trail/Palomar Street
E/W: Palomar Street
Weather: Clear

File Name : 13_WDM_Mission Trail_Palomar PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

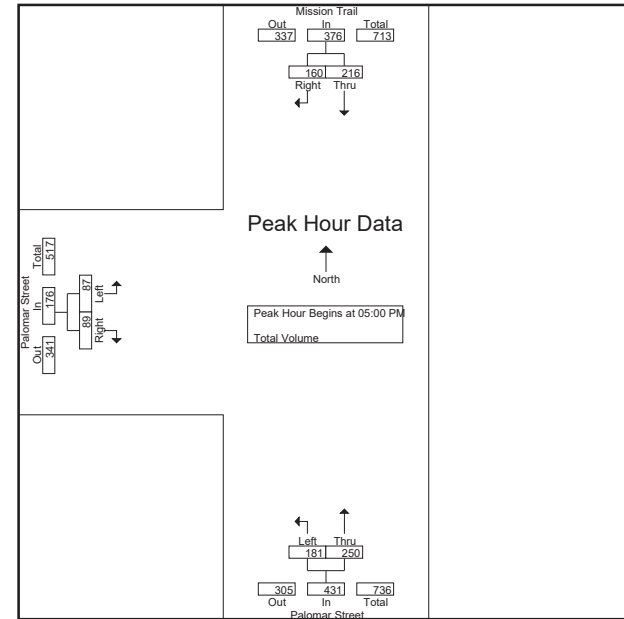
Groups Printed- Total Volume										
	Mission Trail Southbound			Palomar Street Northbound			Palomar Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	53	23	76	43	62	105	18	27	45	226
04:15 PM	48	15	63	41	51	92	23	16	39	194
04:30 PM	57	36	93	42	58	100	17	28	45	238
04:45 PM	54	31	85	31	65	96	17	17	34	215
Total	212	105	317	157	236	393	75	88	163	873
05:00 PM	65	31	96	37	63	100	14	25	39	235
05:15 PM	43	37	80	56	67	123	22	21	43	246
05:30 PM	59	42	101	34	60	94	25	22	47	242
05:45 PM	49	50	99	54	60	114	26	21	47	260
Total	216	160	376	181	250	431	87	89	176	983
Grand Total	428	265	693	338	486	824	162	177	339	1856
Apprch %	61.8	38.2		41	59		47.8	52.2		
Total %	23.1	14.3	37.3	18.2	26.2	44.4	8.7	9.5	18.3	

	Mission Trail Southbound			Palomar Street Northbound			Palomar 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	65	31	96	37	63	100	14	25	39	235
05:15 PM	43	37	80	56	67	123	22	21	43	246
05:30 PM	59	42	101	34	60	94	25	22	47	242
05:45 PM	49	50	99	54	60	114	26	21	47	260
Total Volume	216	160	376	181	250	431	87	89	176	983
% App. Total	57.4	42.6		42	58		49.4	50.6		
PHF	.831	.800	.931	.808	.933	.876	.837	.890	.936	.945

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City of Wildomar
N/S: Mission Trail/Palomar Street
E/W: Palomar Street
Weather: Clear

File Name : 13_WDM_Mission Trail_Palomar PM
Site Code : 99919645
Start Date : 9/25/2019
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			05:00 PM			05:00 PM		
+0 mins.	65	31	96	37	63	100	14	25	39
+15 mins.	43	37	80	56	67	123	22	21	43
+30 mins.	59	42	101	34	60	94	25	22	47
+45 mins.	49	50	99	54	60	114	26	21	47
Total Volume	216	160	376	181	250	431	87	89	176
% App. Total	57.4	42.6		42	58		49.4	50.6	
PHF	.831	.800	.931	.808	.933	.876	.837	.890	.936

Location: Wildomar
N/S: Mission Trail/Palomar Street
E/W: Palomar Street



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Mission Trail	East Leg Dead End	South Leg Palomar Street	West Leg Palomar 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	1	1
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Mission Trail	East Leg Dead End	South Leg Palomar Street	West Leg Palomar 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: Wildomar
N/S: Mission Trail/Palomar Street
E/W: Palomar Street



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Mission Trail			Westbound Dead End			Northbound Palomar Street			Eastbound Palomar Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	1	0	0	0	0	1	0	0	0	1	3
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	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	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	1	1	0	0	0	0	2	0	1	0	1	6

	Southbound Mission Trail			Westbound Dead End			Northbound Palomar Street			Eastbound Palomar 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	3	0	0	0	0	0	0	0	0	0	0	3
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	3	0	0	0	0	0	0	0	0	0	0	3

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City of Wildomar
N/S: Grand Avenue
E/W: Gruwell Street
Weather: Clear

File Name : 14_WDM_Grand_Gruwell AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Grand Avenue Southbound				Gruwell Street Westbound				Grand Avenue Northbound				Gruwell 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	6	189	0	195	15	0	0	15	0	101	21	122	0	0	0	0	332
07:15 AM	5	142	0	147	13	0	6	19	0	147	20	167	0	1	1	2	335
07:30 AM	6	158	1	165	3	0	2	5	1	106	8	115	0	1	3	4	289
07:45 AM	6	141	1	148	2	2	5	9	0	74	3	77	0	1	1	2	236
Total	23	630	2	655	33	2	13	48	1	428	52	481	0	3	5	8	1192
08:00 AM	8	120	0	128	1	0	1	2	1	72	11	84	0	0	1	1	215
08:15 AM	5	87	0	92	9	1	3	13	0	60	8	68	0	2	0	2	175
08:30 AM	4	84	0	88	2	2	4	8	1	68	2	71	0	1	0	1	168
08:45 AM	5	66	0	71	3	1	2	6	0	58	4	62	0	0	0	0	139
Total	22	357	0	379	15	4	10	29	2	258	25	285	0	3	1	4	697
Grand Total	45	987	2	1034	48	6	23	77	3	686	77	766	0	6	6	12	1889
Approch %	4.4	95.5	0.2		62.3	7.8	29.9		0.4	89.6	10.1		0	50	50		
Total %	2.4	52.2	0.1	54.7	2.5	0.3	1.2	4.1	0.2	36.3	4.1	40.6	0	0.3	0.3	0.6	

	Grand Avenue Southbound				Gruwell Street Westbound				Grand Avenue Northbound				Gruwell 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	6	189	0	195	15	0	0	15	0	101	21	122	0	0	0	0	332
07:15 AM	5	142	0	147	13	0	6	19	0	147	20	167	0	1	1	2	335
07:30 AM	6	158	1	165	3	0	2	5	1	106	8	115	0	1	3	4	289
07:45 AM	6	141	1	148	2	2	5	9	0	74	3	77	0	1	1	2	236
Total Volume	23	630	2	655	33	2	13	48	1	428	52	481	0	3	5	8	1192
% App. Total	3.5	96.2	0.3		68.8	4.2	27.1		0.2	89	10.8		0	37.5	62.5		
PHF	.958	.833	.500	.840	.550	.250	.542	.632	.250	.728	.619	.720	.000	.750	.417	.500	.890

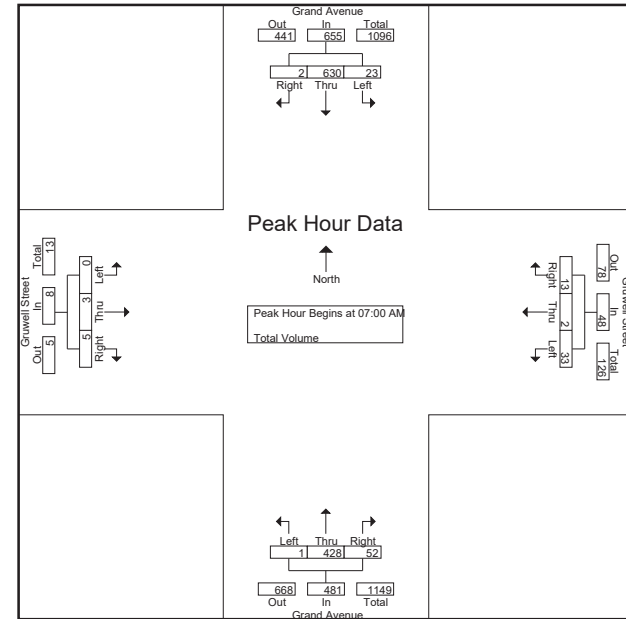
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

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City of Wildomar
N/S: Grand Avenue
E/W: Gruwell Street
Weather: Clear

File Name : 14_WDM_Grand_Gruwell AM
Site Code : 99919645
Start Date : 9/25/2019
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				07:15 AM			
+0 mins.	6	189	0	195	15	0	0	15	0	101	21	122	0	1	1	2
+15 mins.	5	142	0	147	13	0	6	19	0	147	20	167	0	1	3	4
+30 mins.	6	158	1	165	3	0	2	5	1	106	8	115	0	1	1	2
+45 mins.	6	141	1	148	2	2	5	9	0	74	3	77	0	0	1	1
Total Volume	23	630	2	655	33	2	13	48	1	428	52	481	0	3	6	9
% App. Total	3.5	96.2	0.3		68.8	4.2	27.1		0.2	89	10.8		0	33.3	66.7	
PHF	.958	.833	.500	.840	.550	.250	.542	.632	.250	.728	.619	.720	.000	.750	.500	.563

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City of Wildomar
N/S: Grand Avenue
E/W: Gruwell Street
Weather: Clear

File Name : 14_WDM_Grand_Gruwell PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume																	
	Grand Avenue Southbound				Gruwell Street Westbound				Grand Avenue Northbound				Gruwell 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	6	119	0	125	2	3	6	11	0	68	4	72	0	2	2	4	212
04:15 PM	3	99	0	102	3	1	5	9	1	75	2	78	0	0	1	1	190
04:30 PM	3	117	2	122	1	2	7	10	0	65	5	70	0	1	0	1	203
04:45 PM	2	96	1	99	0	0	8	8	0	77	7	84	0	1	0	1	192
Total	14	431	3	448	6	6	26	38	1	285	18	304	0	4	3	7	797
05:00 PM	6	131	0	137	2	1	3	6	1	75	4	80	0	0	2	2	225
05:15 PM	6	121	0	127	3	1	8	12	1	104	2	107	0	1	0	1	247
05:30 PM	3	97	0	100	0	1	5	6	3	94	2	99	0	2	1	3	208
05:45 PM	4	122	0	126	3	1	8	12	0	74	1	75	0	0	1	1	214
Total	19	471	0	490	8	4	24	36	5	347	9	361	0	3	4	7	894
Grand Total	33	902	3	938	14	10	50	74	6	632	27	665	0	7	7	14	1691
Approach %	3.5	96.2	0.3		18.9	13.5	67.6		0.9	95	4.1		0	50	50		
Total %	2	53.3	0.2	55.5	0.8	0.6	3	4.4	0.4	37.4	1.6	39.3	0	0.4	0.4	0.8	

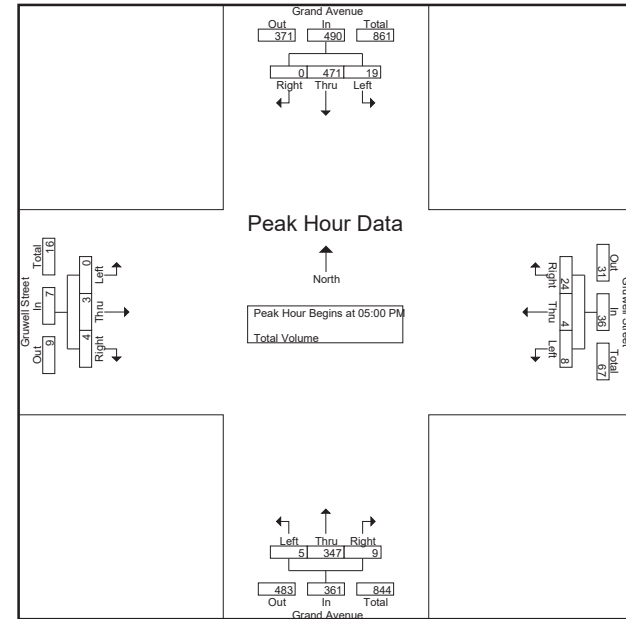
Start Time	Grand Avenue Southbound				Gruwell Street Westbound				Grand Avenue Northbound				Gruwell Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	131	0	137	2	1	3	6	1	75	4	80	0	0	2	2	225
05:15 PM	6	121	0	127	3	1	8	12	1	104	2	107	0	1	0	1	247
05:30 PM	3	97	0	100	0	1	5	6	3	94	2	99	0	2	1	3	208
05:45 PM	4	122	0	126	3	1	8	12	0	74	1	75	0	0	1	1	214
Total Volume	19	471	0	490	8	4	24	36	5	347	9	361	0	3	4	7	894
% App. Total	3.9	96.1	0		22.2	11.1	66.7		1.4	96.1	2.5		0	42.9	57.1		
PHF	.792	.899	.000	.894	.667	1.00	.750	.750	.417	.834	.563	.843	.000	.375	.500	.583	.905

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

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City of Wildomar
N/S: Grand Avenue
E/W: Gruwell Street
Weather: Clear

File Name : 14_WDM_Grand_Gruwell PM
Site Code : 99919645
Start Date : 9/25/2019
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				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	6	131	0	137	2	3	6	11	0	77	7	84	0	2	2	4
+15 mins.	6	121	0	127	3	1	5	9	1	75	4	80	0	0	1	1
+30 mins.	3	97	0	100	1	2	7	10	1	104	2	107	0	1	0	1
+45 mins.	4	122	0	126	0	0	8	8	3	94	2	99	0	1	0	1
Total Volume	19	471	0	490	6	6	26	38	5	350	15	370	0	4	3	7
% App. Total	3.9	96.1	0		15.8	15.8	68.4		1.4	94.6	4.1		0	57.1	42.9	
PHF	.792	.899	.000	.894	.500	.500	.813	.864	.417	.841	.536	.864	.000	.500	.375	.438

Location: Wildomar
N/S: Grand Avenue
E/W: Gruwell Street



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Grand Avenue	East Leg Gruwell Street	South Leg Grand Avenue	West Leg Gruwell 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	2	2
8:30 AM	0	0	1	4	5
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	1	7	8

	North Leg Grand Avenue	East Leg Gruwell Street	South Leg Grand Avenue	West Leg Gruwell 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	2	0	0	0	2
TOTAL VOLUMES:	2	0	0	0	2

Location: Wildomar
N/S: Grand Avenue
E/W: Gruwell Street



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Grand Avenue			Westbound Gruwell Street			Northbound Grand Avenue			Eastbound Gruwell 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	1	0	0	0	0	0	1	0	0	0	0	2
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	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	2	0	0	0	0	4

	Southbound Grand Avenue			Westbound Gruwell Street			Northbound Grand Avenue			Eastbound Gruwell 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	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	3	0	0	0	0	3

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

City of Wildomar
N/S: Palomar Street
E/W: Gruwell Street
Weather: Clear

File Name : 15_WDM_Palomar_Gruwell AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Palomar Street Southbound				Gruwell Street Westbound				Palomar Street Northbound				Gruwell 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	102	10	112	27	10	1	38	2	40	20	62	13	14	14	41	253
07:15 AM	1	96	6	103	27	8	0	35	10	67	27	104	14	27	11	52	294
07:30 AM	2	107	4	113	54	3	2	59	10	79	27	116	7	15	16	38	326
07:45 AM	1	116	3	120	50	3	1	54	11	85	47	143	9	11	18	38	355
Total	4	421	23	448	158	24	4	186	33	271	121	425	43	67	59	169	1228
08:00 AM	1	86	4	91	39	9	0	48	5	79	83	167	9	25	12	46	352
08:15 AM	0	64	4	68	52	21	5	78	4	63	54	121	5	27	6	38	305
08:30 AM	1	69	6	76	30	8	3	41	3	52	20	75	3	7	9	19	211
08:45 AM	1	62	4	67	10	4	2	16	7	37	12	56	8	5	10	23	162
Total	3	281	18	302	131	42	10	183	19	231	169	419	25	64	37	126	1030
Grand Total	7	702	41	750	289	66	14	369	52	502	290	844	68	131	96	295	2258
Approch %	0.9	93.6	5.5		78.3	17.9	3.8		6.2	59.5	34.4		23.1	44.4	32.5		
Total %	0.3	31.1	1.8	33.2	12.8	2.9	0.6	16.3	2.3	22.2	12.8	37.4	3	5.8	4.3	13.1	

	Palomar Street Southbound				Gruwell Street Westbound				Palomar Street Northbound				Gruwell 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	102	10	112	27	10	1	38	2	40	20	62	13	14	14	41	253
07:15 AM	1	96	6	103	27	8	0	35	10	67	27	104	14	27	11	52	294
07:30 AM	2	107	4	113	54	3	2	59	10	79	27	116	7	15	16	38	326
07:45 AM	1	116	3	120	50	3	1	54	11	85	47	143	9	11	18	38	355
08:00 AM	1	86	4	91	39	9	0	48	5	79	83	167	9	25	12	46	352
08:15 AM	0	64	4	68	52	21	5	78	4	63	54	121	5	27	6	38	305
Total Volume	4	373	15	392	195	36	8	239	30	306	211	547	30	78	52	160	1338
% App. Total	1	95.2	3.8		81.6	15.1	3.3		5.5	55.9	38.6		18.8	48.8	32.5		
PHF	.500	.804	.938	.817	.903	.429	.400	.766	.682	.900	.636	.819	.833	.722	.722	.870	.942

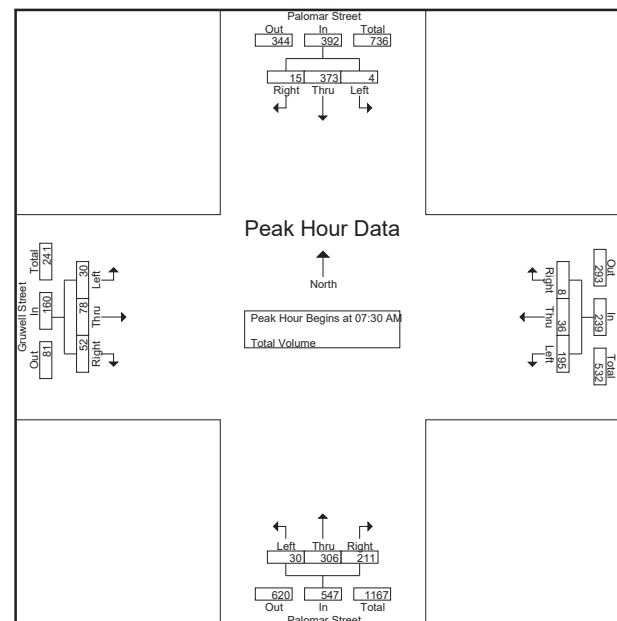
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

Counts Unlimited
PO Box 1178
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City of Wildomar
N/S: Palomar Street
E/W: Gruwell Street
Weather: Clear

File Name : 15_WDM_Palomar_Gruwell AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	0	102	10	112	54	3	2	59	10	79	27	116	14	27	11	52
+15 mins.	1	96	6	103	50	3	1	54	11	85	47	143	7	15	16	38
+30 mins.	2	107	4	113	39	9	0	48	5	79	83	167	9	11	18	38
+45 mins.	1	116	3	120	52	21	5	78	4	63	54	121	9	25	12	46
Total Volume	4	421	23	448	195	36	8	239	30	306	211	547	39	78	57	174
% App. Total	0.9	94	5.1		81.6	15.1	3.3		5.5	55.9	38.6		22.4	44.8	32.8	
PHF	.500	.907	.575	.933	.903	.429	.400	.766	.682	.900	.636	.819	.696	.722	.792	.837

Counts Unlimited
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City of Wildomar
N/S: Palomar Street
E/W: Gruwell Street
Weather: Clear

File Name : 15_WDM_Palomar_Gruwell PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Palomar Street Southbound				Gruwell Street Westbound				Palomar Street Northbound				Gruwell 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	65	7	73	17	8	2	27	11	82	20	113	10	5	9	24	237
04:15 PM	0	55	5	60	18	5	1	24	11	92	24	127	2	4	6	12	223
04:30 PM	1	72	8	81	20	9	2	31	21	88	22	131	2	7	10	19	262
04:45 PM	4	64	3	71	12	4	1	17	19	76	21	116	7	9	9	25	229
Total	6	256	23	285	67	26	6	99	62	338	87	487	21	25	34	80	951
05:00 PM	6	71	4	81	22	8	0	30	15	101	24	140	4	8	12	24	275
05:15 PM	6	55	1	62	20	8	1	29	11	107	35	153	4	9	18	31	275
05:30 PM	3	61	6	70	12	11	2	25	14	95	24	133	4	4	8	16	244
05:45 PM	1	60	4	65	24	7	0	31	11	99	24	134	4	4	12	20	250
Total	16	247	15	278	78	34	3	115	51	402	107	560	16	25	50	91	1044
Grand Total	22	503	38	563	145	60	9	214	113	740	194	1047	37	50	84	171	1995
Approch %	3.9	89.3	6.7		67.8	28	4.2		10.8	70.7	18.5		21.6	29.2	49.1		
Total %	1.1	25.2	1.9	28.2	7.3	3	0.5	10.7	5.7	37.1	9.7	52.5	1.9	2.5	4.2	8.6	

	Palomar Street Southbound				Gruwell Street Westbound				Palomar Street Northbound				Gruwell 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	65	7	73	17	8	2	27	11	82	20	113	10	5	9	24	237
04:15 PM	0	55	5	60	18	5	1	24	11	92	24	127	2	4	6	12	223
04:30 PM	1	72	8	81	20	9	2	31	21	88	22	131	2	7	10	19	262
04:45 PM	4	64	3	71	12	4	1	17	19	76	21	116	7	9	9	25	229
Total	6	256	23	285	67	26	6	99	62	338	87	487	21	25	34	80	951
05:00 PM	6	71	4	81	22	8	0	30	15	101	24	140	4	8	12	24	275
05:15 PM	6	55	1	62	20	8	1	29	11	107	35	153	4	9	18	31	275
05:30 PM	3	61	6	70	12	11	2	25	14	95	24	133	4	4	8	16	244
05:45 PM	1	60	4	65	24	7	0	31	11	99	24	134	4	4	12	20	250
Total Volume	16	247	15	278	78	34	3	115	51	402	107	560	16	25	50	91	1044
% App. Total	5.8	88.8	5.4		67.8	29.6	2.6		9.1	71.8	19.1		17.6	27.5	54.9		
PHF	.667	.870	.625	.858	.813	.773	.375	.927	.850	.939	.764	.915	1.00	.694	.694	.734	.949

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

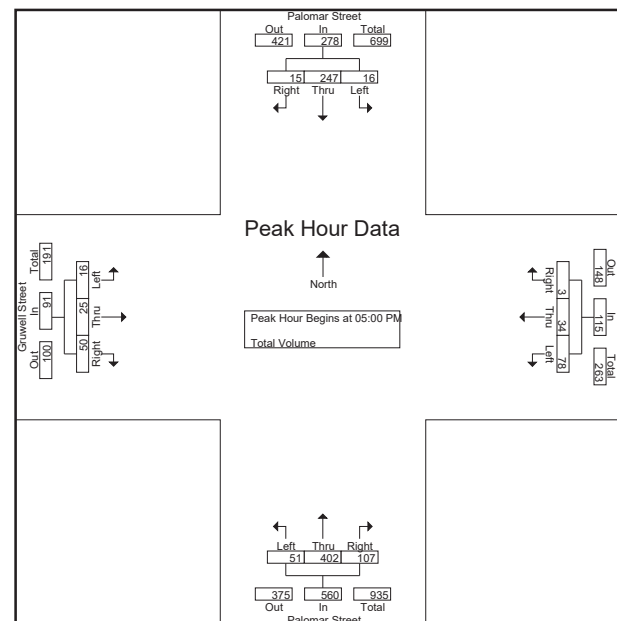
Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	6	71	4	81	22	8	0	30	15	101	24	140	4	8	12	24	275
05:15 PM	6	55	1	62	20	8	1	29	11	107	35	153	4	9	18	31	275
05:30 PM	3	61	6	70	12	11	2	25	14	95	24	133	4	4	8	16	244
05:45 PM	1	60	4	65	24	7	0	31	11	99	24	134	4	4	12	20	250
Total Volume	16	247	15	278	78	34	3	115	51	402	107	560	16	25	50	91	1044
% App. Total	5.8	88.8	5.4		67.8	29.6	2.6		9.1	71.8	19.1		17.6	27.5	54.9		
PHF	.667	.870	.625	.858	.813	.773	.375	.927	.850	.939	.764	.915	1.00	.694	.694	.734	.949

Counts Unlimited
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City of Wildomar
N/S: Palomar Street
E/W: Gruwell Street
Weather: Clear

File Name : 15_WDM_Palomar_Gruwell PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				05:30 PM				06:00 PM			
+0 mins.	1	72	8	81	22	8	0	30	15	101	24	140	2	7	10	19
+15 mins.	4	64	3	71	20	8	1	29	11	107	35	153	7	9	9	25
+30 mins.	6	71	4	81	12	11	2	25	14	95	24	133	4	8	12	24
+45 mins.	6	55	1	62	24	7	0	31	11	99	24	134	4	9	18	31
Total Volume	17	262	16	295	78	34	3	115	51	402	107	560	17	33	49	99
% App. Total	5.8	88.8	5.4		67.8	29.6	2.6		9.1	71.8	19.1		17.2	33.3	49.5	
PHF	.708	.910	.500	.910	.813	.773	.375	.927	.850	.939	.764	.915	.607	.917	.681	.798

Location: Wildomar
N/S: Palomar Street
E/W: Gruwell Street



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Palomar Street	East Leg Gruwell Street	South Leg Palomar Street	West Leg Gruwell Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	2	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	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:	0	0	2	1	3

	North Leg Palomar Street	East Leg Gruwell Street	South Leg Palomar Street	West Leg Gruwell Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	2	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	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	2	0	2

Location: Wildomar
N/S: Palomar Street
E/W: Gruwell Street



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Palomar Street			Westbound Gruwell Street			Northbound Palomar Street			Eastbound Gruwell 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	1	1	0	0	0	2
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	2	0	1	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES:	0	2	0	1	0	0	0	1	2	0	0	0	6

	Southbound Palomar Street			Westbound Gruwell Street			Northbound Palomar Street			Eastbound Gruwell 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	1	0	0	0	0	1	0	0	0	2
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	2	0	0	0	0	1	0	0	0	6

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Wildomar
N/S: Grand Avenue
E/W: Central Street
Weather: Clear

File Name : 16_WDM_Grand_Central AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Grand Avenue Southbound				Central Street Westbound				Grand Avenue Northbound				Central 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	50	151	1	202	110	3	18	131	6	99	67	172	4	9	12	25	530
07:15 AM	66	93	0	159	68	3	44	115	3	125	64	192	0	10	3	13	479
07:30 AM	91	66	2	159	7	5	34	46	3	73	44	120	1	11	5	17	342
07:45 AM	77	57	1	135	8	11	38	57	2	36	13	51	3	22	7	32	275
Total	284	367	4	655	193	22	134	349	14	333	188	535	8	52	27	87	1626
08:00 AM	58	57	2	117	2	7	30	39	1	43	6	50	4	14	8	26	232
08:15 AM	39	44	2	85	7	6	33	46	2	32	7	41	1	7	3	11	183
08:30 AM	43	43	0	86	5	7	27	39	3	37	4	44	0	5	1	6	175
08:45 AM	26	32	1	59	6	2	29	37	2	28	3	33	0	11	1	12	141
Total	166	176	5	347	20	22	119	161	8	140	20	168	5	37	13	55	731
Grand Total	450	543	9	1002	213	44	253	510	22	473	208	703	13	89	40	142	2357
Approch %	44.9	54.2	0.9		41.8	8.6	49.6		3.1	67.3	29.6		9.2	62.7	28.2		
Total %	19.1	23	0.4	42.5	9	1.9	10.7	21.6	0.9	20.1	8.8	29.8	0.6	3.8	1.7	6	

	Grand Avenue Southbound				Central Street Westbound				Grand Avenue Northbound				Central 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	50	151	1	202	110	3	18	131	6	99	67	172	4	9	12	25	530
07:15 AM	66	93	0	159	68	3	44	115	3	125	64	192	0	10	3	13	479
07:30 AM	91	66	2	159	7	5	34	46	3	73	44	120	1	11	5	17	342
07:45 AM	77	57	1	135	8	11	38	57	2	36	13	51	3	22	7	32	275
Total Volume	284	367	4	655	193	22	134	349	14	333	188	535	8	52	27	87	1626
% App. Total	43.4	56	0.6		55.3	6.3	38.4		2.6	62.2	35.1		9.2	59.8	31		
PHF	.780	.608	.500	.811	.439	.500	.761	.666	.583	.666	.701	.697	.500	.591	.563	.680	.767

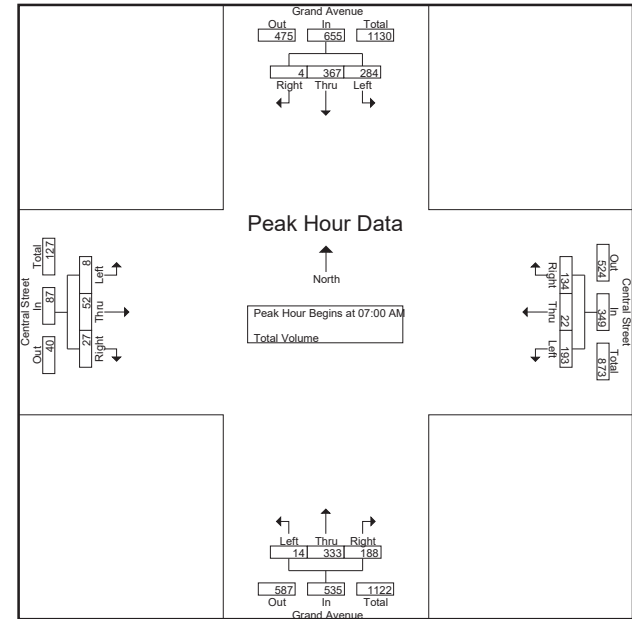
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

Counts Unlimited
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City of Wildomar
N/S: Grand Avenue
E/W: Central Street
Weather: Clear

File Name : 16_WDM_Grand_Central AM
Site Code : 99919645
Start Date : 9/25/2019
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				07:10 AM				07:00 AM				07:15 AM			
+0 mins.	50	151	1	202	110	3	18	131	6	99	67	172	0	10	3	13
+15 mins.	66	93	0	159	68	3	44	115	3	125	64	192	1	11	5	17
+30 mins.	91	66	2	159	7	5	34	46	3	73	44	120	3	22	7	32
+45 mins.	77	57	1	135	8	11	38	57	2	36	13	51	4	14	8	26
Total Volume	284	367	4	655	193	22	134	349	14	333	188	535	8	57	23	88
% App. Total	43.4	56	0.6		55.3	6.3	38.4		2.6	62.2	35.1		9.1	64.8	26.1	
PHF	.780	.608	.500	.811	.439	.500	.761	.666	.583	.666	.701	.697	.500	.648	.719	.688

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

City of Wildomar
N/S: Grand Avenue
E/W: Central Street
Weather: Clear

File Name : 16_WDM_Grand_Central PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Grand Avenue Southbound				Central Street Westbound				Grand Avenue Northbound				Central 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	58	62	3	123	12	7	39	58	3	34	7	44	1	3	2	6	231
04:15 PM	48	49	1	98	8	5	40	53	4	43	9	56	0	9	4	13	220
04:30 PM	57	58	0	115	6	5	28	39	3	35	7	45	2	7	4	13	212
04:45 PM	40	43	0	83	10	7	39	56	3	32	2	37	0	6	2	8	184
Total	203	212	4	419	36	24	146	206	13	144	25	182	3	25	12	40	847
05:00 PM	73	56	0	129	11	10	38	59	3	46	8	57	0	8	4	12	257
05:15 PM	49	63	0	112	8	8	51	67	4	54	9	67	0	8	3	11	257
05:30 PM	48	41	0	89	14	6	47	67	3	41	8	52	1	5	2	8	216
05:45 PM	49	75	1	125	8	3	30	41	2	53	14	69	0	6	4	10	245
Total	219	235	1	455	41	27	166	234	12	194	39	245	1	27	13	41	975
Grand Total	422	447	5	874	77	51	312	440	25	338	64	427	4	52	25	81	1822
Approch %	48.3	51.1	0.6		17.5	11.6	70.9		5.9	79.2	15		4.9	64.2	30.9		
Total %	23.2	24.5	0.3	48	4.2	2.8	17.1	24.1	1.4	18.6	3.5	23.4	0.2	2.9	1.4	4.4	

	Grand Avenue Southbound				Central Street Westbound				Grand Avenue Northbound				Central 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	58	62	3	123	12	7	39	58	3	34	7	44	1	3	2	6	231
04:15 PM	48	49	1	98	8	5	40	53	4	43	9	56	0	9	4	13	220
04:30 PM	57	58	0	115	6	5	28	39	3	35	7	45	2	7	4	13	212
04:45 PM	40	43	0	83	10	7	39	56	3	32	2	37	0	6	2	8	184
Total	203	212	4	419	36	24	146	206	13	144	25	182	3	25	12	40	847
05:00 PM	73	56	0	129	11	10	38	59	3	46	8	57	0	8	4	12	257
05:15 PM	49	63	0	112	8	8	51	67	4	54	9	67	0	8	3	11	257
05:30 PM	48	41	0	89	14	6	47	67	3	41	8	52	1	5	2	8	216
05:45 PM	49	75	1	125	8	3	30	41	2	53	14	69	0	6	4	10	245
Total Volume	219	235	1	455	41	27	166	234	12	194	39	245	1	27	13	41	975
% App. Total	48.1	51.6	0.2		17.5	11.5	70.9		4.9	79.2	15.9		2.4	65.9	31.7		
PHF	.750	.783	.250	.882	.732	.675	.814	.873	.750	.898	.696	.888	.250	.844	.813	.854	.948

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

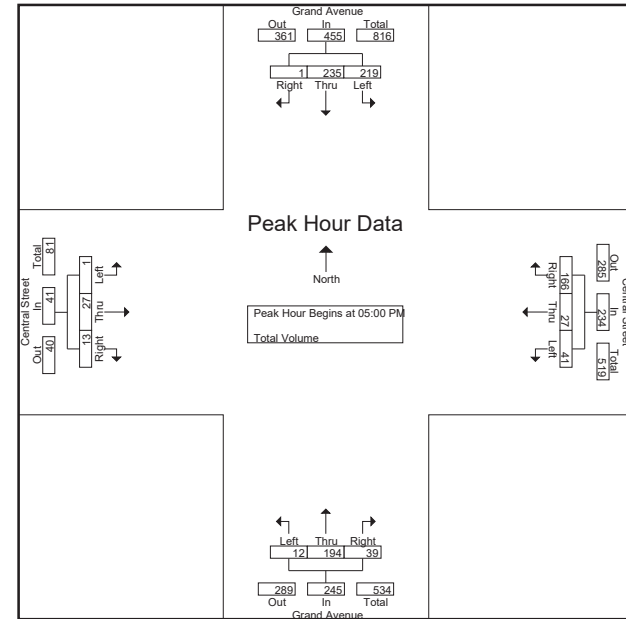
Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	73	56	0	129	11	10	38	59	3	46	8	57	0	8	4	12	257
05:15 PM	49	63	0	112	8	8	51	67	4	54	9	67	0	8	3	11	257
05:30 PM	48	41	0	89	14	6	47	67	3	41	8	52	1	5	2	8	216
05:45 PM	49	75	1	125	8	3	30	41	2	53	14	69	0	6	4	10	245
Total Volume	219	235	1	455	41	27	166	234	12	194	39	245	1	27	13	41	975
% App. Total	48.1	51.6	0.2		17.5	11.5	70.9		4.9	79.2	15.9		2.4	65.9	31.7		
PHF	.750	.783	.250	.882	.732	.675	.814	.873	.750	.898	.696	.888	.250	.844	.813	.854	.948

Counts Unlimited
PO Box 1178
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City of Wildomar
N/S: Grand Avenue
E/W: Central Street
Weather: Clear

File Name : 16_WDM_Grand_Central PM
Site Code : 99919645
Start Date : 9/25/2019
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				05:00 PM				04:15 PM			
+0 mins.	73	56	0	129	10	7	39	56	3	46	8	57	0	9	4	13
+15 mins.	49	63	0	112	11	10	38	59	4	54	9	67	2	7	4	13
+30 mins.	48	41	0	89	8	8	51	67	3	41	8	52	0	6	2	8
+45 mins.	49	75	1	125	14	6	47	67	2	53	14	69	0	8	4	12
Total Volume	219	235	1	455	43	31	175	249	12	194	39	245	2	30	14	46
% App. Total	48.1	51.6	0.2		17.3	12.4	70.3		4.9	79.2	15.9		4.3	65.2	30.4	
PHF	.750	.783	.250	.882	.768	.775	.858	.929	.750	.898	.696	.888	.250	.833	.875	.885

Location: Wildomar
N/S: Grand Avenue
E/W: Central Street



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Grand Avenue	East Leg Central Street	South Leg Grand Avenue	West Leg Central Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	2	0	2
7:30 AM	0	2	2	0	4
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	3	5	2	10

	North Leg Grand Avenue	East Leg Central Street	South Leg Grand Avenue	West Leg Central 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	1	0	1
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	1	2

Location: Wildomar
N/S: Grand Avenue
E/W: Central Street



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Grand Avenue			Westbound Central Street			Northbound Grand Avenue			Eastbound Central 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	1	0	0	0	1	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	1	0	1	0	0	0	0	4

	Southbound Grand Avenue			Westbound Central Street			Northbound Grand Avenue			Eastbound Central Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	1	0	0	0	2

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City of Wildomar
N/S: Palomar Street
E/W: Central Street
Weather: Clear

File Name : 17_WDM_Palomar_Central AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Palomar Street Southbound				Central Street Westbound				Palomar Street Northbound				Central 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	31	41	72	144	12	95	20	127	4	28	16	48	32	91	16	139	458
07:15 AM	43	63	27	133	10	73	29	112	10	44	29	83	20	106	13	139	467
07:30 AM	57	91	26	174	12	43	30	85	13	72	20	105	19	113	9	141	505
07:45 AM	55	94	31	180	34	50	53	137	24	91	14	129	33	79	24	136	582
Total	186	289	156	631	68	261	132	461	51	235	79	365	104	389	62	555	2012
08:00 AM	58	85	19	162	14	49	44	107	10	99	27	136	11	84	6	101	506
08:15 AM	55	71	20	146	12	32	23	67	7	72	15	94	24	68	8	100	407
08:30 AM	42	50	11	103	11	47	28	86	7	50	8	65	6	68	4	78	332
08:45 AM	42	37	7	86	6	37	18	61	2	37	13	52	5	43	4	52	251
Total	197	243	57	497	43	165	113	321	26	258	63	347	46	263	22	331	1496
Grand Total	383	532	213	1128	111	426	245	782	77	493	142	712	150	652	84	886	3508
Approch %	34	47.2	18.9		14.2	54.5	31.3		10.8	69.2	19.9		16.9	73.6	9.5		
Total %	10.9	15.2	6.1	32.2	3.2	12.1	7	22.3	2.2	14.1	4	20.3	4.3	18.6	2.4	25.3	

	Palomar Street Southbound				Central Street Westbound				Palomar Street Northbound				Central 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
07:15 AM	43	63	27	133	10	73	29	112	10	44	29	83	20	106	13	139	467
07:30 AM	57	91	26	174	12	43	30	85	13	72	20	105	19	113	9	141	505
07:45 AM	55	94	31	180	34	50	53	137	24	91	14	129	33	79	24	136	582
08:00 AM	58	85	19	162	14	49	44	107	10	99	27	136	11	84	6	101	506
Total Volume	213	333	103	649	70	215	156	441	57	306	90	453	83	382	52	517	2060
% App. Total	32.8	51.3	15.9		15.9	48.8	35.4		12.6	67.5	19.9		16.1	73.9	10.1		
PHF	.918	.886	.831	.901	.515	.736	.736	.805	.594	.773	.776	.833	.629	.845	.542	.917	.885

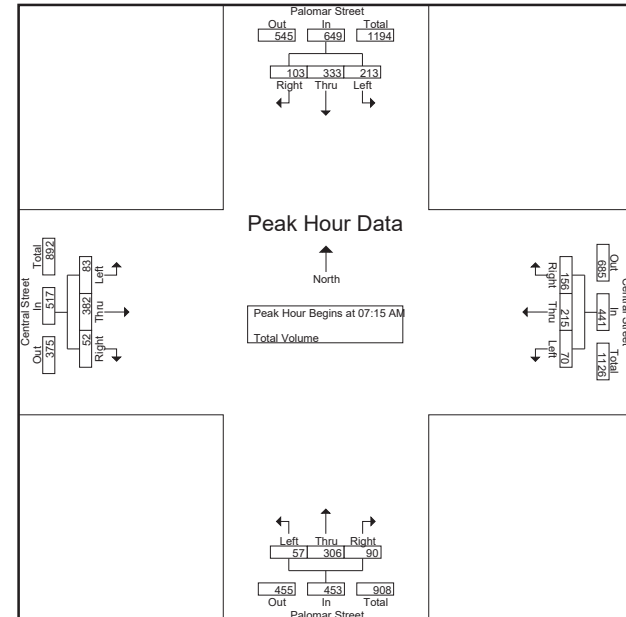
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

Counts Unlimited
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City of Wildomar
N/S: Palomar Street
E/W: Central Street
Weather: Clear

File Name : 17_WDM_Palomar_Central AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	57	91	26	174	12	95	20	127	13	72	20	105	32	91	16	139
+15 mins.	55	94	31	180	10	73	29	112	24	91	14	129	20	106	13	139
+30 mins.	58	85	19	162	12	43	30	85	10	99	27	136	19	113	9	141
+45 mins.	55	71	20	146	34	50	53	137	7	72	15	94	33	79	24	136
Total Volume	225	341	96	662	68	261	132	461	54	334	76	464	104	389	62	555
% App. Total	34	51.5	14.5		14.8	56.6	28.6		11.6	72	16.4		18.7	70.1	11.2	
PHF	.970	.907	.774	.919	.500	.687	.623	.841	.563	.843	.704	.853	.788	.861	.646	.984

Counts Unlimited
PO Box 1178
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City of Wildomar
N/S: Palomar Street
E/W: Central Street
Weather: Clear

File Name : 17_WDM_Palomar_Central PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

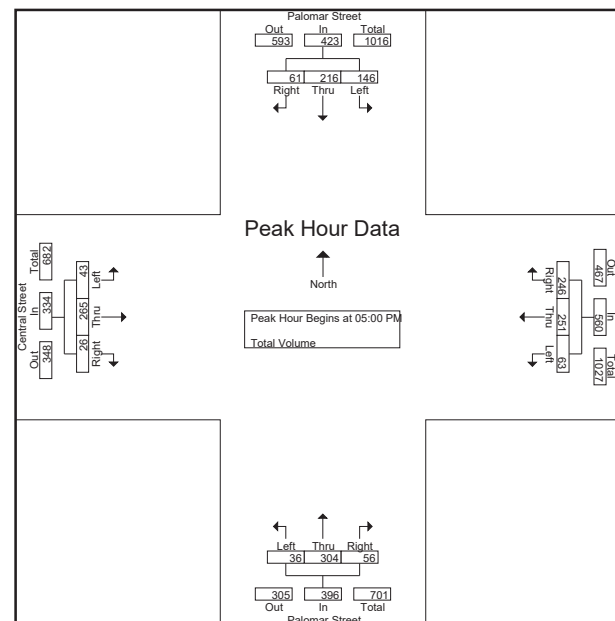
	Palomar Street Southbound				Central Street Westbound				Palomar Street Northbound				Central Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	39	50	12	101	15	61	46	122	11	62	18	91	9	67	7	83	397
04:15 PM	28	46	16	90	21	57	65	143	8	80	14	102	3	68	7	78	413
04:30 PM	33	58	7	98	13	43	61	117	7	66	18	91	6	72	7	85	391
04:45 PM	33	57	16	106	9	78	51	138	10	66	6	82	8	53	3	64	390
Total	133	211	51	395	58	239	223	520	36	274	56	366	26	260	24	310	1591
05:00 PM	42	57	14	113	15	67	66	148	7	71	13	91	7	74	5	86	438
05:15 PM	32	56	12	100	17	75	69	161	7	81	14	102	11	73	6	90	453
05:30 PM	35	47	19	101	15	64	56	135	11	83	10	104	13	55	6	74	414
05:45 PM	37	56	16	109	16	45	55	116	11	69	19	99	12	63	9	84	408
Total	146	216	61	423	63	251	246	560	36	304	56	396	43	265	26	334	1713
Grand Total	279	427	112	818	121	490	469	1080	72	578	112	762	69	525	50	644	3304
Approch %	34.1	52.2	13.7		11.2	45.4	43.4		9.4	75.9	14.7		10.7	81.5	7.8		
Total %	8.4	12.9	3.4	24.8	3.7	14.8	14.2	32.7	2.2	17.5	3.4	23.1	2.1	15.9	1.5	19.5	

	Palomar Street Southbound				Central Street Westbound				Palomar Street Northbound				Central 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	39	50	12	101	15	61	46	122	11	62	18	91	9	67	7	83	397
04:15 PM	28	46	16	90	21	57	65	143	8	80	14	102	3	68	7	78	413
04:30 PM	33	58	7	98	13	43	61	117	7	66	18	91	6	72	7	85	391
04:45 PM	33	57	16	106	9	78	51	138	10	66	6	82	8	53	3	64	390
Total	133	211	51	395	58	239	223	520	36	274	56	366	26	260	24	310	1591
05:00 PM	42	57	14	113	15	67	66	148	7	71	13	91	7	74	5	86	438
05:15 PM	32	56	12	100	17	75	69	161	7	81	14	102	11	73	6	90	453
05:30 PM	35	47	19	101	15	64	56	135	11	83	10	104	13	55	6	74	414
05:45 PM	37	56	16	109	16	45	55	116	11	69	19	99	12	63	9	84	408
Total Volume	146	216	61	423	63	251	246	560	36	304	56	396	43	265	26	334	1713
% App. Total	34.5	51.1	14.4		11.2	44.8	43.9		9.1	76.8	14.1		12.9	79.3	7.8		
PHF	.869	.947	.803	.936	.926	.837	.891	.870	.818	.916	.737	.952	.827	.895	.722	.928	.945

Counts Unlimited
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City of Wildomar
N/S: Palomar Street
E/W: Central Street
Weather: Clear

File Name : 17_WDM_Palomar_Central PM
Site Code : 99919645
Start Date : 9/25/2019
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				05:00 PM				05:00 PM			
+0 mins.	42	57	14	113	9	78	51	138	7	71	13	91	7	74	5	86
+15 mins.	32	56	12	100	15	67	66	148	7	81	14	102	11	73	6	90
+30 mins.	35	47	19	101	17	75	69	161	11	83	10	104	13	55	6	74
+45 mins.	37	56	16	109	15	64	56	135	11	69	19	99	12	63	9	84
Total Volume	146	216	61	423	56	284	242	582	36	304	56	396	43	265	26	334
% App. Total	34.5	51.1	14.4		9.6	48.8	41.6		9.1	76.8	14.1		12.9	79.3	7.8	
PHF	.869	.947	.803	.936	.824	.910	.877	.904	.818	.916	.737	.952	.827	.895	.722	.928

Location: Wildomar
N/S: Grand Avenue
E/W: Central Street



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Grand Avenue	East Leg Central Street	South Leg Grand Avenue	West Leg Central Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	5	1	0	0	7
7:15 AM	0	0	0	2	2
7:30 AM	0	0	0	26	26
7:45 AM	0	0	0	75	75
8:00 AM	3	0	0	3	6
8:15 AM	7	0	0	2	9
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	16	1	0	108	125

	North Leg Grand Avenue	East Leg Central Street	South Leg Grand Avenue	West Leg Central Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	2	0	0	0	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	3	3
5:15 PM	0	0	0	3	3
5:30 PM	0	0	0	0	0
5:45 PM	3	0	0	0	3
TOTAL VOLUMES:	5	0	0	6	11

Location: Wildomar
N/S: Grand Avenue
E/W: Central Street



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Grand Avenue			Westbound Central Street			Northbound Grand Avenue			Eastbound Central 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	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	2	1	0	0	1	5

	Southbound Grand Avenue			Westbound Central Street			Northbound Grand Avenue			Eastbound Central 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	1	0	0	0	0	0	1	0	0	0	0	2
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	1	0	0	0	0	1	0	0	0	0	3
5:30 PM	0	1	1	0	0	0	0	3	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	2	0	0	0	0	5	0	0	0	0	11

Counts Unlimited
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City of Wildomar
N/S: I-15 Southbound Ramps
E/W: Baxter Road
Weather: Clear

File Name : 18_WDM_15S_Baxter AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	I-15 Southbound Off Ramp Southbound				Baxter Road Westbound				I-15 Southbound On Ramp Northbound				Baxter Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	0	57	65	11	74	0	85	0	0	0	0	0	77	100	177	327
07:15 AM	24	0	47	71	10	91	0	101	0	0	0	0	0	102	94	196	368
07:30 AM	46	0	37	83	31	82	0	113	0	0	0	0	0	92	146	238	434
07:45 AM	38	0	47	85	26	99	0	125	0	0	0	0	0	97	147	244	454
Total	116	0	188	304	78	346	0	424	0	0	0	0	0	368	487	855	1583
08:00 AM	12	0	33	45	23	68	0	91	0	0	0	0	0	90	112	202	338
08:15 AM	12	0	26	38	24	48	0	72	0	0	0	0	0	67	109	176	286
08:30 AM	9	0	27	36	22	62	0	84	0	0	0	0	0	41	107	148	268
08:45 AM	8	1	27	36	22	55	0	77	0	0	0	0	0	46	101	147	260
Total	41	1	113	155	91	233	0	324	0	0	0	0	0	244	429	673	1152
Grand Total	157	1	301	459	169	579	0	748	0	0	0	0	0	612	916	1528	2735
Approch %	34.2	0.2	65.6		22.6	77.4	0		0	0	0	0	0	40.1	59.9		
Total %	5.7	0	11	16.8	6.2	21.2	0	27.3	0	0	0	0	0	22.4	33.5	55.9	

	I-15 Southbound Off Ramp				Baxter Road Westbound				I-15 Southbound On Ramp Northbound				Baxter Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	0	57	65	11	74	0	85	0	0	0	0	0	77	100	177	327
07:15 AM	24	0	47	71	10	91	0	101	0	0	0	0	0	102	94	196	368
07:30 AM	46	0	37	83	31	82	0	113	0	0	0	0	0	92	146	238	434
07:45 AM	38	0	47	85	26	99	0	125	0	0	0	0	0	97	147	244	454
08:00 AM	12	0	33	45	23	68	0	91	0	0	0	0	0	90	112	202	338
Total Volume	120	0	164	284	90	340	0	430	0	0	0	0	0	381	499	880	1594
% App. Total	42.3	0	57.7		20.9	79.1	0		0	0	0	0	0	43.3	56.7		
PHF	.652	.000	.872	.835	.726	.859	.000	.860	.000	.000	.000	.000	.000	.934	.849	.902	.878

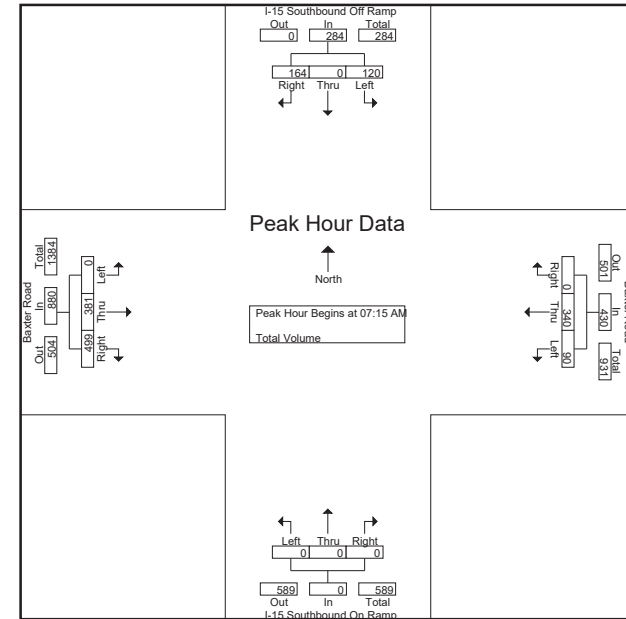
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

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City of Wildomar
N/S: I-15 Southbound Ramps
E/W: Baxter Road
Weather: Clear

File Name : 18_WDM_15S_Baxter AM
Site Code : 99919645
Start Date : 9/25/2019
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:45 AM				08:00 AM			
+0 mins.	8	0	57	65	10	91	0	101	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	24	0	47	71	31	82	0	113	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	46	0	37	83	26	99	0	125	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	38	0	47	85	23	68	0	91	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	116	0	188	304	90	340	0	430	0	0	0	0	0	0	0	0	381	499	880	
% App. Total	38.2	0	61.8		20.9	79.1	0		0	0	0	0	0	0	0	0	43.3	56.7		
PHF	.630	.000	.825	.894	.726	.859	.000	.860	.000	.000	.000	.000	.000	.000	.000	.000	.934	.849	.902	

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City of Wildomar
N/S: I-15 Southbound Ramps
E/W: Baxter Road
Weather: Clear

File Name : 18_WDM_15S_Baxter PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	I-15 Southbound Off Ramp Southbound				Baxter Road Westbound				I-15 Southbound On Ramp Northbound				Baxter Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	17	1	43	61	25	126	0	151	0	0	0	0	0	53	86	139	351
04:15 PM	8	0	50	58	8	113	0	121	0	0	0	0	0	52	66	118	297
04:30 PM	13	0	33	46	10	116	0	126	0	0	0	0	0	63	98	161	333
04:45 PM	21	1	43	65	10	125	0	135	0	0	0	0	0	46	72	118	318
Total	59	2	169	230	53	480	0	533	0	0	0	0	0	214	322	536	1299
05:00 PM	24	0	49	73	10	141	0	151	0	0	0	0	0	57	85	142	366
05:15 PM	25	1	53	79	6	149	0	155	0	0	0	0	0	41	97	138	372
05:30 PM	17	1	48	66	14	125	0	139	0	0	0	0	0	60	82	142	347
05:45 PM	15	0	37	52	9	96	0	105	0	0	0	0	0	46	85	131	288
Total	81	2	187	270	39	511	0	550	0	0	0	0	0	204	349	553	1373
Grand Total	140	4	356	500	92	991	0	1083	0	0	0	0	0	418	671	1089	2672
Approch %	28	0.8	71.2		8.5	91.5	0		0	0	0	0	0	38.4	61.6		
Total %	5.2	0.1	13.3	18.7	3.4	37.1	0	40.5	0	0	0	0	0	15.6	25.1	40.8	

	I-15 Southbound Off Ramp				Baxter Road Westbound				I-15 Southbound On Ramp Northbound				Baxter Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	1	43	65	10	125	0	135	0	0	0	0	0	46	72	118	318
05:00 PM	24	0	49	73	10	141	0	151	0	0	0	0	0	57	85	142	366
05:15 PM	25	1	53	79	6	149	0	155	0	0	0	0	0	41	97	138	372
05:30 PM	17	1	48	66	14	125	0	139	0	0	0	0	0	60	82	142	347
Total Volume	87	3	193	283	40	540	0	580	0	0	0	0	0	204	336	540	1403
% App. Total	30.7	1.1	68.2		6.9	93.1	0		0	0	0	0	0	37.8	62.2		
PHF	.870	.750	.910	.896	.714	.906	.000	.935	.000	.000	.000	.000	.000	.850	.866	.951	.943

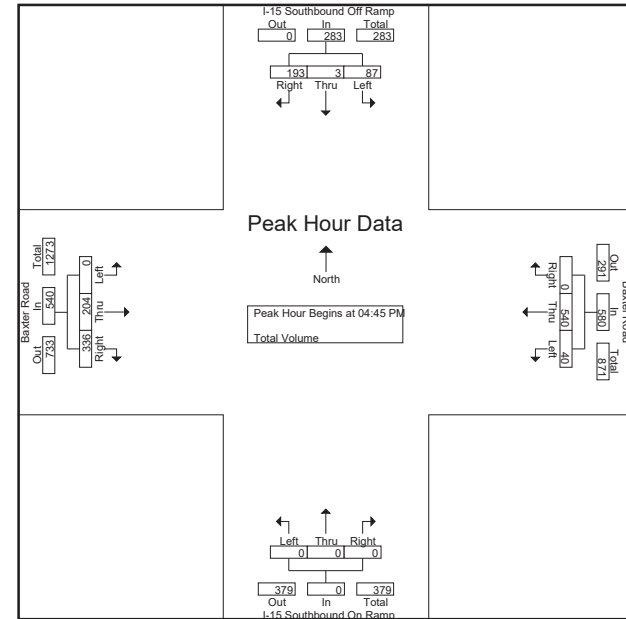
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

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City of Wildomar
N/S: I-15 Southbound Ramps
E/W: Baxter Road
Weather: Clear

File Name : 18_WDM_15S_Baxter PM
Site Code : 99919645
Start Date : 9/25/2019
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				04:00 PM				04:30 PM			
+0 mins.	21	1	43	65	10	125	0	135	0	0	0	0	0	63	98	161
+15 mins.	24	0	49	73	10	141	0	151	0	0	0	0	0	46	72	118
+30 mins.	25	1	53	79	6	149	0	155	0	0	0	0	0	57	85	142
+45 mins.	17	1	48	66	14	125	0	139	0	0	0	0	0	41	97	138
Total Volume	87	3	193	283	40	540	0	580	0	0	0	0	0	207	352	559
% App. Total	30.7	1.1	68.2		6.9	93.1	0		0	0	0	0	0	37	63	
PHF	.870	.750	.910	.896	.714	.906	.000	.935	.000	.000	.000	.000	.000	.821	.898	.868

Location: Wildomar
N/S: I-15 Southbound Ramps
E/W: Baxter Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg I-15 Southbound Ramps	East Leg Baxter Road	South Leg I-15 Southbound Ramps	West Leg Baxter Road	
	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 I-15 Southbound Ramps	East Leg Baxter Road	South Leg I-15 Southbound Ramps	West Leg Baxter Road	
	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: Wildomar
N/S: I-15 Southbound Ramps
E/W: Baxter Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound I-15 Southbound Ramps			Westbound Baxter Road			Northbound I-15 Southbound Ramps			Eastbound Baxter Road			
	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 Southbound Ramps			Westbound Baxter Road			Northbound I-15 Southbound Ramps			Eastbound Baxter Road			
	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

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City of Wildomar
N/S: I-15 Northbound Ramps
E/W: Baxter Road
Weather: Clear

File Name : 19_WDM_15N_Baxter AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	I-15 Northbound On Ramp				Baxter Road Westbound				I-15 Northbound Off Ramp				Baxter Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	41	11	52	43	0	8	51	64	20	0	84	187
07:15 AM	0	0	0	0	0	34	16	50	69	0	14	83	78	50	0	128	261
07:30 AM	0	0	0	0	0	63	29	92	55	0	26	81	61	85	0	146	319
07:45 AM	0	0	0	0	0	64	61	125	57	0	20	77	71	64	0	135	337
Total	0	0	0	0	0	202	117	319	224	0	68	292	274	219	0	493	1104
08:00 AM	0	0	0	0	0	53	46	99	47	0	12	59	75	31	0	106	264
08:15 AM	0	0	0	0	0	28	13	41	40	2	18	60	50	32	0	82	183
08:30 AM	0	0	0	0	0	39	15	54	49	1	12	62	31	18	0	49	165
08:45 AM	0	0	0	0	0	33	15	48	46	1	13	60	36	19	0	55	163
Total	0	0	0	0	0	153	89	242	182	4	55	241	192	100	0	292	775
Grand Total	0	0	0	0	0	355	206	561	406	4	123	533	466	319	0	785	1879
Approch %	0	0	0		0	63.3	36.7		76.2	0.8	23.1		59.4	40.6	0		
Total %	0	0	0		0	18.9	11	29.9	21.6	0.2	6.5	28.4	24.8	17	0	41.8	

	I-15 Northbound On Ramp				Baxter Road Westbound				I-15 Northbound Off Ramp				Baxter Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	34	16	50	69	0	14	83	78	50	0	128	261
07:15 AM	0	0	0	0	0	63	29	92	55	0	26	81	61	85	0	146	319
07:30 AM	0	0	0	0	0	64	61	125	57	0	20	77	71	64	0	135	337
07:45 AM	0	0	0	0	0	53	46	99	47	0	12	59	75	31	0	106	264
08:00 AM	0	0	0	0	0	214	152	366	228	0	72	300	285	230	0	515	1181
Total Volume	0	0	0	0	0	58.5	41.5		76	0	24		55.3	44.7	0		
% App. Total	0	0	0		0	.836	.623	.732	.826	.000	.692	.904	.913	.676	.000	.882	.876

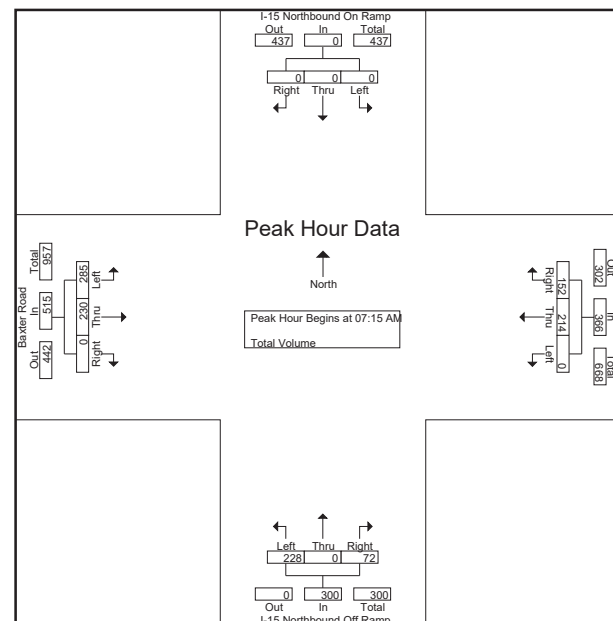
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

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City of Wildomar
N/S: I-15 Northbound Ramps
E/W: Baxter Road
Weather: Clear

File Name : 19_WDM_15N_Baxter AM
Site Code : 99919645
Start Date : 9/25/2019
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				07:30 AM				07:45 AM				08:00 AM			
+0 mins.	0	0	0	0	0	34	16	50	69	0	14	83	78	50	0	128	75	31	0	106
+15 mins.	0	0	0	0	0	63	29	92	55	0	26	81	61	85	0	146	61	18	0	79
+30 mins.	0	0	0	0	0	64	61	125	57	0	20	77	71	64	0	135	71	64	0	135
+45 mins.	0	0	0	0	0	53	46	99	47	0	12	59	75	31	0	106	75	31	0	106
Total Volume	0	0	0	0	0	214	152	366	228	0	72	300	285	230	0	515	285	230	0	515
% App. Total	0	0	0	0	0	58.5	41.5		76	0	24		55.3	44.7	0		55.3	44.7	0	
PHF	.000	.000	.000	.000	.000	.836	.623	.732	.826	.000	.692	.904	.913	.676	.000	.882	.913	.676	.000	.882

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City of Wildomar
N/S: I-15 Northbound Ramps
E/W: Baxter Road
Weather: Clear

File Name : 19_WDM_15N_Baxter PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	I-15 Northbound On Ramp Southbound				Baxter Road Westbound				I-15 Northbound Off Ramp Northbound				Baxter Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	42	17	59	100	2	20	122	37	32	0	69	250
04:15 PM	0	0	0	0	0	21	6	27	106	2	10	118	34	32	0	66	211
04:30 PM	0	0	0	0	0	25	16	41	106	0	10	116	44	30	0	74	231
04:45 PM	0	0	0	0	0	30	12	42	105	1	13	119	34	33	0	67	228
Total	0	0	0	0	0	118	51	169	417	5	53	475	149	127	0	276	920
05:00 PM	0	0	0	0	0	30	22	52	125	2	12	139	31	50	0	81	272
05:15 PM	0	0	0	0	0	19	7	26	136	0	13	149	26	43	0	69	244
05:30 PM	0	0	0	0	0	34	12	46	102	0	11	113	46	31	0	77	236
05:45 PM	0	0	0	0	0	20	22	42	86	1	12	99	37	26	0	63	204
Total	0	0	0	0	0	103	63	166	449	3	48	500	140	150	0	290	956
Grand Total	0	0	0	0	0	221	114	335	866	8	101	975	289	277	0	566	1876
Approch %	0	0	0		0	66	34		88.8	0.8	10.4		51.1	48.9	0		
Total %	0	0	0		0	11.8	6.1	17.9	46.2	0.4	5.4	52	15.4	14.8	0	30.2	

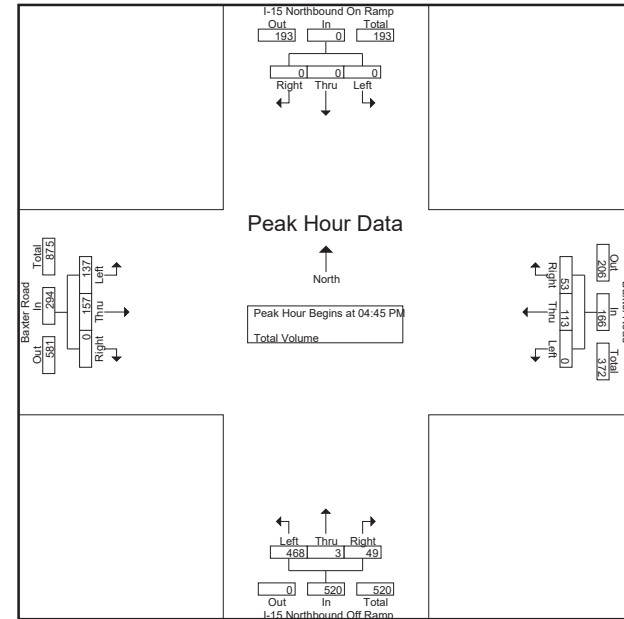
	I-15 Northbound On Ramp Southbound				Baxter Road Westbound				I-15 Northbound Off Ramp Northbound				Baxter Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	30	12	42	105	1	13	119	34	33	0	67	228
05:00 PM	0	0	0	0	0	30	22	52	125	2	12	139	31	50	0	81	272
05:15 PM	0	0	0	0	0	19	7	26	136	0	13	149	26	43	0	69	244
05:30 PM	0	0	0	0	0	34	12	46	102	0	11	113	46	31	0	77	236
Total Volume	0	0	0	0	0	113	53	166	468	3	49	520	137	157	0	294	980
% App. Total	0	0	0		0	68.1	31.9		90	0.6	9.4		46.6	53.4	0		
PHF	.000	.000	.000	.000	.000	.831	.602	.798	.860	.375	.942	.872	.745	.785	.000	.907	.901

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

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Wildomar
N/S: I-15 Northbound Ramps
E/W: Baxter Road
Weather: Clear

File Name : 19_WDM_15N_Baxter PM
Site Code : 99919645
Start Date : 9/25/2019
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				04:30 PM				04:45 PM			
+0 mins.	0	0	0	0	0	42	17	59	106	0	10	116	34	33	0	67
+15 mins.	0	0	0	0	0	21	6	27	105	1	13	119	31	50	0	81
+30 mins.	0	0	0	0	0	25	16	41	125	2	12	139	26	43	0	69
+45 mins.	0	0	0	0	0	30	12	42	136	0	13	149	46	31	0	77
Total Volume	0	0	0	0	0	118	51	169	472	3	48	523	137	157	0	294
% App. Total	0	0	0		0	69.8	30.2		90.2	0.6	9.2		46.6	53.4	0	
PHF	.000	.000	.000	.000	.000	.702	.750	.716	.868	.375	.923	.878	.745	.785	.000	.907

Location: Wildomar
N/S: I-15 Northbound Ramps
E/W: Baxter Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg I-15 Northbound Ramps	East Leg Baxter Road	South Leg I-15 Northbound Ramps	West Leg Baxter Road	
	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 I-15 Northbound Ramps	East Leg Baxter Road	South Leg I-15 Northbound Ramps	West Leg Baxter Road	
	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: Wildomar
N/S: I-15 Northbound Ramps
E/W: Baxter Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound I-15 Northbound Ramps			Westbound Baxter Road			Northbound I-15 Northbound Ramps			Eastbound Baxter Road			
	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 Northbound Ramps			Westbound Baxter Road			Northbound I-15 Northbound Ramps			Eastbound Baxter Road			
	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
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City of Wildomar
N/S: Grand Avenue
E/W: McVicar Street
Weather: Clear

File Name : 20_WDM_Grand_McVicar AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Grand Avenue Southbound				McVicar Street Westbound				Grand Avenue Northbound				McVicar 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	38	37	0	75	1	0	52	53	0	31	1	32	0	1	0	1	161
07:15 AM	39	56	0	95	3	1	34	38	0	32	3	35	0	0	0	0	168
07:30 AM	49	59	0	108	2	0	22	24	1	16	2	19	0	1	0	1	152
07:45 AM	25	54	0	79	6	2	24	32	0	27	1	28	1	3	0	4	143
Total	151	206	0	357	12	3	132	147	1	106	7	114	1	5	0	6	624
08:00 AM	15	58	0	73	9	0	17	26	0	30	6	36	0	3	0	3	138
08:15 AM	15	47	0	62	6	0	14	20	0	22	4	26	0	0	0	0	108
08:30 AM	11	29	0	40	5	2	22	29	0	24	3	27	0	0	3	3	99
08:45 AM	10	35	1	46	1	1	11	13	0	23	1	24	0	3	0	3	86
Total	51	169	1	221	21	3	64	88	0	99	14	113	0	6	3	9	431
Grand Total	202	375	1	578	33	6	196	235	1	205	21	227	1	11	3	15	1055
Approch %	34.9	64.9	0.2		14	2.6	83.4		0.4	90.3	9.3		6.7	73.3	20		
Total %	19.1	35.5	0.1	54.8	3.1	0.6	18.6	22.3	0.1	19.4	2	21.5	0.1	1	0.3	1.4	

	Grand Avenue Southbound				McVicar Street Westbound				Grand Avenue Northbound				McVicar 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	38	37	0	75	1	0	52	53	0	31	1	32	0	1	0	1	161
07:15 AM	39	56	0	95	3	1	34	38	0	32	3	35	0	0	0	0	168
07:30 AM	49	59	0	108	2	0	22	24	1	16	2	19	0	1	0	1	152
07:45 AM	25	54	0	79	6	2	24	32	0	27	1	28	1	3	0	4	143
Total Volume	151	206	0	357	12	3	132	147	1	106	7	114	1	5	0	6	624
% App. Total	42.3	57.7	0		8.2	2	89.8		0.9	93	6.1		16.7	83.3	0		
PHF	.770	.873	.000	.826	.500	.375	.635	.693	.250	.828	.583	.814	.250	.417	.000	.375	.929

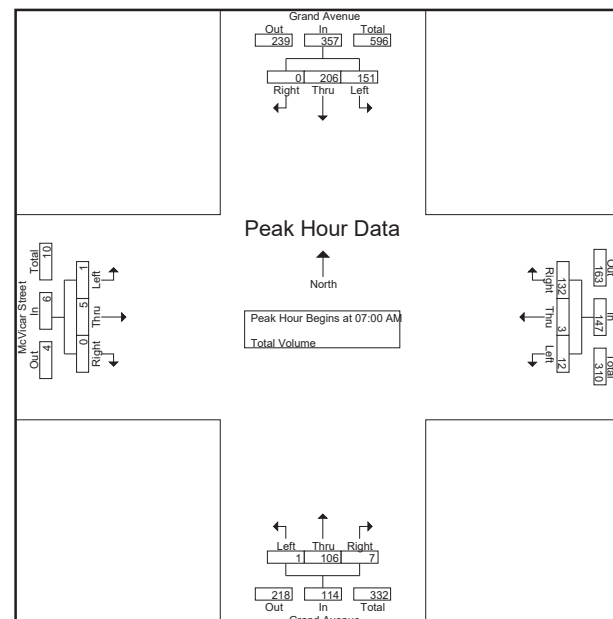
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

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City of Wildomar
N/S: Grand Avenue
E/W: McVicar Street
Weather: Clear

File Name : 20_WDM_Grand_McVicar AM
Site Code : 99919645
Start Date : 9/25/2019
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				07:30 AM				07:45 AM			
+0 mins.	38	37	0	75	1	0	52	53	0	32	3	35	1	3	0	4
+15 mins.	39	56	0	95	3	1	34	38	1	16	2	19	0	3	0	3
+30 mins.	49	59	0	108	2	0	22	24	0	27	1	28	0	0	0	0
+45 mins.	25	54	0	79	6	2	24	32	0	30	6	36	0	0	3	3
Total Volume	151	206	0	357	12	3	132	147	1	105	12	118	1	6	3	10
% App. Total	42.3	57.7	0		8.2	2	89.8		0.8	89	10.2		10	60	30	
PHF	.770	.873	.000	.826	.500	.375	.635	.693	.250	.820	.500	.819	.250	.500	.250	.625

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City of Wildomar
N/S: Grand Avenue
E/W: McVicar Street
Weather: Clear

File Name : 20_WDM_Grand_McVicar PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Grand Avenue Southbound				McVicar Street Westbound				Grand Avenue Northbound				McVicar 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	13	57	1	71	3	0	20	23	0	30	1	31	0	2	0	2	127
04:15 PM	19	48	0	67	3	1	20	24	0	32	5	37	4	1	1	6	134
04:30 PM	14	49	0	63	2	1	12	15	0	33	0	33	0	2	0	2	113
04:45 PM	14	39	2	55	2	1	14	17	1	28	5	34	0	0	0	0	106
Total	60	193	3	256	10	3	66	79	1	123	11	135	4	5	1	10	480
05:00 PM	14	52	0	66	2	0	36	38	0	32	5	37	0	0	1	1	142
05:15 PM	17	57	0	74	2	3	30	35	0	49	2	51	0	1	1	2	162
05:30 PM	10	37	0	47	3	2	17	22	0	39	2	41	0	2	0	2	112
05:45 PM	21	50	0	71	1	1	18	20	3	41	3	47	0	2	1	3	141
Total	62	196	0	258	8	6	101	115	3	161	12	176	0	5	3	8	557
Grand Total	122	389	3	514	18	9	167	194	4	284	23	311	4	10	4	18	1037
Approch %	23.7	75.7	0.6		9.3	4.6	86.1		1.3	91.3	7.4		22.2	55.6	22.2		
Total %	11.8	37.5	0.3	49.6	1.7	0.9	16.1	18.7	0.4	27.4	2.2	30	0.4	1	0.4	1.7	

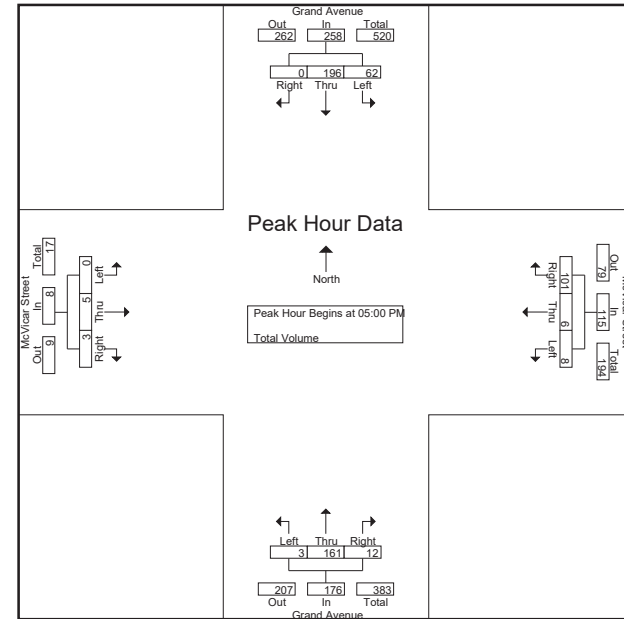
	Grand Avenue Southbound				McVicar Street Westbound				Grand Avenue Northbound				McVicar Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	52	0	66	2	0	36	38	0	32	5	37	0	0	1	1	142
05:15 PM	17	57	0	74	2	3	30	35	0	49	2	51	0	1	1	2	162
05:30 PM	10	37	0	47	3	2	17	22	0	39	2	41	0	2	0	2	112
05:45 PM	21	50	0	71	1	1	18	20	3	41	3	47	0	2	1	3	141
Total Volume	62	196	0	258	8	6	101	115	3	161	12	176	0	5	3	8	557
% App. Total	24	76	0		7	5.2	87.8		1.7	91.5	6.8		0	62.5	37.5		
PHF	.738	.860	.000	.872	.667	.500	.701	.757	.250	.821	.600	.863	.000	.625	.750	.667	.860

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

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City of Wildomar
N/S: Grand Avenue
E/W: McVicar Street
Weather: Clear

File Name : 20_WDM_Grand_McVicar PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

	04:30 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	14	49	0	63	2	0	36	38	0	32	5	37	0	2	0	2
+15 mins.	14	39	2	55	2	3	30	35	0	49	2	51	4	1	1	6
+30 mins.	14	52	0	66	3	2	17	22	0	39	2	41	0	2	0	2
+45 mins.	17	57	0	74	1	1	18	20	3	41	3	47	0	0	0	0
Total Volume	59	197	2	258	8	6	101	115	3	161	12	176	4	5	1	10
% App. Total	22.9	76.4	0.8		7	5.2	87.8		1.7	91.5	6.8		40	50	10	
PHF	.868	.864	.250	.872	.667	.500	.701	.757	.250	.821	.600	.863	.250	.625	.250	.417

Location: Wildomar
N/S: Grand Avenue
E/W: McVicar Street



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Grand Avenue	East Leg McVicar Street	South Leg Grand Avenue	West Leg McVicar Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	2	0	0	0	2
7:45 AM	0	0	1	0	1
8:00 AM	1	0	1	0	2
8:15 AM	0	0	1	1	2
8:30 AM	0	0	2	0	2
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	3	0	6	2	11

	North Leg Grand Avenue	East Leg McVicar Street	South Leg Grand Avenue	West Leg McVicar 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	2	2	4
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	2	2
TOTAL VOLUMES:	1	0	2	4	7

Location: Wildomar
N/S: Grand Avenue
E/W: McVicar Street



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Grand Avenue			Westbound McVicar Street			Northbound Grand Avenue			Eastbound McVicar 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	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	1	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	1	1	0	0	0	4

	Southbound Grand Avenue			Westbound McVicar Street			Northbound Grand Avenue			Eastbound McVicar 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	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	1	0	0	1	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	2	0	1	0	0	1	0	0	0	5

Counts Unlimited
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City of Wildomar
N/S: Palomar Street
E/W: McVicar Street/Frederick Street
Weather: Clear

File Name : 21_WDM_Palomar_McVicar AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Palomar Street Southbound				Frederick Street Westbound				Palomar Street Northbound				McVicar Street 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	
07:00 AM	2	53	7	62	9	29	3	41	18	33	3	54	5	12	21	38	195
07:15 AM	8	70	6	84	5	13	5	23	20	33	4	57	6	14	23	43	207
07:30 AM	14	67	3	84	13	1	11	25	23	48	9	80	5	23	37	65	254
07:45 AM	12	117	6	135	24	8	18	50	19	59	13	91	4	11	17	32	308
Total	36	307	22	365	51	51	37	139	80	173	29	282	20	60	98	178	964
08:00 AM	14	88	6	108	14	7	18	39	13	81	3	97	7	3	18	28	272
08:15 AM	7	68	3	78	9	7	14	30	12	63	6	81	4	2	15	21	210
08:30 AM	7	67	6	80	8	3	8	19	23	45	3	71	2	6	10	18	188
08:45 AM	1	49	2	52	4	6	6	16	10	43	1	54	3	2	14	19	141
Total	29	272	17	318	35	23	46	104	58	232	13	303	16	13	57	86	811
Grand Total	65	579	39	683	86	74	83	243	138	405	42	585	36	73	155	264	1775
Approch %	9.5	84.8	5.7		35.4	30.5	34.2		23.6	69.2	7.2		13.6	27.7	58.7		
Total %	3.7	32.6	2.2	38.5	4.8	4.2	4.7	13.7	7.8	22.8	2.4	33	2	4.1	8.7	14.9	

	Palomar Street Southbound				Frederick Street Westbound				Palomar Street Northbound				McVicar Street 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	
07:00 AM	14	67	3	84	13	1	11	25	23	48	9	80	5	23	37	65	254
07:15 AM	12	117	6	135	24	8	18	50	19	59	13	91	4	11	17	32	308
08:00 AM	14	88	6	108	14	7	18	39	13	81	3	97	7	3	18	28	272
08:15 AM	7	68	3	78	9	7	14	30	12	63	6	81	4	2	15	21	210
Total Volume	47	340	18	405	60	23	61	144	67	251	31	349	20	39	87	146	1044
% App. Total	11.6	84	4.4		41.7	16	42.4		19.2	71.9	8.9		13.7	26.7	59.6		
PHF	.839	.726	.750	.750	.625	.719	.847	.720	.728	.775	.596	.899	.714	.424	.588	.562	.847

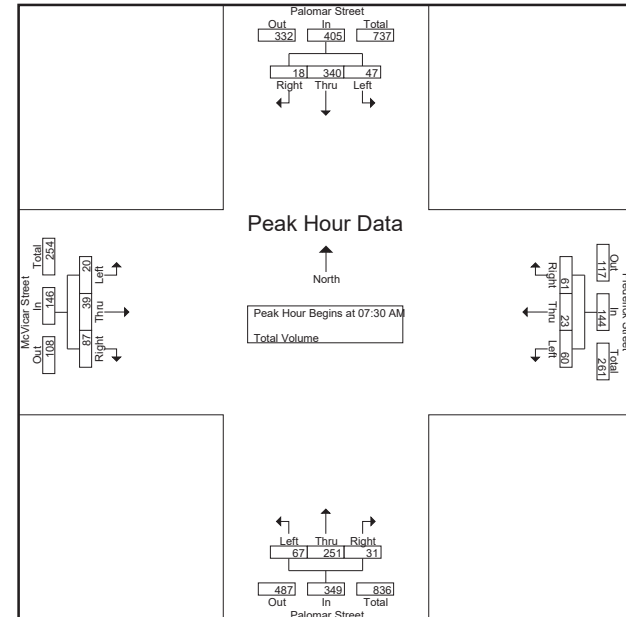
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

Counts Unlimited
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City of Wildomar
N/S: Palomar Street
E/W: McVicar Street/Frederick Street
Weather: Clear

File Name : 21_WDM_Palomar_McVicar AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:45 AM				08:00 AM			
+0 mins.	8	70	6	84	13	1	11	25	23	48	9	80	5	12	21	38
+15 mins.	14	67	3	84	24	8	18	50	19	59	13	91	6	14	23	43
+30 mins.	12	117	6	135	14	7	18	39	13	81	3	97	5	23	37	65
+45 mins.	14	88	6	108	9	7	14	30	12	63	6	81	4	11	17	32
Total Volume	48	342	21	411	60	23	61	144	67	251	31	349	20	60	98	178
% App. Total	11.7	83.2	5.1		41.7	16	42.4		19.2	71.9	8.9		11.2	33.7	55.1	
PHF	.857	.731	.875	.761	.625	.719	.847	.720	.728	.775	.596	.899	.833	.652	.662	.685

Counts Unlimited
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City of Wildomar
N/S: Palomar Street
E/W: McVicar Street/Frederick Street
Weather: Clear

File Name : 21_WDM_Palomar_McVicar PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Palomar Street Southbound				Frederick Street Westbound				Palomar Street Northbound				McVicar Street 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
04:00 PM	5	62	4	71	2	4	14	20	17	70	10	97	2	5	13	20	208
04:15 PM	11	50	4	65	10	5	7	22	17	80	7	104	7	2	16	25	216
04:30 PM	3	68	2	73	2	2	11	15	13	75	7	95	5	3	16	24	207
04:45 PM	4	60	1	65	14	5	10	29	17	70	13	100	2	4	12	18	212
Total	23	240	11	274	28	16	42	86	64	295	37	396	16	14	57	87	843
05:00 PM	6	62	3	71	7	8	3	18	29	86	7	122	5	4	14	23	234
05:15 PM	8	66	4	78	5	6	8	19	30	85	5	120	4	2	15	21	238
05:30 PM	5	46	3	54	7	5	7	19	17	85	5	107	2	3	11	16	196
05:45 PM	8	68	2	78	6	4	5	15	19	75	10	104	7	7	17	31	228
Total	27	242	12	281	25	23	23	71	95	331	27	453	18	16	57	91	896
Grand Total	50	482	23	555	53	39	65	157	159	626	64	849	34	30	114	178	1739
Approch %	9	86.8	4.1		33.8	24.8	41.4		18.7	73.7	7.5		19.1	16.9	64		
Total %	2.9	27.7	1.3	31.9	3	2.2	3.7	9	9.1	36	3.7	48.8	2	1.7	6.6	10.2	

	Palomar Street Southbound				Frederick Street Westbound				Palomar Street Northbound				McVicar Street 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
04:00 PM	5	62	4	71	2	4	14	20	17	70	10	97	2	5	13	20	208
04:15 PM	11	50	4	65	10	5	7	22	17	80	7	104	7	2	16	25	216
04:30 PM	3	68	2	73	2	2	11	15	13	75	7	95	5	3	16	24	207
04:45 PM	4	60	1	65	14	5	10	29	17	70	13	100	2	4	12	18	212
Total	23	240	11	274	28	16	42	86	64	295	37	396	16	14	57	87	843
05:00 PM	6	62	3	71	7	8	3	18	29	86	7	122	5	4	14	23	234
05:15 PM	8	66	4	78	5	6	8	19	30	85	5	120	4	2	15	21	238
05:30 PM	5	46	3	54	7	5	7	19	17	85	5	107	2	3	11	16	196
05:45 PM	8	68	2	78	6	4	5	15	19	75	10	104	7	7	17	31	228
Total Volume	27	242	12	281	25	23	23	71	95	331	27	453	18	16	57	91	896
% App. Total	9.6	86.1	4.3		35.2	32.4	32.4		21	73.1	6		19.8	17.6	62.6		
PHF	.844	.890	.750	.901	.893	.719	.719	.934	.792	.962	.675	.928	.643	.571	.838	.734	.941

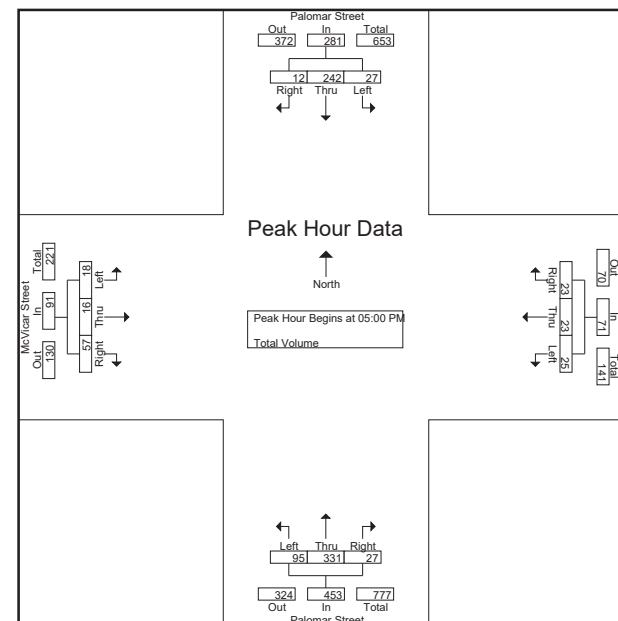
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

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

City of Wildomar
N/S: Palomar Street
E/W: McVicar Street/Frederick Street
Weather: Clear

File Name : 21_WDM_Palomar_McVicar PM
Site Code : 99919645
Start Date : 9/25/2019
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				05:00 PM				05:00 PM			
+0 mins.	3	68	2	73	2	4	14	20	29	86	7	122	5	4	14	23
+15 mins.	4	60	1	65	10	5	7	22	30	85	5	120	4	2	15	21
+30 mins.	6	62	3	71	2	2	11	15	17	85	5	107	2	3	11	16
+45 mins.	8	66	4	78	14	5	10	29	19	75	10	104	7	7	17	31
Total Volume	21	256	10	287	28	16	42	86	95	331	27	453	18	16	57	91
% App. Total	7.3	89.2	3.5		32.6	18.6	48.8		21	73.1	6		19.8	17.6	62.6	
PHF	.656	.941	.625	.920	.500	.800	.750	.741	.792	.962	.675	.928	.643	.571	.838	.734

Location: Wildomar
N/S: Palomar Street
E/W: McVicar Street/Frederick Street



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Palomar Street	East Leg Frederick Street	South Leg Palomar Street	West Leg McVicar Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	1	2
7:15 AM	0	0	1	3	4
7:30 AM	0	0	0	2	2
7:45 AM	0	0	0	1	1
8:00 AM	0	0	2	2	4
8:15 AM	0	0	0	0	0
8:30 AM	0	2	2	0	2
8:45 AM	0	2	1	0	3
TOTAL VOLUMES:	1	2	6	9	18

	North Leg Palomar Street	East Leg Frederick Street	South Leg Palomar Street	West Leg McVicar 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	3	3
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	4	4

Location: Wildomar
N/S: Palomar Street
E/W: McVicar Street/Frederick Street



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Palomar Street			Westbound Frederick Street			Northbound Palomar Street			Eastbound McVicar Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
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	1	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	2	0	1	1	0	0	3	0	0	0	0	7

	Southbound Palomar Street			Westbound Frederick Street			Northbound Palomar Street			Eastbound McVicar Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
5:30 PM	0	1	1	0	0	0	0	1	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	2	1	0	1	2	1	3	0	0	0	0	10

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

City of Wildomar
N/S: Porras Road/George Avenue
E/W: La Estrella Street
Weather: Clear

File Name : 22_WDM_George_La Estrella AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Porras Road Southbound				La Estrella Street Westbound				George Avenue Northbound				La Estrella Street 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	
07:00 AM	2	17	1	20	8	0	5	13	2	9	0	11	0	0	0	0	44
07:15 AM	4	34	10	48	7	0	13	20	6	17	3	26	0	0	0	0	94
07:30 AM	7	51	14	72	5	11	12	28	26	28	6	60	1	0	3	4	164
07:45 AM	15	83	7	105	12	13	15	40	10	24	6	40	12	11	32	55	240
Total	28	185	32	245	32	24	45	101	44	78	15	137	13	11	35	59	542
08:00 AM	8	42	0	50	6	1	5	12	1	13	4	18	11	3	6	20	100
08:15 AM	4	27	1	32	10	0	5	15	1	10	4	15	1	0	0	1	63
08:30 AM	4	18	0	22	18	1	13	32	0	12	7	19	1	0	0	1	74
08:45 AM	6	21	0	27	9	0	13	22	0	5	3	8	0	0	0	0	57
Total	22	108	1	131	43	2	36	81	2	40	18	60	13	3	6	22	294
Grand Total	50	293	33	376	75	26	81	182	46	118	33	197	26	14	41	81	836
Approch %	13.3	77.9	8.8		41.2	14.3	44.5		23.4	59.9	16.8		32.1	17.3	50.6		
Total %	6	35	3.9	45	9	3.1	9.7	21.8	5.5	14.1	3.9	23.6	3.1	1.7	4.9	9.7	

	Porras Road Southbound				La Estrella Street Westbound				George Avenue Northbound				La Estrella Street 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	
07:15 AM	4	34	10	48	7	0	13	20	6	17	3	26	0	0	0	0	94
07:30 AM	7	51	14	72	5	11	12	28	26	28	6	60	1	0	3	4	164
07:45 AM	15	83	7	105	12	13	15	40	10	24	6	40	12	11	32	55	240
08:00 AM	8	42	0	50	6	1	5	12	1	13	4	18	11	3	6	20	100
Total Volume	34	210	31	275	30	25	45	100	43	82	19	144	24	14	41	79	598
% App. Total	12.4	76.4	11.3		30	25	45		29.9	56.9	13.2		30.4	17.7	51.9		
PHF	.567	.633	.554	.655	.625	.481	.750	.625	.413	.732	.792	.600	.500	.318	.320	.359	.623

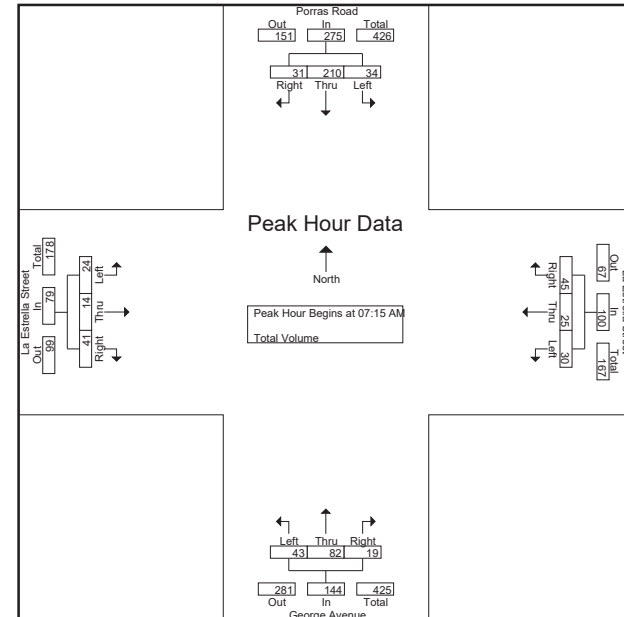
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

Counts Unlimited
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City of Wildomar
N/S: Porras Road/George Avenue
E/W: La Estrella Street
Weather: Clear

File Name : 22_WDM_George_La Estrella AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	4	34	10	48	8	0	5	13	6	17	3	26	1	0	3	4
+15 mins.	7	51	14	72	7	0	13	20	26	28	6	60	12	11	32	55
+30 mins.	15	83	7	105	5	11	12	28	10	24	6	40	11	3	6	20
+45 mins.	8	42	0	50	12	13	15	40	1	13	4	18	1	0	0	1
Total Volume	34	210	31	275	32	24	45	101	43	82	19	144	25	14	41	80
% App. Total	12.4	76.4	11.3		31.7	23.8	44.6		29.9	56.9	13.2		31.2	17.5	51.2	
PHF	.567	.633	.554	.655	.667	.462	.750	.631	.413	.732	.792	.600	.521	.318	.320	.364

Counts Unlimited
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City of Wildomar
N/S: Porras Road/George Avenue
E/W: La Estrella Street
Weather: Clear

File Name : 22_WDM_George_La Estrella PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Porras Road Southbound				La Estrella Street Westbound				George Avenue Northbound				La Estrella Street Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	21	2	31	5	0	8	13	0	30	10	40	0	0	0	0	84
04:15 PM	6	25	6	37	5	0	5	10	2	17	7	26	0	0	1	1	74
04:30 PM	6	20	2	28	2	1	9	12	2	19	5	26	1	0	0	1	67
04:45 PM	6	15	11	32	8	0	6	14	4	27	9	40	0	0	2	2	88
Total	26	81	21	128	20	1	28	49	8	93	31	132	1	0	3	4	313
05:00 PM	9	21	12	42	5	1	10	16	4	24	7	35	0	0	3	3	96
05:15 PM	6	33	11	50	5	0	4	9	3	18	9	30	2	1	0	3	92
05:30 PM	11	22	6	39	2	0	4	6	1	20	3	24	1	0	2	3	72
05:45 PM	9	30	1	40	4	0	4	8	0	29	3	32	2	0	1	3	83
Total	35	106	30	171	16	1	22	39	8	91	22	121	5	1	6	12	343
Grand Total	61	187	51	299	36	2	50	88	16	184	53	253	6	1	9	16	656
Approch %	20.4	62.5	17.1		40.9	2.3	56.8		6.3	72.7	20.9		37.5	6.2	56.2		
Total %	9.3	28.5	7.8	45.6	5.5	0.3	7.6	13.4	2.4	28	8.1	38.6	0.9	0.2	1.4	2.4	

	Porras Road Southbound				La Estrella Street Westbound				George Avenue Northbound				La Estrella Street Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	15	11	32	8	0	6	14	4	27	9	40	0	0	2	2	88
05:00 PM	9	21	12	42	5	1	10	16	4	24	7	35	0	0	3	3	96
05:15 PM	6	33	11	50	5	0	4	9	3	18	9	30	2	1	0	3	92
05:30 PM	11	22	6	39	2	0	4	6	1	20	3	24	1	0	2	3	72
Total Volume	32	91	40	163	20	1	24	45	12	89	28	129	3	1	7	11	348
% App. Total	19.6	55.8	24.5		44.4	2.2	53.3		9.3	69	21.7		27.3	9.1	63.6		
PHF	.727	.689	.833	.815	.625	.250	.600	.703	.750	.824	.778	.806	.375	.250	.583	.917	.906

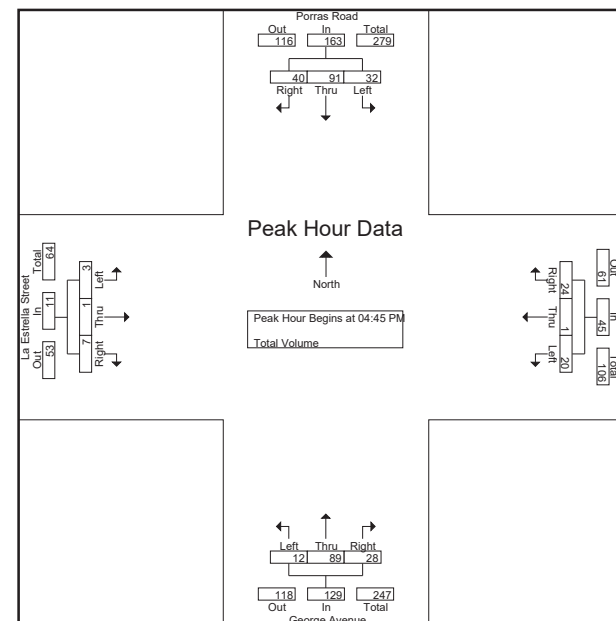
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Wildomar
N/S: Porras Road/George Avenue
E/W: La Estrella Street
Weather: Clear

File Name : 22_WDM_George_La Estrella PM
Site Code : 99919645
Start Date : 9/25/2019
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				04:15 PM				04:00 PM				05:00 PM			
+0 mins.	9	21	12	42	5	0	5	10	0	30	10	40	0	0	3	3
+15 mins.	6	33	11	50	2	1	9	12	2	17	7	26	2	1	0	3
+30 mins.	11	22	6	39	8	0	6	14	2	19	5	26	1	0	2	3
+45 mins.	9	30	1	40	5	1	10	16	4	27	9	40	2	0	1	3
Total Volume	35	106	30	171	20	2	30	52	8	93	31	132	5	1	6	12
% App. Total	20.5	62	17.5		38.5	3.8	57.7		6.1	70.5	23.5		41.7	8.3	50	
PHF	.795	.803	.625	.855	.625	.500	.750	.813	.500	.775	.775	.825	.625	.250	.500	1.000

Location: Wildomar
N/S: Porras Road/George Avenue
E/W: La Estrella Street



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Porras Road	East Leg La Estrella Street	South Leg George Avenue	West Leg La Estrella Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	1	2
7:15 AM	1	0	0	3	4
7:30 AM	4	0	0	7	11
7:45 AM	21	0	0	1	22
8:00 AM	1	0	0	0	1
8:15 AM	1	0	0	1	2
8:30 AM	0	0	2	0	2
8:45 AM	1	0	0	1	2
TOTAL VOLUMES:	30	0	2	14	46

	North Leg Porras Road	East Leg La Estrella Street	South Leg George Avenue	West Leg La Estrella Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	3	0	0	0	3
4:30 PM	0	0	0	2	2
4:45 PM	0	0	0	0	0
5:00 PM	2	0	0	2	4
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	6	1	0	4	11

Location: Wildomar
N/S: Porras Road/George Avenue
E/W: La Estrella Street



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Porras Road			Westbound La Estrella Street			Northbound George Avenue			Eastbound La Estrella 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 Porras Road			Westbound La Estrella Street			Northbound George Avenue			Eastbound La Estrella 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
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Wildomar
N/S: Grand Avenue
E/W: Clinton Keith Road
Weather: Clear

File Name : 23_WDM_Grand_Clinton Keith AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

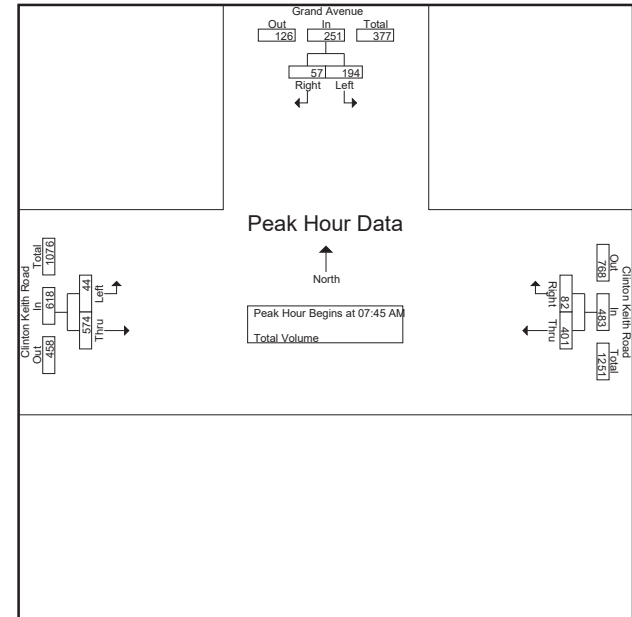
Groups Printed- Total Volume									
	Grand Avenue Southbound			Clinton Keith Road Westbound			Clinton Keith Road Eastbound		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total
07:00 AM	43	5	48	62	29	91	8	109	117
07:15 AM	57	1	58	62	21	83	8	133	141
07:30 AM	66	7	73	80	15	95	4	118	122
07:45 AM	59	11	70	98	21	119	8	128	136
Total	225	24	249	302	86	388	28	488	516
08:00 AM	48	23	71	110	22	132	9	135	144
08:15 AM	47	16	63	111	21	132	11	153	164
08:30 AM	40	7	47	82	18	100	16	158	174
08:45 AM	45	5	50	91	20	111	5	131	136
Total	180	51	231	394	81	475	41	577	618
Grand Total	405	75	480	696	167	863	69	1065	1134
Apprch %	84.4	15.6		80.6	19.4		6.1	93.9	
Total %	16.4	3	19.4	28.1	6.7	34.8	2.8	43	45.8

	Grand Avenue Southbound			Clinton Keith Road Westbound			Clinton Keith Road Eastbound			Int. Total
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	59	11	70	98	21	119	8	128	136	325
08:00 AM	48	23	71	110	22	132	9	135	144	347
08:15 AM	47	16	63	111	21	132	11	153	164	359
08:30 AM	40	7	47	82	18	100	16	158	174	321
Total Volume	194	57	251	401	82	483	44	574	618	1352
% App. Total	77.3	22.7		83	17		7.1	92.9		
PHF	.822	.620	.884	.903	.932	.915	.688	.908	.888	.942

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City of Wildomar
N/S: Grand Avenue
E/W: Clinton Keith Road
Weather: Clear

File Name : 23_WDM_Grand_Clinton Keith AM
Site Code : 99919645
Start Date : 9/25/2019
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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			07:45 AM			07:45 AM		
+0 mins.	66	7	73	98	21	119	8	128	136
+15 mins.	59	11	70	110	22	132	9	135	144
+30 mins.	48	23	71	111	21	132	11	153	164
+45 mins.	47	16	63	82	18	100	16	158	174
Total Volume	220	57	277	401	82	483	44	574	618
% App. Total	79.4	20.6		83	17		7.1	92.9	
PHF	.833	.620	.949	.903	.932	.915	.688	.908	.888

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City of Wildomar
N/S: Grand Avenue
E/W: Clinton Keith Road
Weather: Clear

File Name : 23_WDM_Grand_Clinton Keith PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

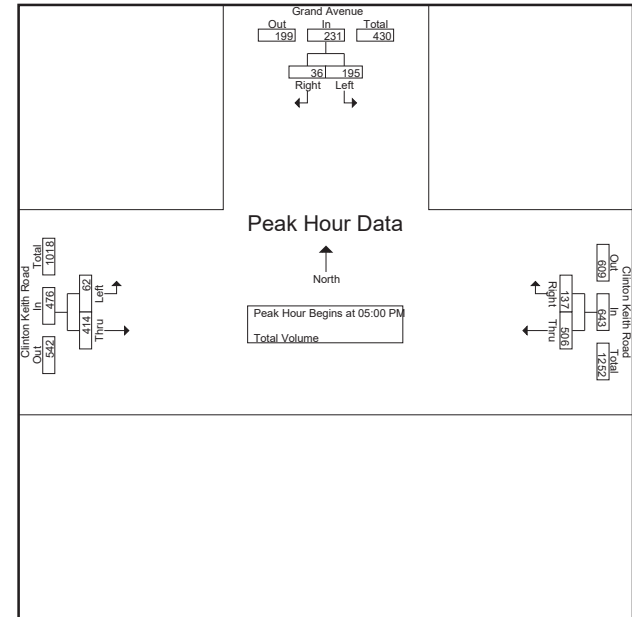
Groups Printed- Total Volume									
	Grand Avenue Southbound			Clinton Keith Road Westbound			Clinton Keith Road Eastbound		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	Int. Total
04:00 PM	43	24	67	115	31	146	13	130	355
04:15 PM	46	8	54	107	30	137	12	121	324
04:30 PM	55	8	63	111	30	141	9	133	346
04:45 PM	32	10	42	119	24	143	14	106	305
Total	176	50	226	452	115	567	48	490	1331
05:00 PM	55	10	65	128	33	161	19	100	345
05:15 PM	44	9	53	106	33	139	17	107	316
05:30 PM	39	12	51	141	35	176	13	108	348
05:45 PM	57	5	62	131	36	167	13	99	341
Total	195	36	231	506	137	643	62	414	1350
Grand Total	371	86	457	958	252	1210	110	904	2681
Apprch %	81.2	18.8		79.2	20.8		10.8	89.2	
Total %	13.8	3.2	17	35.7	9.4	45.1	4.1	33.7	37.8

	Grand Avenue Southbound			Clinton Keith Road Westbound			Clinton Keith Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	55	10	65	128	33	161	19	100	119	345
05:15 PM	44	9	53	106	33	139	17	107	124	316
05:30 PM	39	12	51	141	35	176	13	108	121	348
05:45 PM	57	5	62	131	36	167	13	99	112	341
Total Volume	195	36	231	506	137	643	62	414	476	1350
% App. Total	84.4	15.6		78.7	21.3		13	87		
PHF	.855	.750	.888	.897	.951	.913	.816	.958	.960	.970

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City of Wildomar
N/S: Grand Avenue
E/W: Clinton Keith Road
Weather: Clear

File Name : 23_WDM_Grand_Clinton Keith PM
Site Code : 99919645
Start Date : 9/25/2019
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			05:00 PM			04:00 PM		
+0 mins.	55	10	65	128	33	161	13	130	143
+15 mins.	44	9	53	106	33	139	12	121	133
+30 mins.	39	12	51	141	35	176	9	133	142
+45 mins.	57	5	62	131	36	167	14	106	120
Total Volume	195	36	231	506	137	643	48	490	538
% App. Total	84.4	15.6		78.7	21.3		8.9	91.1	
PHF	.855	.750	.888	.897	.951	.913	.857	.921	.941

Location: Wildomar
N/S: Grand Avenue
E/W: Clinton Keith Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Grand Avenue	East Leg Clinton Keith Road	South Leg Dead End	West Leg Clinton Keith Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	2	0	0	0	2
7:45 AM	1	0	0	0	1
8:00 AM	2	0	0	1	3
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	2	0	0	0	2
TOTAL VOLUMES:	8	0	0	1	9

	North Leg Grand Avenue	East Leg Clinton Keith Road	South Leg Dead End	West Leg Clinton Keith Road	
	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	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

Location: Wildomar
N/S: Grand Avenue
E/W: Clinton Keith Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Grand Avenue			Westbound Clinton Keith Road			Northbound Dead End			Eastbound Clinton Keith Road			
	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	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	1	0	0	0	0	0	0	1	3	0	6

	Southbound Grand Avenue			Westbound Clinton Keith Road			Northbound Dead End			Eastbound Clinton Keith Road			
	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	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	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	2	0	0	0	0	0	0	0	1	0	3

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City of Wildomar
N/S: Palomar Street
E/W: Clinton Keith Road
Weather: Clear

File Name : 24_WDM_Palomar_Clinton Keith AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

Start Time	Palomar Street Southbound				Clinton Keith Road Westbound				Palomar Street Northbound				Clinton Keith Road 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	41	57	5	103	63	82	22	167	7	21	49	77	2	131	14	147	494
07:15 AM	62	42	9	113	50	69	21	140	8	36	50	94	3	169	11	183	530
07:30 AM	69	63	5	137	66	77	21	164	9	56	96	161	6	152	22	180	642
07:45 AM	75	92	15	182	97	112	32	241	15	54	82	151	6	139	39	184	758
Total	247	254	34	535	276	340	96	712	39	167	277	483	17	591	86	694	2424
08:00 AM	61	77	17	155	85	110	41	236	17	39	102	158	17	144	27	188	737
08:15 AM	44	51	14	109	58	104	20	182	12	43	102	157	15	164	31	210	658
08:30 AM	48	45	8	101	44	90	30	164	12	37	60	109	10	190	15	215	589
08:45 AM	36	29	8	73	43	97	20	160	11	25	74	110	6	170	12	188	531
Total	189	202	47	438	230	401	111	742	52	144	338	534	48	668	85	801	2515
Grand Total	436	456	81	973	506	741	207	1454	91	311	615	1017	65	1259	171	1495	4939
Apprch %	44.8	46.9	8.3		34.8	51	14.2		8.9	30.6	60.5		4.3	84.2	11.4		
Total %	8.8	9.2	1.6	19.7	10.2	15	4.2	29.4	1.8	6.3	12.5	20.6	1.3	25.5	3.5	30.3	

Start Time	Palomar Street Southbound				Clinton Keith Road Westbound				Palomar Street Northbound				Clinton Keith Road 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	69	63	5	137	66	77	21	164	9	56	96	161	6	152	22	180	642
07:45 AM	75	92	15	182	97	112	32	241	15	54	82	151	6	139	39	184	758
08:00 AM	61	77	17	155	85	110	41	236	17	39	102	158	17	144	27	188	737
08:15 AM	44	51	14	109	58	104	20	182	12	43	102	157	15	164	31	210	658
Total Volume	249	283	51	583	306	403	114	823	53	192	382	627	44	599	119	762	2795
% App. Total	42.7	48.5	8.7		37.2	49	13.9		8.5	30.6	60.9		5.8	78.6	15.6		
PHF	.830	.769	.750	.801	.789	.900	.695	.854	.779	.857	.936	.974	.647	.913	.763	.907	.922

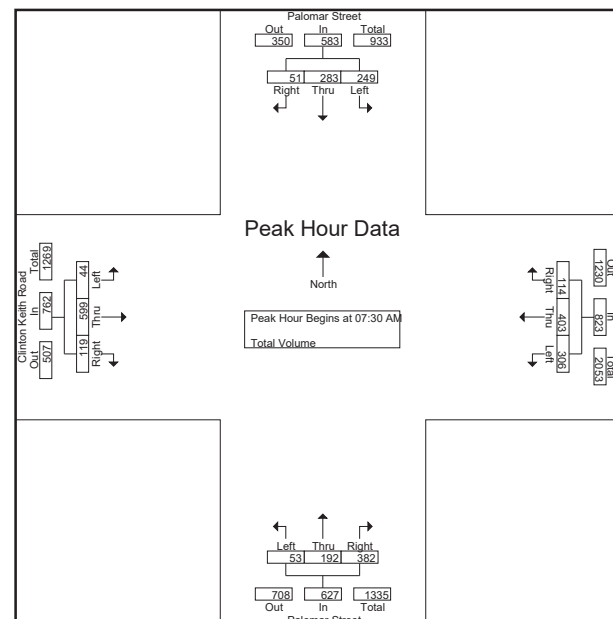
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

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City of Wildomar
N/S: Palomar Street
E/W: Clinton Keith Road
Weather: Clear

File Name : 24_WDM_Palomar_Clinton Keith AM
Site Code : 99919645
Start Date : 9/25/2019
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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				07:30 AM				07:45 AM				08:00 AM			
+0 mins.	62	42	9	113	66	77	21	164	9	56	96	161	17	144	27	188
+15 mins.	69	63	5	137	97	112	32	241	15	54	82	151	15	164	31	210
+30 mins.	75	92	15	182	85	110	41	236	17	39	102	158	10	190	15	215
+45 mins.	61	77	17	155	58	104	20	182	12	43	102	157	6	170	12	188
Total Volume	267	274	46	587	306	403	114	823	53	192	382	627	48	668	85	801
% App. Total	45.5	46.7	7.8		37.2	49	13.9		8.5	30.6	60.9		6	83.4	10.6	
PHF	.890	.745	.676	.806	.789	.900	.695	.854	.779	.857	.936	.974	.706	.879	.685	.931

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City of Wildomar
N/S: Palomar Street
E/W: Clinton Keith Road
Weather: Clear

File Name : 24_WDM_Palomar_Clinton Keith PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Palomar Street Southbound				Clinton Keith Road Westbound				Palomar Street Northbound				Clinton Keith Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	49	16	15	80	58	125	46	229	16	60	50	126	10	163	20	193	628
04:15 PM	47	28	7	82	68	111	47	226	24	56	48	128	10	138	14	162	598
04:30 PM	53	39	10	102	72	120	47	239	18	48	45	111	12	156	27	195	647
04:45 PM	48	32	13	93	60	125	63	248	19	59	62	140	14	118	16	148	629
Total	197	115	45	357	258	481	203	942	77	223	205	505	46	575	77	698	2502
05:00 PM	61	35	12	108	57	129	56	242	13	71	54	138	10	146	19	175	663
05:15 PM	49	36	9	94	79	133	58	270	18	68	64	150	4	141	21	166	680
05:30 PM	37	17	6	60	88	157	61	306	15	47	30	92	14	144	21	179	637
05:45 PM	50	30	11	91	65	139	55	259	26	45	51	122	6	116	29	151	623
Total	197	118	38	353	289	558	230	1077	72	231	199	502	34	547	90	671	2603
Grand Total	394	233	83	710	547	1039	433	2019	149	454	404	1007	80	1122	167	1369	5105
Approch %	55.5	32.8	11.7		27.1	51.5	21.4		14.8	45.1	40.1		5.8	82	12.2		
Total %	7.7	4.6	1.6	13.9	10.7	20.4	8.5	39.5	2.9	8.9	7.9	19.7	1.6	22	3.3	26.8	

	Palomar Street Southbound				Clinton Keith Road Westbound				Palomar Street Northbound				Clinton Keith Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	53	39	10	102	72	120	47	239	18	48	45	111	12	156	27	195	647
04:15 PM	48	32	13	93	60	125	63	248	19	59	62	140	14	118	16	148	629
05:00 PM	61	35	12	108	57	129	56	242	13	71	54	138	10	146	19	175	663
05:15 PM	49	36	9	94	79	133	58	270	18	68	64	150	4	141	21	166	680
Total Volume	211	142	44	397	268	507	224	999	68	246	225	539	40	561	83	684	2619
% App. Total	53.1	35.8	11.1		26.8	50.8	22.4		12.6	45.6	41.7		5.8	82	12.1		
PHF	.865	.910	.846	.919	.848	.953	.889	.925	.895	.866	.879	.898	.714	.899	.769	.877	.963

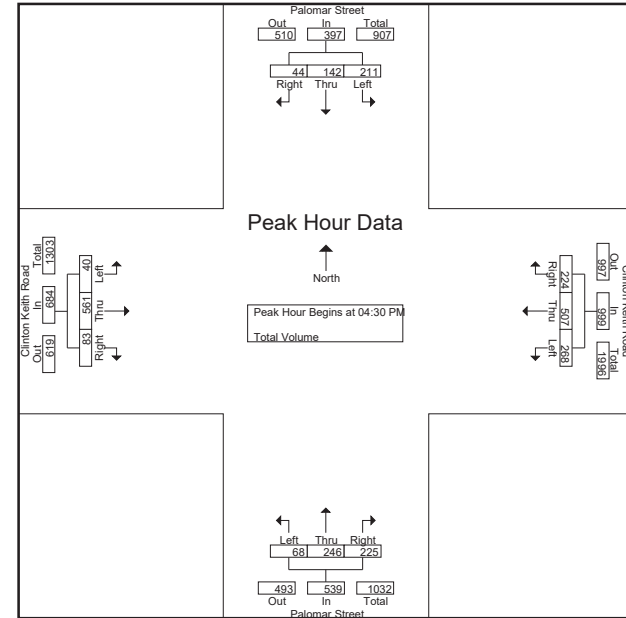
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

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City of Wildomar
N/S: Palomar Street
E/W: Clinton Keith Road
Weather: Clear

File Name : 24_WDM_Palomar_Clinton Keith PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:30 PM				04:00 PM			
+0 mins.	53	39	10	102	57	129	56	242	18	48	45	111	10	163	20	193
+15 mins.	48	32	13	93	79	133	58	270	19	59	62	140	10	138	14	162
+30 mins.	61	35	12	108	88	157	61	306	13	71	54	138	12	156	27	195
+45 mins.	49	36	9	94	65	139	55	259	18	68	64	150	14	118	16	148
Total Volume	211	142	44	397	289	558	230	1077	68	246	225	539	46	575	77	698
% App. Total	53.1	35.8	11.1		26.8	51.8	21.4		12.6	45.6	41.7		6.6	82.4	11	
PHF	.865	.910	.846	.919	.821	.889	.943	.880	.895	.866	.879	.898	.821	.882	.713	.895

Location: Wildomar
N/S: Palomar Street
E/W: Clinton Keith Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Palomar Street	East Leg Clinton Keith Road	South Leg Palomar Street	West Leg Clinton Keith Road	
	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	1	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

	North Leg Palomar Street	East Leg Clinton Keith Road	South Leg Palomar Street	West Leg Clinton Keith Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	3	0	3
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	1	0	1
5:15 PM	0	0	1	0	1
5:30 PM	1	0	0	0	1
5:45 PM	0	0	1	1	2
TOTAL VOLUMES:	1	0	7	1	9

Location: Wildomar
N/S: Palomar Street
E/W: Clinton Keith Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Palomar Street			Westbound Clinton Keith Road			Northbound Palomar Street			Eastbound Clinton Keith Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	1	0	0	0	0	2
8:30 AM	1	0	0	0	0	0	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	1	1	0	0	0	0	2	0	2	1	0	8

	Southbound Palomar Street			Westbound Clinton Keith Road			Northbound Palomar Street			Eastbound Clinton Keith Road			
	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	1	0	0	0	0	1
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	1	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES:	0	2	0	0	0	0	0	2	0	1	0	0	5

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City of Wildomar
N/S: Hidden Springs Road
E/W: Clinton Keith Road
Weather: Clear

File Name : 25_WDM_Hidden Springs_Clinton Keith AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Hidden Springs Road Southbound				Clinton Keith Road Westbound				Hidden Springs Road Northbound				Clinton Keith Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	75	8	17	100	22	134	37	193	10	0	31	41	8	190	5	203	537
07:15 AM	67	9	16	92	26	111	49	186	10	1	30	41	12	258	8	278	597
07:30 AM	83	9	19	111	29	150	50	229	24	2	33	59	22	254	9	285	684
07:45 AM	101	18	22	141	29	226	74	329	21	7	18	46	21	256	4	281	797
Total	326	44	74	444	106	621	210	937	65	10	112	187	63	958	26	1047	2615
08:00 AM	76	25	9	110	23	190	49	262	20	8	62	90	20	246	17	283	745
08:15 AM	76	7	18	101	28	160	54	242	13	3	34	50	18	240	14	272	665
08:30 AM	53	8	13	74	42	148	59	249	18	6	45	69	15	250	15	280	672
08:45 AM	66	8	16	90	43	126	56	225	21	10	27	58	20	214	8	242	615
Total	271	48	56	375	136	624	218	978	72	27	168	267	73	950	54	1077	2697
Grand Total	597	92	130	819	242	1245	428	1915	137	37	280	454	136	1908	80	2124	5312
Approach %	72.9	11.2	15.9		12.6	65	22.3		30.2	8.1	61.7		6.4	89.8	3.8		
Total %	11.2	1.7	2.4	15.4	4.6	23.4	8.1	36.1	2.6	0.7	5.3	8.5	2.6	35.9	1.5	40	

	Hidden Springs Road Southbound				Clinton Keith Road Westbound				Hidden Springs Road Northbound				Clinton Keith Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From: 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	83	9	19	111	29	150	50	229	24	2	33	59	22	254	9	285	684
07:45 AM	101	18	22	141	29	226	74	329	21	7	18	46	21	256	4	281	797
08:00 AM	76	25	9	110	23	190	49	262	20	8	62	90	20	246	17	283	745
08:15 AM	76	7	18	101	28	160	54	242	13	3	34	50	18	240	14	272	665
Total Volume	336	59	68	463	109	726	227	1062	78	20	147	245	81	996	44	1121	2891
% App. Total	72.6	12.7	14.7		10.3	68.4	21.4		31.8	8.2	60		7.2	88.8	3.9		
PHF	0.832	0.590	0.773	0.821	0.940	0.803	0.767	0.807	0.813	0.625	0.593	0.681	0.920	0.973	0.647	0.983	0.907

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

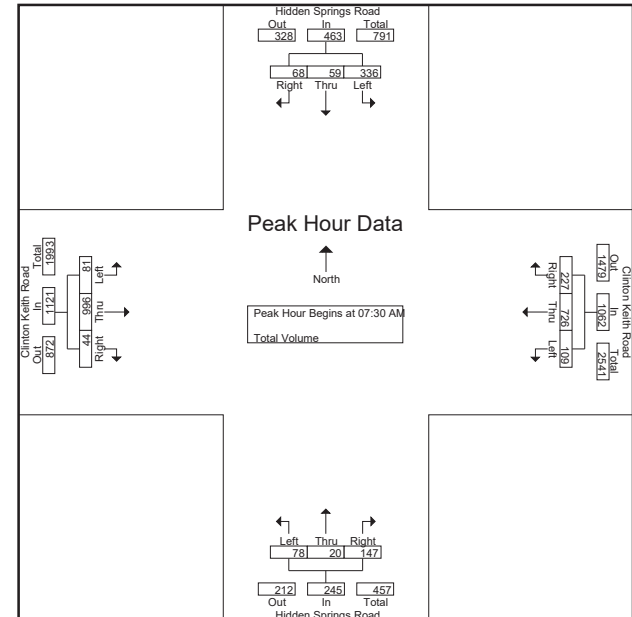
Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	83	9	19	111	29	150	50	229	24	2	33	59	22	254	9	285	684
07:45 AM	101	18	22	141	29	226	74	329	21	7	18	46	21	256	4	281	797
08:00 AM	76	25	9	110	23	190	49	262	20	8	62	90	20	246	17	283	745
08:15 AM	76	7	18	101	28	160	54	242	13	3	34	50	18	240	14	272	665
Total Volume	336	59	68	463	109	726	227	1062	78	20	147	245	81	996	44	1121	2891
% App. Total	72.6	12.7	14.7		10.3	68.4	21.4		31.8	8.2	60		7.2	88.8	3.9		
PHF	.832	.590	.773	.821	.940	.803	.767	.807	.813	.625	.593	.681	.920	.973	.647	.983	.907

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City of Wildomar
N/S: Hidden Springs Road
E/W: Clinton Keith Road
Weather: Clear

File Name : 25_WDM_Hidden Springs_Clinton Keith AM
Site Code : 99919645
Start Date : 9/25/2019
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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				07:45 AM				08:00 AM				07:15 AM			
+0 mins.	83	9	19	111	29	226	74	329	20	8	62	90	12	258	8	278
+15 mins.	101	18	22	141	23	190	49	262	13	3	34	50	22	254	9	285
+30 mins.	76	25	9	110	28	160	54	242	18	6	45	69	21	256	4	281
+45 mins.	76	7	18	101	42	148	59	249	21	10	27	58	20	246	17	283
Total Volume	336	59	68	463	122	724	236	1082	72	27	168	267	75	1014	38	1127
% App. Total	72.6	12.7	14.7		11.3	66.9	21.8		27	10.1	62.9		6.7	90	3.4	
PHF	.832	.590	.773	.821	.726	.801	.797	.822	.857	.675	.677	.742	.852	.983	.559	.989

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City of Wildomar
N/S: Hidden Springs Road
E/W: Clinton Keith Road
Weather: Clear

File Name : 25_WDM_Hidden Springs_Clinton Keith PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	Hidden Springs Road Southbound				Clinton Keith Road Westbound				Hidden Springs Road Northbound				Clinton Keith Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	63	5	31	99	35	171	113	319	29	6	36	71	21	231	9	261	750
04:15 PM	61	13	23	97	31	193	112	336	25	9	21	55	19	212	7	238	726
04:30 PM	71	12	27	110	35	191	110	336	23	11	34	68	30	216	4	250	764
04:45 PM	82	11	34	127	44	210	123	377	22	4	23	49	29	175	6	210	763
Total	277	41	115	433	145	765	458	1368	99	30	114	243	99	834	26	959	3003
05:00 PM	74	6	29	109	39	191	131	361	19	8	40	67	27	210	15	252	789
05:15 PM	78	4	36	118	34	208	109	351	27	9	34	70	26	198	16	240	779
05:30 PM	65	11	41	117	43	241	106	390	28	7	43	78	24	183	12	219	804
05:45 PM	86	5	33	124	43	200	106	349	25	5	28	58	25	194	13	232	763
Total	303	26	139	468	159	840	452	1451	99	29	145	273	102	785	56	943	3135
Grand Total	580	67	254	901	304	1605	910	2819	198	59	259	516	201	1619	82	1902	6138
Approch %	64.4	7.4	28.2		10.8	56.9	32.3		38.4	11.4	50.2		10.6	85.1	4.3		
Total %	9.4	1.1	4.1	14.7	5	26.1	14.8	45.9	3.2	1	4.2	8.4	3.3	26.4	1.3	31	

	Hidden Springs Road Southbound				Clinton Keith Road Westbound				Hidden Springs Road Northbound				Clinton Keith Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	82	11	34	127	44	210	123	377	22	4	23	49	29	175	6	210	763
05:00 PM	74	6	29	109	39	191	131	361	19	8	40	67	27	210	15	252	789
05:15 PM	78	4	36	118	34	208	109	351	27	9	34	70	26	198	16	240	779
05:30 PM	65	11	41	117	43	241	106	390	28	7	43	78	24	183	12	219	804
Total Volume	299	32	140	471	160	850	469	1479	96	28	140	264	106	766	49	921	3135
% App. Total	63.5	6.8	29.7		10.8	57.5	31.7		36.4	10.6	53		11.5	83.2	5.3		
PHF	.912	.727	.854	.927	.909	.882	.895	.948	.857	.778	.814	.846	.914	.912	.766	.914	.975

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

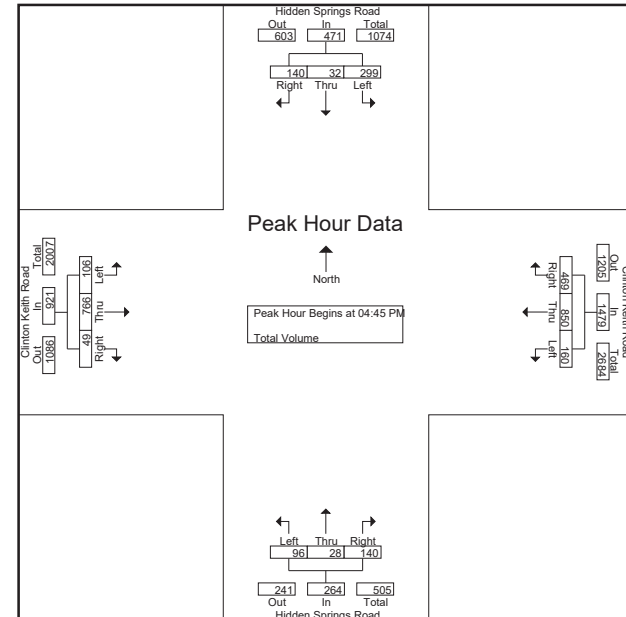
Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	82	11	34	127	44	210	123	377	22	4	23	49	29	175	6	210	763
05:00 PM	74	6	29	109	39	191	131	361	19	8	40	67	27	210	15	252	789
05:15 PM	78	4	36	118	34	208	109	351	27	9	34	70	26	198	16	240	779
05:30 PM	65	11	41	117	43	241	106	390	28	7	43	78	24	183	12	219	804
Total Volume	299	32	140	471	160	850	469	1479	96	28	140	264	106	766	49	921	3135
% App. Total	63.5	6.8	29.7		10.8	57.5	31.7		36.4	10.6	53		11.5	83.2	5.3		
PHF	.912	.727	.854	.927	.909	.882	.895	.948	.857	.778	.814	.846	.914	.912	.766	.914	.975

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City of Wildomar
N/S: Hidden Springs Road
E/W: Clinton Keith Road
Weather: Clear

File Name : 25_WDM_Hidden Springs_Clinton Keith PM
Site Code : 99919645
Start Date : 9/25/2019
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				04:00 PM			
+0 mins.	82	11	34	127	44	210	123	377	19	8	40	67	21	231	9	261
+15 mins.	74	6	29	109	39	191	131	361	27	9	34	70	19	212	7	238
+30 mins.	78	4	36	118	34	208	109	351	28	7	43	78	30	216	4	250
+45 mins.	65	11	41	117	43	241	106	390	25	5	28	58	29	175	6	210
Total Volume	299	32	140	471	160	850	469	1479	99	29	145	273	99	834	26	959
% App. Total	63.5	6.8	29.7		10.8	57.5	31.7		36.3	10.6	53.1		10.3	87	2.7	
PHF	.912	.727	.854	.927	.909	.882	.895	.948	.884	.806	.843	.875	.825	.903	.722	.919

Location: Wildomar
N/S: Hidden Springs Road
E/W: Clinton Keith Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Hidden Springs Road	East Leg Clinton Keith Road	South Leg Hidden Springs Road	West Leg Clinton Keith Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	1	0	1
7:45 AM	1	2	0	0	3
8:00 AM	1	0	0	1	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	3	2	1	2	8

	North Leg Hidden Springs Road	East Leg Clinton Keith Road	South Leg Hidden Springs Road	West Leg Clinton Keith Road	
	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	1	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

Location: Wildomar
N/S: Hidden Springs Road
E/W: Clinton Keith Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Hidden Springs Road			Westbound Clinton Keith Road			Northbound Hidden Springs Road			Eastbound Clinton Keith Road			
	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	1	0	0	0	0	0	0	0	1
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	1	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	1	0	1
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	1	1	0	0	0	0	0	2	0	4

	Southbound Hidden Springs Road			Westbound Clinton Keith Road			Northbound Hidden Springs Road			Eastbound Clinton Keith Road			
	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	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	1

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City of Wildomar
N/S: I-15 Southbound Ramps
E/W: Clinton Keith Road
Weather: Clear

File Name : 26_WDM_15S_Clinton Keith AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	I-15 Southbound Off Ramp Southbound				Clinton Keith Road Westbound				I-15 Southbound On Ramp Northbound				Clinton Keith Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	85	0	67	152	54	125	0	179	0	0	0	0	0	190	100	290	621
07:15 AM	70	0	61	131	77	131	0	208	0	0	0	0	0	189	168	357	696
07:30 AM	112	1	85	198	79	136	0	215	0	0	0	0	0	190	185	375	788
07:45 AM	136	1	123	260	82	216	0	298	0	0	0	0	0	216	164	380	938
Total	403	2	336	741	292	608	0	900	0	0	0	0	0	785	617	1402	3043
08:00 AM	119	0	100	219	97	171	0	268	0	0	0	0	0	223	159	382	869
08:15 AM	101	0	92	193	84	156	0	240	0	0	0	0	0	195	171	366	799
08:30 AM	108	1	80	189	86	162	0	248	0	0	0	0	0	198	141	339	776
08:45 AM	98	2	77	177	80	157	0	237	0	0	0	0	0	152	160	312	726
Total	426	3	349	778	347	646	0	993	0	0	0	0	0	768	631	1399	3170
Grand Total	829	5	685	1519	639	1254	0	1893	0	0	0	0	0	1553	1248	2801	6213
Approch %	54.6	0.3	45.1		33.8	66.2	0		0	0	0	0	0	55.4	44.6		
Total %	13.3	0.1	11	24.4	10.3	20.2	0	30.5	0	0	0	0	0	25	20.1	45.1	

	I-15 Southbound Off Ramp				Clinton Keith Road Westbound				I-15 Southbound On Ramp Northbound				Clinton Keith Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:30 AM	112	1	85	198	79	136	0	215	0	0	0	0	0	190	185	375	788
07:45 AM	136	1	123	260	82	216	0	298	0	0	0	0	0	216	164	380	938
08:00 AM	119	0	100	219	97	171	0	268	0	0	0	0	0	223	159	382	869
08:15 AM	101	0	92	193	84	156	0	240	0	0	0	0	0	195	171	366	799
Total Volume	468	2	400	870	342	679	0	1021	0	0	0	0	0	824	679	1503	3394
% App. Total	53.8	0.2	46		33.5	66.5	0		0	0	0	0	0	54.8	45.2		
PHF	.860	.500	.813	.837	.881	.786	.000	.857	.000	.000	.000	.000	.000	.924	.918	.984	.905

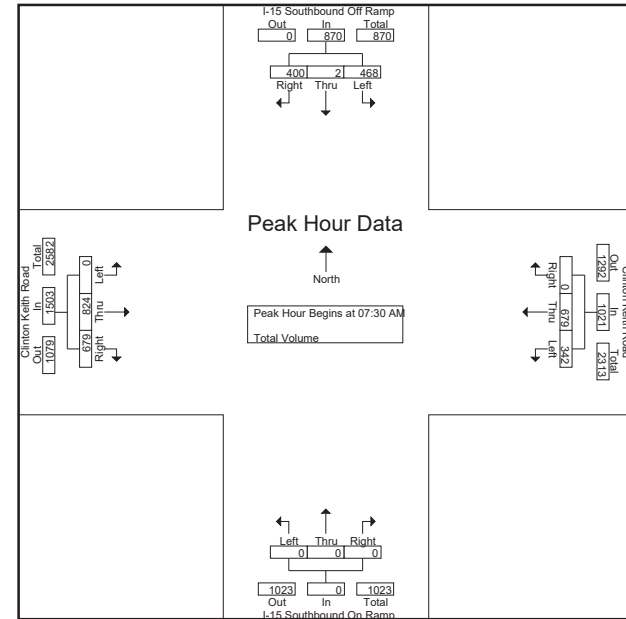
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

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City of Wildomar
N/S: I-15 Southbound Ramps
E/W: Clinton Keith Road
Weather: Clear

File Name : 26_WDM_15S_Clinton Keith AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:00 AM				07:30 AM			
+0 mins.	112	1	85	198	82	216	0	298	0	0	0	0	0	190	185	375
+15 mins.	136	1	123	260	97	171	0	268	0	0	0	0	0	216	164	380
+30 mins.	119	0	100	219	84	156	0	240	0	0	0	0	0	223	159	382
+45 mins.	101	0	92	193	86	162	0	248	0	0	0	0	0	195	171	366
Total Volume	468	2	400	870	349	705	0	1054	0	0	0	0	0	824	679	1503
% App. Total	53.8	0.2	46		33.1	66.9	0		0	0	0	0	0	54.8	45.2	
PHF	.860	.500	.813	.837	.899	.816	.000	.884	.000	.000	.000	.000	.000	.924	.918	.984

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City of Wildomar
N/S: I-15 Southbound Ramps
E/W: Clinton Keith Road
Weather: Clear

File Name : 26_WDM_15S_Clinton Keith PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	I-15 Southbound Off Ramp Southbound				Clinton Keith Road Westbound				I-15 Southbound On Ramp Northbound				Clinton Keith Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	111	0	87	198	64	237	0	301	0	0	0	0	0	208	134	342	841
04:15 PM	124	0	93	217	63	255	0	318	0	0	0	0	0	192	106	298	833
04:30 PM	120	0	97	217	66	237	0	303	0	0	0	0	0	210	125	335	855
04:45 PM	133	0	109	242	60	260	0	320	0	0	0	0	0	175	114	289	851
Total	488	0	386	874	253	989	0	1242	0	0	0	0	0	785	479	1264	3380
05:00 PM	137	0	101	238	58	254	0	312	0	0	0	0	0	199	108	307	857
05:15 PM	131	2	97	230	57	266	0	323	0	0	0	0	0	208	94	302	855
05:30 PM	118	0	119	237	72	259	0	331	0	0	0	0	0	204	100	304	872
05:45 PM	118	0	90	208	56	267	0	323	0	0	0	0	0	207	113	320	851
Total	504	2	407	913	243	1046	0	1289	0	0	0	0	0	818	415	1233	3435
Grand Total	992	2	793	1787	496	2035	0	2531	0	0	0	0	0	1603	894	2497	6815
Approch %	55.5	0.1	44.4		19.6	80.4	0		0	0	0	0	0	64.2	35.8		
Total %	14.6	0	11.6	26.2	7.3	29.9	0	37.1	0	0	0	0	0	23.5	13.1	36.6	

	I-15 Southbound Off Ramp				Clinton Keith Road Westbound				I-15 Southbound On Ramp Northbound				Clinton Keith Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	111	0	87	198	64	237	0	301	0	0	0	0	0	208	134	342	841
04:15 PM	124	0	93	217	63	255	0	318	0	0	0	0	0	192	106	298	833
04:30 PM	120	0	97	217	66	237	0	303	0	0	0	0	0	210	125	335	855
04:45 PM	133	0	109	242	60	260	0	320	0	0	0	0	0	175	114	289	851
Total	488	0	386	874	253	989	0	1242	0	0	0	0	0	785	479	1264	3380
05:00 PM	137	0	101	238	58	254	0	312	0	0	0	0	0	199	108	307	857
05:15 PM	131	2	97	230	57	266	0	323	0	0	0	0	0	208	94	302	855
05:30 PM	118	0	119	237	72	259	0	331	0	0	0	0	0	204	100	304	872
05:45 PM	118	0	90	208	56	267	0	323	0	0	0	0	0	207	113	320	851
Total	504	2	407	913	243	1046	0	1289	0	0	0	0	0	818	415	1233	3435
Grand Total	992	2	793	1787	496	2035	0	2531	0	0	0	0	0	1603	894	2497	6815
Approch %	55.5	0.1	44.4		19.6	80.4	0		0	0	0	0	0	64.2	35.8		
Total %	14.6	0	11.6	26.2	7.3	29.9	0	37.1	0	0	0	0	0	23.5	13.1	36.6	

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

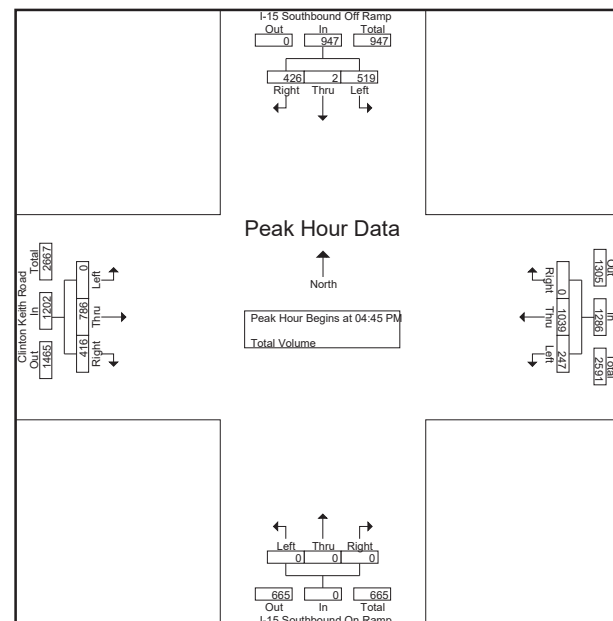
Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	133	0	109	242	60	260	0	320	0	0	0	0	0	175	114	289	851
05:00 PM	137	0	101	238	58	254	0	312	0	0	0	0	0	199	108	307	857
05:15 PM	131	2	97	230	57	266	0	323	0	0	0	0	0	208	94	302	855
05:30 PM	118	0	119	237	72	259	0	331	0	0	0	0	0	204	100	304	872
Total Volume	519	2	426	947	247	1039	0	1286	0	0	0	0	0	786	416	1202	3435
% App. Total	54.8	0.2	45		19.2	80.8	0		0	0	0	0	0	65.4	34.6		
PHF	.947	.250	.895	.978	.858	.977	.000	.971	.000	.000	.000	.000	.000	.945	.912	.979	.985

Counts Unlimited
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(951) 268-6268

City of Wildomar
N/S: I-15 Southbound Ramps
E/W: Clinton Keith Road
Weather: Clear

File Name : 26_WDM_15S_Clinton Keith PM
Site Code : 99919645
Start Date : 9/25/2019
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				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	133	0	109	242	58	254	0	312	0	0	0	0	0	208	134	342
+15 mins.	137	0	101	238	57	266	0	323	0	0	0	0	0	192	106	298
+30 mins.	131	2	97	230	72	259	0	331	0	0	0	0	0	210	125	335
+45 mins.	118	0	119	237	56	267	0	323	0	0	0	0	0	175	114	289
Total Volume	519	2	426	947	243	1046	0	1289	0	0	0	0	0	785	479	1264
% App. Total	54.8	0.2	45		18.9	81.1	0		0	0	0	0	0	62.1	37.9	
PHF	.947	.250	.895	.978	.844	.979	.000	.974	.000	.000	.000	.000	.000	.935	.894	.924

Location: Wildomar
N/S: I-15 Southbound Ramps
E/W: Clinton Keith Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg I-15 Southbound Ramps	East Leg Clinton Keith Road	South Leg I-15 Southbound Ramps	West Leg Clinton Keith Road	
	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	4	0	5
7:45 AM	0	0	1	0	1
8:00 AM	0	0	2	0	2
8:15 AM	0	0	1	0	1
8:30 AM	0	0	1	0	1
8:45 AM	2	0	0	0	2
TOTAL VOLUMES:	3	0	9	0	12

	North Leg I-15 Southbound Ramps	East Leg Clinton Keith Road	South Leg I-15 Southbound Ramps	West Leg Clinton Keith Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
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	1	0	0	0	1
TOTAL VOLUMES:	2	0	2	0	4

Location: Wildomar
N/S: I-15 Southbound Ramps
E/W: Clinton Keith Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound I-15 Southbound Ramps			Westbound Clinton Keith Road			Northbound I-15 Southbound Ramps			Eastbound Clinton Keith Road			
	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	1	0	0	0	0	0	0	0	1
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	1	0	1
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	1	0	3

	Southbound I-15 Southbound Ramps			Westbound Clinton Keith Road			Northbound I-15 Southbound Ramps			Eastbound Clinton Keith Road			
	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	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Wildomar
N/S: I-15 Northbound Ramps
E/W: Clinton Keith Road
Weather: Clear

File Name : 27_WDM_15N_Clinton Keith AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	I-15 Northbound On Ramp Southbound				Clinton Keith Road Westbound				I-15 Northbound Off Ramp Northbound				Clinton Keith Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	131	124	255	45	1	38	84	83	185	0	268	607
07:15 AM	0	0	0	0	0	151	167	318	57	0	63	120	75	182	0	257	695
07:30 AM	0	0	0	0	0	146	137	283	62	0	64	126	86	216	0	302	711
07:45 AM	0	0	0	0	0	202	162	364	95	1	65	161	104	243	0	347	872
Total	0	0	0	0	0	630	590	1220	259	2	230	491	348	826	0	1174	2885
08:00 AM	0	0	0	0	0	192	154	346	69	0	55	124	94	242	0	336	806
08:15 AM	0	0	0	0	0	170	113	283	67	0	68	135	91	205	0	296	714
08:30 AM	0	0	0	0	0	167	108	275	79	0	60	139	83	221	0	304	718
08:45 AM	0	0	0	0	0	161	83	244	76	1	66	143	74	174	0	248	635
Total	0	0	0	0	0	690	458	1148	291	1	249	541	342	842	0	1184	2873
Grand Total	0	0	0	0	0	1320	1048	2368	550	3	479	1032	690	1668	0	2358	5758
Approch %	0	0	0		0	55.7	44.3		53.3	0.3	46.4		29.3	70.7	0		
Total %	0	0	0		0	22.9	18.2	41.1	9.6	0.1	8.3	17.9	12	29	0	41	

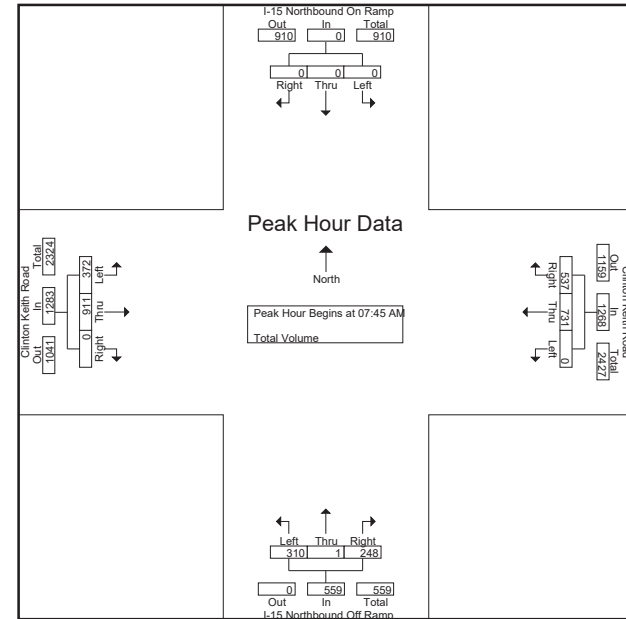
	I-15 Northbound On Ramp Southbound				Clinton Keith Road Westbound				I-15 Northbound Off Ramp Northbound				Clinton Keith Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	131	124	255	45	1	38	84	83	185	0	268	607
07:15 AM	0	0	0	0	0	151	167	318	57	0	63	120	75	182	0	257	695
07:30 AM	0	0	0	0	0	146	137	283	62	0	64	126	86	216	0	302	711
07:45 AM	0	0	0	0	0	202	162	364	95	1	65	161	104	243	0	347	872
08:00 AM	0	0	0	0	0	192	154	346	69	0	55	124	94	242	0	336	806
08:15 AM	0	0	0	0	0	170	113	283	67	0	68	135	91	205	0	296	714
08:30 AM	0	0	0	0	0	167	108	275	79	0	60	139	83	221	0	304	718
08:45 AM	0	0	0	0	0	161	83	244	76	1	66	143	74	174	0	248	635
Total Volume	0	0	0	0	0	731	537	1268	310	1	248	559	372	911	0	1283	3110
% App. Total	0	0	0		0	57.6	42.4		55.5	0.2	44.4		29	71	0		
PHF	.000	.000	.000	.000	.000	.905	.829	.871	.816	.250	.912	.868	.894	.937	.000	.924	.892

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

Counts Unlimited
PO Box 1178
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City of Wildomar
N/S: I-15 Northbound Ramps
E/W: Clinton Keith Road
Weather: Clear

File Name : 27_WDM_15N_Clinton Keith AM
Site Code : 99919645
Start Date : 9/25/2019
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				07:45 AM				08:45 AM			
+0 mins.	0	0	0	0	0	151	167	318	95	1	65	161	104	243	0	347
+15 mins.	0	0	0	0	0	146	137	283	69	0	55	124	94	242	0	336
+30 mins.	0	0	0	0	0	202	162	364	67	0	68	135	91	205	0	296
+45 mins.	0	0	0	0	0	192	154	346	79	0	60	139	83	221	0	304
Total Volume	0	0	0	0	0	691	620	1311	310	1	248	559	372	911	0	1283
% App. Total	0	0	0		0	52.7	47.3		55.5	0.2	44.4		29	71	0	
PHF	.000	.000	.000	.000	.000	.855	.928	.900	.816	.250	.912	.868	.894	.937	.000	.924

Counts Unlimited
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(951) 268-6268

City of Wildomar
N/S: I-15 Northbound Ramps
E/W: Clinton Keith Road
Weather: Clear

File Name : 27_WDM_15N_Clinton Keith PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	I-15 Northbound On Ramp Southbound				Clinton Keith Road Westbound				I-15 Northbound Off Ramp Northbound				Clinton Keith Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	174	152	326	125	0	88	214	86	226	0	312	852
04:15 PM	0	0	0	0	0	178	127	305	143	0	96	239	73	243	0	316	860
04:30 PM	0	0	0	0	0	159	112	271	138	0	109	247	75	254	0	329	847
04:45 PM	0	0	0	0	0	166	128	294	155	0	106	261	75	225	0	300	855
Total	0	0	0	0	0	677	519	1196	562	0	399	961	309	948	0	1257	3414
05:00 PM	0	0	0	0	0	171	152	323	140	1	80	221	81	247	0	328	872
05:15 PM	0	0	0	0	0	158	141	299	162	0	105	267	91	241	0	332	898
05:30 PM	0	0	0	0	0	190	135	325	141	0	103	244	80	239	0	319	888
05:45 PM	0	0	0	0	0	168	112	280	156	1	108	265	74	251	0	325	870
Total	0	0	0	0	0	687	540	1227	599	2	396	997	326	978	0	1304	3528
Grand Total	0	0	0	0	0	1364	1059	2423	1161	2	795	1958	635	1926	0	2561	6942
Approch %	0	0	0		0	56.3	43.7		59.3	0.1	40.6		24.8	75.2	0		
Total %	0	0	0		0	19.6	15.3	34.9	16.7	0	11.5	28.2	9.1	27.7	0	36.9	

	I-15 Northbound On Ramp Southbound				Clinton Keith Road Westbound				I-15 Northbound Off Ramp Northbound				Clinton Keith Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	171	152	323	140	1	80	221	81	247	0	328	872
05:15 PM	0	0	0	0	0	158	141	299	162	0	105	267	91	241	0	332	898
05:30 PM	0	0	0	0	0	190	135	325	141	0	103	244	80	239	0	319	888
05:45 PM	0	0	0	0	0	168	112	280	156	1	108	265	74	251	0	325	870
Total Volume	0	0	0	0	0	687	540	1227	599	2	396	997	326	978	0	1304	3528
% App. Total	0	0	0		0	56	44		60.1	0.2	39.7		25	75	0		
PHF	.000	.000	.000	.000	.000	.904	.888	.944	.924	.500	.917	.934	.896	.974	.000	.982	.982

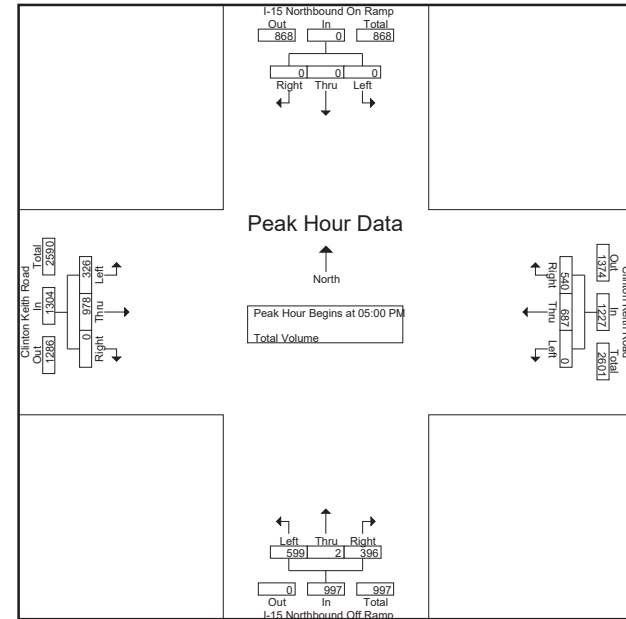
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

Counts Unlimited
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City of Wildomar
N/S: I-15 Northbound Ramps
E/W: Clinton Keith Road
Weather: Clear

File Name : 27_WDM_15N_Clinton Keith PM
Site Code : 99919645
Start Date : 9/25/2019
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				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	166	128	294	140	1	80	221	81	247	0	328
+15 mins.	0	0	0	0	0	171	152	323	162	0	105	267	91	241	0	332
+30 mins.	0	0	0	0	0	158	141	299	141	0	103	244	80	239	0	319
+45 mins.	0	0	0	0	0	190	135	325	156	1	108	265	74	251	0	325
Total Volume	0	0	0	0	0	685	556	1241	599	2	396	997	326	978	0	1304
% App. Total	0	0	0		0	55.2	44.8		60.1	0.2	39.7		25	75	0	
PHF	.000	.000	.000	.000	.000	.901	.914	.955	.924	.500	.917	.934	.896	.974	.000	.982

Location: Wildomar
N/S: I-15 Northbound Ramps
E/W: Clinton Keith Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg I-15 Northbound Ramps	East Leg Clinton Keith Road	South Leg I-15 Northbound Ramps	West Leg Clinton Keith Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	1	0	1	0	2
7:45 AM	0	0	2	0	2
8:00 AM	0	0	1	0	1
8:15 AM	0	0	3	0	3
8:30 AM	0	0	3	0	3
8:45 AM	2	0	1	0	3
TOTAL VOLUMES:	3	0	12	0	15

	North Leg I-15 Northbound Ramps	East Leg Clinton Keith Road	South Leg I-15 Northbound Ramps	West Leg Clinton Keith Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	0	1
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	1	0	1	0	2
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	2	0	5	0	7

Location: Wildomar
N/S: I-15 Northbound Ramps
E/W: Clinton Keith Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound I-15 Northbound Ramps			Westbound Clinton Keith Road			Northbound I-15 Northbound Ramps			Eastbound Clinton Keith Road			
	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	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
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	1	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	2	0	4

	Southbound I-15 Northbound Ramps			Westbound Clinton Keith Road			Northbound I-15 Northbound Ramps			Eastbound Clinton Keith Road			
	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	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

Counts Unlimited
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City of Wildomar
N/S: George Avenue
E/W: Clinton Keith Road
Weather: Clear

File Name : 28_WDM_George_Clinton Keith AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

Start Time	George Avenue Southbound				Clinton Keith Road Westbound				Shopping Center Driveway Northbound				Clinton Keith Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	1	35	42	8	201	2	211	14	0	11	25	17	165	3	185	463
07:15 AM	21	3	43	67	14	230	4	248	13	2	7	22	39	152	1	192	529
07:30 AM	19	5	53	77	17	234	9	260	26	3	7	36	45	187	3	235	608
07:45 AM	21	8	95	124	21	268	6	295	9	7	13	29	31	218	3	252	700
Total	67	17	226	310	60	933	21	1014	62	12	38	112	132	722	10	864	2300
08:00 AM	22	7	58	87	32	203	4	239	17	2	16	35	15	231	2	248	609
08:15 AM	14	6	36	56	16	190	1	207	14	4	8	26	22	209	2	233	522
08:30 AM	14	3	35	52	19	198	7	224	16	0	8	24	26	200	5	231	531
08:45 AM	15	4	40	59	22	146	1	169	13	0	11	24	15	182	1	198	450
Total	65	20	169	254	89	737	13	839	60	6	43	109	78	822	10	910	2112
Grand Total	132	37	395	564	149	1670	34	1853	122	18	81	221	210	1544	20	1774	4412
Approch %	23.4	6.6	70		8	90.1	1.8		55.2	8.1	36.7		11.8	87	1.1		
Total %	3	0.8	9	12.8	3.4	37.9	0.8	42	2.8	0.4	1.8	5	4.8	35	0.5	40.2	

Start Time	George Avenue Southbound				Clinton Keith Road Westbound				Shopping Center Driveway Northbound				Clinton Keith Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	1	35	42	8	201	2	211	14	0	11	25	17	165	3	185	463
07:15 AM	21	3	43	67	14	230	4	248	13	2	7	22	39	152	1	192	529
07:30 AM	19	5	53	77	17	234	9	260	26	3	7	36	45	187	3	235	608
07:45 AM	21	8	95	124	21	268	6	295	9	7	13	29	31	218	3	252	700
08:00 AM	22	7	58	87	32	203	4	239	17	2	16	35	15	231	2	248	609
Total Volume	83	23	249	355	84	935	23	1042	65	14	43	122	130	788	9	927	2446
% App. Total	23.4	6.5	70.1		8.1	89.7	2.2		53.3	11.5	35.2		14	85	1		
PHF	.943	.719	.655	.716	.656	.872	.639	.883	.625	.500	.672	.847	.722	.853	.750	.920	.874

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

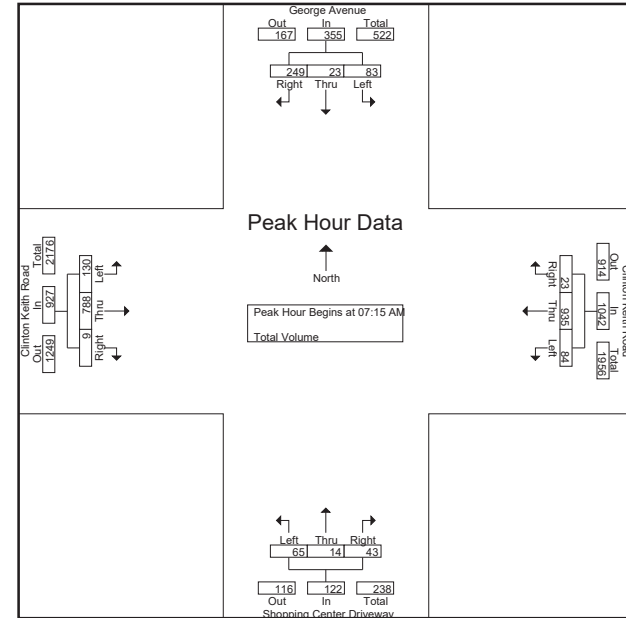
Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	21	3	43	67	14	230	4	248	13	2	7	22	39	152	1	192	529
07:30 AM	19	5	53	77	17	234	9	260	26	3	7	36	45	187	3	235	608
07:45 AM	21	8	95	124	21	268	6	295	9	7	13	29	31	218	3	252	700
08:00 AM	22	7	58	87	32	203	4	239	17	2	16	35	15	231	2	248	609
Total Volume	83	23	249	355	84	935	23	1042	65	14	43	122	130	788	9	927	2446
% App. Total	23.4	6.5	70.1		8.1	89.7	2.2		53.3	11.5	35.2		14	85	1		
PHF	.943	.719	.655	.716	.656	.872	.639	.883	.625	.500	.672	.847	.722	.853	.750	.920	.874

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City of Wildomar
N/S: George Avenue
E/W: Clinton Keith Road
Weather: Clear

File Name : 28_WDM_George_Clinton Keith AM
Site Code : 99919645
Start Date : 9/25/2019
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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				07:30 AM				07:45 AM				08:00 AM			
+0 mins.	21	3	43	67	14	230	4	248	26	3	7	36	45	187	3	235
+15 mins.	19	5	53	77	17	234	9	260	9	7	13	29	31	218	3	252
+30 mins.	21	8	95	124	21	268	6	295	17	2	16	35	15	231	2	248
+45 mins.	22	7	58	87	32	203	4	239	14	4	8	26	22	209	2	233
Total Volume	83	23	249	355	84	935	23	1042	66	16	44	126	113	845	10	968
% App. Total	23.4	6.5	70.1		8.1	89.7	2.2		52.4	12.7	34.9		11.7	87.3	1	
PHF	.943	.719	.655	.716	.656	.872	.639	.883	.635	.571	.688	.875	.628	.915	.833	.960

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City of Wildomar
N/S: George Avenue
E/W: Clinton Keith Road
Weather: Clear

File Name : 28_WDM_George_Clinton Keith PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume

	George Avenue Southbound				Clinton Keith Road Westbound				Shopping Center Driveway Northbound				Clinton Keith Road Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	14	6	19	39	21	227	9	257	18	11	17	46	41	225	5	271	613
04:15 PM	17	8	21	46	26	220	9	255	13	4	15	32	32	246	9	287	620
04:30 PM	10	2	21	33	31	217	7	255	13	1	18	32	31	259	4	294	614
04:45 PM	12	11	18	41	24	205	6	235	16	7	21	44	43	260	2	305	625
Total	53	27	79	159	102	869	31	1002	60	23	71	154	147	990	20	1157	2472
05:00 PM	13	9	24	46	28	256	17	301	14	11	29	54	36	260	2	298	699
05:15 PM	21	5	24	50	36	212	14	262	19	7	38	64	32	277	6	315	691
05:30 PM	13	4	29	46	18	242	11	271	18	12	19	49	37	239	7	283	649
05:45 PM	14	7	20	41	23	182	14	219	15	8	14	37	28	259	9	296	593
Total	61	25	97	183	105	892	56	1053	66	38	100	204	133	1035	24	1192	2632
Grand Total	114	52	176	342	207	1761	87	2055	126	61	171	358	280	2025	44	2349	5104
Approch %	33.3	15.2	51.5		10.1	85.7	4.2		35.2	17	47.8		11.9	86.2	1.9		
Total %	2.2	1	3.4	6.7	4.1	34.5	1.7	40.3	2.5	1.2	3.4	7	5.5	39.7	0.9	46	

	George Avenue Southbound				Clinton Keith Road Westbound				Shopping Center Driveway Northbound				Clinton Keith Road Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	12	11	18	41	24	205	6	235	16	7	21	44	43	260	2	305	625
05:00 PM	13	9	24	46	28	256	17	301	14	11	29	54	36	260	2	298	699
05:15 PM	21	5	24	50	36	212	14	262	19	7	38	64	32	277	6	315	691
05:30 PM	13	4	29	46	18	242	11	271	18	12	19	49	37	239	7	283	649
Total Volume	59	29	95	183	106	915	48	1069	67	37	107	211	148	1036	17	1201	2664
% App. Total	32.2	15.8	51.9		9.9	85.6	4.5		31.8	17.5	50.7		12.3	86.3	1.4		
PHF	.702	.659	.819	.915	.736	.894	.706	.888	.882	.771	.704	.824	.860	.935	.607	.953	.953

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

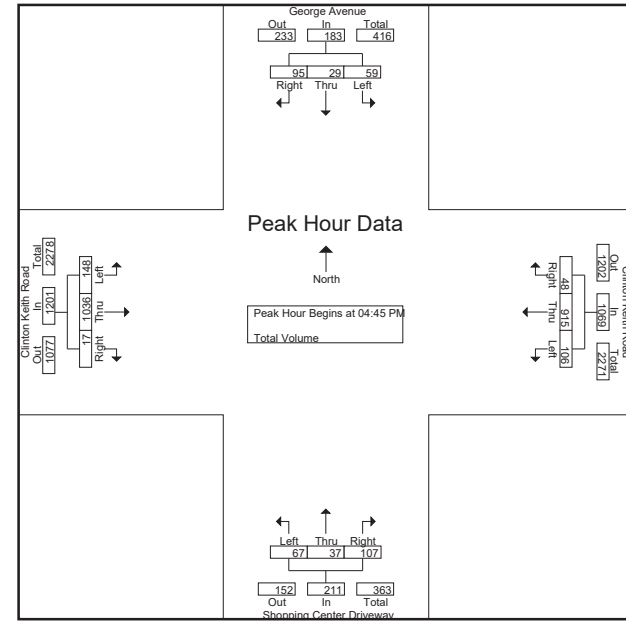
Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	12	11	18	41	24	205	6	235	16	7	21	44	43	260	2	305	625
05:00 PM	13	9	24	46	28	256	17	301	14	11	29	54	36	260	2	298	699
05:15 PM	21	5	24	50	36	212	14	262	19	7	38	64	32	277	6	315	691
05:30 PM	13	4	29	46	18	242	11	271	18	12	19	49	37	239	7	283	649
Total Volume	59	29	95	183	106	915	48	1069	67	37	107	211	148	1036	17	1201	2664
% App. Total	32.2	15.8	51.9		9.9	85.6	4.5		31.8	17.5	50.7		12.3	86.3	1.4		
PHF	.702	.659	.819	.915	.736	.894	.706	.888	.882	.771	.704	.824	.860	.935	.607	.953	.953

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City of Wildomar
N/S: George Avenue
E/W: Clinton Keith Road
Weather: Clear

File Name : 28_WDM_George_Clinton Keith PM
Site Code : 99919645
Start Date : 9/25/2019
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				04:45 PM				04:30 PM			
+0 mins.	12	11	18	41	24	205	6	235	16	7	21	44	31	259	4	294
+15 mins.	13	9	24	46	28	256	17	301	14	11	29	54	43	260	2	305
+30 mins.	21	5	24	50	36	212	14	262	19	7	38	64	36	260	2	298
+45 mins.	13	4	29	46	18	242	11	271	18	12	19	49	32	277	6	315
Total Volume	59	29	95	183	106	915	48	1069	67	37	107	211	142	1056	14	1212
% App. Total	32.2	15.8	51.9		9.9	85.6	4.5		31.8	17.5	50.7		11.7	87.1	1.2	
PHF	.702	.659	.819	.915	.736	.894	.706	.888	.882	.771	.704	.824	.826	.953	.583	.962

Location: Wildomar
N/S: George Avenue
E/W: Clinton Keith Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg George Avenue	East Leg Clinton Keith Road	South Leg Shopping Center Driveway	West Leg Clinton Keith Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	1	0	1	0	2
7:45 AM	0	0	2	0	2
8:00 AM	0	0	1	0	1
8:15 AM	0	0	3	0	3
8:30 AM	0	0	3	0	3
8:45 AM	2	0	1	0	3
TOTAL VOLUMES:	3	0	12	0	15

	North Leg George Avenue	East Leg Clinton Keith Road	South Leg Shopping Center Driveway	West Leg Clinton Keith Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	0	1
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	1	0	1	0	2
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	2	0	5	0	7

Location: Wildomar
N/S: George Avenue
E/W: Clinton Keith Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound George Avenue			Westbound Clinton Keith Road			Northbound Shopping Center Driveway			Eastbound Clinton Keith Road			
	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	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
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	1	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	2	0	4

	Southbound George Avenue			Westbound Clinton Keith Road			Northbound Shopping Center Driveway			Eastbound Clinton Keith Road			
	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	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

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City of Wildomar
N/S: Inland Valley Drive
E/W: Clinton Keith Road
Weather: Clear

File Name : 29_WDM_Inland Valley Dr_Clinton Keith AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume									
	Clinton Keith Road Westbound			Inland Valley Drive Northbound			Clinton Keith Road Eastbound		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total
07:00 AM	14	167	181	50	4	54	135	65	200
07:15 AM	14	217	231	42	4	46	122	64	186
07:30 AM	20	197	217	73	8	81	137	67	204
07:45 AM	25	238	263	66	11	77	162	118	280
Total	73	819	892	231	27	258	556	314	870
08:00 AM	15	191	206	55	11	66	151	123	274
08:15 AM	33	160	193	60	3	63	125	114	239
08:30 AM	35	176	211	67	7	74	134	103	237
08:45 AM	34	112	146	59	19	78	102	98	200
Total	117	639	756	241	40	281	512	438	950
Grand Total	190	1458	1648	472	67	539	1068	752	1820
Apprch %	11.5	88.5		87.6	12.4		58.7	41.3	
Total %	4.7	36.4	41.1	11.8	1.7	13.5	26.7	18.8	45.4

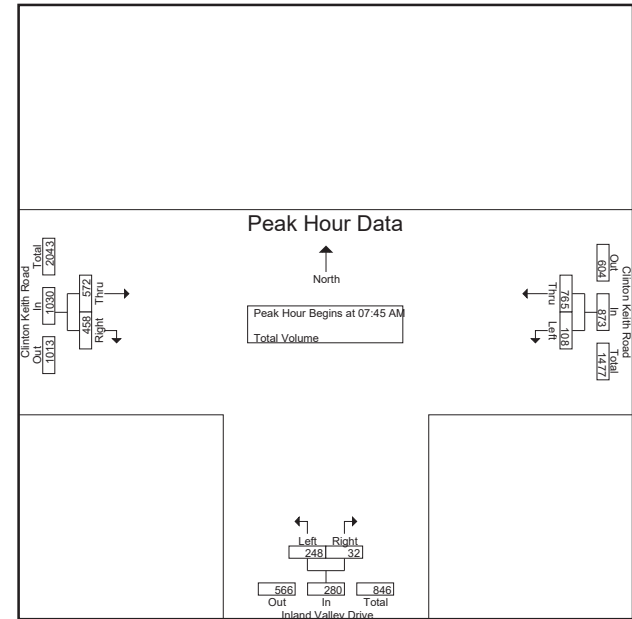
	Clinton Keith Road Westbound			Inland Valley Drive Northbound			Clinton Keith Road Eastbound			Int. Total
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	25	238	263	66	11	77	162	118	280	620
08:00 AM	15	191	206	55	11	66	151	123	274	546
08:15 AM	33	160	193	60	3	63	125	114	239	495
08:30 AM	35	176	211	67	7	74	134	103	237	522
Total Volume	108	765	873	248	32	280	572	458	1030	2183
% App. Total	12.4	87.6		88.6	11.4		55.5	44.5		
PHF	.771	.804	.830	.925	.727	.909	.883	.931	.920	.880

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

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City of Wildomar
N/S: Inland Valley Drive
E/W: Clinton Keith Road
Weather: Clear

File Name : 29_WDM_Inland Valley Dr_Clinton Keith AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

	07:15 AM			07:30 AM			07:45 AM		
+0 mins.	14	217	231	73	8	81	162	118	280
+15 mins.	20	197	217	66	11	77	151	123	274
+30 mins.	25	238	263	55	11	66	125	114	239
+45 mins.	15	191	206	60	3	63	134	103	237
Total Volume	74	843	917	254	33	287	572	458	1030
% App. Total	8.1	91.9		88.5	11.5		55.5	44.5	
PHF	.740	.886	.872	.870	.750	.886	.883	.931	.920

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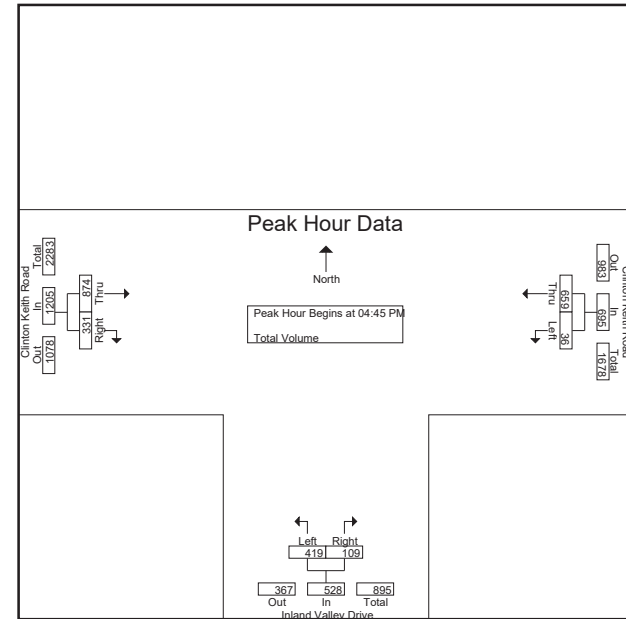
Groups Printed- Total Volume										
	Clinton Keith Road Westbound			Inland Valley Drive Northbound			Clinton Keith Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	11	154	165	113	16	129	187	74	261	555
04:15 PM	20	159	179	78	14	92	198	84	282	553
04:30 PM	10	145	155	109	24	133	198	71	269	557
04:45 PM	8	144	152	92	28	120	206	94	300	572
Total	49	602	651	392	82	474	789	323	1112	2237
05:00 PM	10	177	187	130	41	171	206	76	282	640
05:15 PM	8	180	188	79	17	96	269	86	355	639
05:30 PM	10	158	168	118	23	141	193	75	268	577
05:45 PM	13	143	156	78	7	85	210	82	292	533
Total	41	658	699	405	88	493	878	319	1197	2389
Grand Total	90	1260	1350	797	170	967	1667	642	2309	4626
Apprch %	6.7	93.3		82.4	17.6		72.2	27.8		
Total %	1.9	27.2	29.2	17.2	3.7	20.9	36	13.9	49.9	

	Clinton Keith Road Westbound			Inland Valley Drive Northbound			Clinton Keith Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	8	144	152	92	28	120	206	94	300	572
05:00 PM	10	177	187	130	41	171	206	76	282	640
05:15 PM	8	180	188	79	17	96	269	86	355	639
05:30 PM	10	158	168	118	23	141	193	75	268	577
Total Volume	36	659	695	419	109	528	874	331	1205	2428
% App. Total	5.2	94.8		79.4	20.6		72.5	27.5		
PHF	.900	.915	.924	.806	.665	.772	.812	.880	.849	.948

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City of Wildomar
N/S: Inland Valley Drive
E/W: Clinton Keith Road
Weather: Clear

File Name : 29_WDM_Inland Valley Dr_Clinton Keith PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

	05:00 PM			04:45 PM			04:30 PM		
+0 mins.	10	177	187	92	28	120	198	71	269
+15 mins.	8	180	188	130	41	171	206	94	300
+30 mins.	10	158	168	79	17	96	206	76	282
+45 mins.	13	143	156	118	23	141	269	86	355
Total Volume	41	658	699	419	109	528	879	327	1206
% App. Total	5.9	94.1		79.4	20.6		72.9	27.1	
PHF	.788	.914	.930	.806	.665	.772	.817	.870	.849

Location: Wildomar
N/S: Inland Valley Drive
E/W: Clinton Keith Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg Clinton Keith Road	South Leg Inland Valley Drive	West Leg Clinton Keith Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	0	1	0	1
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	2	0	2

	North Leg Dead End	East Leg Clinton Keith Road	South Leg Inland Valley Drive	West Leg Clinton Keith Road	
	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: Wildomar
N/S: Inland Valley Drive
E/W: Clinton Keith Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Clinton Keith Road			Northbound Inland Valley Drive			Eastbound Clinton Keith Road			
	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	1	0	0	0	0	0	1
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	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	1	0	0	0	0	1	2

	Southbound Dead End			Westbound Clinton Keith Road			Northbound Inland Valley Drive			Eastbound Clinton Keith Road			
	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

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City of Wildomar
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E/W: Prielipp Road
Weather: Clear

File Name : 30_WDM_Inland Valley Dr_Prielipp AM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

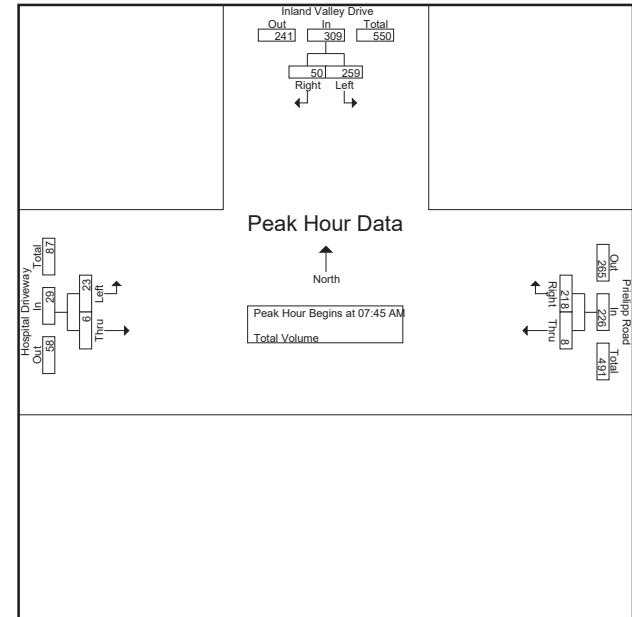
Groups Printed- Total Volume									
	Inland Valley Drive Southbound			Prielipp Road Westbound			Hospital Driveway Eastbound		
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total
07:00 AM	49	9	58	0	45	45	4	1	5
07:15 AM	44	9	53	3	41	44	2	1	3
07:30 AM	47	10	57	2	63	65	5	4	9
07:45 AM	63	16	79	1	55	56	11	4	15
Total	203	44	247	6	204	210	22	10	32
08:00 AM	72	13	85	3	49	52	3	0	3
08:15 AM	67	12	79	1	53	54	4	0	4
08:30 AM	57	9	66	3	61	64	5	2	7
08:45 AM	55	6	61	2	46	48	4	1	5
Total	251	40	291	9	209	218	16	3	19
Grand Total	454	84	538	15	413	428	38	13	51
Apprch %	84.4	15.6		3.5	96.5		74.5	25.5	
Total %	44.6	8.3	52.9	1.5	40.6	42.1	3.7	1.3	5

	Inland Valley Drive Southbound			Prielipp Road Westbound			Hospital Driveway Eastbound			Int. Total
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	63	16	79	1	55	56	11	4	15	150
08:00 AM	72	13	85	3	49	52	3	0	3	140
08:15 AM	67	12	79	1	53	54	4	0	4	137
08:30 AM	57	9	66	3	61	64	5	2	7	137
Total Volume	259	50	309	8	218	226	23	6	29	564
% App. Total	83.8	16.2		3.5	96.5		79.3	20.7		
PHF	.899	.781	.909	.667	.893	.883	.523	.375	.483	.940

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

City of Wildomar
N/S: Inland Valley Drive
E/W: Prielipp Road
Weather: Clear

File Name : 30_WDM_Inland Valley Dr_Prielipp AM
Site Code : 99919645
Start Date : 9/25/2019
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			07:30 AM			07:00 AM		
+0 mins.	63	16	79	2	63	65	4	1	5
+15 mins.	72	13	85	1	55	56	2	1	3
+30 mins.	67	12	79	3	49	52	5	4	9
+45 mins.	57	9	66	1	53	54	11	4	15
Total Volume	259	50	309	7	220	227	22	10	32
% App. Total	83.8	16.2		3.1	96.9		68.8	31.2	
PHF	.899	.781	.909	.583	.873	.873	.500	.625	.533

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

City of Wildomar
N/S: Inland Valley Drive
E/W: Prielp Road
Weather: Clear

File Name : 30_WDM_Inland Valley Dr_Prielp PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 1

Groups Printed- Total Volume										
	Inland Valley Drive Southbound			Prielp Road Westbound			Hospital Driveway Eastbound			Int. Total
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	59	0	59	0	59	59	7	1	8	126
04:15 PM	71	3	74	2	48	50	10	4	14	138
04:30 PM	57	2	59	1	62	63	10	3	13	135
04:45 PM	77	2	79	1	58	59	7	1	8	146
Total	264	7	271	4	227	231	34	9	43	545
05:00 PM	62	2	64	1	78	79	10	0	10	153
05:15 PM	77	0	77	0	54	54	6	3	9	140
05:30 PM	59	1	60	1	74	75	6	0	6	141
05:45 PM	74	6	80	1	45	46	9	1	10	136
Total	272	9	281	3	251	254	31	4	35	570
Grand Total	536	16	552	7	478	485	65	13	78	1115
Apprch %	97.1	2.9		1.4	98.6		83.3	16.7		
Total %	48.1	1.4	49.5	0.6	42.9	43.5	5.8	1.2	7	

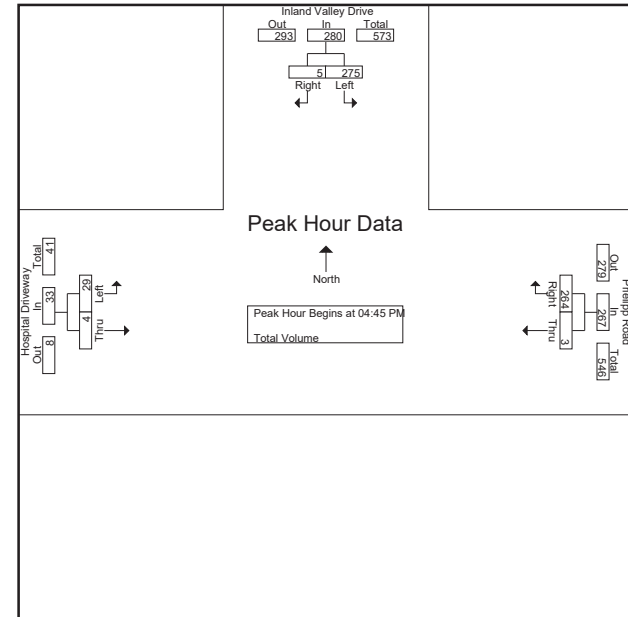
	Inland Valley Drive Southbound			Prielp Road Westbound			Hospital Driveway Eastbound			Int. Total
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	59	0	59	0	59	59	7	1	8	126
04:15 PM	71	3	74	2	48	50	10	4	14	138
04:30 PM	57	2	59	1	62	63	10	3	13	135
04:45 PM	77	2	79	1	58	59	7	1	8	146
05:00 PM	62	2	64	1	78	79	10	0	10	153
05:15 PM	77	0	77	0	54	54	6	3	9	140
05:30 PM	59	1	60	1	74	75	6	0	6	141
Total Volume	272	9	281	3	251	254	31	4	35	570
% App. Total	98.2	1.8		1.1	98.9		87.9	12.1		
PHF	.893	.625	.886	.750	.846	.845	.725	.333	.825	.948

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

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

City of Wildomar
N/S: Inland Valley Drive
E/W: Prielp Road
Weather: Clear

File Name : 30_WDM_Inland Valley Dr_Prielp PM
Site Code : 99919645
Start Date : 9/25/2019
Page No : 2



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

	05:00 PM			04:45 PM			04:15 PM		
+0 mins.	62	2	64	1	58	59	10	4	14
+15 mins.	77	0	77	1	78	79	10	3	13
+30 mins.	59	1	60	0	54	54	7	1	8
+45 mins.	74	6	80	1	74	75	10	0	10
Total Volume	272	9	281	3	264	267	37	8	45
% App. Total	96.8	3.2		1.1	98.9		82.2	17.8	
PHF	.883	.375	.878	.750	.846	.845	.925	.500	.804

Location: Wildomar
N/S: Inland Valley Drive
E/W: Prielp Road



Date: 9/25/2019
Day: Wednesday

PEDESTRIANS

	North Leg Inland Valley Drive	East Leg Prielp Road	South Leg Dead End	West Leg Hospital Driveway	
	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	0	0	0	0	0
8:00 AM	0	0	3	0	3
8:15 AM	2	0	0	2	4
8:30 AM	0	0	3	0	0
8:45 AM	2	0	3	4	9
TOTAL VOLUMES:	5	0	6	6	17

	North Leg Inland Valley Drive	East Leg Prielp Road	South Leg Dead End	West Leg Hospital Driveway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	1	2	3
4:30 PM	0	0	0	1	1
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	2	2
TOTAL VOLUMES:	0	0	1	6	7

Location: Wildomar
N/S: Inland Valley Drive
E/W: Prielp Road



Date: 9/25/2019
Day: Wednesday

BICYCLES

	Southbound Inland Valley Drive			Westbound Prielp Road			Northbound Dead End			Eastbound Hospital Driveway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	1	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	2	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	3	0	0	0	0	2	0	0	0	0	0	0	5

	Southbound Inland Valley Drive			Westbound Prielp Road			Northbound Dead End			Eastbound Hospital Driveway			
	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



Appendix C Signal Timing Sheets

Mission Trail & Malaga Road

Intersection # 9

Last Change: 4/09/96

<E-F-row> PHASES: 12345678

ASSIGN5

8

2

PgDn to view Load Switch Assignment.

LAKE ELSINORE, CA

Malaga Rd. at Mission Trail

Intersection # 9

ID: 000000

10/1/96

-- PHASE FUNCTIONS --

Last Change: 4/09/96

170 Data entry keystrokes are shown in braces < >

<F-F-row> PHASES: 12345678

<0>	PERMIT	12345678			
<1>	RED LOCK				
<2>	YELLOW LOCK				
<3>	VEH RECALL	2	6		
<4>	PED RECALL				
<5>	PEDS (VIEW)	2	6	8	
<6>	REST IN WALK				
<7>	RED REST				
<8>	DOUBLE ENTRY	2	6	8	
<9>	MAX RECALL				
<A>	SOFT RECALL	2	6		
	MAX 2				
<C>	COND SERVE				
<D>					
<E>	STARTUP	2	4	6	8
<F>	FIRST PHASES	2	4	6	8

LAKE ELSINORE, CA

Malaga Rd. at Mission Trail

Intersection # 9

ID: 000000

10/1/96

-- OVERLAP AND PREEMPT TIMING --

Last Change: 4/09/96

170 Data entry keystrokes are shown in braces < >

OVERLAP TIME: GRN YEL RED <F-E-row> PREEMPT TIME

OVERLAP A 0.0 0.0 0.0
OVERLAP B 0.0 0.0 0.0
OVERLAP C 0.0 0.0 0.0
OVERLAP D 0.0 0.0 0.0

<F-(9,C or D)-ovlp>

<0> RR1 DELAY 0
<1> RR1 CLEAR 10
<2> EVA DELAY 0
<3> EVA CLEAR 10 5
<4> EVB DELAY 0
<5> EVB CLEAR 10 5
<6> EVC DELAY 0
<7> EVC CLEAR 10 5
<8> EVD DELAY 0
<9> EVD CLEAR 10 5
<A> RR2 DELAY 0
 RR2 CLEAR 10

<F-C-0> RED START 4.0
<F-O-E> MAX INIT 20
<F-O-F> RED REVERT 5.0

TOMAR HAS 5 SEC clear
BUILT IN

LAKE ELSINORE, CA

Malaga Rd. at Mission Trail

Intersection # 9

PHASE BANK 1

ID: 000000

10/1/96

-- PHASE TIMING PARAMETERS --

Last Change: 9/07/95

PHASE:	SBL <1>	NBT <2>	WBL <3>	EBT <4>	NBL <5>	SBT <6>	EBL <7>	WBT <8>
<0> WALK	0	7	0	0	0	7	0	7
<1> FLASH D/W	0	16	0	0	0	20	0	20
<2> MIN GREEN	3	15	3	4	3	15	3	4
<3> TYPE 3 DET	0	0	0	0	0	0	0	0
<4> ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<5> VEH EXTEN	1.5	3.0 2	1.5	4.2 0	1.5	3.0 2	1.5	2.0 1
<6> MAX GAP	1.5	4.0 3.0	1.5	4.3 0.2	1.5	4.0 3.0	1.5	3.0 2.0
<7> MIN GAP	1.5	2.0 1.0	1.5	4.1 0.5	1.5	2.0 1.0	1.5	1.0 0.5
<8> MAX EXTEN	15	40 50	15	25	20	40 50	20	25
<9> MAX 2	50	50	50	50	50	50	50	50
<A>								
 CALL TO PH	0	0	0	0	0	0	0	0
<C> REDUCE: BY	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.1
<D> EVERY	0.0	1.2	0.0	0.8	0.0	1.2	0.0	0.8
<E> YELLOW	3.0	4.0 4.7	3.0	3.0 3.6	3.0	4.0 4.7	3.0	3.0 3.6
<F> RED CLEAR	0.5	1.0	1.0 0.5	1.0	0.5	1.0	0.5	1.0

<F-column-row>

LAKE ELSINORE, CA

Malaga Rd. at Mission Trail

Intersection # 9

10/1/96

-- DETECTOR TIMING --

ID: 000000

Last Change: 9/07/95

INPUT	FILE	SLOT	DELAY	CARRY	INPUT	FILE	SLOT	DELAY	CARRY
			-----	-----				-----	-----
<0>	1I1		0.0	0.0	5J1			0.0	0.0
<1>	2I2U	N/B ADV	0.0	0.0 2.0 0+3+1	6J2U	S/B ADV	0.0	0.0 2.0 0-4-1	
<2>	2I2L	" LIMIT	0.0	0.0	6J2L	" LIMIT	0.0	0.0	
<3>	2I3U		0.0	0.0	6J3U	" RT	0.0	0.0	
<4>	2I3L		0.0	0.0	6J3L		0.0	0.0	
<5>	2I4		0.0	0.0	6J4		0.0	0.0	
<6>	3I5		0.0	0.0	7J5		0.0	0.0	
<7>	4I6U	E/B ADV	0.0 5.0	0.0 .5 0+3+7	8J6U	W/B ADV	0.0	0.0 .5 0-4-7	
<8>	4I6L	" LIMIT	0.0	0.0	8J6L	" LIMIT	0.0	0.0	
<9>	4I7U	E/B RT	0.0 10	0.0 0+1+9	8J7U		0.0	0.0	
<A>	4I7L		0.0	0.0	8J7L		0.0	0.0	
	4I8		0.0	0.0	8J8		0.0	0.0	
<C>	1I8U		0.0	0.0	5J9U		0.0	0.0	
<D>	3I9L		0.0	0.0	7J9L		0.0	0.0	

<see Help (?) for keystrokes>

LAKE ELSINORE, CA

Malaga Rd. at Mission Trail

Intersection # 9

ID: 000000

10/1/96

-- TIME BASE COORDINATION --

Last Change: 4/07/92

	TIME	PLAN	OFFSET	DOW: 1234567
	-----	-----	-----	-----
EVENT 0	00:00	0		
EVENT 1	00:00	0		
EVENT 2	00:00	0		
EVENT 3	00:00	0		
EVENT 4	00:00	0		
EVENT 5	00:00	0		
EVENT 6	00:00	0		
EVENT 7	00:00	0		
EVENT 8	00:00	0		
EVENT 9	00:00	0		
EVENT A	00:00	0		
EVENT B	00:00	0		
EVENT C	00:00	0		
EVENT D	00:00	0		
EVENT E	00:00	0		
EVENT F	00:00	0		

<see Help (?) for keystrokes>

LAKE ELSINORE, CA

Malaga Rd. at Mission Trail

Intersection # 9

10/1/96

-- TIME OF DAY FUNCTIONS --

ID: 000000

Last Change: 9/07/95

<7-event#>	TIME	FUNCTION	DOW	PHASE/BIT
			1234567	12345678
EVENT 0	00:00	NONE		
EVENT 1	00:00	NONE		
EVENT 2	00:00	NONE		
EVENT 3	00:00	NONE		
EVENT 4	00:00	NONE		
EVENT 5	00:00	NONE		
EVENT 6	00:00	NONE		
EVENT 7	00:00	NONE		
EVENT 8	00:00	NONE		
EVENT 9	00:00	NONE		
EVENT A	00:00	NONE		
EVENT B	00:00	NONE		
EVENT C	00:00	NONE		
EVENT D	00:00	NONE		
EVENT E	00:00	NONE		
EVENT F	00:00	NONE		

LAKE ELSINORE, CA

Malaga Rd. at Mission Trail

Intersection # 9

ID: 000000

10/1/96

-- COORDINATION FUNCTIONS --

Last Change: 4/09/96

170 Data entry keystrokes are shown in braces < >

<C-E-row> PHASE: 12345678

<C-F-row> PHASE: 12345678

<0>

<1>

<2>

<3>

<4>

<5>

<6>

<7>

<8>

<9>

<A>

PLAN 1 SYNC

PLAN 2 SYNC

PLAN 3 SYNC

PLAN 4 SYNC

PLAN 5 SYNC

PLAN 6 SYNC

PLAN 7 SYNC

PLAN 8 SYNC

PLAN 9 SYNC

COOR PED RCL

NEMA HOLD

2 6

2 6

2 6

2 6

2 6

2 6

2 6

2 6

2 6

LAG 0 (FREE)

LAG 1

LAG 2

LAG 3

LAG 4

LAG 5

LAG 6

LAG 7

LAG 8

LAG 9

COOR MAX RCL

COOR LAG RCL

2 4 6 8

2 4 6 8

2 4 6 8

2 4 6 8

2 4 6 8

2 4 6 8

2 4 6 8

2 4 6 8

2 4 6 8

2 4 6 8

LAKE ELSINORE, CA

Malaga Rd. at Mission Trail

Intersection # 9

ID: 000000

Last Change: 4/09/96

10/1/96

-- COORDINATION TIMING --

170 Data entry keystrokes are shown in braces < >

PLAN: <1> <2> <3> <4> <5> <6> <7> <8> <9>

MISC

	<1>	<2>	<3>	<4>	<5>	<6>	<7>	<8>	<9>
<0> CYCLE TIME	0	0	0	0	0	0	0	0	0
<1> FORCE PH. 1	0	0	0	0	0	0	0	0	0
<2> FORCE PH. 2	0	0	0	0	0	0	0	0	0
<3> FORCE PH. 3	0	0	0	0	0	0	0	0	0
<4> FORCE PH. 4	0	0	0	0	0	0	0	0	0
<5> FORCE PH. 5	0	0	0	0	0	0	0	0	0
<6> FORCE PH. 6	0	0	0	0	0	0	0	0	0
<7> FORCE PH. 7	0	0	0	0	0	0	0	0	0
<8> FORCE PH. 8	0	0	0	0	0	0	0	0	0
<9> RING OFFSET	0	0	0	0	0	0	0	0	0
<A> OFFSET A	0	0	0	0	0	0	0	0	0
 OFFSET B	0	0	0	0	0	0	0	0	0
<C> OFFSET C	0	0	0	0	0	0	0	0	0
<D> PERM 1 DUR	0	0	0	0	0	0	0	0	0
<E> HOLD REL.	0	0	0	0	0	0	0	0	0
<F> ZONE OFFSET	0	0	0	0	0	0	0	0	0

<C-D-F>
PED F/O ADJ-----
0

<C-plan#-row>

LAKE ELSINORE, CA

10/1/96

Malaga Rd. at Mission Trail

-- SET HOLIDAY DATES --

Intersection # 9

ID: 000000

Last Change: 4/07/92

	YEAR ----	MONTH -----	DAY ---	DOW: 1234567 -----
HOLIDAY 1	0	0	0	
HOLIDAY 2	0	0	0	
HOLIDAY 3	0	0	0	

<see Help (?) for keystrokes>

LAKE ELSINORE, CA

Malaga Rd. at Mission Trail

Intersection # 9

ID: 000000

10/1/96

-- HOLIDAY 1 --

Last Change: 9/07/95

	TIME	PLAN	OFFSET	DOW: 1234567
	-----	-----	-----	-----
EVENT 0	00:00	0		
EVENT 1	00:00	0		
EVENT 2	00:00	0		
EVENT 3	00:00	0		
EVENT 4	00:00	0		
EVENT 5	00:00	0		
EVENT 6	00:00	0		
EVENT 7	00:00	0		
EVENT 8	00:00	0		
EVENT 9	00:00	0		
EVENT A	00:00	0		
EVENT B	00:00	0		
EVENT C	00:00	0		
EVENT D	00:00	0		
EVENT E	00:00	0		
EVENT F	00:00	0		

<see Help (?) for keystrokes>

LAKE ELSINORE, CA

Malaga Rd. at Mission Trail

Intersection # 9

10/1/96

-- HOLIDAY 2 --

ID: 000000

Last Change: 9/07/95

	TIME	PLAN	OFFSET	DOW: 1234567
	-----	-----	-----	-----
EVENT 0	00:00	0		
EVENT 1	00:00	0		
EVENT 2	00:00	0		
EVENT 3	00:00	0		
EVENT 4	00:00	0		
EVENT 5	00:00	0		
EVENT 6	00:00	0		
EVENT 7	00:00	0		
EVENT 8	00:00	0		
EVENT 9	00:00	0		
EVENT A	00:00	E		
EVENT B	00:00	9	C	
EVENT C	00:00	0		
EVENT D	00:00	3		
EVENT E	00:00	C	C	
EVENT F	00:00	4	A	

<see Help (?) for keystrokes>

LAKE ELSINORE, CA

Malaga Rd. at Mission Trail

Intersection # 9

10/1/96

-- HOLIDAY 3 --

ID: 000000

Last Change: 9/07/95

	TIME	PLAN	OFFSET	DOW: 1234567
	-----	-----	-----	-----
EVENT 0	64:00	0		
EVENT 1	25:00	0		
EVENT 2	16:00	0		
EVENT 3	25:00	0		
EVENT 4	16:00	0		
EVENT 5	20:00	0		
EVENT 6	31:00	0		
EVENT 7	19:00	0		
EVENT 8	25:00	0		
EVENT 9	02:00	0		
EVENT A	00:00	0		
EVENT B	52:00	0		
EVENT C	00:00	0		
EVENT D	00:00	0		
EVENT E	00:00	0		
EVENT F	00:00	0		

<see Help (?) for keystrokes>

LAKE ELSINORE, CA

Malaga Rd. at Mission Trail

Intersection # 9

ID: 000000

10/1/96

-- LOCAL SYSTEM DETECTORS --

Last Change: 4/07/92

170 Data entry keystrokes are shown in braces < >

<D-0-det#>

DETECTOR / SLOT

SYS DET 1
SYS DET 2
SYS DET 3
SYS DET 4
SYS DET 5
SYS DET 6
SYS DET 7
SYS DET 8

LAKE ELSINORE, CA

Malaga Rd. at Mission Trail

Intersection # 9

ID: 000000

10/1/96

-- SPECIAL EVENT SCHEDULE --

Last Change: 4/07/92

<7>

<8>

<9>

<A>

<C>

<D>

<E>

<F>

HOLD

ADVANCE

FORCE

CALL

PERMIT

PED OMIT

CIRCUIT

INTVL

TIM

DWL

12345678

12345678

12345678

12345678

12345678

12345678

12345678

<0>

0

0

<1>

0

0

<2>

0

0

<3>

0

0

<4>

0

0

<5>

0

0

<6>

0

0

<7>

0

0

<8>

0

0

<9>

0

0

<A>

0

0

0

0

<C>

0

0

<D>

0

0

<E>

0

0

<F>

0

0

LAKE ELSINORE, CA

Malaga Rd. at Mission Trail

Intersection # 9

ID: 000000

10/1/96 -- LOAD SWITCH REASSIGNMENTS -- Last Change: 4/07/92
170 Data entry keystrokes are shown in braces < >

PgUp to view Configuration.

LOAD SWITCH: (1-8)

OVERLAP A	0
OVERLAP B	0
OVERLAP C	0
OVERLAP D	0

<D-0-Ovlp letter>

Mission Trail
&
Lemon Street

Lake Elsinore - Mission Trail & Lemon St.

Configuration Phase Sequence Page 1

Phase Ring (MM)1-1-1

Phase

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	1	1	2	2	2	2	1	1	2	2	1	1	2	2

Hardware Alternate Sequence Enable: No

Phase Ring Sequence

Sequence Ring	Barrier Mode	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
2	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
3	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
4	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
5	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
6	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
6	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
7	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
7	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
8	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
8	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
10	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
10	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
11	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
11	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
12	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
12	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
13	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
13	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
14	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
14	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
15	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
15	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
16	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
16	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0

Phase
Compatibility
(MM)1-1-2
Phase 1 Phase 2

1	5
1	6
2	5
2	6
3	7
3	8
4	7
4	8
9	11
9	12
10	11
10	12
13	15
13	16
14	15
14	16

Phase Direction
Descriptions
Phase Description

1	SBLT
2	NB
6	SB
8	WB

Overlap Direction
Descriptions
Overlap Description

Administration (MM)1-7-1

Enable CRC Check: No

CRC: 0000

Request Download Program Data: No

Enable Automatic Backup to Datakey: No

Lake Elsinore - Mission Trail & Lemon St.

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

Bus Interface Terminal/Facilities		
BIU	Term and Facility Enable	Detector Rack Enable
1	No	Yes
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Enable TS2/MMU Type Cabinet: No

Enable MMU Extended Status: No

Enable SDLC Stop Time: No

Enable 3 Critical RFE's Lockup: No

Diagnostics (Test Fixture) Enable: No

Secondary To Secondary Addressing		
ID	Term and Facility Enable	Detector Rack Enable
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Secondary To Secondary Addressing MMU: No

Secondary To Secondary Addressing Diagnostics: No

MMU Program (MM)1-4-2

Channel Can Serve with
Channel

Channel 1	Channel 2
1	5
1	6
1	11
2	5
2	6
2	9
2	11
3	7
3	8
3	12
4	7
4	8
4	10
4	12
5	9
6	9

10/15/13

PrintAll.html

6	11
7	10
8	10
8	12
9	11
10	12

Color Check Enable (MM)1-4-3

Enable Color Check: Yes

MMU Channel	Color Check Enable		
	Green	Yellow	Red
1	Yes	Yes	Yes
2	Yes	Yes	Yes
3	Yes	Yes	Yes
4	Yes	Yes	Yes
5	Yes	Yes	Yes
6	Yes	Yes	Yes
7	Yes	Yes	Yes
8	Yes	Yes	Yes
9	Yes	Yes	Yes
10	Yes	Yes	Yes
11	Yes	Yes	Yes
12	Yes	Yes	Yes
13	Yes	Yes	Yes
14	Yes	Yes	Yes
15	Yes	Yes	Yes
16	Yes	Yes	Yes

Lake Elsinore - Mission Trail & Lemon St.

Configuration Communications

Ethernet Port Configuration (MM)1-5-1 NTCIP Parameters (MM)1-5-5

Controller IP:	10.70.10.51	Backup Time:	0
Subnet Mask:	255.255.255.0	UDP Port:	501
Default Gateway IP:	0.0.0.0	Ethernet Priority:	1
Server IP:	10.70.10.1	Port 2 Priority:	4
		Port 3A Priority:	2
		Port 3B Priority:	3

Note for 2070: Port 2 is C50S, Port 3A is C21S, and Port 3B is C22S

Port Configuration (MM)1-5-2 to 1-5-4

Port	Protocol	Enable	Data Rate	Data Parity Stop	Modem Setup String	User String	Comm Port Address	System Detector 9-1	Telemetry Response Delay	Duplex Half/Full	Flow Control	NTCIP Group Address	AB3418 NTCIP Single Flag Enable	RTS to CTS Delay	RTS Turn Off Delay	Droupout Time	Early RTS	FSK Hardware	Rail Road	Rail Road Line	ATCS Group	Wayside Device
2	NTCIP	Yes	9600	8 N 1	None		1	0	0.0	Half	Yes	0	No	0.0	0.0	10	No	Yes	0	0	0	0
3A	NTCIP	No	19.2K	8 N 1	None		0	0	0.0	Full	Yes	0	No	0.0	0.0	10	No	Yes	0	0	0	0
3B	ECPIP	Yes	1200	8 0 1	None		13	24	0.0	Full	Yes	0	No	3.0	2.0	10	No	Yes	0	0	0	0

ECPIP Parameters (MM)1-5-6

Controller Address: 13
Expanded System Detector Address: 24

Local System Detector

Local System Detector	Number
-----------------------	--------

Lake Elsinore - Mission Trail & Lemon St.

Configuration Logging/Display

Enable Event Logs (MM)1-6-1

Critical RFE's:	Yes
3 Critical RFE's in 24 Hours:	No
MMU Flash Faults:	Yes
Local Flash Faults:	Yes
Non-Critical RFE's (Det/Test):	Yes
Detector Errors:	Yes
Coordination Errors:	Yes
Controller Download:	Yes
Preempt:	Yes
TSP:	Yes
Power On/Off:	Yes
Low Battery:	Yes
Access:	Yes
Data Change:	Yes

Alarm Logs (MM)1-6-1

Enabled: 12

Display Options (MM)1-7-2

Key Click Enable:	No
Backlight Enable:	Yes
LED Mode:	Auto
Display Mode:	Basic

Lake Elsinore - Mission Trail & Lemon St.

Logic Processor Page 1
Statement Control (MM)1-8-1

LP	Statement Control
1	E
2	E
3	E
4	E

Lake Elsinore - Mission Trail & Lemon St.

Logic Processor Page 2

Logic Statements (MM)1-8-2

Statement Number: 1

IF:

	Assignment	#	State
IF	DETECTOR	11	IS ON

THEN:

	Assignment	#	State
SET LOGIC FLAG	1		ON

ELSE:

	Assignment	#	State

Statement Number: 2

IF:

	Assignment	#	State
IF	DETECTOR	11	IS OFF
AND LOGIC FLAG	1		IS ON

THEN:

	Assignment	#	State
SET INH MAX			
RING	1		ON
DELAY FOR	10.0		Sec
SET INH MAX			
RING	1		OFF
SET LOGIC FLAG	1		OFF

ELSE:

	Assignment	#	State

Statement Number: 3

IF:

	Assignment	#	State
IF	LOGIC FLAG	1	IS ON
AND DETECTOR	8		IS ON

THEN:

	Assignment	#	State
DELAY FOR	25.0		Sec
SET LOGIC FLAG	1		OFF

ELSE:

	Assignment	#	State

Statement Number: 4

IF:

	Assignment	#	State
IF	LOGIC FLAG	1	IS ON
AND DETECTOR	9		IS ON

THEN:

	Assignment	#	State
DELAY FOR	25.0		Sec
SET LOGIC FLAG	1		OFF

ELSE:

Assignment	#	State
------------	---	-------

Lake Elsinore - Mission Trail & Lemon St.

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	3	10	0	0	0	10	0	4	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	1.0	4.0	0.0	0.0	0.0	4.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	60	0	0	0	35	0	15	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	5.0	0.0	0.0	0.0	5.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.5	1.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.5	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lake Elsinore - Mission Trail & Lemon St.

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	Y
6	Y

Overlap

A
B
C
D

Flash > Mon: No
Flash Time: 0
All Red: 0
Power Start Sequence: 1

Automatic Flash

Entry Phase

2
6

Exit Phase

2
6

Overlap Exit

A
B
C
D

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimum Recall: No
Cycle Through Phase: No

Lake Elsinore - Mission Trail & Lemon St.

Controller Options

Controller Options (MM)2-6-1

Phase	Flashing Green Phase	Guaranteed Passage	Non Act 1	Non Act 2	Dual Entry	Conditional Service	Conditional Reservice	Ped Reservice	Rest In Walk	Flashing Walk	Ped Clear Yellow	Ped Clear Red	IGRN + Veh Ext
2	No	No	No	No	Yes	No	No	No	No	No	No	No	No
6	No	No	No	No	Yes	No	No	No	No	No	No	No	No

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Pre-Timed Phase

Phase Recall Options (MM)2-8

Plan	Phase	Lock Detector	Vehicle Recall	Ped Recall	Max Recall	Soft Recall	No Rest	AI Calc
1	2	No	Yes	No	No	No	No	No
1	6	No	Yes	No	No	No	No	No

Lake Elsinore - Mission Trail & Lemon St.

Preemptor Preempt Plan (MM)4-1

Preempt	Phase	Preempt Phases							
		Track Clear Veh	Dwell Veh	Dwell Ped	Cycling Veh	Cycling Ped	Exit Phase	Exit Calls	Special Function
3	2	No	Yes	No	No	No	No	No	No
4	1	No	Yes	No	No	No	No	No	No
4	6	No	Yes	No	No	No	No	No	No
6	8	No	Yes	No	No	No	No	No	No

Preempt	Overlap	Preempt Overlaps							
		Track Clear	Enable Trailing Dwell	Overlap	Cycling Overlap				
Preempt	Enable	Preempt Override	Interlock Enable	Detector Lock	Delay	Inhibit	Override Flash	Duration	CLR > GRN
1	No	Yes	No	Yes	0	0	Yes	0	No
2	No	Yes	No	Yes	0	0	Yes	0	No
3	Standard	Yes	No	No	0	0	No	1	No
4	Standard	No	No	No	0	0	No	1	No
5	No	No	No	No	0	0	No	1	No
6	Standard	No	No	No	0	0	No	1	No
7	No	Yes	No	Yes	0	0	Yes	0	No
8	No	Yes	No	Yes	0	0	Yes	0	No
9	No	Yes	No	Yes	0	0	Yes	0	No
10	No	Yes	No	Yes	0	0	Yes	0	No

Preempt	Term Overlap Asap	PC Through Yellow	Terminate Phase	Ped Dark	Track Clearance Re-service	Dwell Flash	Linked Pmt	Flash Exit Color	Preempt To Coord	Fault Type
1	No	No	No	No	No	Off	0	Red	No	Hard
2	No	No	No	No	No	Off	0	Green	No	Hard
3	No	Yes	No	No	No	Off	0	Green	No	Hard
4	No	No	No	No	No	Off	0	Green	No	Hard
5	No	No	No	No	No	Off	0	Green	No	Hard
6	No	No	No	No	No	Off	0	Green	No	Hard
7	No	No	No	No	No	Off	0	Green	No	Hard
8	No	No	No	No	No	Off	0	Green	No	Hard
9	No	No	No	No	No	Off	0	Green	No	Hard
10	No	No	No	No	No	Off	0	Green	No	Hard

Preempt	Exit Timing Plan	Reservice	Free During Pmt Ring 1	Free During Pmt Ring 2	Free During Pmt Ring 3	Free During Pmt Ring 4
1	0	0	No	No	No	No
2	0	0	No	No	No	No
3	0	0	No	No	No	No
4	0	0	No	No	No	No
5	0	0	No	No	No	No
6	0	0	No	No	No	No
7	0	0	No	No	No	No
8	0	0	No	No	No	No
9	0	0	No	No	No	No
10	0	0	No	No	No	No

Preempt	Entrance Walk	Entrance Ped Clear	Entrance Min Green	Entrance Yellow	Entrance Red	Track Clear Min Green	Gate Down Ext Green	Gate Down Max Green	Track Clear Yellow	Track Clear Red
1	0	255	5	4.0	1.0	0	0	0	4.0	1.0
2	0	255	5	4.0	1.0	0	0	0	4.0	1.0
3	0	0	5	5.0	1.0	0	0	0	4.0	1.0

Lake Elsinore - Mission Trail & Lemon St.

Detectors**Detectors Page 1**

Vehicle Detectors Setup (MM)6-1			
Vehicle Plan	Detector Number	Called	Type
1	1	1	S
1	2	2	S
1	6	6	S
1	8	8	S
1	9	1	S
1	10	2	S
1	14	6	S
1	18	2	P
1	22	6	P

59	N-NTCIP	Yes
60	N-NTCIP	Yes
61	N-NTCIP	Yes
62	N-NTCIP	Yes
63	N-NTCIP	Yes
64	N-NTCIP	Yes

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Vehicle Plan	Assigned Phase	Switch Phase	Extend Time/Passage Time	Delay Time	Queue Limit/Disconnect Time	Added Call Option	Call Option	NTCIP Occupancy	NTCIP Volume	ECPI Log	Lock In	Ext Option
1	1	0	0	0.0	2.0	0	No	Yes	No	No	Yes	None	Passage
1	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
1	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
1	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
2	1	0	0	0.0	0.0	0	Yes	Yes	No	No	Yes	None	Passage
2	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
2	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
2	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
3	1	0	0	0.0	0.0	0	No	Yes	No	No	Yes	None	Passage
3	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
3	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
3	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
4	1	0	0	0.0	0.0	0	No	Yes	No	No	Yes	None	Passage
4	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
4	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
4	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
5	1	0	0	0.0	0.0	0	No	Yes	No	No	Yes	None	Passage
5	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
5	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
5	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
6	1	0	0	0.0	0.0	0	No	Yes	No	No	Yes	None	Passage
6	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
6	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
6	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
7	1	0	0	0.0	0.0	0	No	Yes	No	No	Yes	None	Passage
7	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
7	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
7	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
8	1	0	0	0.0	8.0	0	No	Yes	No	No	Yes	None	Passage
8	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
8	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
8	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
9	1	0	0	0.0	0.0	0	No	Yes	No	No	Yes	None	Passage
9	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
9	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
9	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
10	1	0	0	0.0	0.0	0	Yes	Yes	No	No	Yes	None	Passage
10	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
10	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
10	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
11	1	0	0	18.0	0.0	0	No	Yes	No	No	Yes	None	Passage
11	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
11	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
11	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
12	1	0	0	0.0	0.0	0	No	Yes	No	No	Yes	None	Passage
12	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
12	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
12	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
13	1	0	0	0.0	0.0	0	No	Yes	No	No	Yes	None	Passage
13	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage

10/15/13

PrintAll.html

13	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
13	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
14	1	0	0	0.0	0.0	0	Yes	Yes	No	No	Yes	None	Passage
14	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
14	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
14	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
15	1	0	0	0.0	0.0	0	No	Yes	No	No	Yes	None	Passage
15	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
15	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
15	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
16	1	0	0	0.0	0.0	0	No	Yes	No	No	Yes	None	Passage
16	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
16	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
16	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
17	1	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
17	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
17	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
17	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
18	1	0	0	3.0	0.0	12	No	Yes	No	No	No	None	Queue
18	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Queue
18	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Queue
18	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Queue
19	1	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
19	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
19	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
19	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
20	1	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
20	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
20	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
20	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
21	1	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
21	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
21	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
21	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Passage
22	1	0	0	3.0	0.0	12	No	Yes	Yes	Yes	No	None	Queue
22	2	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Queue
22	3	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Queue
22	4	0	0	0.0	0.0	0	No	Yes	No	No	No	None	Queue

Ped Detector Options (MM)6-3

Phase Ped Detector (NTCIP)

Local Ped Detector Number

1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Grand Avenue
&
Corydon Road

INTERSECTION: SG7195

Page 1 (of 9)

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

N/S Street Name: **Corydon St**
 E/W Street Name: **Grand Ave**

Last Database Change: **NONE**

Change Record					
Change	By	Date	Change	By	Date

Notes:

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

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

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

Communication Addresses

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

Manual Selection

Flash Start		<F/1+0+E>
Red Revert	3.0	<F/1+0+F>
All Red Start	6.0	<F/1+C+0>

Start / Revert Times

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

Exclusive Ped Phase

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

Column Numbers ---->		Phase							
Phase Names ---->		1	2	3	4	5	6	7	8
0	Ped Walk				7		7		
1	Ped FDW				15		14		
2	Min Green		6		4	4	6		4
3	Type 3 Disconnect								
4	Added per Vehicle		1.5				1.5		
5	Veh Extension		4.0		3.0	2.5	4.0		3.0
6	Max Gap		4.5		3.0	2.5	4.5		3.0
7	Min Gap		3.0		3.0	2.5	3.0		3.0
8	Max Limit		40		40	35	40		40
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW				15		14		
C	Cond Serv Check								
D	Reduce Every		1.0				1.0		
E	Yellow Change		4.8		4.4	3.7	5.2		3.6
F	Red Clear		1.0		1.0	0.5	1.0		1.0

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

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

Alternate Timing <C+0+F=1>

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

Preempt Timing

	F	Row
Permit	2_456_8	0
Red Lock		1
Yellow Lock		2
Min Recall	2_6	3
Ped Recall		4
View Set Peds	----	5
Rest In Walk		6
Red Rest		7
Dual Entry	4_8	8
Max Recall		9
Soft Recall		A
Max 2		B
Cond. Service		C
Man Cntrl Calls		D
Yellow Start	4_8	E
First Phases	2_6	F

Phase Functions <C+0+F=1>

Palomar Street
&
Corydon Road

Configuration

	Controller Sequence Priority											
	1	2	3	4	5	6	7	8	9	10	11	12
Ring 1 Phases . . .	1	2	9	| 3	4	| 0	0	0	0	0	0	0
Ring 2 Phases . . .	5	6	11	| 7	8	| 0	0	0	0	0	0	0

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
In Use.	X	X	.	X	X	X	.	X	.	.	.	.
Exclusive Ped . . .	.	.	.	.	.	.	.	.	.	.	.	.
Direction	WL	E		N	EL	W		S				

	Overlap			
	A	B	C	D
Direction . . .				

Load Switch Channel/Driver Group Assign (Info Only):

Load Switch (MMU) Channel	Signal	Driver Phase/ Ovlap	Group
1	1		.
2	2		.
3	0		.
4	4		.
5	5		.
6	6		.
7	0		.
8	8		.
9	2		X
10	4		X
11	6		X
12	8		X
13	A		.
14	B		.
15	C		.
16	D		.

Configuration Continued

```

-----
                Enable BIU: 1  2  3  4  5  6  7  8
Terminal/Facilities. . . . . :  :  :  :  :  :  :  :
Detector Rack. . . . . X   :  :  :  :  :  :  :

```

```

Type 2 Runs as Type 1. . . .
MMU Disable. . . . .
Diagnostic Enable. . . . .
Peer-Peer Comm Enable. . . .

```

```

                1      2      3      4      5      6      7      8      9     10
Peer To Peer Addresses . . 255  255  255  255  255  255  255  255  255  255

```

Port 2:

```

Port 2 Protocol . . . . . Terminal
Port 2 Enable . . . . . NO
AB3418 Address. . . . . 0
AB3418 Group Address. . . . . 0
AB3418 Response Delay . . . . . 0
AB3418 Single Flag Enable . . . NO
AB3418 Drop-Out Time. . . . . 0
AB3418 TOD SF Select. . . . . 0 9600
Data Rate . . . . . 1200 bps
Data, Parity, Stop. . . . . 8, 0, 1

```

Port 3:

```

Port 3 Protocol . . . . . Telemetry
Port 3 Enable . . . . . YES
Telemetry Address . . . . . 13
System Detector 9-16 Address. . 0
Telemetry Response Delay. . . . 8000
AB3418 Address. . . . . 0
AB3418 Group Address. . . . . 0
AB3418 Response Delay . . . . . 0
AB3418 Single Flag Enable . . . NO
AB3418 Drop-Out Time. . . . . 0
AB3418 TOD SF Select. . . . . 0
Duplex. . . . . Full
Data Rate . . . . . 1200 bps
Data, Parity, Stop. . . . . 8, 0, 1

```


Configuration Continued

Event Enabling

```

Critical RFE'S (MMU/TF) . . . . . X
Non-Critical RFE'S (DET/TEST) . . . X
Detector Errors . . . . . X
Coordination Errors . . . . . X
MMU Flash Faults. . . . . X
Local Flash Faults. . . . . X
Preempt . . . . . X
Power On/Off. . . . . X
Low Battery . . . . . X

```

Alarm Enabling

```

ALARM 1 . . . . . X
ALARM 2 . . . . .
ALARM 3 . . . . .
ALARM 4 . . . . .
ALARM 5 . . . . .
ALARM 6 . . . . .
ALARM 7 . . . . .
ALARM 8 . . . . .
ALARM 9 . . . . .
ALARM 10. . . . .
ALARM 11. . . . .
ALARM 12. . . . .
ALARM 13. . . . .
ALARM 14. . . . .
ALARM 15. . . . .
ALARM 16. . . . .

```

```

Supervisor Access Code. . . ****
Data Change Access Code . . ****

```

MMU Compatibility Program (Info Only)

Channel	Is Allowed to Time With Channel															
	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10.	
11.	
12.	
13.	
14.	
15.	

Version Info:

Software Assy.	Part No.	Version
Boot	32783	1.28
Program	34556	1.77
Application		.
Help	32789	1.62
Configuration	32791	C8302

By-Phase Timing Data

Direction	Phase											
	1 WL	2 E	3 N	4 EL	5 W	6	7	8 S	9	10	11	12
Minimum Green	3	8	0	4	3	8	0	4	0	0	0	0
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0
Ped Clearance	7	12	7	14	7	12	7	14	7	7	7	7
Veh Extension	1.5	5.0	0.0	3.0	1.5	5.0	0.0	3.0	0.0	0.0	0.0	0.0
Alt Veh Exten	1.0	3.0	0.0	4.0	1.0	2.5	0.0	4.0	0.0	0.0	0.0	0.0
Max Extension	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	20	40	0	30	20	40	0	30	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.9	3.0	4.3	3.0	3.9	3.0	4.3	3.0	3.0	3.0	3.0
Red Clearance	0.5	1.0	0.0	1.0	0.5	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act. B4 Init	0	4	0	0	0	4	0	0	0	0	0	0
Sec/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduction	0	12	0	0	0	12	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	12	0	0	0	12	0	0	0	0	0	0
Minimum Gap	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Data

Overlap A	Phase:	1	2	3	4	5	6	7	8	9	10	11	12
Standard.	
Protected	
Permitted	
Enable Lag.	
Enable Lead	
Spare	
Advance Green Timer					0.0								
Lag/Lead Timers					Green 0.0		Yellow 0.0		Red 0.0				

Overlap B	Phase:	1	2	3	4	5	6	7	8	9	10	11	12
Standard.	
Protected	
Permitted	
Enable Lag.	
Enable Lead	
Spare	
Advance Green Timer					0.0								
Lag/Lead Timers					Green 0.0		Yellow 0.0		Red 0.0				

Overlap C	Phase:	1	2	3	4	5	6	7	8	9	10	11	12
Standard.	
Protected	
Permitted	
Enable Lag.	
Enable Lead	
Spare	
Advance Green Timer					0.0								
Lag/Lead Timers					Green 0.0		Yellow 0.0		Red 0.0				

Overlap D	Phase:	1	2	3	4	5	6	7	8	9	10	11	12
Standard.	
Protected	
Permitted	
Enable Lag.	
Enable Lead	
Spare	
Advance Green Timer					0.0								
Lag/Lead Timers					Green 0.0		Yellow 0.0		Red 0.0				

Out of Flash Yellow	NO
Out of Flash All Red. . . .	NO
Minimum Recall.	NO
Alternate Flash	NO
Flash Thru Load Switches. .	NO
Cycle Through Phases. . . .	NO

Option Data

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Guaranteed Passage
Call To NonActuated 1
Call To NonActuated 2
Dual Entry.	X	.	X	.	X	.	X	.	.	.	.
Conditional Service
Conditional Reservice
Actuated Rest in Walk
Flashing Walk

Enable Programmable Options

Dual Entry.	ON	Backup Protection Group 1	OFF
Conditional Service	OFF	Backup Protection Group 2	OFF
Ped Clearance Protection.	OFF	Backup Protection Group 3	OFF
Special Preempt Overlap Flash	OFF	Simultaneous Gap Group 1.	ON
Cond Service Det Cross Switch	OFF	Simultaneous Gap Group 2.	ON
Lock Detectors in Red Only.	OFF	Simultaneous Gap Group 3.	OFF

Five Section Left Turn Control

Phases: 5-2 7-4 1-6 3-8 11-10 9-12

Left Turn Head.

Dimming:

[illegible]

Detector Type/Timers

Det.	Locking	Log	Timers		Don't Reset	Type
	Memory	Enable	Extend	Delay	Extend	
1	NO	NO	0.0	0	.	0 - Normal
2	NO	NO	0.0	0	.	0 - Normal
3	NO	NO	0.0	0	.	0 - Normal
4	NO	NO	0.0	2	.	1 - Extend/Delay
5	NO	NO	0.0	0	.	0 - Normal
6	NO	NO	0.0	0	.	0 - Normal
7	NO	NO	0.0	0	.	0 - Normal
8	NO	NO	0.0	2	.	1 - Extend/Delay
9	NO	NO	3.0	0	.	5 - Stop Bar with Extend Timer Reset
10	NO	NO	3.0	0	.	5 - Stop Bar with Extend Timer Reset
11	NO	NO	0.0	0	.	0 - Normal
12	NO	NO	0.0	0	.	0 - Normal
13	NO	NO	3.0	0	.	5 - Stop Bar with Extend Timer Reset
14	NO	NO	0.0	0	.	0 - Normal
15	NO	NO	3.0	0	.	5 - Stop Bar with Extend Timer Reset
16	NO	NO	0.0	2	.	1 - Extend/Delay
17	NO	NO	0.0	0	.	0 - Normal
18	NO	NO	0.0	0	.	0 - Normal
19	NO	NO	0.0	0	.	0 - Normal
20	NO	NO	0.0	0	.	0 - Normal
21	NO	NO	0.0	0	.	0 - Normal
22	NO	NO	0.0	0	.	0 - Normal
23	NO	NO	0.0	0	.	0 - Normal
24	NO	NO	0.0	0	.	0 - Normal
25	NO	NO	0.0	0	.	0 - Normal
26	NO	NO	0.0	0	.	0 - Normal
27	NO	NO	0.0	0	.	0 - Normal
28	NO	NO	0.0	0	.	0 - Normal
29	NO	NO	0.0	0	.	0 - Normal
30	NO	NO	0.0	0	.	0 - Normal
31	NO	NO	0.0	0	.	0 - Normal
32	NO	NO	0.0	0	.	0 - Normal

Detector Names

Det 1: WBLT	Det 17: Detector 17
Det 2: EB ADV	Det 18: Detector 18
Det 3: SBLT, THRU	Det 19: Detector 19
Det 4: NB ADV	Det 20: Detector 20
Det 5: EBLT	Det 21: Detector 21
Det 6: WB ADV 1	Det 22: Detector 22
Det 7: NBLT, THRU	Det 23: Detector 23
Det 8: SB ADV 2	Det 24: Detector 24
Det 9: EBRT	Det 25: Detector 25
Det 10: EB LIMIT	Det 26: Detector 26
Det 11:	Det 27: Detector 27
Det 12:	Det 28: Detector 28
Det 13: WB LIMIT 1,2	Det 29: Detector 29
Det 14: WB ADV 2	Det 30: Detector 30
Det 15: SBRT	Det 31: Detector 31
Det 16: SB ADV 2	Det 32: Detector 32

Detector Type/Timers

33	NO	NO	0.0	0	.	0 - Normal
34	NO	NO	0.0	0	.	0 - Normal
35	NO	NO	0.0	0	.	0 - Normal
36	NO	NO	0.0	0	.	0 - Normal
37	NO	NO	0.0	0	.	0 - Normal
38	NO	NO	0.0	0	.	0 - Normal
39	NO	NO	0.0	0	.	0 - Normal
40	NO	NO	0.0	0	.	0 - Normal
41	NO	NO	0.0	0	.	0 - Normal
42	NO	NO	0.0	0	.	0 - Normal
43	NO	NO	0.0	0	.	0 - Normal
44	NO	NO	0.0	0	.	0 - Normal
45	NO	NO	0.0	0	.	0 - Normal
46	NO	NO	0.0	0	.	0 - Normal
47	NO	NO	0.0	0	.	0 - Normal
48	NO	NO	0.0	0	.	0 - Normal
49	NO	NO	0.0	0	.	0 - Normal
50	NO	NO	0.0	0	.	0 - Normal
51	NO	NO	0.0	0	.	0 - Normal
52	NO	NO	0.0	0	.	0 - Normal
53	NO	NO	0.0	0	.	0 - Normal
54	NO	NO	0.0	0	.	0 - Normal
55	NO	NO	0.0	0	.	0 - Normal
56	NO	NO	0.0	0	.	0 - Normal
57	NO	NO	0.0	0	.	0 - Normal
58	NO	NO	0.0	0	.	0 - Normal
59	NO	NO	0.0	0	.	0 - Normal
60	NO	NO	0.0	0	.	0 - Normal
61	NO	NO	0.0	0	.	0 - Normal
62	NO	NO	0.0	0	.	0 - Normal
63	NO	NO	0.0	0	.	0 - Normal
64	NO	NO	0.0	0	.	0 - Normal

Detector Names

Det 33: Detector 33
 Det 34: Detector 34
 Det 35: Detector 35
 Det 36: Detector 36
 Det 37: Detector 37
 Det 38: Detector 38
 Det 39: Detector 39
 Det 40: Detector 40
 Det 41: Detector 41
 Det 42: Detector 42
 Det 43: Detector 43
 Det 44: Detector 44
 Det 45: Detector 45
 Det 46: Detector 46
 Det 47: Detector 47
 Det 48: Detector 48

Det 49: Detector 49
 Det 50: Detector 50
 Det 51: Detector 51
 Det 52: Detector 52
 Det 53: Detector 53
 Det 54: Detector 54
 Det 55: Detector 55
 Det 56: Detector 56
 Det 57: Detector 57
 Det 58: Detector 58
 Det 59: Detector 59
 Det 60: Detector 60
 Det 61: Detector 61
 Det 62: Detector 62
 Det 63: Detector 63
 Det 64: Detector 64

Detector Phase Assignment

[illegible]

Preemptors

Preemptor 1

Active	Det Lock.	Ped Dark
Priority Preemption.	Yel-Red To Grn.	Ped Active
Outputs Only During Hold	Flash All Outputs	Zero Ped Clr Time.
Terminate Overlap ASAP	Terminate Phases.	Ped Clr Thru Yel
Don't Override Flash	Duration Time.	0
Flash During Hold.	Delay Time	0
No CVM in Flash.	Inhibit Time	0
Fast Flash Grn on Hold Phase.	Min Ped Clear.	0
Enable Max Time.	Max Time	0
	Exit Max	0
	Min Hold Time.	0
	Hold Delay Time.	0

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

	Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap . . . . .		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Clearance Phase . . . . .		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Hold Phases . . . . .		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases . . . . .		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Calls on Phase . . . . .		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Out of Flash Color for Exit Phases Green

Preemptor 2

Active	Det Lock.	Ped Dark
Priority Preemption.	Yel-Red To Grn.	Ped Active
Outputs Only During Hold	Flash All Outputs	Zero Ped Clr Time.
Terminate Overlap ASAP	Terminate Phases.	Ped Clr Thru Yel
Don't Override Flash	Duration Time.	0
Flash During Hold.	Delay Time	0
No CVM in Flash.	Inhibit Time	0
Fast Flash Grn on Hold Phase.	Min Ped Clear.	0
Enable Max Time.	Max Time	0
	Exit Max	0
	Min Hold Time.	0
	Hold Delay Time.	0

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

	Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap . . . . .		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Clearance Phase . . . . .		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Hold Phases . . . . .		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases . . . . .		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Calls on Phase . . . . .		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Out of Flash Color for Exit Phases Green

Linked Preemptor 0

Preemptors

Preemptor 3

Active X Det Lock. Ped Dark
 Priority Preemption. Yel-Red To Grn. Ped Active
 Outputs Only During Hold Flash All Outputs Zero Ped Clr Time.
 Terminate Overlap ASAP Terminate Phases. Ped Clr Thru Yel
 Don't Override Flash Duration Time. 0
 Flash During Hold. Delay Time 0
 No CVM in Flash. Inhibit Time 0
 Fast Flash Grn on Hold Phase. Min Ped Clear. 0
 Enable Max Time. Max Time 0
 Exit Max 0
 Min Hold Time. 5
 Hold Delay Time. 0

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases		X			X											
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases Green
 Linked Preemptor 0

Preemptor 4

Active X Det Lock. Ped Dark
 Priority Preemption. Yel-Red To Grn. Ped Active
 Outputs Only During Hold Flash All Outputs Zero Ped Clr Time.
 Terminate Overlap ASAP Terminate Phases. Ped Clr Thru Yel
 Don't Override Flash Duration Time. 0
 Flash During Hold. Delay Time 0
 No CVM in Flash. Inhibit Time 0
 Fast Flash Grn on Hold Phase. Min Ped Clear. 0
 Enable Max Time. Max Time 0
 Exit Max 0
 Min Hold Time. 5
 Hold Delay Time. 0

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases		X				X										
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases Green
 Linked Preemptor 0

Preemptor 5

Preemptor 6

Hold phase 4/8

other settings same as other

```
Out of Flash Color for Exit Phases . . . . Green
Linked Preemptor . . . . 0
```


Mission Trail
&
Corydon Road

1.1 PHASE TIME	P1	P2	P3	P4	P5	P6	P7	P8
MINIMUM GREEN, SECONDS (000-255)		6		6	5	6		5
RED. WALK, SECONDS (000-255)				12		10		
WALK CLEARANCE, SECONDS (000-255)				16		14		
PASSAGE (GAP), SECONDS (00.0-25.0)				4.0	1.5	4		3
MAX. GREEN #1, SECONDS (000-255)		4		35	30	45		25
MAX. #2 GREEN, SECONDS (000-255)		45						
YELLOW CLEARANCE, SECONDS (03.0-25.5)		4.5		4	4	4.5		4
ALL RED CLEARANCE, SECONDS (00.0-25.5)				10	1	1		1
RED REVERT, SECONDS (02.0-25.5)		2		2	2	2		2
VEH. BEFORE ADDED INITIAL (000-255)		6				6		
SECONDS PER VEH TO ADD TO INIT GREEN (00.0-09.9)		1.5				1.5		
MAX. INITIAL GREEN, SECONDS (000-255)		20				20		
TIME BEFORE GAP REDUCTION, SECONDS (000-255)		9				9		
TIME TO REDUCE GAP, SECONDS (001-060)		14				14		
MINIMUM GAP TIME, SECONDS (00.0-0.80)		2		2	1.5	2		
CONDITIONAL MIN GREEN, SECONDS (000-255)								

1.1.2. PHASE ENABLES

	1	2	3	4	5	6	7	8
PHASE ENABLES								
PHASES IN USE (1-8)		X		X	X	X		
PHASES WITH PEDS (1-8)				X		X		
VOLUME DENSITY OPERATION (1-8)		X				X		
SIMULTANEOUS GAP PHASES (1-8)								
DUAL ENTRY PHASES (1-8)								
ENABLE CONDITIONAL SERVICE (1-8)								
LAST CAR PASSAGE (1-8)								
NON ACT MODE 1 PHASES (1-8)								
NON ACT MODE 1 PEDS (1-8)								
NON ACT MODE 2 PHASES (1-8)								
NON ACT MODE 2 PEDS (1-8)								
GREEN FLASH PHASES (1-8)								
LEFT TURN AMBER BLANKING (1-8)								
PREVENT LEFT TURN RESERVICE (1-8)								
WALK CLEAR PROTECTION (1-8)								
ACTUATED REST IN WALK (1-8)								
FLASHING WALK (1-8)								

IDC TRACONEX/MULTISONICS

VEHICLE PREEMPT #1

CONFIG. OVERLAP A

PARENT PHASES, STANDARD OVERLAP (1-8)									
PROTECTED PHASES, PROT/PERM OVERLAPS									
PERMISSIVE PHASES, PROT/PERM OVERLAPS									
AUXILIARY OVERLAPS GREEN (00.0-25.0)									
AUXILIARY OVERLAPS YELLOW (00.0-25.0)									
AUXILIARY OVERLAPS RED (00.0-25.0)									
AUXILIARY TIMES AFTER PARENT PHASES									

1.1.3.2.2 CONFIG. OVERLAP B

PARENT PHASES, STANDARD OVERLAP (1-8)									
PROTECTED PHASES, PROT/PERM OVERLAPS									
PERMISSIVE PHASES, PROT/PERM OVERLAPS									
AUXILIARY OVERLAPS GREEN (00.0-25.0)									
AUXILIARY OVERLAPS YELLOW (00.0-25.0)									
AUXILIARY OVERLAPS RED (00.0-25.0)									
AUXILIARY TIMES AFTER PARENT PHASES									

1.1.3.2.3 CONFIG. OVERLAP C

PARENT PHASES, STANDARD OVERLAP (1-8)									
PROTECTED PHASES, PROT/PERM OVERLAPS									
PERMISSIVE PHASES, PROT/PERM OVERLAPS									
AUXILIARY OVERLAPS GREEN (00.0-25.0)									
AUXILIARY OVERLAPS YELLOW (00.0-25.0)									
AUXILIARY OVERLAPS RED (00.0-25.0)									
AUXILIARY TIMES AFTER PARENT PHASES									

1.1.3.2.4 CONFIG. OVERLAP D

PARENT PHASES, STANDARD OVERLAP (1-8)									
PROTECTED PHASES, PROT/PERM OVERLAPS									
PERMISSIVE PHASES, PROT/PERM OVERLAPS									
AUXILIARY OVERLAPS GREEN (00.0-25.0)									
AUXILIARY OVERLAPS YELLOW (00.0-25.0)									
AUXILIARY OVERLAPS RED (00.0-25.0)									
AUXILIARY TIMES AFTER PARENT PHASES									

1.1.4.1 RECALLS PHASES

	1	2	3	4	5	6	7	8
LOCK DETECTORS PHASES (1-8)								
MIN. RECALL PHASES		X				X		
SOFT RECALL PHASES								
MAX. RECALL PHASES								
PED RECALL PHASES								

1.1.1 PHASE TIME	P1	P2	P3	P4	P5	P6	P7	P8
MINIMUM GREEN, SECONDS (000-255)		6		6	5	6		5
RED. WALK, SECONDS (000-255)				12		10		
WALK CLEARANCE, SECONDS (000-255)				16		14		
PASSAGE (GAP), SECONDS (00.0-25.0)		4		2.5 4.0 1.5		4		3
MAX. GREEN #1, SECONDS (000-255)		45		35	30	45		25
MAX. #2 GREEN, SECONDS (000-255)								
YELLOW CLEARANCE, SECONDS (03.0-25.5)		4.5		4	4	4.5		4
ALL RED CLEARANCE, SECONDS (00.0-25.5)		1		10	1	1		1
RED REVERT, SECONDS (02.0-25.5)		2		2	2	2		2
VEH. BEFORE ADDED INITIAL (000-255)		6				6		
SECONDS PER VEH TO ADD TO INIT GREEN (00.0-09.9)		1.5				1.5		
MAX. INITIAL GREEN, SECONDS (000-255)		20				20		
TIME BEFORE GAP REDUCTION, SECONDS (000-255)		9				9		
TIME TO REDUCE GAP, SECONDS (001-060)		14				14		
MINIMUM GAP TIME, SECONDS (00.0-0.80)		2		2	1.5	2		
CONDITIONAL MIN GREEN, SECONDS (000-255)								

1.1.2. PHASE ENABLES

	1	2	3	4	5	6	7	8
PHASE ENABLES								
PHASES IN USE (1-8)		X		X	X	X		
PHASES WITH PEDS (1-8)				X		X		
VOLUME DENSITY OPERATION (1-8)		X				X		
SIMULTANEOUS GAP PHASES (1-8)								
DUAL ENTRY PHASES (1-8)								
ENABLE CONDITIONAL SERVICE (1-8)								
LAST CAR PASSAGE (1-8)								
NON ACT MODE 1 PHASES (1-8)								
NON ACT MODE 1 PEDS (1-8)								
NON ACT MODE 2 PHASES (1-8)								
NON ACT MODE 2 PEDS (1-8)								
GREEN FLASH PHASES (1-8)								
LEFT TURN AMBER BLANKING (1-8)								
PREVENT LEFT TURN RESERVICE (1-8)								
WALK CLEAR PROTECTION (1-8)								
ACTUATED REST IN WALK (1-8)								
FLASHING WALK (1-8)								

IDC TRACONEX/MULTISONICS

VEHICLE PREEMPT #1

[illegible]

2.2.2 VEHICLE PREEMPT #2

[illegible]

PREEMPT #3

PREEMPT INITIATION DELAY (000-255)									
RED CLEAR ENTERING PREEMPT (000-255)	6								
YELLOW CLEAR ENTERING PREEMPT (03.0-25.0)	3								
RED CLEAR ENTERING PREEMPT (00.0-25.0)	1								
PREEMPT DWELL MIN GREEN (000-255)	10								
ALLOWABLE DWELL CALL GAP (01.0-25.0)	3								
LOW PRIORITY MAX. DWELL (000-255)	30								
PHASES TO DWELL GREEN (1-8)	4								
OVERLAPS TO DWELL GREEN (A-D)									
DWELL FLASH ENABLE	N								
EXIT DWELL YELLOW CLEAR (03.0-25.0)	3								
EXIT DWELL RED CLEAR (00.0-25.0)	1								
NORMAL OPERATION RETURN PHASES (1-8)									
NORMAL OPERATION RETURN OVERLAPS									
LATCH MOMENTARY CALL UNTIL SERVED									
HIGH/LOW DISCRIMINATION ENABLE	Y								
LOW PRIORITY BUS PREEMPT ENABLE									

2.2.4 VEHICLE PREEMPT #4

PREEMPT INITIATION DELAY (000-255)									
RED CLEAR ENTERING PREEMPT (000-255)	6								
YELLOW CLEAR ENTERING PREEMPT (03.0-25.0)	3								
RED CLEAR ENTERING PREEMPT (00.0-25.0)	1								
PREEMPT DWELL MIN GREEN (000-255)	10								
ALLOWABLE DWELL CALL GAP (01.0-25.0)	3								
LOW PRIORITY MAX. DWELL (000-255)	30								
PHASES TO DWELL GREEN (1-8)	4								
OVERLAPS TO DWELL GREEN (A-D)									
DWELL FLASH ENABLE	N								
EXIT DWELL YELLOW CLEAR (03.0-25.0)	3								
EXIT DWELL RED CLEAR (00.0-25.0)	1								
NORMAL OPERATION RETURN PHASES (1-8)									
NORMAL OPERATION RETURN OVERLAPS									
LATCH MOMENTARY CALL UNTIL SERVED	Y								
HIGH/LOW DISCRIMINATION ENABLE									
LOW PRIORITY BUS PREEMPT ENABLE									

Mission Trail
&
Bundy Canyon Road

390CJ MAIN MENU

- | | |
|----------------|--------------------|
| 1. CONTROLLER | 4. COORDINATION |
| 2. PREEMPTION | 5. MISC. FUNCTIONS |
| 3. TIME-OF-DAY | |

390CJ CONTROLLER CONFIG

- | | |
|--------------------|-----------------|
| 1. PHASE FUNCTIONS | 4. CONFIG FLASH |
| 2. CONFIG FLAGS | 5. SEQUENCING |
| 3. CONFIG POWER UP | 6. DIMMING |

390CJ PHASE FUNCTIONS

- | | |
|------------------|--------------|
| 1. PHASE TIMING | 4. DETECTORS |
| 2. PHASE ENABLES | 5. COPY DATA |
| 3. OVERLAPS | |

PHASE TIMING	P1	P2	P3	P4	P5	P6	P7	P8
MINIMUM GREEN	5	6	6	6	5	6		
PED WALK		10		12				5
WALK CLEARANCE		14		16				
PASSAGE (GAP)	1.5	3	2	3.5	1.5	3		
MAX GREEN #1	20	40	15	35	30	40		
MAX GREEN #2								
YELLOW CLEARANCE	4	4.5	4	4	4	4.5		
ALL RED CLEARANCE	1	1	1	1	1	1		
RED REVERT	2	2	2	2	2	2		
VEH BEFORE ADDED INIT								
SECONDS PER VEH TO ADD TO INIT GRN								
MAX INITIAL GREEN								
TIME BEFORE GAP REDUCTION								
TIME TO REDUCE GAP								
MINIMUM GAP TIME								
CONDITIONAL MIN GREEN								

390CJ MAIN MENU

- | | |
|----------------|--------------------|
| 1. CONTROLLER | 4. COORDINATION |
| 2. PREEMPTION | 5. MISC. FUNCTIONS |
| 3. TIME-OF-DAY | |

390CJ CONTROLLER CONFIG

- | | |
|--------------------|-----------------|
| 1. PHASE FUNCTIONS | 4. CONFIG FLASH |
| 2. CONFIG FLAGS | 5. SEQUENCING |
| 3. CONFIG POWER UP | 6. DIMMING |

390CJ PHASE FUNCTIONS

- | | |
|------------------|--------------|
| 1. PHASE TIMING | 4. DETECTORS |
| 2. PHASE ENABLES | 5. COPY DATA |
| 3. OVERLAPS | |

PHASE ENABLES	P1	P2	P3	P4	P5	P6	P7	P8
PHASES IN USE	X	X	X	X	X	X		
PHASES WITH PEDS		X		X				
VOLUME DENSITY OPERATION								
SIMULTANEOUS GAP PHASES								
DUAL ENTRY PHASES								
ENABLE CONDITIONAL SERVICE								
LAST CAR PASSAGE								
NON-ACT MODE 1 PHASES								
NON-ACT MODE 1 PEDS								
NON-ACT MODE 2 PHASES								
NON-ACT MODE 2 PEDS								

RR PREEMPTION TIMING (8) 390 MODE - PAGE 1 - PHASE 0

KEYBRD DESIGN	FUNCTION	INTERVAL DISPLAY		
0	RR PED CL TIME	TPC		SECONDS
1	RR YEL CL #1	TY1		SECONDS
2	RR RED CL #1	TR1		SECONDS
3	TRACK CL MIN GRN	TCM		SECONDS
4	TRACK CL GAP TIME	TCG ①	0.00	SECONDS
5	RR YEL CL #2	TY2		SECONDS
6	RR RED CL #2	TR2		SECONDS
7	TRACK CL MIN GRM	TCM		SECONDS
8	TRACK CL GAP TIME	TCG ①	0.00	SECONDS
9	RR YEL CL #3	TY3		SECONDS
A	RR RED CL #3	TR3		SECONDS
B	RR DWELL MIN GRN	TPM		SECONDS
C	RR DWELL GAP TIME	TPG		SECONDS
D	RR YEL CL #4	TY4		SECONDS
E	RR RED CL #4	TR4		SECONDS
F				SECONDS

1st track clear green

2nd track clear green

① Fixed interval, not programmable.

RR PREEMPTION DISPLAY SELECTION (9) 390 MODE - PAGE 1 - PHASE 1

KEYBRD DESIGN	FUNCTION	INTERVAL DISPLAY	01	02	03	04	05	06	07	08
0	0 WITH 1ST TR GRN	CGR								
1	OL'S ON 1ST TR GRN	COG ②								
2	0 WITH 2ND TR GRN	TC2								
3	OL'S ON 2ND TR GRN	T20 ②								
4	GRN DWELL PHASES	TGR								
5	OL DWELL PHASES	TOG ②								
6	RETURN 0 AFTER PRE	TRG ④								
7	PREEMPT RETURN MODE	PRM ④			X	X	X	X	X	X
8	PRE RED REVERT	PRR								
9	PED CALLS AFTER PRE	PPE ①								
A	VEH CALLS AFTER PRE	PVE ①								
B	TRACK VEHICLE OMIT	TVO ③								
C	TRACK PED OMIT	TPO ③								
D	TRACK OVERLAP OMIT	TOO ③								
E										
F										

① Effective for both RR and all four emergency preempts.

② Overlap A = 1, Overlap B = 2, Overlap C = 3, Overlap D = 4.

③ When preemption mini-cycle is used, program movements to be omitted.

When mini-cycle operation is programmed, do not program preempt dwell or return phases. (TGR, TOG, TRG, TRO)

④ Two bit options available:

1 = Return to coordination after Lo Priority P.E.

2 = Ignores Ped Permissive on calculating Return 0's, after Lo Priority P.E.

ERG and TRG parameters are ignored when PRM Bit 1 is set and coordination is active.

CYCLE AND OFFSET DATA (DIAL DATA)
(12) CRD MODE - PAGE 1 THRU 6 - PHASE 0

KEYBRD DESIGN	FUNCTION	INTERVAL DISPLAY	PG1 00 DIAL 1	PG2 00 DIAL 2	PG3 00 DIAL 3	PG4 00 DIAL 4	PG5 00 DIAL 5	PG6 00 DIAL 6
0	CYCLE LENGTH	CYC						
1	OFFSET 1	OF1						
2	OFFSET 2	OF2						
3	OFFSET 3	OF3						
4	OFFSET 4	OF4						
5	OFFSET 5	OF5						
6	CYCLE SHRINKAGE	SHK ③						
7	CYCLE EXPANSION	EXP ③						
8	YIELD POINT	YLD						
9	SEQUENCE (see pg 13 for options)	SEQ						
A	MAIN ST GRN	MSG						
B	COPY DATA TO NEW DIAL	CPY ①						
C	LOAD	LOD ②						
D								
E								
F								

ENTER "1" TO LOAD

NOTES:

- All timing values for dials must be programmed in SECONDS.
- ① Copy (CPY) function will enter data from dial being programmed to new dial # selected.
- ② Load (LOD) must be entered after all other parameters, including split data, are entered.
- ③ (SHK) = 0, calls offset transition by dwell in Main Street Green then,
 (EXP) = value determines max dwell period.

SPLIT DIVISION SELECTIONS
(13) CRD MODE - PAGES 1 THRU 6 - PHASES 1 THRU 3

(13) CRD MODE - PAGES 1 THRU 6 - PHASES 1 THRU 3

KEYBRD DESIGN	FUNCTION	INTERVAL DISPLAY	DIAL 1			DIAL 2			DIAL 3			DIAL 4			DIAL 5			DIAL 6		
			1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
0	SPLIT DIV FOR 01	SD1																		
1	SPLIT DIV FOR 02	SD2																		
2	SPLIT DIV FOR 03	SD3																		
3	SPLIT DIV FOR 04	SD4																		
4	SPLIT DIV FOR 05	SD5																		
5	SPLIT DIV FOR 06	SD6																		
6	SPLIT DIV FOR 07	SD7																		
7	SPLIT DIV FOR 08	SD8																		
8																				

NOTES:

- All dials and splits must be programmed (if CRD =1).
- Phase split includes clearances.
- Sum of split program = cycle length.
- Unused phases must be programmed to 0.

COORDINATION OF ERROR MESSAGES

- ERR 001 = MINIMUM PHASE time greater than split time
- ERR 002 = Min Green + Yellow + All Red greater than 255
- ERR 003 = Walk + Walk Clr. + Yellow + All Red greater than 255
- ERR 005 = Main Street Greens not on same side of barrier
- ERR 006 = More than one Main Street Green in ring 2
- ERR 007 = More than one Main Street Green in ring 1
- ERR 008 = Offset greater than cycle length
- ERR 010 = Shrinkage or expansion greater than cycle length

- ERR 011 = Expansion + Cycle length greater than 255
- ERR 012 = Yield Period greater than Main Street split
- ERR 018 = Sum of ring 1 or ring 2 splits not equal to cycle
- ERR 019 = Sum of ring 1 splits not equal to ring 2 splits
- ERR 021 = No Main Street Green assigned
- ERR 023 = Tracocalc Database not error checked
- ERR 024 = Ped assigned to Disabled Phase

CYCLE MONITOR SELECTION (32) 390 MODE - PAGE 2 - PHASES 0

KEYBRD DESIGN	FUNCTION	INTERVAL DISPLAY				
0	CYCLE MONITOR					
1		CYM ①				
2					30-255 SECONDS	

① Cycle Monitor Time - The number of seconds (30-255) to be used by the controller to test for proper cycling. If the controller has a call waiting and fails to advance (change phases) within the time specified, a cycle monitor event will be logged on the event report. (Test inhibited during Preempt and Stop Time.)

In coordination, test at local "0" for calls present. If these phases are not served within the following background cycle, a cycle monitor event will be logged.

SETTING OFFSET BY FIELD OBSERVATION CRD MODE - PAGE 7 - PHASE 0

KEYBRD DESIGN	FUNCTION	INTERVAL DISPLAY	
0	DIAL TO BE SET	DAL	
1	OFFSET TO BE SET	OFF	
2	SET	SET	
3			
4			
5			

NOTES:

1. Select the Dial for which the offset is to be set (the dial currently in operation).
2. Select the Offset to be set.
3. Push the DATA key and place a "1" in the option.
4. When the desired offset point arrives, push the ENTER key, and the selected offset value of the background cycle will be placed in memory for the dial.

INPUT MATRIX DISPLAY (30) 390 MODE, PAGE 2, PHASE 9

KEY	ADDRESS	NUMBER = INPUT
0	\$40	1 = 01 Veh Call 2 = 01 Hold 3 = 01 Ped Call 4 = 01 Ped Omit 5 = 02 Veh Call 6 = 02 Hold 7 = 02 Ped Call 8 = 02 Ped Omit
1	\$41	1 = Call to Non-Act #1 2 = Call to Non-Act #2 3 = Ext. Minimum Recall 4 = External Start 5 = Manual Control Enable 6 = Walk Rest Modifier 7 = Test Input A (MUTCD Flash) 8 = Test Input B (Preempt #1)
4	\$48	1 = 03 Veh Call 2 = 03 Hold 3 = 03 Ped Call 4 = 03 Ped Omit 5 = 04 Veh Call 6 = 04 Hold 7 = 04 Ped Call 8 = 04 Ped Omit
6	\$4A	7 = Max II (Ring 2) 6 = Ped Recycle (Rg 2)
7	\$4B	Not Used
9	\$51	1 = 07 Veh Call 2 = 07 Hold 3 = 07 Ped Call 4 = 07 Omit 5 = 08 Veh Call 6 = 08 Hold 7 = 08 Ped Call 8 = 08 Omit
C	\$60	1 = Free/Coord or (Spec Func #1 Input) 2 = Dial 2 or (Spec Func #2 Input) 3 = Dial 3 or (Spec Func #3 Input) 4 = Dial 4 or (Low Priority PE Inhibit) 5 = Dial 5 or (Clock Set Input) 6 = Dial 6 or (Ext Offset Sync) 7 = Split 2 8 = Split 3
D	\$61	1 = Offset 1 or (Address Bit 0) 2 = Offset 2 or (Address Bit 1) 3 = Offset 3 or (Address Bit 2) 4 = Offset 4 or (Address Bit 3) 5 = Offset 5 or (Address Bit 4) 6 = On Line 7 = System Enable 8 = Dimming Control Input

INPUT MATRIX CODE

KEY	ADDRESS	NUMBER = INPUT
E	\$62	1 = Emerg Preempt #1 2 = Emerg Preempt #2 3 = Emerg Preempt #3 4 = Emerg Preempt #4 5 = Railroad Preempt 6 = Conflict Status 7 = MUTCD Flash in 8 = Flash Status
2	\$42	1 = Red Rest (Ring 1) 2 = Omit All Red (Rg 1) 3 = Force Off (Rg 1) 4 = Stop Timing (Rg 1) 5 = Inhibit Max (Rg 1) 6 = Ped Recycle (Rg 1) 7 = Max II (Ring 1) 8 = Interval Adv
3	\$43	1 = Indicator lamp control
5	\$49	1 = 01 Omit 2 = 02 Omit 3 = 03 Omit 4 = 04 Omit 5 = 05 Ped Omit 6 = 06 Ped Omit 7 = 07 Ped Omit 8 = 08 Ped Omit
8	\$50	1 = 05 Veh Call 2 = 05 Hold 3 = 05 Ped Call 4 = 05 Omit 5 = 06 Veh Call 6 = 06 Hold 7 = 06 Ped Call 8 = 06 Omit
A	\$52	1 = Red Rest (Ring 2) 2 = Omit All Red (Rg 2) 3 = Force Off (Rg 2) 4 = Stop Timing (Rg 2) 5 = Inhibit Max (Rg 2)
B	\$53	Not Used
F	\$63	1 = Aux Det #1 or (Seq 1) 2 = Aux Det #2 or (Seq 2) 3 = Aux Det #3 or (Seq 3) 4 = Aux Det #4 or (Seq 4) 5 = Aux Det #5 6 = Aux Det #6 7 = Aux Det #7 8 = Aux Det #8

6/12/95

ENTERING TIME-OF-DAY PLANS (TOD MODE, PAGE 1, PHASE 0 & 1)

(16 - 23) INTERVAL		PHASE 0														PHASE 1											
PROGRAM NUMBER	YEAR	MONTH	DAY/MO	HOUR	MINUTE	(4) TYPE	F/C	MDT MOD DET 1-8 (1)	DIAL	OFFSET	SPLIT	S/F	FLASH	SP FUNC 1-8	DIM	0	1	2	3	4	5	6	7	8	9	A	B
																MIN RECALL 1-8 (3)	MAX RECALL 1-8 (3)	PED RECALL 1-8 (3)	MAX 2 1-8	DENSITY 1-8	(2) SEQ	CONL SERV 1-8	RED REST 1-8	OMIT PHASE 1-8	OMIT PED 1-8	OMIT ALL RED 1-8	LOAD
1																											
2																											
(16) 3																											
4																											
5																											
6																											
7																											
8																											
(17) 9																											
10																											
11																											
12																											
13																											
14																											
(18) 15																											
16																											
17																											
18																											
19																											
20																											

**LOAD = ENTER A "1" LOADS THE COMPLETE LINE

(1) MDT OPTIONS

- 0 - OFF
- 1 - CALL TO NA-1
- 2 - CALL TO NA-2
- 3 - WALK REST MODIFIER
- 4 - DYNAMIC SPLIT ALLOCATION
- 5 - WALK = MAX.
- BIT 3, WALK REST MODIFIER MUST ALSO BE ENABLED
- 6 - ACTUATED PED IN GREEN
- 7 - SAMPLING DET REPORT ON
- 8 - SAMPLING DET REPORT UNDER TOD CONTROL

(2) SEQUENCE OPTIONS

DATA	FUNCTION	DATA	FUNCTION
0	No phases interchanged	8	Phases 7 & 8 interchanged
1	Phases 1 & 2 interchanged	9	Phases 1 & 2, 7 & 8 interchanged
2	Phases 3 & 4 interchanged	10	Phases 3 & 4, 7 & 8 interchanged
3	Phases 1 & 2, 3 & 4*	11	Phases 1 & 2, 3 & 4, 7 & 8
4	Phases 5 & 6 interchanged	12	Phases 5 & 6, 7 & 8
5	Phases 1 & 2, 5 & 6	13	Phases 1 & 2, 5 & 6, 7 & 8
6	Phases 3 & 4, 5 & 6	14	Phases 3 & 4, 5 & 6, 7 & 8
7	Phases 1 & 2, 3 & 4, 5 & 6	15	All phases interchanged

(3) RECALLS ARE ADDITIVE

Front panel recalls will be used in addition to TOD selections

- | | |
|---------------------|---------------------------------------|
| (4) 1 = Sunday only | 7 = Saturday only |
| 2 = Monday only | 8 = All weekdays |
| 3 = Tuesday only | 9 = All weekends |
| 4 = Wednesday only | 10 = Every day |
| 5 = Thursday only | 0 = 1 time event (cancel at midnight) |
| 6 = Friday only | |

OPTIONAL FUNCTION SELECTION 390 MODE - PAGE 0 - PHASE F

KEYBRD DESIGN	FUNCTION	INTERVAL DISPLAY	01	02	03	04	05	06	07	08
0	PRINT DATA	PNT	0 TO 99							
1	SEQ CALLED BY KEYBOARD	SQK								
2	SEQ CALLED BY REMOTE	SQC								
3	SEQ IN EFFECT	SQI								
4	DIM REDS	DRD								
5	DIM YELLOWS	DYL								
6	DIM GREENS	DGN								
7	DIM WALKS	DWK								
8	DIM DON'T WALKS	DDW								
9	DIM OVERLAP REDS	DOR								
A	DIM OVERLAP YELLOWS	DOY								
B	DIM OVERLAP GREENS	DOG								
C	TOD CL UPDATE TIME	CLK								
D	SAVE PREV TOD PLAN	SAV ①								
E	ACTIVE TOD PLAN	ACT								
F	AUDIBLE KEYBOARD	AUD								

SELECT BEGINNING PG NBR
0 TO 15 (SEE PG 13 FOR OPTIONS)
READ ONLY
READ ONLY

0 = OFF, 1 = SAVE TOD BUFFER, 2 = SAVE DET DATA
READ ONLY
0 OR 1

① Saving detector sampling data requires installation of non-volatile RAM

AUXILIARY DETECTOR PARAMETERS (33) 390 MODE - PAGE 2 - PHASES 1 - 8

KEYBRD DESIGN	FUNCTION	INTERVAL DISPLAY	AD1	AD2	AD3	AD4	AD5	AD6	AD7	AD8
0	DETECTOR PHASE ASSIGNMENT	PPH ①	SD1	SD2	SD3	SD4	SD5	SD6	SD7	SD8
1	DELAY BEFORE CALL	DLY ②								
2	EXTENSION OF CALL	EXT ③								
3	TYPE OF DISCONNECT OPERATION	DSC ④								
4	LENGTH OF DET AREA	LEN ⑤								
5	AVG SPEED READOUT	SPD								
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

READ ONLY

- ① Auxiliary detectors may be assigned to any or all controller phases.
- ② Delays call only during Red and Yellow of parent phase. (0-255 sec)
- ③ Extends call 0 to 25.5 seconds during parent phase green only.
- ④ Types of disconnect:
 - 0 = None
 - 1 = Disconnected during parent phase green and after first call in red.
 - 2 = Disconnected when unoccupied for EXT Internal during parent phase green. (After 1st drop)
 - 3 = Combination of types 1 and 2.
 - 4 = Detector Switching, after termination of turning movement, turn phase detectors are switched to extend the concurrent thru movement. (Protected/Permissive)
 - 5 = Detector Switching, after start of turning movement, turn phase detector is switched from concurrent thru to extend turning movement (Permissive/Protected)
- ⑤ Length of average vehicle plus loop.

OPERATION DEFINITION
(2) 390 MODE - PAGE 0 - PHASE 0

KEYBRD DESIGN	FUNCTION	INTERVAL DISPLAY	01	02	03	04	05	06	07	08
0	PHASES IN USE	USE	✓	✓	✓	✓	✓	✓		
1	PED PHASES	PED		✓		✓				
2	FLASHING WALK	FWK				✓				
3	ACT REST IN WALK	ARW ①								
4	WALK CLEAR PROTECT	WCP								
5	DENSITY PHASES	DEN								
6	LAST CAR PASSAGE	LCP								
7	VEH CALL TO NA 1	VN1								
8	PED CALL TO NA 1	PN1								
9	VEH CALL TO NA 2	VN2								
A	PED CALL TO NA 2	PN2								
B	FAST FLASH GREEN CANADA	FGN								
C	ENABLE MENU SCROLL	MNU								
D	LEFT TURN YEL BLANK	LAB								
E	SELECT ANTI-BACKUP	ABU								
F										

① For operation, walk rest modifier must also be enabled (under MDT in TOD plans, see page 13 of this chart).

ADDITIONAL OPERATION PARAMETERS

(4) 390 MODE - PAGE 0 - PHASE 9

KEYBRD DESIGN	FUNCTION	INTERVAL DISPLAY	01	02	03	04	05	06	07	08
0	POWER UP FLASH	PUF	6		SECONDS					
1	START UP RED TIME	SAR	4		SECONDS					
2	START UP IN RED	SUR								
3	START UP IN YELLOW	SUY	✓				✓			
4	START UP IN GREEN	SUG								
5	MAIN ST PHASES (MUTCD)	MSF		✓				✓		
6	MIN MUTCD FL TIME	FMN	1.5		SECONDS					
7	DUAL ENTRY	DLE								
8	SIM GAP OUT	SGO								
9	MIN RECALL	MNR		✓				✓		
A	MIN SOFT RECALL	MNS ①								
B	MAX RECALL	MXR								
C	PED RECALL	PDR								
D	LOCK DETECTOR	LKD								
E	LIQ CRYSTAL DIS TEST	LCD ②	0		0 = OFF 1 = ON					
F	BACKLIGHT ON/OFF	BLT	1		0 = OFF 1 = ON					

① For SOFT RECALL select phase in both MNR and MNS

② For LCD TEST hold in ENTER button to run through display check

6/12/95

390CJ MAIN MENU

- | | |
|----------------|--------------------|
| 1. CONTROLLER | 4. COORDINATION |
| 2. PREEMPTION | 5. MISC. FUNCTIONS |
| 3. TIME-OF-DAY | |

390CJ CONTROLLER CONFIG

- | | |
|--------------------|-----------------|
| 1. PHASE FUNCTIONS | 4. CONFIG FLASH |
| 2. CONFIG FLAGS | 5. SEQUENCING |
| 3. CONFIG POWER UP | 6. DIMMING |

390CJ PHASE FUNCTIONS

- | | |
|------------------|--------------|
| 1. PHASE TIMING | 4. DETECTORS |
| 2. PHASE ENABLES | 5. COPY DATA |
| 3. OVERLAPS | |

PHASE TIMING	P1	P2	P3	P4	P5	P6	P7	P8
MINIMUM GREEN	5	6	6	6	5	6		
PED WALK		10		12				
WALK CLEARANCE		14		16				
PASSAGE (GAP)	1.5	3	2	3.5	1.5	3		
MAX GREEN #1	20	40	15	35	30	40		
MAX GREEN #2								
YELLOW CLEARANCE	4	4.5	4	4	4	4.5		
ALL RED CLEARANCE	1	1	1	1	1	1		
RED REVERT	2	2	2	2	2	2		
VEH BEFORE ADDED INIT								
SECONDS PER VEH TO ADD TO INIT GRN								
MAX INITIAL GREEN								
TIME BEFORE GAP REDUCTION								
TIME TO REDUCE GAP								
MINIMUM GAP TIME								
CONDITIONAL MIN GREEN								

390CJ MAIN MENU

- | | |
|----------------|--------------------|
| 1. CONTROLLER | 4. COORDINATION |
| 2. PREEMPTION | 5. MISC. FUNCTIONS |
| 3. TIME-OF-DAY | |

390CJ CONTROLLER CONFIG

- | | |
|--------------------|-----------------|
| 1. PHASE FUNCTIONS | 4. CONFIG FLASH |
| 2. CONFIG FLAGS | 5. SEQUENCING |
| 3. CONFIG POWER UP | 6. DIMMING |

390CJ PHASE FUNCTIONS

- | | |
|------------------|--------------|
| 1. PHASE TIMING | 4. DETECTORS |
| 2. PHASE ENABLES | 5. COPY DATA |
| 3. OVERLAPS | |

PHASE ENABLES	P1	P2	P3	P4	P5	P6	P7	P8
PHASES IN USE	X	X	X	X	X	X		
PHASES WITH PEDS		X		X				
VOLUME DENSITY OPERATION								
SIMULTANEOUS GAP PHASES								
DUAL ENTRY PHASES								
ENABLE CONDITIONAL SERVICE								
LAST CAR PASSAGE								
NON-ACT MODE 1 PHASES								
NON-ACT MODE 1 PEDS								
NON-ACT MODE 2 PHASES								
NON-ACT MODE 2 PEDS								

RR PREEMPTION TIMING (8) 390 MODE - PAGE 1 - PHASE 0

KEYBRD DESIGN	FUNCTION	INTERVAL DISPLAY	
0	RR PED CL TIME		
1	RR YEL CL #1	TPC	
2	RR RED CL #1	TY1	
3	TRACK CL MIN GRN	TR1	
4	TRACK CL GAP TIME	TCM	
5	RR YEL CL #2	TCG ①	0.00
6	RR RED CL #2	TY2	
7	TRACK CL MIN GRM	TR2	
8	TRACK CL GAP TIME	TCM	
9	RR YEL CL #3	TCG ①	0.00
A	RR RED CL #3	TY3	
B	RR DWELL MIN GRN	TR3	
C	RR DWELL GAP TIME	TPM	
D	RR YEL CL #4	TY4	
E	RR RED CL #4	TR4	
F			

SECONDS

SECONDS

SECONDS

SECONDS

SECONDS

SECONDS

SECONDS

SECONDS

SECONDS

SECONDS

SECONDS

SECONDS

SECONDS

SECONDS

SECONDS

SECONDS

1st track clear green

2nd track clear green

① Fixed interval, not programmable.

RR PREEMPTION DISPLAY SELECTION (9) 390 MODE - PAGE 1 - PHASE 1

KEYBRD DESIGN	FUNCTION	INTERVAL DISPLAY	01	02	03	04	05	06	07	08
0	0 WITH 1ST TR GRN	CGR								
1	OL'S ON 1ST TR GRN	COG ②								
2	0 WITH 2ND TR GRN	TC2								
3	OL'S ON 2ND TR GRN	T20 ②								
4	GRN DWELL PHASES	TGR								
5	OL DWELL PHASES	TOG ②								
6	RETURN 0 AFTER PRE	TRG ④								
7	PREEMPT RETURN MODE	PRM ④			X	X	X	X	X	X
8	PRE RED REVERT	PRR								
9	PED CALLS AFTER PRE	PPE ①								
A	VEH CALLS AFTER PRE	PVE ①								
B	TRACK VEHICLE OMIT	TVO ③								
C	TRACK PED OMIT	TPO ③								
D	TRACK OVERLAP OMIT	TOO ③								
E										
F										

① Effective for both RR and all four emergency preempts.

② Overlap A = 1, Overlap B = 2, Overlap C = 3, Overlap D = 4.

③ When preemption mini-cycle is used, program movements to be omitted.

When mini-cycle operation is programmed, do not program preempt dwell or return phases. (TGR, TOG, TRG, TRO)

④ Two bit options available:

1 = Return to coordination after Lo Priority P.E.

2 = Ignores Ped Permissive on calculating Return 0's, after Lo Priority P.E.

ERG and TRG parameters are ignored when PRM Bit 1 is set and coordination is active.

Orange Street
&
Bundy Canyon Road

INTERSECTION: BUNDY CYN

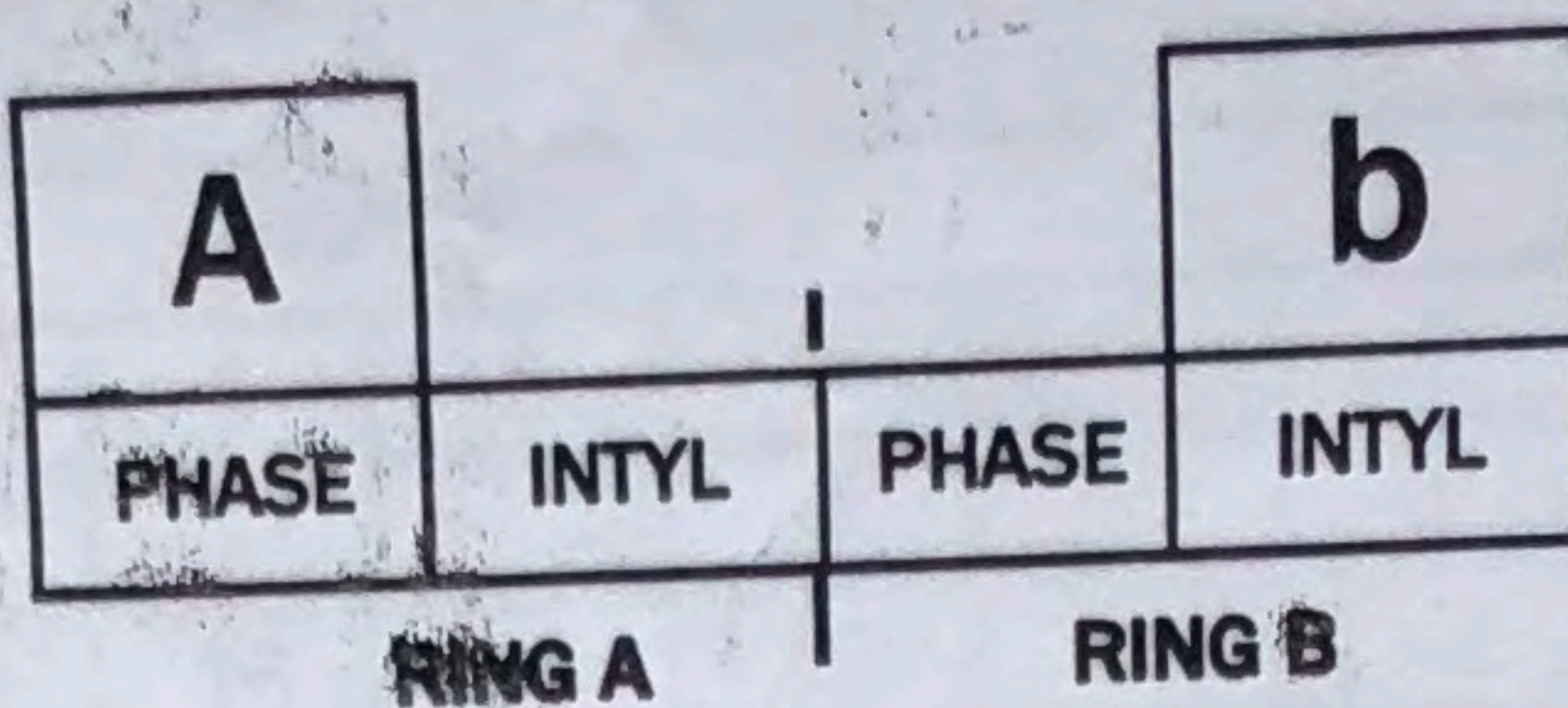
at: ORANGE

Date: 9/19/1996

By: _____

COORDINATION ☐ 0
☐ 1
☐ 2
☐ 3
DEMAND (VEH & PEDS) ☐ 4
☐ 5
☐ 6
☐ 7
☐ 8
PREEMPTION ☐ 9

BASE DISPLAY



1	2	3	4	RING A
5	6	7	8	RING B

INTERVALS

- 0 - WALK
- 1 - FLASH DONT WALK
- 2 - MINIMUM GREEN
- 3 -
- 4 - VARIABLE INITIAL
- 5 - EXTENSION
- 6 -
- 7 - REDUCED GAP
- 8 - RED REST
- 9 - PREEMPTION
- A - STOP TIME
- B - RED REVERT
- C - GAP TERMINATION
- D - MAX TERMINATION
- E - FORCEOFF
- F - RED CLEARANCE

OVERLAP LOAD SWITCH ASSIGNMENT D-O-

OVERLAP A	<input type="checkbox"/>	(0-8)
OVERLAP B	<input type="checkbox"/>	(0-8)
OVERLAP C	<input type="checkbox"/>	(0-8)
OVERLAP D	<input type="checkbox"/>	(0-8)

bAdE	EPROM ERROR, SEE C-E-D WATCHDOG STOPS IF F-C-F = 0
bAdA	TURN STOPTIME SW ON THEN OFF TO REINITIALIZE

CONFIGURATION DATA

NOTE: "E" KEY ENABLED (F-9-E ≠ 0)

KEYSTROKES: E + E + INTERVAL

INTERVAL		PHASE							
		1	2	3	4	5	6	7	8
0	EXCLU PH								
1	RR 1 GRN CL								
2	RR2 GRN CL								
3	RR2 LTD								
4	PROT/PERM								
5	OLA GOMIT								
6	OLB GOMIT								
7	OLC GOMIT								
8	OLD GOMIT								
9	OV FL YEL								
A	EMVEH A								
B	EMVEH B								
C	EMVEH C								
D	EMVEH D								
E	EXTRA	X							
F	IC SELECT		X						

EXTRA (E + E + E)

- 1 - TBC TYPE 1
- 3 - DAYLIGHT SAV
- 4 - EV ADVANCE
- 5 - RESERVED
- 6 - SPECIAL EVENT
- 7 - PRETIMED
- 8 - SPLIT RING

IC SELECT (E + E + F)

- 2 - DUPLEX LOCAL
- 3 - 7 WIRE IN
- 4 - FLH/FREE
- 6 - SIMPLEX MASTER
- 7 - 7 WIRE OUT
- 8 - OFFSET INTERRUPTER

ASSIGNS (E + F + F)

- 1 - RT OVERLAP
- 2 - TOD OUTPUTS
- 3 - STEADY EV BEACON
- 4 - FLASH EV BEACON
- 5 - RESERVED
- 6 - PHASES 3 & 7 PED
- 7 - ADVANCE WARNING BEACON
- 8 - SPECIAL EVENT

KEYSTROKES: E + F + INTERVAL

INTERVAL		PHASE							
		1	2	3	4	5	6	7	8
0									
1	RR OLAP A								
2	RR OLAP B								
3	RR OLAP C								
4	RR OLAP D								
5	PED2P		X						
6	PED6P								
7	PED4P						X		
8	PED8P				X				
9	FLH YELO								X
A	OVERLAP A								
B	OVERLAP B								
C	OVERLAP C								
D	OVERLAP D								
E	RESTRICT								
F	ASSIGNS								

INTERSECTION:

BUNDY CYN /ORANGE

Modified on:

PHASE TIMING
KEYSTROKES: F + PHASE + INTERVAL

INTERVAL		PHASE								PREEMPT	
		1	2	3	4	5	6	7	8		E
WALK	0		7		7		7		7	RR-1 Delay	0
Ped D/W	1		12		16		12		16	RR-1 Clear	1
Min Green	2	5	6		6	5	6		5	EV-A Delay	2
Type 3 Det	3									EV-A Clear	1 3
Add / Veh	4									EV-B Delay	4
Veh Exten *	5	1.5	3.0		2.5	1.5	3.0		2.5	EV-B Clear	1 5
Max Gap *	6	1.5	3.0		2.5	1.5	3.0		2.5	EV-C Delay	6
Min Gap *	7	1.5	3.0		2.5	1.5	3.0		2.5	EV-C Clear	1 7
Max Exten	8	30	40		35	25	40		35	EV-D Delay	8
Max 2	9									EV-D Clear	1 9
	A									RR-2 Delay	A
Call To Phase	B									RR-2 Clear	B
Reduce By	C									View EV Delay	--- C
Reduce Every	D									View EV Clear	--- D
Yellow Change	E	3.2	4.3		3.9	3.2	4.3		3.9	View RR Delay	--- E
Red Clear	F	0.5	1.0		1.0	0.5	1.0		1.0	View RR Clear	--- F

Max Initial <F-0-E> = 20Red Revert <F-0-F> = 3All Red Start <F-C-0> = 6

* Must be same for non-density operation

PHASE FUNCTION FLAGS
KEYSTROKES: F + F + FUNCTION#

		PHASE							
		1	2	3	4	5	6	7	8
Permit	0	X	X		X	X	X		X
Red Lock	1								
Yellow Lock	2								
Veh Recall	3		X				X		
Ped Recall	4								
Peds	5		X		X		X		X
Rest in Walk	6								
Red Rest	7								X
Double Entry	8				X				
Max Recall	9								
Soft Recall	A								
Max 2	B								
Cond Serve	C								
Man Cont Recall	D								
Startup	E	X				X			
First Phases	F		X				X		

OVERLAP TIMING
KEYSTROKE: F + COLOR CODE + OVERLAP

	9	C	D
	Green	Yellow	Red
Overlap A			
Overlap B			
Overlap C			
Overlap D			

Printed on 9/8/2011 3:54 PM

Timing Sheet Version: 200 SA

Version 1.F
Meyer, Mohaddes Associates

I-15 SB Ramps
&
Bundy Canyon Road

Location: BUNDY CANYON ROAD @ I-15 SOUTHBOUND RAMP

Designed By:

System: 2070 TSCP REVISION v 2.20

District: 08- SAN BERNARDINO

Installed By:

Master At: THIS LOCATION

I/C:

Service Info:

Timing Change:

Date Start:

Date End:

Designed:

Installed:

9/29/2015

6/10/2010

11/1/2004

Intersection Layout

FLASH

	1) W/B BUNDY CANYON RD--LEFT TURN	[]
P	2) E/B BUNDY CANYON RD	[]
H	3)	[]
A	4) I-15 S/B OFF RAMP	[]
S	5)	[]
E	6) W/B BUNDY CANYON RD	[]
	7)	[]
	8)	[]
O	A)	[]
V	B)	[]
E	C)	[]
R	D)	[]
L	E)	[]
A	F)	[]
P		[]

Comments and Notes:

RAM Checksum

Page 2: 9AA8	Page 8: 85AF
Page 3: D6E2	Page 9: D2FD
Page 4: F29E	Page 10: EE2D
Page 5: 191A	Page 11: C3CB
Page 6: 191A	Page 12: 1611
Page 7: D4AE	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Phases (2-1-1-1) *	
Permitted	1 2 . 4 . 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3) *	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5) *	
First Green Phases	. . . 4
Yellow Start Phases	. 2 . . . 6 . .
Vehicle Calls	1 2 . 4 . 6 . .
Pedestrian Calls	. 2 . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	5.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3) *	
P1	. . . . .
P2	. 2
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A
B
C
D
E
F

P H A S E T I M I N G

Phase (2-2)	-1- *	-2- *	-3- *	-4- *	-5- *	-6- *	-7- *	-8- *
--- Walk 1 ---	0	7	0	0	0	7	0	0
Flash Don't Walk	0	15	0	0	0	23	0	0
Minimum Green	5	5	0	5	0	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	35	45	0	25	0	45	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Maximum Gap	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Minimum Gap	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.6	4.3	3.0	4.3	3.0	4.3	3.0	3.0
All-Red	1.0	1.0	0.0	1.0	0.0	1.0	0.0	0.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	SEC

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Perm	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor														
Plan 2	Green Factor														
Plan 3	Green Factor														
Plan 4	Green Factor														
Plan 5	Green Factor														
Plan 6	Green Factor														
Plan 7	Green Factor														
Plan 8	Green Factor														
Plan 9	Green Factor														

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1
Plan 2
Plan 3
Plan 4
Plan 5
Plan 6
Plan 7
Plan 8
Plan 9

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....
Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 6 ..	.....
Ped	Bike
.....
Cond	Cond Grn
.....	10

MANUAL COMMANDS

Manual Plan (4-1)		Plan: 1-9
Plan	OffSet	15 or 254 = Flash
	A	14 or 255 = Free
		Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA**COORDINATION**

[Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Perm	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor														
Plan 12	Green Factor														
Plan 13	Green Factor														
Plan 14	Green Factor														
Plan 15	Green Factor														
Plan 16	Green Factor														
Plan 17	Green Factor														
Plan 18	Green Factor														
Plan 19	Green Factor														

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11
Plan 12
Plan 13
Plan 14
Plan 15
Plan 16
Plan 17
Plan 18
Plan 19

Local Plan 21...29 (7-3) TIMING DATA**COORDINATION**

[Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Perm	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor														
Plan 22	Green Factor														
Plan 23	Green Factor														
Plan 24	Green Factor														
Plan 25	Green Factor														
Plan 26	Green Factor														
Plan 27	Green Factor														
Plan 28	Green Factor														
Plan 29	Green Factor														

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21
Plan 22
Plan 23
Plan 24
Plan 25
Plan 26
Plan 27
Plan 28
Plan 29

DETECTORS

Detector Attributes (5-1) *				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J3U	25			10	4.6
26	CALL+EXTEND	. . . . . 6 .	NO	J3L	26			10	6.3
27	CALL+EXTEND	. . . . . 6 .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	. . . . . 8 .	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	. . . . . 8 .	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	. . . . . 8 .	NO	J7U	33			10	4.8
34	CALL+EXTEND	. . . . . 8 .	NO	J7L	34			10	6.5
35	CALL+EXTEND	. . . . . 8 .	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	. . . . . 8 .	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . . 5 . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	. . . . . 8 .	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I 12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I 12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I 13U	43			10	5.2
44	PEDESTRIAN	. . . . . 8 .	NO	I 13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	.....
Detectors 9-16	.....
Detectors 17-24	.....
Detectors 25-32	.....
Detectors 33-40	.....
Detectors 41-44	.....

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)

Enable in Plans
-----------------	-------

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES**Floating Holiday Table (8-2-8)**

#	Mnth	Week	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES
---------	-----

TOD FUNCTIONS**TOD Functions (8-3)**

#	Start	End	DOW	Action	Phases
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		

Action Codes:

- 0. None
- 1. Permitted
- 2. Restricted
- 4. Veh Min Recall
- 5. Veh Max Recall
- 6. Ped Recall
- 7. Bike Recall
- 8. Red Lock
- 9. Yellow Lock
- 10. Force/Max Lock
- 11. Double Entry
- 12. Y-Coord C
- 13. Y-Coord D
- 14. Free
- 15. Flashing
- 16. Walk 2
- 17. Max Green 2

- 18. Max Green 3
- 19. Rest in Walk
- 20. Rest in Red
- 21. Free Lag Phases
- 22. Special Functions
- 23. Truck Preempt
- 24. Conditional Service
- 25. Conditional Service
- 26. Leading Ped
- 27. Traffic Actuated Max 2
- 41. Protected Permissive
- 42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1) *	
Address	2
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Limit Access:

0-None

1-Status Only

2-Status, Set Pattern, Time

3-Status, Set Pattern, Time, Manual Plan

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4) *				
Address	2			
Protocol	AB3418			
Port	27002			
IP Mode	STATIC			
IP Address	192	168	0	172
Netmask	255	255	255	0
Broadcast	0	0	0	254
Gateway	192	168	0	1

RAILROAD PREEMPTION

RR 1	(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. 2 . . 5 . .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		.....	.....	1 2 3 4 5 6 7 8	.....	.....	.....	.....	.....	A B C D E F
	Exit	5	Exit Parameters (3-1-5)				Configuration (3-1-6)				
	Min Grn		Phase Green	Overlap Green	Vehicle Recall	Ped Call	Port	Gate Port	Latching	Power-Up	
	Ped Clr		.....	.....	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8	2.5	0.0	YES	FLASHING	

RR 2	(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. . . 4 . . 7 .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		1 2 3 . . 6 . .	.....	.....	. 2 . . . 6 . .	.....	. . . 4 . . 8	.....	.....	.....
	Exit		Exit Parameters (3-2-5)				Configuration (3-2-6)				
	Min Grn		Phase Green	Overlap Green	Vehicle Recall	Ped Recall	Port	Gate Port	Latching	Power-up	
	Ped Clr		.....	.....	. . . 4 . . 7 .	.....	2.6	0.0	YES	DARK	

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. 2 . . 5 . .	.....
	Port	Latching	Phase Termination		
	5.5	NO	ADVANCE		

EVC (3-C)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	1 6 . .	.....
	Port	Latching	Phase Termination		
	5.7	NO	ADVANCE		

EVB (3-B)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . . 4 . . 7 .	.....
	Port	Latching	Phase Termination		
	5.6	NO	ADVANCE		

EVD (3-D)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . 3 8	.....
	Port	Latching	Phase Termination		
	5.8	NO	ADVANCE		

INPUTS

7 Wire I/C (2-1-5-1)					
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	6.6
Advance Enable	6.6

Battery Backup (2-1-5-5) *	
Port	Operation
2.7	NORMAL

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

OUTPUTS

Loadswitch Assignments (2-1-6) +							
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)

1-8 Vehicle 1-8

9-14 Overlap A-F

21-28 Ped 1-8

41-47 Special Functions

41 Protected Permissive Flashing Phase 1

43 Protected Permissive Flashing Phase 3

45 Protected Permissive Flashing Phase 5

47 Protected Permissive Flashing Phase 7

51-57 Special Functions

71-72 Seven Wire I/C

+ middle output of
loadswitches 3 and 6
Channel 9 and 10

YELLOW YIELD COORDINATION

Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	Force-Offs								Coord	Lag	Min Recall	Restricted
					-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-				
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)			Indicator Output		
Enable in Plans	Input	Type	Stop	Go	
Plan 1-9	0.0	OPT	0	0
Plan 11-19	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase

Access Utilities (9-5)	
Password	***
Timeout	30

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					0.0	0.0	0.0	0	0.0	0

I-15 NB Ramps
&
Bundy Canyon Road

Location: BUNDY CANYON ROAD @ I-15 N/B RAMP

Designed By:

System: 2070 TSCP REVISION v2.20

District: 08-SAN BERNARDINO

Installed By:

Master At: I-15 S/B RAMP

I/C:

Service Info:

Timing Change:

Date Start:

Date End:

Designed:

Installed:

9/29/2015

6/10/2010

11/1/2004

Intersection Layout

FLASH

1)	[]
P 2) E/B BUNDY CANYON ROAD	[]
H 3)	[]
A 4)	[]
S 5) E/B BUNDY CANYON ROAD---LEFT TU	[]
E 6) W/B BUNDY CANYON ROAD	[]
7)	[]
8) I-15 N/B OFF RAMP	[]
O A)	[]
V B)	[]
E C)	[]
R D)	[]
L E)	[]
A F)	[]
P	[]

Comments and Notes:

RAM Checksum

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Page 6: 191A	Page 12: 1611
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CONFIGURATION PHASE FLAGS

Phases (2-1-1-1) *	
Permitted	. 2 . . 5 6 . 8
Restricted

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	.....
Pedestrian	.....
Bicycle	.....

Phase Locks (2-1-1-3) *	
Red	.....
Yellow	.....
Force/Max	.....

Phase Features (2-1-1-4)	
Double Entry	.....
Rest In Walk	.....
Rest In Red	.....
Walk 2	.....
Max Green 2	.....
Max Green 3	.....

Startup (2-1-1-5) *	
First Green Phases	..... 8
Yellow Start Phases	. 2 . . . 6 . .
Vehicle Calls	. 2 . . 5 6 . 8
Pedestrian Calls	. 2 . . . 6 . .
Yellow Start Overlaps	.....
Startup All-Red	5.0

Call To Phase (2-1-2-1)		Omit On Green	
1	.....	1	.....
2	.....	2	.....
3	.....	3	.....
4	.....	4	.....
5	.....	5	.....
6	.....	6	.....
7	.....	7	.....
8	.....	8	.....

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	.....
Yellow Flash Overlap	.....
Flash In Red Phases	.....
Flash In Red Overlap	.....

Special Operation (2-1-2-3)	
Single Exit Phase	.....
Driveway Signal Phases	.....
Driveway Signal Overlaps	.....
Leading Ped Phases	.....

Protected Permissive (2-1-2-4)	
Protected Permissive	.....

Pedestrian (2-1-3) *	
P1	.....
P2	. 2
P3	.....
P4	.....
P5	.....
P6	..... 6 . .
P7	.....
P8	.....

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A
B
C
D
E
F

P H A S E T I M I N G

Phase (2-2)	-1- *	-2- *	-3- *	-4- *	-5- *	-6- *	-7- *	-8- *
--- Walk 1 ---	0	7	0	0	0	7	0	0
Flash Don't Walk	0	24	0	0	0	14	0	0
Minimum Green	0	5	0	0	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	45	0	0	25	45	0	25
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0
Maximum Gap	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0
Minimum Gap	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.3	3.0	3.0	3.6	4.3	3.0	4.3
All-Red	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	SEC

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Perm	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor														
Plan 2	Green Factor														
Plan 3	Green Factor														
Plan 4	Green Factor														
Plan 5	Green Factor														
Plan 6	Green Factor														
Plan 7	Green Factor														
Plan 8	Green Factor														
Plan 9	Green Factor														

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1
Plan 2
Plan 3
Plan 4
Plan 5
Plan 6
Plan 7
Plan 8
Plan 9

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....
Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 6 ..	.....
Ped	Bike
.....
Cond	Cond Grn
.....	10

MANUAL COMMANDS

Manual Plan (4-1)		Plan: 1-9
Plan	OffSet	15 or 254 = Flash
	A	14 or 255 = Free
		Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA**COORDINATION**

[Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Perm	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor														
Plan 12	Green Factor														
Plan 13	Green Factor														
Plan 14	Green Factor														
Plan 15	Green Factor														
Plan 16	Green Factor														
Plan 17	Green Factor														
Plan 18	Green Factor														
Plan 19	Green Factor														

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11
Plan 12
Plan 13
Plan 14
Plan 15
Plan 16
Plan 17
Plan 18
Plan 19

Local Plan 21...29 (7-3) TIMING DATA**COORDINATION**

[Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Perm	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor														
Plan 22	Green Factor														
Plan 23	Green Factor														
Plan 24	Green Factor														
Plan 25	Green Factor														
Plan 26	Green Factor														
Plan 27	Green Factor														
Plan 28	Green Factor														
Plan 29	Green Factor														

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21
Plan 22
Plan 23
Plan 24
Plan 25
Plan 26
Plan 27
Plan 28
Plan 29

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	. . . . . 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	. . . . . 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	. . . . . 8	NO	J7U	33			10	4.8
34	CALL+EXTEND	. . . . . 8	NO	J7L	34			10	6.5
35	CALL+EXTEND	. . . . . 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	. . . . . 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . . 5 . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	. . . . . 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I 12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I 12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I 13U	43			10	5.2
44	PEDESTRIAN	. . . . . 8	NO	I 13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	.....
Detectors 9-16	.....
Detectors 17-24	.....
Detectors 25-32	.....
Detectors 33-40	.....
Detectors 41-44	.....

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)

Enable in Plans
-----------------	-------

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES**Floating Holiday Table (8-2-8)**

#	Mnth	Week	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES
---------	-----

TOD FUNCTIONS**TOD Functions (8-3)**

#	Start	End	DOW	Action	Phases
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		

Action Codes:

- 0. None
- 1. Permitted
- 2. Restricted
- 4. Veh Min Recall
- 5. Veh Max Recall
- 6. Ped Recall
- 7. Bike Recall
- 8. Red Lock
- 9. Yellow Lock
- 10. Force/Max Lock
- 11. Double Entry
- 12. Y-Coord C
- 13. Y-Coord D
- 14. Free
- 15. Flashing
- 16. Walk 2
- 17. Max Green 2

- 18. Max Green 3
- 19. Rest in Walk
- 20. Rest in Red
- 21. Free Lag Phases
- 22. Special Functions
- 23. Truck Preempt
- 24. Conditional Service
- 25. Conditional Service
- 26. Leading Ped
- 27. Traffic Actuated Max 2
- 41. Protected Permissive
- 42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1) *	
Address	1
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Limit Access	
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Limit Access:

0-None

1-Status Only

2-Status, Set Pattern, Time

3-Status, Set Pattern, Time, Manual Plan

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4) *				
Address	1			
Protocol	AB3418			
Port	27001			
IP Mode	STATIC			
IP Address	192	168	0	171
Netmask	255	255	255	0
Broadcast	0	0	0	254
Gateway	192	168	0	1

RAILROAD PREEMPTION

RR 1	(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. 2 . . 5 . .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		.....	.....	1 2 3 4 5 6 7 8	.....	.....	.....	.....	.....	A B C D E F
	Exit	5	Exit Parameters (3-1-5)				Configuration (3-1-6)				
	Min Grn		Phase Green	Overlap Green	Vehicle Recall	Ped Call	Port	Gate Port	Latching	Power-Up	
	Ped Clr		.....	.....	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8	2.5	0.0	YES	FLASHING	

RR 2	(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. . . 4 . . 7 .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		1 2 3 . . 6 . .	.....	.....	. 2 . . . 6 . .	.....	. . . 4 . . 8	.....	.....	.....
	Exit		Exit Parameters (3-2-5)				Configuration (3-2-6)				
	Min Grn		Phase Green	Overlap Green	Vehicle Recall	Ped Recall	Port	Gate Port	Latching	Power-up	
	Ped Clr		.....	.....	. . . 4 . . 7 .	.....	2.6	0.0	YES	DARK	

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. 2 . . 5 . .	.....
	Port	Latching	Phase Termination		
	5.5	NO	ADVANCE		

EVB (3-B)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . . 4 . . 7 .	.....
	Port	Latching	Phase Termination		
	5.6	NO	ADVANCE		

EVC (3-C)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	1 6 . .	.....
	Port	Latching	Phase Termination		
	5.7	NO	ADVANCE		

EVD (3-D)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . 3 8	.....
	Port	Latching	Phase Termination		
	5.8	NO	ADVANCE		

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	6.6
Advance Enable	6.6

Battery Backup (2-1-5-5) *	
Port	Operation
2.7	NORMAL

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

OUTPUTS

Loadswitch Assignments (2-1-6) +							
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)

1-8 Vehicle 1-8

9-14 Overlap A-F

21-28 Ped 1-8

41-47 Special Functions

41 Protected Permissive Flashing Phase 1

43 Protected Permissive Flashing Phase 3

45 Protected Permissive Flashing Phase 5

47 Protected Permissive Flashing Phase 7

51-57 Special Functions

71-72 Seven Wire I/C

+ middle output of
loadswitches 3 and 6
Channel 9 and 10

YELLOW YIELD COORDINATION

Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	Force-Offs								Coord	Lag	Min Recall	Restricted
					-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-				
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)			Indicator Output		
Enable in Plans	Input	Type	Stop	Go	
Plan 1-9	0.0	OPT	0	0
Plan 11-19	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase

Access Utilities (9-5)	
Password	***
Timeout	30

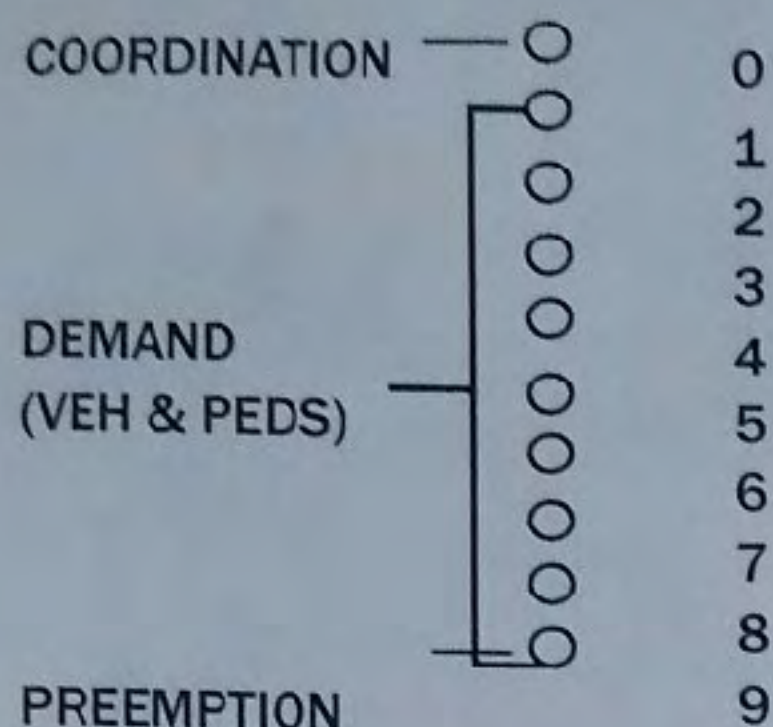
TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					0.0	0.0	0.0	0	0.0	0

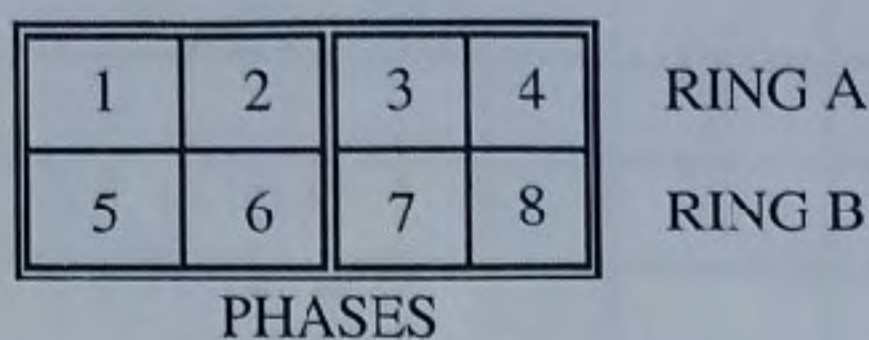
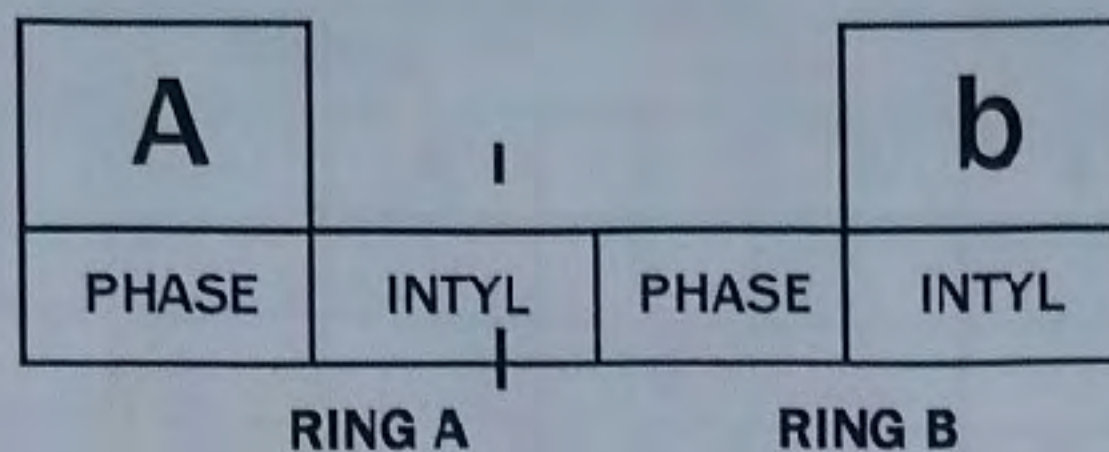
Bundy Canyon Road
&
The Farm Road

INTERSECTION: BUNDY CANYONat: THE FARM ROADBy: DDDate: 2/26/2009

561517



BASE DISPLAY



INTERVALS

- 0 - WALK
1 - FLASH DONT WALK
2 - MINIMUM GREEN
3 -
4 - VARIABLE INITIAL
5 - EXTENSION
6 -
7 - REDUCED GAP
8 - RED REST
9 - PREEMPTION
A - STOP TIME
B - RED REVERT
C - GAP TERMINATION
D - MAX TERMINATION
E - FORCEOFF
F - RED CLEARANCE

OVERLAP
LOAD SWITCH
ASSIGNMENT
D-O-

OVERLAP A		(0-8)
OVERLAP B		(0-8)
OVERLAP C		(0-8)
OVERLAP D		(0-8)

bAdE	EPROM ERROR, SEE C-E-D WATCHDOG STOPS IF F-C-F = 0
bAdA	TURN STOPTIME SW ON THEN OFF TO REINITIALIZE

CONFIGURATION DATA

NOTE: "E" KEY ENABLED (F-9-E ≠ 0)

KEYSTROKES: E + E + INTERVAL

		PHASE							
		1	2	3	4	5	6	7	8
0	EXCLU PH								
1	RR 1 GRN CL								
2	RR2 GRN CL								
3	RR2 LTD								
4	PROT/PERM								
5	OLA GOMIT								
6	OLB GOMIT								
7	OLC GOMIT								
8	OLD GOMIT								
9	OV FL YEL								
A	EMVEH A		X			X			
B	EMVEH B				X				
C	EMVEH C		X				X		
D	EMVEH D								
E	EXTRA	X							
F	IC SELECT		X						

EXTRA (E + E + E)

- 1 - TBC TYPE 1
3 - DAYLIGHT SAV
4 - EV ADVANCE
5 - RESERVED
6 - SPECIAL EVENT
7 - PRETIMED
8 - SPLIT RING

IC SELECT (E + E + F)

- 2 - DUPLEX LOCAL
3 - 7 WIRE IN
4 - FLH/FREE
6 - SIMPLEX MASTER
7 - 7 WIRE OUT
8 - OFFSET INTERRUPTER

ASSIGNS (E + F + F)

- 1 - RT OVERLAP
2 - TOD OUTPUTS
3 - STEADY EV BEACON
4 - FLASH EV BEACON
5 - RESERVED
6 - PHASES 3 & 7 PED
7 - ADVANCE WARNING
BEACON
8 - SPECIAL EVENT

KEYSTROKES: E + F + INTERVAL

		PHASE							
		1	2	3	4	5	6	7	8
0									
1	RR OLAP A								
2	RR OLAP B								
3	RR OLAP C								
4	RR OLAP D								
5	PED2P								
6	PED6P						X		
7	PED4P								
8	PED8P								
9	FLH YELO								
A	OVERLAP A								
B	OVERLAP B								
C	OVERLAP C								
D	OVERLAP D								
E	RESTRICT								
F	ASSIGNS								

Turned on: 2 26 09

PHASE TIMING

KEYSTROKES: F + PHASE + INTERVAL

		PHASE								PREEMPT		
INTERVAL		1	2	3	4	5	6	7	8		E	
WALK	0						7			RR-1 Delay		0
Ped D/W	1						16			RR-1 Clear		1
Min Green	2		6		6	5	6			EV-A Delay		2
Type 3 Det	3									EV-A Clear	1	3
Add / Veh	4		1.0		1.0		1.0			EV-B Delay		4
Veh Exten *	5		3.5		2.5	2.0	3.5			EV-B Clear	1	5
Max Gap *	6		4.0		2.5	2.0	4.0			EV-C Delay		6
Min Gap *	7		2.5		2.5	2.0	2.5			EV-C Clear	1	7
Max Exten	8		45		35	25	45			EV-D Delay		8
Max 2	9									EV-D Clear	1	9
	A									RR-2 Delay		A
Call To Phase	B									RR-2 Clear		B
Reduce By	C		0.5				0.5			View EV Delay	---	C
Reduce Every	D		1.0				1.0			View EV Clear	---	D
Yellow Change	E		5.0		3.0	3.0	5.0			View RR Delay	---	E
Red Clear	F		2.0		1.0	0.5	2.0			View RR Clear	---	F

Max Initial <F-0-E> = 20

Red Revert <F-0-F> = 3

All Red Start <F-C-0> = 6

* Must be same for non-density operation

PHASE FUNCTION FLAGS

KEYSTROKES: F + F + FUNCTION#

		PHASE							
		1	2	3	4	5	6	7	8
FUNCTION	Permit	0	X		X	X	X		
	Red Lock	1							
	Yellow Lock	2							
	Veh Recall	3	X				X		
	Ped Recall	4							
	Peds	5					X		
	Rest in Walk	6							
	Red Rest	7							
	Double Entry	8	X				X		
	Max Recall	9							
	Soft Recall	A							
	Max 2	B							
	Cond Serve	C							
	Man Cont Recall	D							
	Startup	E			X				
	First Phases	F	X				X		

OVERLAP TIMING

KEYSTROKE: F + COLOR CODE + OVERLAP

	9 Green	C Yello	D Red
Overlap A			
Overlap B			
Overlap C			
Overlap D			

Palomar Street
&
Gruwell Street

OPERATION DEFINITION
390 MODE - PAGE 0 - PHASE 0

KEY BD. DESIGN	FUNCTION	INTERVAL DISPLAY	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
0	PHASES IN USE	USE		X		X		X		X
1	PED PHASES	PED		X				X		X
2	FLASHING WALK	FWK								
3	ACT REST IN WALK	ARW ①								
4	WALK CLEAR PROTECT	WCP								
5	DENSITY PHASES	DEN								
6	LAST CAR PASSAGE	LCP								
7	VEH CALL TO NA 1	VN1								
8	PED CALL TO NA 1	PN1								
9	VEH CALL TO NA 2	VN2								
A	PED CALL TO NA 2	PN2								
B	FAST FLASH GREEN CANADA	FGN								
C	ENABLE MENU SCROLL	MNU								
D	LEFT TURN YEL BLANK	LAB								
E	SELECT ANTI-BACKUP	ABU								
F										

① For operation, walk rest modifier must also be enabled (under MDT in TOD plans, see page 14 of this chart).

ADDITIONAL OPERATION PARAMETERS
390 MODE - PAGE 0 - PHASE 9

KEY BD. DESIGN	FUNCTION	INTERVAL DISPLAY								
0	POWER UP FLASH	PUF	6							
1	START UP RED TIME	SAR	4							
2	START UP IN RED	SUR								
3	START UP IN YELLOW	SUY		X						
4	START UP IN GREEN	SUG						X		
5	MAIN ST PHASES (MUTCD)	MSF		X				X		
6	MIN MUTCD FL TIME	FMN	10							
7	DUAL ENTRY	DLE		X		X		X		X
8	SIM GAP OUT	SGO								
9	MIN RECALL	MNR		X				X		
A	MIN SOFT RECALL	MNS ①								
B	MAX RECALL	MXR								
C	PED RECALL	PDR								
D	LOCK DETECTOR	LKD								
E	LIQ CRYSTAL DIS TEST	LCD ②	0							
F	BACKLIGHT ON / OFF	BLT	1							

0 = OFF
0 = OFF

1 = ON
1 = ON

① For SOFT RECALL select phase in both MNR and MNS
② For LCD TEST hold in ENTER button to run thru display check

OPERATION DEFINITION
390 MODE – PAGE 0 – PHASE 0

KEY BD. DESIGN	FUNCTION	INTERVAL DISPLAY	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
0	PHASES IN USE	USE		X		X		X		X
1	PED PHASES	PED		X				X		X
2	FLASHING WALK	FWK								
3	ACT REST IN WALK	ARW ①								
4	WALK CLEAR PROTECT	WCP								
5	DENSITY PHASES	DEN								
6	LAST CAR PASSAGE	LCP								
7	VEH CALL TO NA 1	VN1								
8	PED CALL TO NA 1	PN1								
9	VEH CALL TO NA 2	VN2								
A	PED CALL TO NA 2	PN2								
B	FAST FLASH GREEN CANADA	FGN								
C	ENABLE MENU SCROLL	MNU								
D	LEFT TURN YEL BLANK	LAB								
E	SELECT ANTI-BACKUP	ABU								
F										

① For operation, walk rest modifier must also be enabled (under MDT in TOD plans, see page 14 of this chart).

ADDITIONAL OPERATION PARAMETERS
390 MODE – PAGE 0 – PHASE 9

KEY BD. DESIGN	FUNCTION	INTERVAL DISPLAY		
0	POWER UP FLASH	PUF	6	SECONDS
1	START UP RED TIME	SAR	4	SECONDS
2	START UP IN RED	SUR		
3	START UP IN YELLOW	SUY	X	
4	START UP IN GREEN	SUG		
5	MAIN ST PHASES (MUTCD)	MSF	X	
6	MIN MUTCD FL TIME	FMN	10	SECONDS
7	DUAL ENTRY	DLE	X	
8	SIM GAP OUT	SGO		X
9	MIN RECALL	MNR	X	
A	MIN SOFT RECALL	MNS ①		X
B	MAX RECALL	MXR		
C	PED RECALL	PDR		
D	LOCK DETECTOR	LKD		
E	LIQ CRYSTAL DIS TEST	LCD ②	0	
F	BACKLIGHT ON / OFF	BLT	1	

0 = OFF

0 = OFF

1 = ON

1 = ON

① For SOFT RECALL select phase in both MNR and MNS

② For LCD TEST hold in ENTER button to run thru display check

OPERATION DEFINITION
390 MODE - PAGE 0 - PHASE 0

KEY BD. DESIGN	FUNCTION	INTERVAL DISPLAY	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
0	PHASES IN USE	USE		X		X		X		X
1	PED PHASES	PED		X				X		X
2	FLASHING WALK	FWK								
3	ACT REST IN WALK	ARW ①								
4	WALK CLEAR PROTECT	WCP								
5	DENSITY PHASES	DEN								
6	LAST CAR PASSAGE	LCP								
7	VEH CALL TO NA 1	VN1								
8	PED CALL TO NA 1	PN1								
9	VEH CALL TO NA 2	VN2								
A	PED CALL TO NA 2	PN2								
B	FAST FLASH GREEN CANADA	FGN								
C	ENABLE MENU SCROLL	MNU								
D	LEFT TURN YEL BLANK	LAB								
E	SELECT ANTI-BACKUP	ABU								
F										

① For operation, walk rest modifier must also be enabled (under MDT in TOD plans, see page 14 of this chart).

ADDITIONAL OPERATION PARAMETERS
390 MODE - PAGE 0 - PHASE 9

KEY BD. DESIGN	FUNCTION	INTERVAL DISPLAY								
0	POWER UP FLASH	PUF	6	SECONDS						
1	START UP RED TIME	SAR	4	SECONDS						
2	START UP IN RED	SUR								
3	START UP IN YELLOW	SUY		X				X		
4	START UP IN GREEN	SUG								
5	MAIN ST PHASES (MUTCD)	MSF		X				X		
6	MIN MUTCD FL TIME	FMN	10	SECONDS						
7	DUAL ENTRY	DLE		X		X		X		X
8	SIM GAP OUT	SGO								
9	MIN RECALL	MNR		X				X		
A	MIN SOFT RECALL	MNS ①								
B	MAX RECALL	MXR								
C	PED RECALL	PDR								
D	LOCK DETECTOR	LKD								
E	LIQ CRYSTAL DIS TEST	LCD ②	0							
F	BACKLIGHT ON / OFF	BLT	1							

0 = OFF 1 = ON
0 = OFF 1 = ON

- ① For SOFT RECALL select phase in both MNR and MNS
② For LCD TEST hold in ENTER button to run thru display check

PHASE TIMING
390 MODE - PAGE 0 - PHASES 1 THRU 8

KEY BD. DESIGN	FUNCTION	INTERVAL DISPLAY	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø
0	MINIMUM GREEN	MIN		6		6		6		6
1	WALK	WLK		9				9		9
2	PED CLEARANCE	WCL		14				14		14
3	PASSAGE TIME	PSG		3.5		4		3.5		4
4	MAXIMUM #1	MX1		40		3.5		40		3.5
5	MAXIMUM #2	MX2		4.5		4		4.5		4
6	YELLOW	YEL		1		1		1		1
7	ALL RED	RED		2		2		2		2
8	RED REVERT TIME	RRT								
9	ACTUATIONS B4 ADD	ABA ①		.1		.1		.1		.1
A	SEC PER ACTUATION	S/A ①		.1		.1		.1		.1
B	MAX ADDED INITIAL	MXI ①		.1		.1		.1		.1
C	TIME B4 REDUCTION	TBR ①		.1		.1		.1		.1
D	TIME TO REDUCE	TTR ①		.1		.1		.1		.1
E	MINIMUM GAP	MNG ①		2		2		2		2
F	COND MIN GREEN	CMN								
Reference Only {		RECALL (MNS-MIN-MAX-PED)								
		LOCK DET (ON - OFF)								

① These time settings only effective with Density (DEN) enabled
(PAGE 0 - PHASE 0 - INTERVAL 5)

OVERLAP PROGRAM
390 MODE - PAGE 0 - PHASES A THRU D

KEY BD. DESIGN	FUNCTION	INTERVAL DISPLAY	PHASE A OVLP A	PHASE B OVLP B	PHASE C OVLP C	PHASE D OVLP D
0	STANDARD OVLP	STD				
1	PRO Ø OF PRO / PER	PRO				
2	PER Ø OF PRO / PER	PER				
3	AUX GREEN TIME	AXG				
4	AUX YELLOW TIME	AXY				
5	AUX RED TIME	AXR				
6	FOLLOW PARENT Ø	FPP				
7						
8						
9						
A						
B						
C						
D						
E						
F						

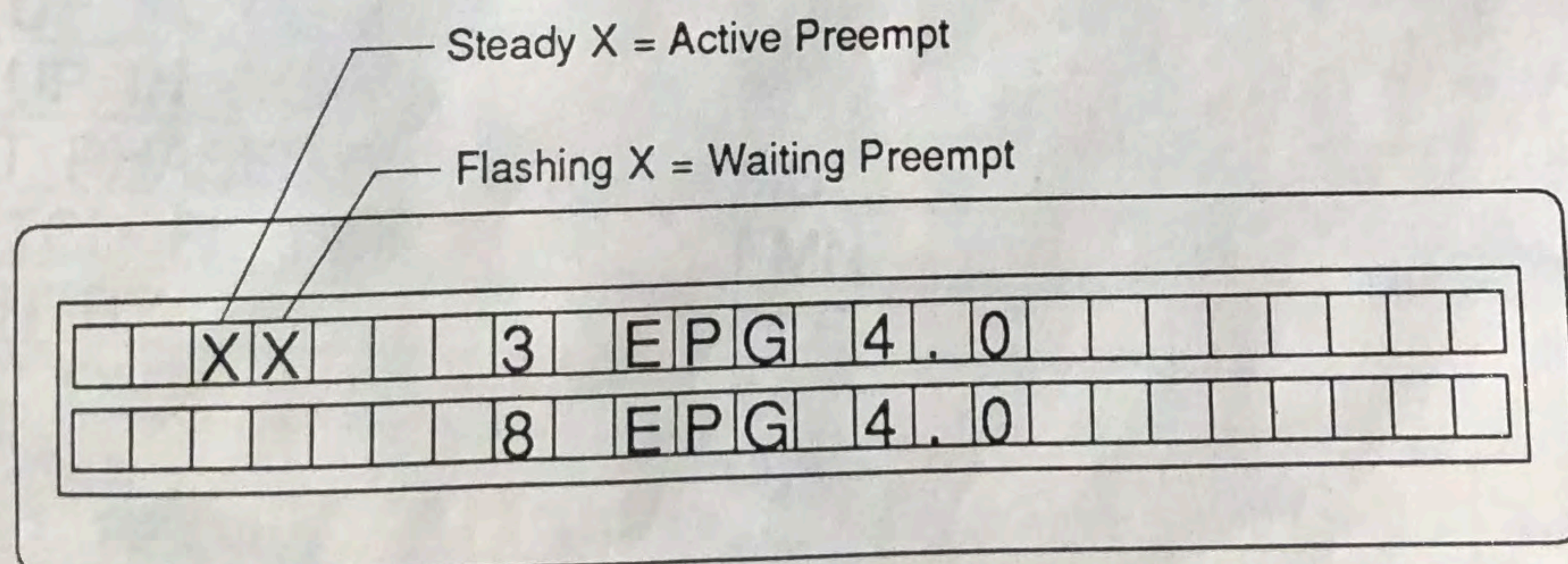
EMERGENCY VEHICLE PREEMPTION

390 MODE - PAGE 1 - PHASES 2-5

KEY BD. DESIGN	FUNCTION	INTERVAL DISPLAY	Ø2	Ø3	Ø4	Ø5
			EVP #1	EVP #2	EVP #3	EVP #4
0	EM PRE DELAY	EDE				6
1	EM PRE PED CL	EPC	6	6	6	3.0
2	EM PRE YEL CL #1	EY1	3.0	3.0	3.0	1.0
3	EM PRE RED CL #1	ER1	1.0	1.0	1.0	3
4	EM PRE MIN GRN	EMN	3	3	3	3.0
5	EM PRE GAP TIME	EPG	3.0	3.0	3.0	3.0
6	EM PRE YEL CL #2	EY2	3.0	3.0	3.0	1.0
7	EM PRE RED CL #2	ER2	1.0	1.0	1.0	8
8	EM PRE GRN DWELL Ø's	PRG	2	6	4	
9	EM PRE OL GRN DWELL Ø's	OLG				
A	EM PRE RETURN PHASES	ERG	2, 6	2, 6	2, 6	2, 6
B	OL ON W/ RETURN	ROG				
C	LOCK / MAX MODE	LOK ①				
D	EM PRE MAX GRN	EMX				
E						
F						

① FOUR BIT OPTIONS AVAILABLE:

- 1 = Locking Input - Latches All Preempt Calls
- 2 = Discriminator on/off, w/disc. off, all calls are considered high priority, unless bit 3 is selected.
- 3 = Special Low Priority Preempt Service - Controller will not advance out of walk, ped clear, or minimum greens when serving low priority preempts.
- 4 = Concurrent Walk not terminated
- 5 = Time normal opposing ped clearance time



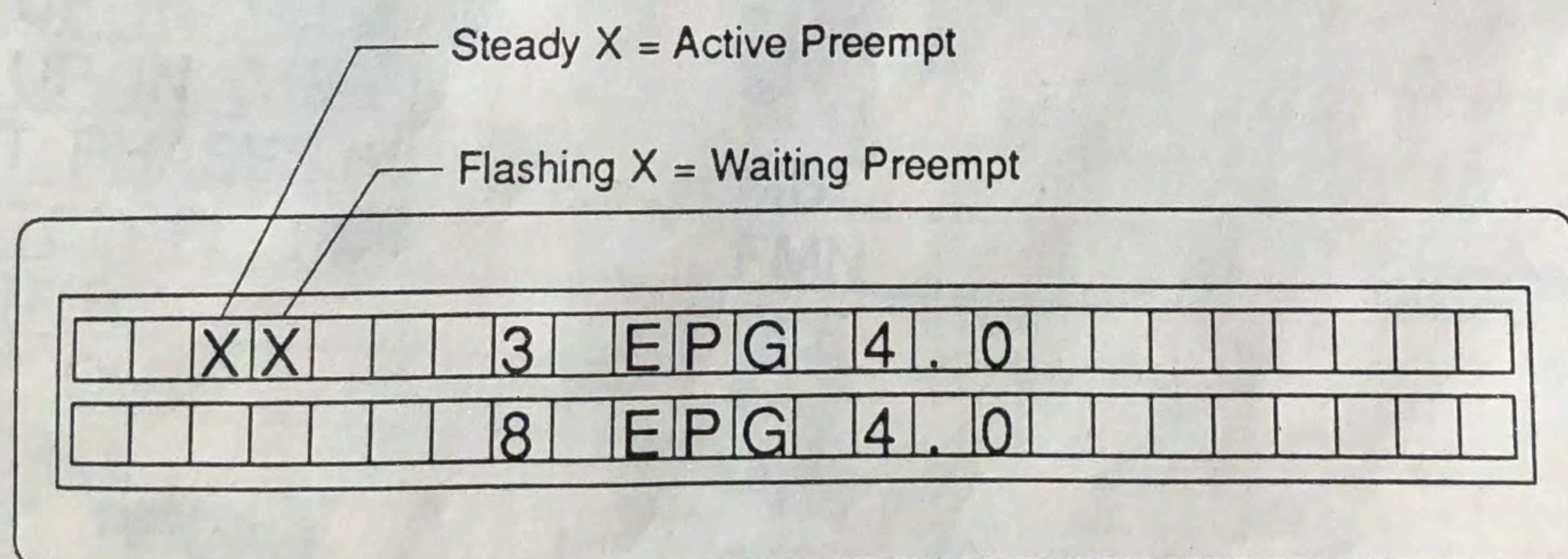
FRONT PANEL DISPLAY DURING EMV PREEMPT
(PREEMPT GAP INTERVAL)

EMERGENCY VEHICLE PREEMPTION 390 MODE - PAGE 1 - PHASES 2-5

KEY BD. DESIGN	FUNCTION	INTERVAL DISPLAY	Ø2	Ø3	Ø4	Ø5
			EVP #1	EVP #2	EVP #3	EVP #4
0	EM PRE DELAY	EDE				
1	EM PRE PED CL	EPC	6	6	6	6
2	EM PRE YEL CL #1	EY1	3.0	3.0	3.0	3.0
3	EM PRE RED CL #1	ER1	1.0	1.0	1.0	1.0
4	EM PRE MIN GRN	EMN	3	3	3	3
5	EM PRE GAP TIME	EPG	3.0	3.0	3.0	3.0
6	EM PRE YEL CL #2	EY2	3.0	3.0	3.0	3.0
7	EM PRE RED CL #2	ER2	1.0	1.0	1.0	1.0
8	EM PRE GRN DWELL Ø's	PRG	2	6	4	8
9	EM PRE OL GRN DWELL Ø's	OLG				
A	EM PRE RETURN PHASES	ERG	2, 6	2, 6	2, 6	2, 6
B	OL ON W/ RETURN	ROG				
C	LOCK / MAX MODE	LOK ①				
D	EM PRE MAX GRN	EMX				
E						
F						

① FOUR BIT OPTIONS AVAILABLE:

- 1 = Locking Input - Latches All Preempt Calls
- 2 = Discriminator on/off, w/disc. off, all calls are considered high priority, unless bit 3 is selected.
- 3 = Special Low Priority Preempt Service - Controller will not advance out of walk, ped clear, or minimum greens when serving low priority preempts.
- 4 = Concurrent Walk not terminated
- 5 = Time normal opposing ped clearance time



FRONT PANEL DISPLAY DURING EMV PREEMPT
(PREEMPT GAP INTERVAL)

Grand Avenue
&
Central Street

Copy from Original Timing sheet

170-ATC

Phase Timing & Functions

Timing Page 1 of 10

INTERSECTION:

QuickNet System Parameters
 Group Assignment:
 Field Master Assignment:
 System Reference Number:
 Communications Channel:
 Drop Address:
 Area Number:
 Area Address:

N/S Street Name:
 E/W Street Name:

Last QuickNet Database Change:

Notes:

Field Change Record					
Change	By	Date	Change	By	Date

Excl Ped Assignment		Note: Set the Exclusive Ped Outputs on the "Outputs / General" page
Exclusive Walk		
Exclusive FDW		
All Red Clear		
Exclusive Ped Phase		

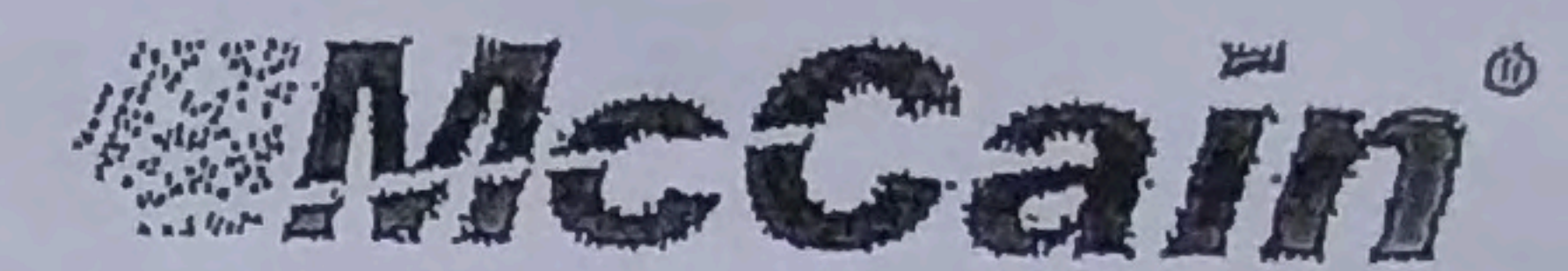
Basic Phase Timing	Phase							
Min Green	5	6	6	5	6	6		
Extension	1.5	4	2.5	1.5	4	2.5		
Max	30	45	40	30	45	40		
Max 2								
Cond Serve Check								
Clear	Yellow Change	4	4.3	4	4	4.3	4	
	Red Clear	2	2	2	2	2	2	
Pedestrian Timing	Walk		9	9		7	9	
	Ped Clear - FDW		9	10		7	10	
	Adv / Delay Walk							
	PE Min Ped FDW							
Volume Density	Type 3 Disconnect							
	Added per Vehicle							
	Max Added Initial							
	Min Gap	1.5	3	2.5	1.5	3	2.5	
	Max Gap	1.5	2	2.5	1.5	2	2.5	
	Reduce Every		.5		.5			

Phase Timing - Bank 1

Alternate Timing - Bank 1	Phase							
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								
Phase Functions - Page 1	Red Lock							
	Yellow Lock							
	Simultaneous Gap							
	Rest In Walk							
	Advance Walk							
	Flashing Walk							
Phase Functions - Page 2	Max Extension							
	Minimum Recall	2	6					
	Ped Recall							
	Maximum Recall							
	Green Flash							
	Overlap Green Flash							
Phase Functions - Page 2	PPLT FYA							
	Soft Recall							
	External Recall							
	Manual Control Calls							
	Fast Green Flash							
	Fast Overlap G. Flash							
Phase Functions - Page 2	Semi-Act							

INTERSECTION:

Phase Bank 2 & 3
Timing Page 2 of 10



		Phase							
		1	2	3	4	5	6	7	8
Basic Phase Timing	Min Green								
	Extension								
	Max								
	Max 2								
	Cond Serve Check								
Clear	Yellow Change								
	Red Clear								
Pedestrian Timing	Walk								
	Ped Clear- FDW								
	Adv / Delay Walk								
	PE Min Ped FDW								
Volume Density	Type 3 Disconnect								
	Added per Vehicle								
	Max Added Initial								
	Min Gap								
	Max Gap								
	Reduce Every								

Phase Timing - Bank 2

		Phase							
		1	2	3	4	5	6	7	8
Alternate Walk									
Alternate Ped Clear									
Alternate Minimum									
Alternate Extension									

Alternate Timing - Bank 2

		Phase							
		1	2	3	4	5	6	7	8
Basic Phase Timing	Min Green								
	Extension								
	Max								
	Max 2								
	Cond Serve Check								
Clear	Yellow Change								
	Red Clear								
Pedestrian Timing	Walk								
	Ped Clear- FDW								
	Adv / Delay Walk								
	PE Min Ped FDW								
Volume Density	Type 3 Disconnect								
	Added per Vehicle								
	Max Added Initial								
	Min Gap								
	Max Gap								
	Reduce Every								

Phase Timing - Bank 3

		Phase							
		1	2	3	4	5	6	7	8
Alternate Walk									
Alternate Ped Clear									
Alternate Minimum									
Alternate Extension									

Alternate Timing - Bank 3

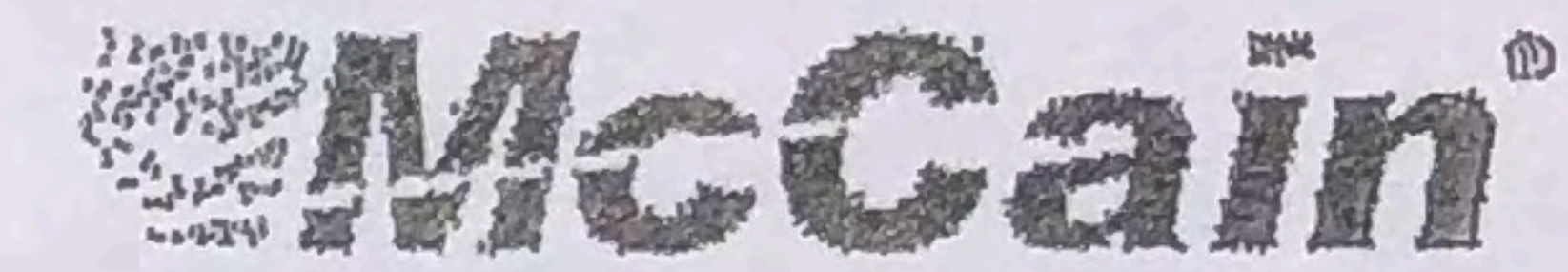
Note: Set the Limited Service Interval on the "Utilities / Misc" page

Railroad Preempt Parameters

SE-1	
SE-2	
EV-A	
EV-B	
EV-C	
EV-D	
Preempt Priority	

[illegible]

Coordination Timing Page 4 of 10



Note:
The Ring-Barrier Sum
of these Minimums
will be the Minimum
Cycle Length
During Transition

Transition Type	
Coord Extra Functions	
Phase 1 - Minimum	
Phase 2 - Minimum	
Phase 3 - Minimum	
Phase 4 - Minimum	
Phase 5 - Minimum	
Phase 6 - Minimum	
Phase 7 - Minimum	
Phase 8 - Minimum	

Coord Extra
1 = Programmed Walk Time
for Sync Phases
2 = Always Terminate Sync
Phase Peds
3 = Use "Floating Force Off"
4 = Reserved
5 = Use "Start of Green" for
Sync Point

Transition Type
0.X = Shortway
1.X = Lengthen Only
2.X = Shorten Only
X.1 thru X.4 = Number of
Cycles to get "In Step"

Coordination Plan									
Cycle	1	2	3	4	5	6	7	8	9
Offset - 1									
Offset - 2									
Offset - 3									
Zone Offset									
Ring Offset									
Hold Release									
Pad Adjust									
Force Off - 1									
Force Off - 2									
Force Off - 3									
Force Off - 4									
Force Off - 5									
Force Off - 6									
Force Off - 7									
Force Off - 8									

Coordination - Cycle, Offsets, & Force Offs

Coordination Plan									
	1	2	3	4	5	6	7	8	9
Perm 1 - Begin									
Perm 1 - End									
Perm 1 - Veh Phases									
Perm 1 - Ped Phases									
Perm 2 - Begin									
Perm 2 - End									
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin									
Perm 3 - End									
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases									
Max Recall Phases									
Sync Phases									
Lag Phases									
Pre-Timed Phases									

Coordination - Permissives & Phase Sequence

Overlaps & In-Out Logic Timing Page 5 of 10

INTERSECTION:

	Overlap Number							
Load Switch Number	1	2	3	4	5	6	7	8
Vehicle Set 1								
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance								
Yellow Change								
Red Clearance								

Overlaps

	AND 1	AND 2	AND 3	AND 4
Input - A				
Input - B				
Output				

AND Gates

	NAND 1	NAND 2	NAND 3	NAND 4
Input - A				
Input - B				
Output				

NAND Gates

	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6
Input - A						
Input - B						
Output						

2 Input - OR Gates

	OR 7	OR 8
Input - A		
Input - B		
Input - C		
Input - D		
Output		

4 Input - OR Gates

	NOT 1	NOT 2	NOT 3	NOT 4
Input				
Output				

NOT Gates (Inverters)

	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input						
Delay Time						
Output						


DELAY Gates

	Latch: 1	Latch: 2	Latch: 3	Latch: 4	Latch: 5	Latch: 6	Latch: 7	Latch: 8
Set								
Reset								
Out								
/Out								

Logic Latches

INTERSECTION:

Inputs
Timing Page 6 of 10

The McCain logo, featuring the word "McCain" in a bold, stylized font with a registered trademark symbol. To the left of the name is a circular emblem containing a stylized potato.

Day	City	Delay	Party	Phase	Detector	Detector
#	State	Time	Over	Assign	Attributes	Assignments
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31						
32						

Detector Assignments

Detector Attributes

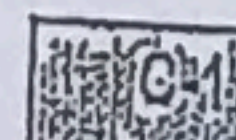
- 1 = Full Time Delay
2 = Pad Call
3 = Reserved
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Detector Assignments

- 1 = Detector Set 1
- 2 = Detector Set 2
- 3 = Detector Set 3
- 4 = Reserved
- 5 = Reserved
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

Flash Sense	
External Permitt - 1	
External Permitt - 2	
External Permitt - 3	
Exclusive Ped Omit	
Max, Term Inhibit	
Max, 2	
External Lag Phases	
External Max. Recall	
Stop Time	
Manual Control Enable	
Manual Cont. Advance	
External Min. Recall	
General Inputs	

	Coin Input
Plan 1	
Plan 2	
Plan 3	
Plan 4	
Plan 5	
Plan 6	
Plan 7	
Plan 8	
Plan 9	
Free	
Flash	

Railroad - 1 Railroad - 2 Special Event - 1 Special Event - 2 Gate Down EV - A EV - B EV - C EV - D	
---	---

Phase Bank - 2	
Phase Bank - 3	
Detector Set - 2	
Detector Set - 3	
Overlap Vehicle Set - 2	
Overlap Vehicle Set - 3	

Bank & Set Inputs

	CPU Temp
Door Ajar	
UPS Battery	
UPS Power	
Cabinet Temperature	

Alarm ~ 1	
Alarm ~ 2	
Alarm ~ 3	
Alarm ~ 4	

INTERSECTION:

Outputs Timing Page 7 of 10

	C-1 Pin #
Advance Warning - 1	
Advance Warning - 2	
Detector Failure	
Flasher - Alternating 1	
Flasher - Alternating 2	
Fast Flasher	
On Line	
Exclusive - Walk	
Exclusive - Don't Walk	
General Outputs	

	C-1 Pin #
Output - 1	
Output - 2	
Output - 3	
Output - 4	
Output - 5	
Output - 6	
Output - 7	
Output - 8	
Time of Day Outputs	

	C-1 Pin #	C-2 Pin #	Flash
Railroad - 1			
Railroad - 2			
Special Event - 1			
Special Event - 2			
Preempt Failure			
EV - A			
EV - B			
EV - C			
EV - D			
Any Preempt			
Preemption Outputs			

	Phase Number							
	1	2	3	4	5	6	7	8
Red								
Yellow								
Green								
Walk								
Don't Walk								
Phase Output Redirection								

	C-1 Pin #
Plan - 1	
Plan - 2	
Plan - 3	
Plan - 4	
Plan - 5	
Plan - 6	
Plan - 7	
Plan - 8	
Free	
Coordination Plan Out	

	Ped Phase
Ped 2-P Loadswitch	
Ped 4-P Loadswitch	
Ped 6-P Loadswitch	
Ped 8-P Loadswitch	
Ped Loadswitch Assignment	

	C-1 Pin #
Phase - 1	
Phase - 2	
Phase - 3	
Phase - 4	
Phase - 5	
Phase - 6	
Phase - 7	
Phase - 8	
FYA PPLT Outputs	

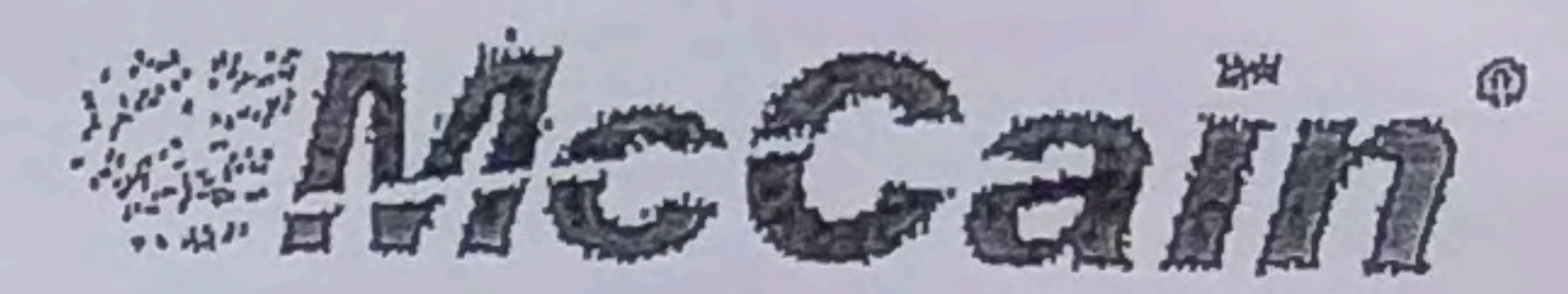
	C-1 Pin #
Output - 1	
Output - 2	
Output - 3	
Output - 4	
Output - 5	
Output - 6	
Output - 7	
Output - 8	
Special Event Outputs	

	C-1 Pin #
Output - 1	
Output - 2	
Output - 3	
Output - 4	
Output - 5	
Output - 6	
Output - 7	
Output - 8	
Special Function Output	

	Overlap Number							
	1	2	3	4	5	6	7	8
Red								
Yellow								
Green								
Overlap Output Redirection								

INTERSECTION:

Time of Day
Timing Page 8 of 10



Event	Day of Week	Season	Hour	Minute	Second	Onset
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31						

Time Base Coordination Events

Event	Day of Week	Season	Hour	Minute	Second	Onset	Phase	Bits
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Time of Day Function Events

- TOD Functions
- 0 = Permitted Phases
 - 1 = Red Lock
 - 2 = Yellow Lock
 - 3 = Vehicle Mn Recall
 - 4 = Ped Recall
 - 5 = Reserved
 - 6 = Rest In Walk
 - 7 = Red Rest
 - 8 = Double Entry
 - 9 = Vehicle Max Recall
 - 10 = Soft Recall
 - 11 = Max Extension 2
 - 12 = Conditional Service
 - 13 = Lag Free Phases
 - 14, Bit 1 = Local Override
 - 14, Bit 2 = Skip OLAP Green Clearance
 - 14, Bit 3 = Reserved
 - 14, Bit 4 = Disable Det Off Monitoring
 - 14, Bit 5 = Disable Bus Priority
 - 14, Bit 6 = Inhibit FYA for PPLT
 - 14, Bit 7 = Count Det Recording
 - 14, Bit 8 = Real Time Split Monitor
 - 15 = TOD Outputs

Holiday & Season Timing Page 9 of 10

INTERSECTION:

Event	Holiday Type	Day	Month	Year
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				

Holiday Dates

Event	Holiday Type	Hour	Minute	Plan	Offset
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					

Holiday Time Base Coordination Events

Event	Holiday Type	Hour	Minute	Phase	Offset
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

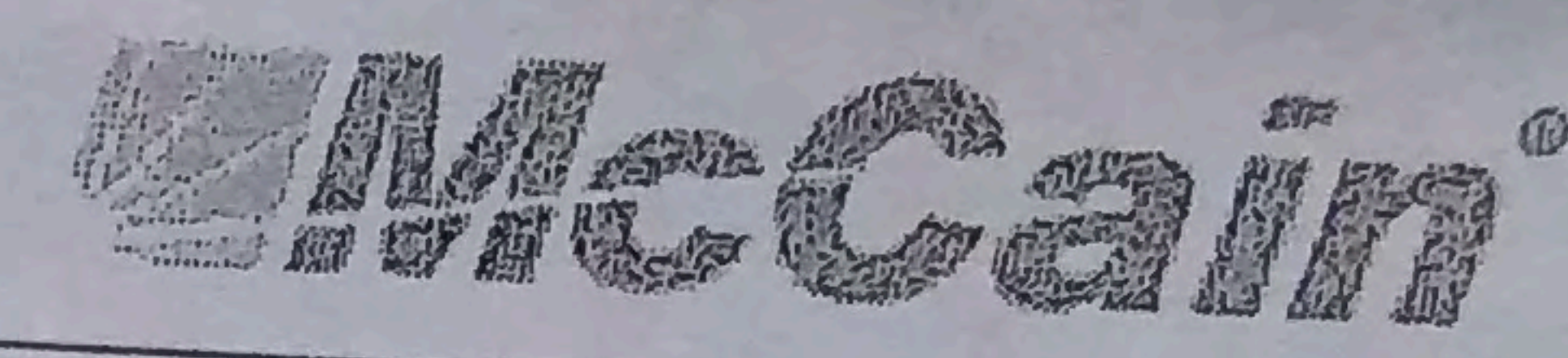
Holiday Time of Day Function Events

Season	Start Month	Start Day	End Month	End Day
1				
2				
3				
4				
5				
6				
7				
8				

Season Definitions

INTERSECTION:

Utilities Timing Page 10 of 10



Red Start Time	
Yellow Start Phases	6
First Green Phases	15
Startup Vehicle Calls	26
Startup Ped Calls	124568
Startup	

Max ON Time	
Max OFF Time	
Chatter	
Detector Check	

	Sign 1	Sign 2
Phase Number		
Time Before Yellow		
Advance Warning Signs		

Flash Entry Phases	
Flash Phases Yellow	
Flash Overlaps Yellow	
Flash Type	
Flash Setup	

Exclusive Phases	
Protect / Permissive	
Disable Yellow Range	
Extra One	
Lag Phases - Free	
Configuration	

Permitted Phases	124568
Restricted Phases	
Disable Overlap Range	
Extra Two	
External Permit 1	
External Permit 2	
External Permit 3	
Configuration	

Keyboard Beep	
Backlight Timeout	
Spec Evt 1 - Ltd Serv Interval	
Spec Evt 2 - Ltd Serv Interval	
Red Start	
Flash Start	
Red Revert	
Miscellaneous	

Spring Month (Begin)	
Spring Week (Begin)	
Fall Month (End)	
Fall Week (End)	
Daylight Savings Time	

Manual Plan	
Manual Offset	
Manual	

Address	
Area Number	
Area Address	
IP Port	
IP Address	
Subnet Mask	
Gateway	
Ethernet Port Address	

	Port 1	Port 2	Port 3	Port 4
Address				
Area Number				
Area Address				
Comm Time Out				
CTS Delay				
RTS Hold				
Baud Rate				
Data Format				
Communications Parameters				

Manual Plan
1 thru 9 = Coordination
Plan 1 thru 9
14 = Free
15 = Flash

Extra One
1 = TBC Type 1
2 = Reserved
3 = Enable Daylight Savings
4 = Solid FDW on EV
5 = Reserved
6 = International Ped
7 = Reserved
8 = Split Ring

Extra Two
1 = AWB on During Phase Initial
2 = Siemens I2 - Comms
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 = Reserved
7 = Remote Preempt
8 = Reserved

Flash Type
0 = All On-Off (12345678-0)
1 = Main-Side (1256-3478)
2 = Odds-Evens (1357-2468)
3 = Ring Pairs (1638-5247)

- Brazil thing
- clearman Yellow
- Red clearman
- EVP

210 - CUV

- Remove / on Turn-off

PF / Voltage Monitor

Palomar Street
&
Central Street

INTERSECTION: Palomar / Central

Modified on:

PHASE TIMING
KEYSTROKES: F + PHASE + INTERVAL

		PHASE								PREEMPT	
INTERVAL		1	2	3	4	5	6	7	8		E
WALK	0				7		7			RR-1 Delay	0
Ped D/W	1				20		20			RR-1 Clear	1
Min Green	2		6		9	5	6			EV-A Delay	2
Type 3 Det	3									EV-A Clear	3
Add / Veh	4									EV-B Delay	4
Veh Exten *	5		3		3	2	3			EV-B Clear	5
Max Gap *	6		4		3	2	4			EV-C Delay	6
Min Gap *	7		3		3	2	3			EV-C Clear	7
Mex Exten	8		50		35	25	50			EV-D Delay	8
Max 2	9									EV-D Clear	9
	A									RR-2 Delay	A
Call To Phase	B									RR-2 Clear	B
Reduce By	C									View EV Delay	---
Reduce Every	D									View EV Clear	---
Yellow Change	E		4.7		3.9	3.0	4.7			View RR Delay	---
Red Clear	F		1.0		1.0	0.5	1.0			View RR Clear	---

Max Initial <F-0-E> = 20

Red Revert <F-0-F> = 2
All Red Start <F-C-0> = 6

* Must be same for non-density operation

PHASE FUNCTION FLAGS
KEYSTROKES: F + F + FUNCTION#

		PHASE							
		1	2	3	4	5	6	7	8
Permit	0		X		X	X	X		
Red Lock	1								
Yellow Lock	2								
Veh Recall	3		X				X		
Ped Recall	4								
Peds	5				X		X		
Rest in Walk	6								
Red Rest	7								
Double Entry	8		X				X		
Max Recall	9								
Soft Recall	A								
Max 2	B								
Cond Serve	C								
Man Cont Recall	D								
Startup	E				X				
First Phases	F		X				X		

OVERLAP TIMING
KEYSTROKE: F + COLOR CODE + OVERLAP

	9 Green	C Yello	D Red
Overlap A			
Overlap B			
Overlap C			
Overlap D			

FUNCTION

Grand Avenue
&
Clinton Keith Road

INTERSECTION: CLINTON KIETH ROAD

at: GRAND AVENUE

By: DD

Date: 3/20/2008

COORDINATION

DEMAND
(VEH & PEDS)

PREEMPTION

0

1

2

3

4

5

6

7

8

9

BASE DISPLAY

A

PHASE

i

INTYL

b

INTYL

RING A

RING B

1

2

3

4

5

6

7

8

RING A

RING B

PHASES

INTERVALS

0 - WALK

1 - FLASH DONT WALK

2 - MINIMUM GREEN

3 -

4 - VARIABLE INITIAL

5 - EXTENSION

6 -

7 - REDUCED GAP

8 - RED REST

9 - PREEMPTION

A - STOP TIME

B - RED REVERT

C - GAP TERMINATION

D - MAX TERMINATION

E - FORCEOFF

F - RED CLEARANCE

OVERLAP
LOAD SWITCH
ASSIGNMENT
D-O-

OVERLAP A

OVERLAP B

OVERLAP C

OVERLAP D

(0-8)

(0-8)

(0-8)

(0-8)

bAdE

EPROM ERROR, SEE C-E-D
WATCHDOG STOPS IF F-C-F = 0

bAdA

TURN STOPTIME SW ON THEN
OFF TO REINITIALIZE

CONFIGURATION DATA

NOTE: "E" KEY ENABLED (F-9-E ≠ 0)

KEYSTROKES: E + E + INTERVAL

EXTRA (E + E + E)

1 - TBC TYPE 1

3 - DAYLIGHT SAV

4 - EV ADVANCE

5 - RESERVED

6 - SPECIAL EVENT

7 - PRETIMED

8 - SPLIT RING

IC SELECT (E + E + F)

2 - DUPLEX LOCAL

3 - 7 WIRE IN

4 - FLH/FREE

6 - SIMPLEX MASTER

7 - 7 WIRE OUT

8 - OFFSET INTERRUPTER

ASSIGNS (E + F + F)

1 - RT OVERLAP

2 - TOD OUTPUTS

3 - STEADY EV BEACON

4 - FLASH EV BEACON

5 - RESERVED

6 - PHASES 3 & 7 PED

7 - ADVANCE WARNING
BEACON

8 - SPECIAL EVENT

KEYSTROKES: E + F + INTERVAL

PHASE

1

2

3

4

5

6

7

8

INTERVAL

0

1 RR OLAP A

2 RR OLAP B

3 RR OLAP C

4 RR OLAP D

5 PED2P

6 PED6P

7 PED4P

8 PED8P

9 FLH YELO

A OVERLAP A

B OVERLAP B

C OVERLAP C

D OVERLAP D

E RESTRICT

F ASSIGNS

INTERSECTION: Palomar / Central

Modified on:

PHASE TIMING
KEYSTROKES: F + PHASE + INTERVAL

		PHASE								PREEMPT	
INTERVAL		1	2	3	4	5	6	7	8		E
WALK	0				7		7			RR-1 Delay	0
Ped D/W	1				20		20			RR-1 Clear	1
Min Green	2		6		9	5	6			EV-A Delay	2
Type 3 Det	3									EV-A Clear	3
Add / Veh	4									EV-B Delay	4
Veh Exten *	5		3		3	2	3			EV-B Clear	5
Max Gap *	6		4		3	2	4			EV-C Delay	6
Min Gap *	7		3		3	2	3			EV-C Clear	7
Mex Exten	8		50		35	25	50			EV-D Delay	8
Max 2	9									EV-D Clear	9
	A									RR-2 Delay	A
Call To Phase	B									RR-2 Clear	B
Reduce By	C									View EV Delay	---
Reduce Every	D									View EV Clear	---
Yellow Change	E		4.7		3.9	3.0	4.7			View RR Delay	---
Red Clear	F		1.0		1.0	0.5	1.0			View RR Clear	---

Max Initial <F-0-E> = 20

Red Revert <F-0-F> = 2
All Red Start <F-C-0> = 6

* Must be same for non-density operation

PHASE FUNCTION FLAGS
KEYSTROKES: F + F + FUNCTION#

FUNCTION

		PHASE							
		1	2	3	4	5	6	7	8
Permit	0		X		X	X	X		
Red Lock	1								
Yellow Lock	2								
Veh Recall	3		X				X		
Ped Recall	4								
Peds	5				X		X		
Rest in Walk	6								
Red Rest	7								
Double Entry	8		X				X		
Max Recall	9								
Soft Recall	A								
Max 2	B								
Cond Serve	C								
Man Cont Recall	D								
Startup	E				X				
First Phases	F		X				X		

OVERLAP TIMING
KEYSTROKE: F + COLOR CODE + OVERLAP

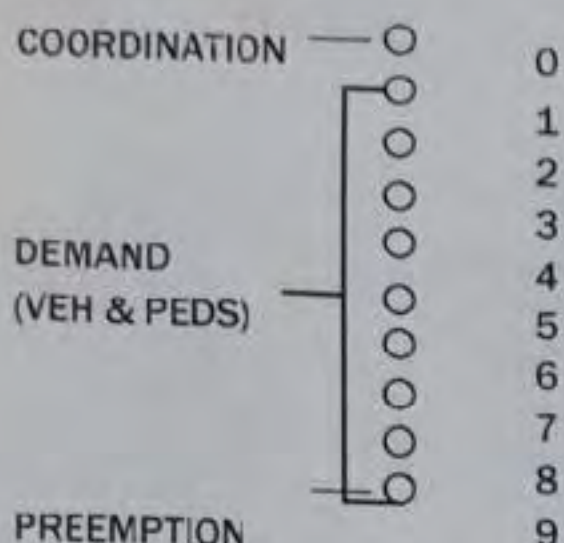
	9 Green	C Yello	D Red
Overlap A			
Overlap B			
Overlap C			
Overlap D			

INTERSECTION: CLINTON KIETH ROAD

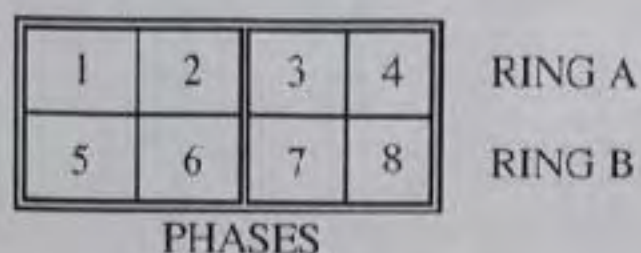
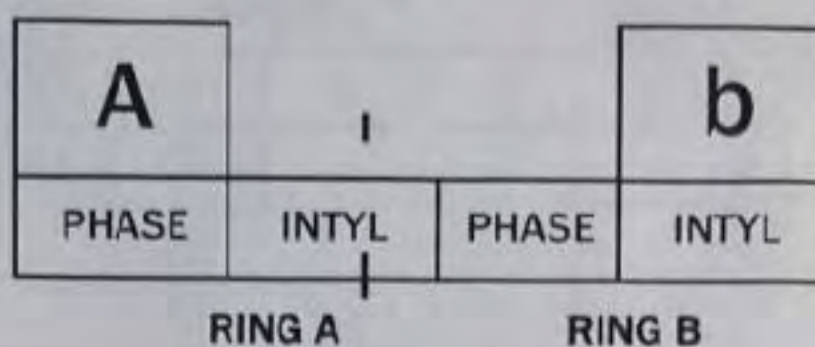
at: GRAND AVENUE

By: D D

Date: 3/20/2008



BASE DISPLAY



INTERVALS

- 0 - WALK
- 1 - FLASH DONT WALK
- 2 - MINIMUM GREEN
- 3 -
- 4 - VARIABLE INITIAL
- 5 - EXTENSION
- 6 -
- 7 - REDUCED GAP
- 8 - RED REST
- 9 - PREEMPTION
- A - STOP TIME
- B - RED REVERT
- C - GAP TERMINATION
- D - MAX TERMINATION
- E - FORCEOFF
- F - RED CLEARANCE

OVERLAP LOAD SWITCH ASSIGNMENT D-0-

OVERLAP A		(0-8)
OVERLAP B		(0-8)
OVERLAP C		(0-8)
OVERLAP D		(0-8)

bAdE	EPROM ERROR, SEE C-E-D WATCHDOG STOPS IF F-C-F = 0
bAdA	TURN STOPTIME SW ON THEN OFF TO REINITIALIZE

CONFIGURATION DATA

NOTE: "E" KEY ENABLED (F-9-E ≠ 0)

KEYSTROKES: E + E + INTERVAL

EXTRA (E + E + E)

- 1 - TBC TYPE 1
- 3 - DAYLIGHT SAV
- 4 - EV ADVANCE
- 5 - RESERVED
- 6 - SPECIAL EVENT
- 7 - PRETIMED
- 8 - SPLIT RING

IC SELECT (E + E + F)

- 2 - DUPLEX LOCAL
- 3 - 7 WIRE IN
- 4 - FLH/FREE
- 6 - SIMPLEX MASTER
- 7 - 7 WIRE OUT
- 8 - OFFSET INTERRUPTER

ASSIGNS (E + F + F)

- 1 - RT OVERLAP
- 2 - TOD OUTPUTS
- 3 - STEADY EV BEACON
- 4 - FLASH EV BEACON
- 5 - RESERVED
- 6 - PHASES 3 & 7 PED
- 7 - ADVANCE WARNING BEACON
- 8 - SPECIAL EVENT

KEYSTROKES: E + F + INTERVAL

INTERVAL

		PHASE							
		1	2	3	4	5	6	7	8
0	EXCLU PH								
1	RR 1 GRN CL								
2	RR2 GRN CL								
3	RR2 LTD								
4	PROT/PERM								
5	OLA GOMIT								
6	OLB GOMIT								
7	OLC GOMIT								
8	OLD GOMIT								
9	OV FL YEL								
A	EMVEH A		X			X			
B	EMVEH B				X				
C	EMVEH C		X				X		
D	EMVEH D								
E	EXTRA	X							
F	IC SELECT		X						

INTERVAL

		PHASE							
		1	2	3	4	5	6	7	8
0									
1	RR OLAP A								
2	RR OLAP B								
3	RR OLAP C								
4	RR OLAP D								
5	PED2P								
6	PED6P						X		
7	PED4P				X				
8	PED8P								
9	FLH YEL0								
A	OVERLAP A								
B	OVERLAP B								
C	OVERLAP C								
D	OVERLAP D								
E	RESTRICT								
F	ASSIGNS								

INTERSECTION: Palomar / Central

Modified on:

PHASE TIMING
KEYSTROKES: F + PHASE + INTERVAL

INTERVAL		PHASE								PREEMPT	
		1	2	3	4	5	6	7	8		F
WALK	0				7		7			RR-1 Delay	0
Ped D/W	1				20		20			RR-1 Clear	1
Min Green	2		6		9	5	6			EV-A Delay	2
Type 3 Del	3									EV-A Clear	3
Add / Veh	4									EV-B Delay	4
Veh Exten *	5		3		3	2	3			EV-B Clear	5
Max Gap *	6		4		3	2	4			EV-C Delay	6
Min Gap *	7		3		3	2	3			EV-C Clear	7
Max Exten	8		50		35	25	50			EV-D Delay	8
Max 2	9									EV-D Clear	9
	A									RR-2 Delay	A
Call To Phase	B									RR-2 Clear	B
Reduce Dy	C									View EV Delay	---
Reduce Every	D									View EV Clear	---
Yellow Change	F		4.7		3.9	3.0	4.7			View RR Delay	---
Red Clear	F		1.0		1.0	0.5	1.0			View RR Clear	---

Max Initial <F-0-E> = 20

Red Revert <F-U-F> = 2
All Red Start <F-C-U> = 6

* Must be same for non-density operation

PHASE FUNCTION FLAGS
KEYSTROKES: F + F + FUNCTION#

OVERLAP TIMING
KEYSTROKE: T + COLOR CODE + OVERLAP

FUNCTION		PHASE							
		1	2	3	4	5	6	7	8
Permit	0		X		X	X	X		
Red Lock	1								
Yellow Lock	2								
Veh Recall	3		X				X		
Ped Recall	4								
Peds	5				X		X		
Rest in Walk	6								
Red Rest	7								
Double Entry	8		X				X		
Max Recall	9								
Soft Recall	A								
Max 2	B								
Cond Serve	C								
Man Cont Recall	D								
Startup	E				X				
First Phases	F		X				X		

	9	C	D
	Green	Yellow	Red
Overlap A			
Overlap B			
Overlap C			
Overlap D			

INTERSECTION:

Modified on: _____

COORDINATION TIMING
KEYSTROKES: C + PLAN + FEATURE

FEATURE		PLAN								
		1	2	3	4	5	6	7	8	9
CYCLE	0									
FORCE 1	1									0
FORCE 2	2									1
FORCE 3	3									2
FORCE 4	4									3
FORCE 5	5									4
FORCE 6	6									5
FORCE 7	7									6
FORCE 8	8									7
RING OFFSET	9									8
OFFSET A	A									9
OFFSET B	B									A
OFFSET C	C									B
PERMISSIVE	D									C
HOLD RELEASE	E									D
ZONE OFFSET	F									E
										F

ADDRESS
(C-0-0) = _____

MANUAL PLAN:
(C-A-1) = 14
AUTO = 0
PLAN = 1-9
FREE = 14
FLASH = 15

MANUAL OFFSET:
(C-B-1) = _____
AUTO = 0
OFFSET A = 1
OFFSET B = 2
OFFSET C = 3

TRANSITION TYPE
(C-D-D) = _____
SHORTWAY = 0
DWELL > 0

SYNCHRONIZED PHASES
KEYSTROKES: C + E + PLAN

		PHASE							
		1	2	3	4	5	6	7	8
PLAN	0								
	1 SYNC 1								
	2 SYNC 2								
	3 SYNC 3								
	4 SYNC 4								
	5 SYNC 5								
	6 SYNC 6								
	7 SYNC 7								
	8 SYNC 8								
	9 SYNC 9								
	A CPEDRCL								
	B NEMA HLD								
	C SCANMEM								
	D BADPROM								
	E TODFN E								
	F TODFN F								

PHASE SEQUENCES
KEYSTROKES: C + F + FUNCTION #

		PHASE							
		1	2	3	4	5	6	7	8
FUNCTION	0 LAG 0 (FREE)	X		X		X			X
	1 LAG 1								
	2 LAG 2								
	3 LAG 3								
	4 LAG 4								
	5 LAG 5								
	6 LAG 6								
	7 LAG 7								
	8 LAG 8								
	9 LAG 9								
	A COOR MAX RECALL								
	B COOR LAG RECALL								
	C SYNC PHASES								
	D HOLD								
	E NEXT PHASE								
	F FORCE OFF								

FORCEOFF SHIFT FOR
PEDESTRIAN
(C-D-F) _____

FOR OBSERVATION ONLY
MASTER PLAN (C-A-2)
CURRENT PLAN (C-A-3)
TOD PLAN (C-A-5)
MASTER CYCLE (C-A-0)
RING A CYCLE (C-B-0)
RING B CYCLE (C-D-0)
MINIMUM CYCLE (C-A-E)
MAXIMUM CYCLE (C-B-E)

Palomar Street
&
Clinton Keith Road

PHASE TIMING
 KEYSTROKES: F+PHASE+INTERVAL

INTERVAL		PHASE								PREEMPT	
		1	2	3	4	5	6	7	8		E
WALK	0		12		10		12		10	RR1 DELAY	0
FLASH D/W	1		15		13		15		20	RR1 CLEAR	1
MIN GREEN	2	5	6	5	6	5	6	5	6	EVA DELAY	2
TYPE 3 DET	3									EVA CLEAR	3
ADD/VEH	4									EVB DELAY	4
VEH EXTEN *	5	1.5	3.0	1.5	3.0	1.5	3.0	1.5	3.0	EVB CLEAR	5
MAX GAP *	6	1.5	3.0	1.5	3.0	1.5	3.0	1.5	3.0	EVC DELAY	6
MIN GAP *	7	1.5	3.0	1.5	3.0	1.5	3.0	1.5	3.0	EVC CLEAR	7
MAX EXTEN	8	25	40	25	40	25	40	25	40	EVD DELAY	8
MAX 2	9									EVD CLEAR	9
	A									RR2 DELAY	A
CALL TO PHASE	B									RR2 CLEAR	B
REDUCE BY	C									EV CLR TMR	C
REDUCE EVERY	D									EV DLY TMR	D
YELLOW	E	4	4	4	4	4	4	4	4	RR CLR TMR	E
RED CLEAR	F	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	RR DLY TMR	F

MAX INITIAL (F-0-E) = 20

* MUST BE SAME FOR NON-DENSITY OPERATION

RED REVERT (F-0-F) = 2.0
 ALL RED START (F-C-0) = 5.0

PHASE FUNCTION FLAGS

KEYSTROKES: F+F+FUNCTION#

FUNCTION		PHASE							
		1	2	3	4	5	6	7	8
PERMIT	0	X	X	X	X	X	X	X	X
RED LOCK	1								
YELLOW LOCK	2								
VEH RECALL	3	X			X	X			
PED RECALL	4								
PEDS	5	X	X	X	X	X	X	X	X
REST IN WALK	6								
RED REST	7								
DOUBLE ENTRY	8	X	X	X	X	X			
MAX RECALL	9								
SOFT RECALL	A								
MAX 2	B								
COND SERVE	C								
MAN CONT RECALL	D								
STARTUP	E	X			X	X	X	X	X
FIRST PHASES	F	X			X	X	X	X	X

OVERLAP TIMING

KEYSTROKE: F+ COLOR CODE+OVERLAP

	9	C	D
	GREEN	YELLOW	RED
OVERLAP A			
OVERLAP B			
OVERLAP C			
OVERLAP D			

*PER
 CHANGED
 to 20s.
 from
 13 sec.
 5/18/19*

SIEMENS

CA Lic. 75879a

CABINET LOG

200SA

DETECTOR TIMING

DESCRIPTION	C1 PIN	DET NO.	332 INPUT FILE SLOT	DELAY 1/10 SEC	CARRYOVER 1/10 SEC
	56	14	111	D-1-0	D-3-0
	39	1	212U	D-1-1	D-3-1
	43	5	212L	D-1-2	D-3-2
	63	21	213U	D-1-3	D-3-3
	76	25	213L	D-1-4	D-3-4
	47	9	214	D-1-5	D-3-5
	58	16	315	D-1-6	D-3-6
	41	3	416U	D-1-7	D-3-7
	45	7	416L	D-1-8	D-3-8
	65	23	417U	D-1-9	D-3-9
	78	27	417L	D-1-A	D-3-A
	49	11	418	D-1-B	D-3-B
	60	18	119U	D-1-C	D-3-C
	62	20	319L	D-1-D	D-3-D
	55	13	5J1	D-2-0	D-4-0
	40	2	6J2U	D-2-1	D-4-1
	44	6	6J2L	D-2-2	D-4-2
	64	22	6J3U	D-2-3	D-4-3
	77	26	6J3L	D-2-4	D-4-4
	48	10	6J4	D-2-5	D-4-5
	57	15	7J5	D-2-6	D-4-6
	42	4	8J6U	D-2-7	D-4-7
	46	8	8J6L	D-2-8	D-4-8
	66	24	8J7U	D-2-9	D-4-9
	79	28	8J7L	D-2-A	D-4-A
	50	12	8J8	D-2-B	D-4-B
	59	17	5J9U	D-2-C	D-4-C
	61	19	7J9L	D-2-D	D-4-D

PHASE 7
FILE J
SLOT 9
LOWER

ACTIVE DETECTOR ASSIGNMENTS

CALL/ACTIVE LIGHTS

1	2	3	4	5	6	7	8
DET #							
D-E-A							
9	10	11	12				
DET #							
D-E-B							
13	14	15	16	17	18	19	20
DET #							
D-E-C							
21	22	23	24				
DET #							
D-E-D							
25	26	27	28				
DET #							
D-E-E							
29	30	31	32				
DET #							
D-E-F							

DETECTOR MONITOR

MAXIMUM ON TIME (D-A-E) _____ MINUTES
 DETON _____, MINUTES
 MAXIMUM OFF TIME (D-A-F) _____ MINUTES
 DETOFF _____, MINUTES

332 cabinet INPUT FILE LAYOUT

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	SLOT
U	1	2	2	2	3	4	4	4	1		AL1	2P	6P	FS	
L		2	2	◇		4	4	◇	3		ADV	4P	8P	ST	
U	5	6	6	6	7	8	8	8	5		AL2	EVA	EVB	RR1	
L		6	6	◇		8	8	◇	7		D2	EVC	EVD	RR2	

- EXTENSION, COUNT
 ◇ - EXTENSION
 ◇ - CALL DETECTOR
 D2 - DIAL 2
 ADV - ADVANCE
 EN - ENABLE
 F - FLASH/FREE
 ST - STOP TIME
 FS - FLASH SENSE
 2P - 2 PED
 RR1 - RAILROAD 1
 EVA - EMERG VEH A
 AL1 - ALARM 1
 01 - OFFSET 1

BI TRAN SYSTEMS, INC.

COORDINATION TIMING KEYSTROKES: C+PLAN+FEATURE

		PLAN								
FEATURE		1	2	3	4	5	6	7	8	9
CYCLE	0									0
FORCE1	1									1
FORCE2	2									2
FORCE3	3									3
FORCE4	4									4
FORCE5	5									5
FORCE6	6									6
FORCE7	7									7
FORCE8	8									8
RING OFFSET	9									9
OFFSET A	A									A
OFFSET B	B									B
OFFSET C	C									C
PERMISSIVE	D									D
HOLD RELEASE	E									E
ZONE OFFSET	F									F

SYNCHRONIZED PHASES KEYSTROKES: C+E+PLAN

	PHASE							
	1	2	3	4	5	6	7	8
0								
1 SYNC 1								
2 SYNC 2								
3 SYNC 3								
4 SYNC 4								
5 SYNC 5								
6 SYNC 6								
7 SYNC 7								
8 SYNC 8								
9 SYNC 9								
A CPEDRCL								
B NEMA HLD								
C SCANMEM								
D BADPROM								
E TODFN E								
F TODFN F								

PHASE SEQUENCES KEYSTROKES: C+F+FUNCTION#

	PHASE							
	1	2	3	4	5	6	7	8
0 LAG 0 (FREE)								
1 LAG 1								
2 LAG 2								
3 LAG 3								
4 LAG 4								
5 LAG 5								
6 LAG 6								
7 LAG 7								
8 LAG 8								
9 LAG 9								
A COOR MAX RECALL								
B COOR LAG RECALL								
C SYNC PHASES								
D HOLD								
E NEXT PHASE								
F FORCE OFF								

200SA
VERSION 1.F
OCT. 1991

ADDRESS
(C-0-0)=

MANUAL PLAN: 14
(C-A-1)=
AUTO = 0
PLAN = 1-9
FREE = 14
FLASH = 15

MANUAL OFFSET:
(C-B-1)=
AUTO = 0
OFFSET A = 1
OFFSET B = 2
OFFSET C = 3

TRANSITION TYPE
(C-D-D)=
SHORTWAY = 0
DWELL > 0

FORCEOFF SHIFT FOR
PEDESTRIAN (C-D-F)=

FOR OBSERVATION ONLY

MASTER PLAN (C-A-2)
CURRENT PLAN (C-A-3)
TOO PLAN (C-A-5)
MASTER CYCLE (C-A-0)
RING A CYCLE (C-B-0)
RING B CYCLE (C-D-0)
MINIMUM CYCLE (C-A-E)
MAXIMUM CYCLE (C-B-E)

BI TRAN SYSTEMS, INC.

CA Lic. 758796

CABINET LOG

200SA

9-KEY

TIME OF DAY DISPLAYS

DAY OF WEEK

0 1 2 3 4 5 6 7 8 9

9 KEY TABLE - 9

EVENT NO.	PLAN/OFFSET
HOUR (00-23)	MINUTE (00-59)

16 EVENT TABLE

TIME BASE COORDINATION

KEYSTROKES: 9+EVENT#

	TIME	PLAN	OFFSET	DAY OF WEEK						
				S	M	T	W	T	F	S
				1	2	3	4	5	6	7
0	2100	F	A	X						
1	0430	E	A		X					
2	2000	F	A		X					
3	0430	E	A			X				
4	2000	F	A				X			
5	0430	E	A					X		
6	2000	F	A						X	
7	0430	E	A							X
8										
9										
A										
B										
C										
D										
E										
F										

PLAN = 1...9 (DIAL)
E (FREE)
F (FLASH)

OFFSET = A...C

BI TRAN SYSTEMS, INC.

SIEMENS

CA Lic. 758796

CABINET LOG

DATE

Clinton Keith

200SA
VERSION 1.F
OCT. 1991

200SA
VERSION 1.F
OCT. 1991

TIME OF DAY LOCAL FUNCTIONS

DAY OF WEEK

0
1
2
3
4
5
6
7
8
9

EVENT NO.

HOUR

MINUTE

FUNCT.

TIME OF DAY FUNCTIONS KEYSTROKES: 7 + EVENT*

FUNCTION BY PHASE KEYSTROKES: D-F-EVENT*

	TIME	FUNCT	DAY OF WEEK															
			S	M	T	W	T	F	S		1	2	3	4	5	6	7	8
0																		
1																		
2																		
3																		
4																		
5																		
6																		
7																		
8																		
9																		
A																		
B																		
C																		
D																		
E																		
F																		

TIME OF DAY LOCAL FUNCTION CODES

0 - PERMIT	7 - RED REST	E - 1-LOCAL OVERRIDE	F - TOD OUTPUTS
1 - RED LOCK	8 - DBL ENTRY	2-PHASE BANK 2	1 - TOD OUT 1
2 - YELLOW OCK	9 - VEH MAX RCL	3-PHASE BANK 3	2 - TOD OUT 2
3 - VEH RECALL	A - SOFT RECALL	4-DISABLE DET OFF	3 - TOD OUT 3
4 - PED RECALL	B - MAX II EXT	7-DET COUNT	4 - TOD OUT 4
5 - RESERVED	C - COND SERVE	8-SPLIT MONITOR	
6 - REST IN WALK	D - TOD LAG		

SIEMENS

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CABINET LOG

Clinton Keith AND Palomar

2005A

EVENT	DAY OF WEEK						
	SMTWTFS						
	1	2	3	4	5	6	7
TIME	PLAN	OFFSET	1	2	3	4	5
0							
1							
2							
3							
4							
5							
6							
7							
8							
9							
A							
B							
C							
D							
E							
F							

HOLIDAY 1

C-D-9 = 1

8-A = DAY YEAR MONTH

EVENT	DAY OF WEEK						
	SMTWTFS						
	1	2	3	4	5	6	7
TIME	PLAN	OFFSET	1	2	3	4	5
0							
1							
2							
3							
4							
5							
6							
7							
8							
9							
A							
B							
C							
D							
E							
F							

HOLIDAY 2

C-D-9 = 2

8-B = DAY YEAR MONTH

EVENT	DAY OF WEEK						
	SMTWTFS						
	1	2	3	4	5	6	7
TIME	PLAN	OFFSET	1	2	3	4	5
0							
1							
2							
3							
4							
5							
6							
7							
8							
9							
A							
B							
C							
D							
E							
F							

HOLIDAY 3

C-D-9 = 3

8-C = DAY YEAR MONTH

HOLIDAY PLAN SELECTION
KEYSTROKES 9-EVENT NO.

DATE	TIME
MM/DD/YY	ARRIVE
	DEPART
Cabinet Keith AND Palomar	

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CABINET LOG

CURRENT MINUTE-SECOND
KEYSTROKES: 8-F

PROGRAM
200 SA

2ND KEY

TENTHS
(0-9)

0 0
0 1
0 2
0 3
0 4
0 5
0 6
0 7
0 8
0 9

F			8
0	6	3	5

MINUTE
(00-59)

SECONDS
(0-9)

DIRECTIONS: USING KEYSTROKES 8-F, DISPLAY THE MINUTE-SECONDS. GOING COUNTER CLOCKWISE FROM THE MOST SIGNIFICANT DIGIT OF THE MINUTE, SET IN THE MINUTE, SECOND AND TENTH OF SECOND. EXACTLY ON THE SET TIME, ENTER BY DEPRESSING THE **[C]** KEY.


ABOVE EXAMPLE - 06 MINUTES, 35 SECONDS AND 8 TENTHS.

MISCELLANEOUS
TIME OF DAY FEATURES
KEYSTROKES: 8+ FEATURE #

POWER CYCLE CORRECTION - LONG (F-0-6) _____
SHORT (F-0-7) _____
POWER FAILURE COUNTS - LONG (F-0-C) _____
SHORT (F-0-D) _____

0	CURRENT HR-MIN-DOW	*
1	CURRENT DOM-YEAR-MONTH	**
2	RESERVED	**
3	RESERVED	*
4	LAST PF HR-MIN-DOW	**
5	LAST PF DOM-YEAR-MONTH	*
6	CABINET FLASH HR-MIN-DOW	**
7	CABINET FLASH DOM-YR-MO	*
8	RESERVED	**
9	TYPE 1 TBC RESET TIME	*
A	HOLIDAY 1	**
B	HOLIDAY 2	**
C	HOLIDAY 3	**
D	RESERVED	**
E	RESERVED	
F	CURRENT MIN-SEC-1/10 SEC	

- * SEE TIME DISPLAY (8-0)
- * * SEE DATE DISPLAY (8-1)



BI TRAN SYSTEMS, INC.

2005A

CURRENT TIME OF DAY

KEYSTROKES: 8-0

	<input type="radio"/> 0		SECONDS
SUNDAY	<input type="radio"/> 1	<div>0</div>	<div>0</div>
MONDAY	<input type="radio"/> 2	<div>0</div>	<div>0</div>
TUESDAY	<input type="radio"/> 3	<div>0</div>	<div>0</div>
WEDNESDAY	<input type="radio"/> 4	<div>0</div>	<div>0</div>
THURSDAY	<input checked="" type="radio"/> 5	<div>0</div>	<div>0</div>
FRIDAY	<input type="radio"/> 6	<div>0</div>	<div>0</div>
SATURDAY	<input type="radio"/> 7	<div>0</div>	<div>0</div>
	<input checked="" type="radio"/> 8	<div>0</div>	<div>0</div>
	<input type="radio"/> 9	<div>0</div>	<div>0</div>

HOURS | MINUTES

DIRECTIONS: USING KEYSTROKES 8-0, DISPLAY THE CURRENT TIME OF DAY. TO SET THE TIME SETUP FOR THE NEXT MINUTE, STARTING WITH THE MOST SIGNIFICANT DIGIT OF HOURS, KEY IN HOURS, MINUTES AND 0 FOR SECONDS. THEN EXACTLY ON THE MINUTE, ENTER THE TIME BY DEPRESSING THE Σ KEY. NEXT TURN ON THE CALL/ACTIVE LIGHT FOR THE DAY OF WEEK.

CURRENT DATE

KEYSTROKES: 8-1

<input type="radio"/> 0	2ND KEY	MONTH (1-C)	MONTHS
<input type="radio"/> 1	<div>1</div>	<div>5</div>	1 JANUARY
<input type="radio"/> 2	<div>1</div>	<div>5</div>	2 FEBRUARY
<input type="radio"/> 3	<div>1</div>	<div>5</div>	3 MARCH
<input type="radio"/> 4	<div>1</div>	<div>5</div>	4 APRIL
<input type="radio"/> 5	<div>1</div>	<div>5</div>	5 MAY
<input type="radio"/> 6	<div>1</div>	<div>5</div>	6 JUNE
<input type="radio"/> 7	<div>1</div>	<div>5</div>	7 JULY
<input type="radio"/> 8	<div>1</div>	<div>5</div>	8 AUGUST
<input checked="" type="radio"/> 9	<div>1</div>	<div>5</div>	9 SEPTEMBER
	DAY OF MONTH (01-31)	YEAR (00-99)	A OCTOBER
			B NOVEMBER
			C DECEMBER

DIRECTIONS: USING KEYSTROKES 8-1, DISPLAY THE CURRENT DATE. GOING COUNTER CLOCKWISE FROM THE MOST SIGNIFICANT DIGIT OF THE DAY OF MONTH. ENTER THE DATE BY DEPRESSING THE Σ KEY.

ABOVE EXAMPLES - 7:58 AM ON THURSDAY, MAY 16, 1985.

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CABINET LOG

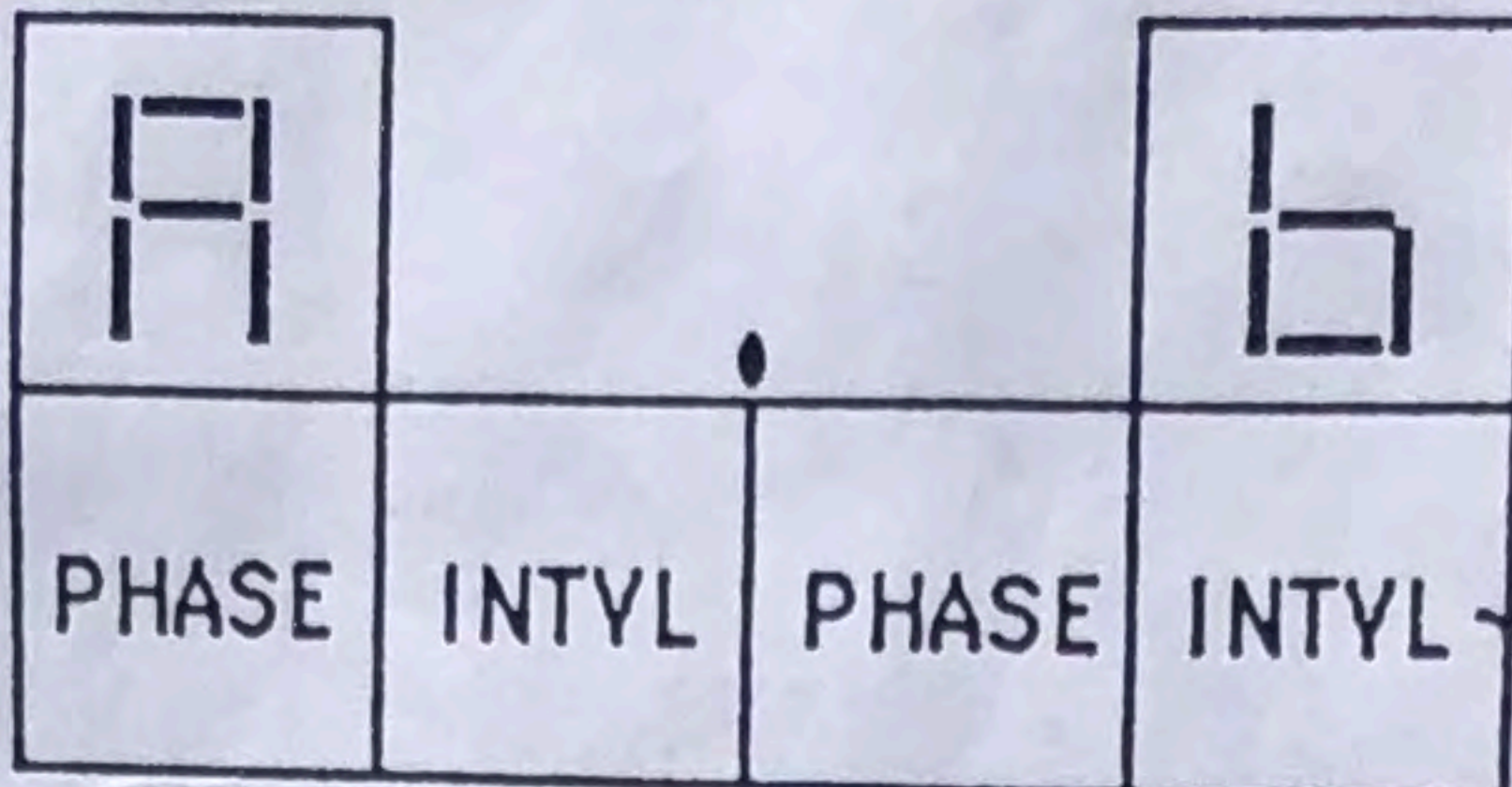
INTERSECTION: Clinton Keith at Palomar
by: _____ Date: _____

PROGRAM
200SA

VERSION 1.F.
OCT. 1991

BASE DISPLAY

COORDINATION — 0
1
2
3
4
5
6
7
8
9
DEMAND
(VEH & PEDS)
PREEMPTION — 0



RING A | RING B

1	2	3	4	RING A
5	6	7	8	RING B

PHASES

OVERLAP
LOAD SWITCH
ASSIGNMENT
D-0-

OVERLAP A (0-8)
OVERLAP B (0-8)
OVERLAP C (0-8)
OVERLAP D (0-8)

INTERVALS

- 0 - WALK
- 1 - FLASH DONT WALK
- 2 - MINIMUM GREEN
- 3 -
- 4 - VARIABLE INITIAL
- 5 - EXTENSION
- 6 -
- 7 - REDUCED GAP
- 8 - RED REST
- 9 - PREEMPTION
- A - STOP TIME
- B - RED REVERT
- C - GAP TERMINATION
- D - MAX TERMINATION
- E - FORCEOFF
- F - RED CLEARANCE

bade EPROM ERROR, SEE C-E-D
WATCHDOG STOPS IF F-C-F = 0
bada TURN STOPTIME SW ON THEN OFF
TO REINITIALIZE

CONFIGURATION DATA

NOTE: "E" KEY ENABLED (F-9-E ≠ 0)

KEYSTROKES: E+E+INTERVAL

	PHASE							
	1	2	3	4	5	6	7	8
0 EXCLU PH								
1 RR1 GRN CL								
2 RR2 GRN CL								
3 RR2 LTD								
4 PROT/PERM								
5 OLA GOMIT								
6 OLB GOMIT								
7 OLC GOMIT								
8 OLD GOMIT								
9 OU FL YEL								
A EMUEH A	X							
B EMUEH B								
C EMUEH C								
D EMUEH D								
E EXTRA								
F IC SELECT	X							

EXTRA (E+E+E)

- 1-TBC TYPE 1
- 3-DAYLIGHT SAV
- 4-EV ADVANCE
- 5-RESERVED
- 6-SPECIAL EVENT
- 7-PRETIMED
- 8-SPLIT RING

IC SELECT (E+E+F)

- 2-DUPLEX LOCAL
- 3-7 WIRE IN
- 4-FLH/FREE
- 6-SIMPLEX MASTER
- 7-7 WIRE OUT
- 8-OFFSET INTERRUPTER

ASSIGN5 (E+F+F)

- 1-RT OVERLAP
- 2-TOD OUTPUTS
- 3-STEADY EV BEACON
- 4-FLASH EV BEACON
- 5-RESERVED
- 6-PHASES 3 & 7 PED
- 7-ADVANCE WARNING BEACON
- 8-SPECIAL EVENT

KEYSTROKES: E+F+INTERVAL

	PHASE							
	1	2	3	4	5	6	7	8
0								
1 RR OLAP A								
2 RR OLAP B								
3 RR OLAP C								
4 RR OLAP D								
5 PED2P								
6 PED6P								
7 PED4P								
8 PED8P								
9 FLH YELO								
A OVERLAP A								
B OVERLAP B								
C OVERLAP C								
D OVERLAP D								
E RESTRICT								
F ASSIGN5								

BI TRAN SYSTEMS, INC.

20 SEC E/B
25 SEC W/B

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SIEMENS

CABINET LOG

Clinton Keith AND Palomar

Wilbomar

Hidden Springs Road
&
Clinton Keith Road

Intersection:
By:

Clinton Keith Rd
Interwest

At:
Date:

Hidden Springs Rd
3/8/17

200SA

Intersection No.

0

COORDINATION TIMING

KEYSTROKES: C + PLAN + FEATURE

CYCLE			PLAN									
			1	2	3	4	5	6	7	8	9	
FORCE 1		0	90	90	90							0
FORCE 2		1	16	16	16							1
FORCE 3		2										2
FORCE 4	NB L	3	34	34	34							3
FORCE 5		4	56	56	56							4
FORCE 6		5	16	16	16							5
FORCE 7		6										6
FORCE 8		7	34	34	34							7
RING OFFSET		8	56	56	56							8
OFFSET A		9										9
OFFSET B		A	87	5	0							A
OFFSET C		B										B
PERMISSIVE		C										C
HOLD RELEASE		D	5	5	5							D
ZONE OFFSET		E	255	255	255							E
		F										F

ADDRESS

(C-0-0)=

MANUAL PLAN:

(C-A-1)=

AUTO = 0
PLAN = 1-9
FREE = 14
FLASH = 15

TRANSITION TYPE

(C-D-D)=

SHORTWAY = 0 DWELL

FORCEOFF SHIFT FOR

PEDESTRIAN (C-D-F)

FOR OBSERVATION ONLY

MASTER PLAN (C-A-2)
CURRENT PLAN (C-A-3)
TOD PLAN (C-A-5)
MASTER CYCLE (C-A-0)
RING A CYCLE (C-B-0)
RING B CYCLE (C-D-0)
MINIMUM CYCLE (C-A-E)
MAXIMUM CYCLE (C-B-E)

SYNCHRONIZED SEQUENCES

KEYSTROKES: C + E + PLAN

			PHASE							
			1	2	3	4	5	6	7	8
0										
1	SYNC 1									
2	SYNC 2			X						
3	SYNC 3			X						
4	SYNC 4			X						
5	SYNC 5									
6	SYNC 6									
7	SYNC 7									
8	SYNC 8									
9	SYNC 9									
A	CPEDRCL									
B	NEMA HLD									
C	SCANMEM									
D	BADPROM									
E	TODFN E									
F	TODFN F									

PHASE SEQUENCES

KEYSTROKES: C + F + FUNCTION#

			PHASE							
			1	2	3	4	5	6	7	8
0	LAG 0 (FREE)									
1	LAG 1		X							
2	LAG 2		X							
3	LAG 3		X							
4	LAG 4		X							
5	LAG 5									
6	LAG 6									
7	LAG 7									
8	LAG 8									
9	LAG 9									
A	COORD MAX RECALL									
B	COORD LAG RECALL									
C	SYNC PHASES									
D	HOLD									
E	NEXT PHASE									
F	FORCE OFF									

Modification to existing timing to add Phase 3 only.
Existing timing taken from timing sheets dated
12/23/15. Timing changes are only those that are bold
and italic.

Intersection: Clinton Keith Rd
By:

At: Hidden Springs Rd
Date:

200SA

Intersection No. 0

9 - KEY

TIME OF DAY DISPLAYS

DAY OF WEEK

9 KEY TABLE

0
1
2
3
4
5
6
7
8
9

EVENT NO.	PLAN/ OFFSET
HOUR (00-23)	MINUTE (00-59)

16 EVENT

TIME BASE COORDINATION
KEYSTROKES: 9 + EVENT#

	TIME	PLAN	OFFSET	DAY OF WEEK						
				S	M	T	W	T	F	S
				1	2	3	4	5	6	7
0	06:30	1	A		X	X	X	X	X	
1	11:00	2	A		X	X	X	X	X	
2	15:00	3	A		X	X	X	X	X	
3	18:30	E	A		X	X	X	X	X	
4	10:00	E	A		X	X	X	X	X	
5	13:00	E	A		X	X	X	X	X	
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

PLAN = 1..9 (DIAL)

E (FREE)

F (FREE)

OFFSET = A..C

IN	
0	EXCI
1	RR1
2	RR2
3	RR2
4	PRO
5	OLA
6	OLB
7	OLC
8	OLD
9	OVE
A	EMV
B	EMV
C	EMV
D	EMV
E	EXTI
F	IC SEL

Note: SPECIAL EVENT
PED 2 YELLOW C

Note: SPECIAL EVENT
PED 2 YELLOW C

Clinton Keith Rd

Hidden Springs Rd

[illegible]

Note: SPECIAL EVENT
PED 2 YELLOW C

Intersection: **Clinton Keith Rd**
By: **Interwest**

At: **Hidden Springs Rd**
Date: **3/8/17**

200SA

BASE DISPLAY

Intersection No. **0**

COORDINATION ☐ 0
☐ 1
☐ 2
☐ 3
DEMAND (VEH & PEDS) ☐ 4
☐ 5
☐ 6
☐ 7
☐ 8
PREEMPTION ☐ 9

Modification to existing timing to add Phase 7.
Existing timing taken from timing sheets dated 9/24/13.
Timing changes are only those that are bold and italic.

A		B	
PHASE	INTVL	PHASE	INTVL

RING A | **RING B**

1	2	3	4
5	6	7	8

PHASES

INTERVALS

0 - WALK
1 - FLASH DON'T WALK
2 - MINIMUM GREEN
3 -
4 - VARIABLE INITIAL
5 - EXTENSION
6 -
7 - REDUCE GAP
8 - RED REST
9 - PREEMPTION
A - STOP TIME
B - RED REVERT
C - GAP TERMINATION
D - MAX TERMINATION
E - FORCEOFF
F - RED CLEARANCE

OVERLAP
LOAD SWITCH
ASSIGNMENT
D-0-

OVERLAP A (0-8)
OVERLAP B (0-8)
OVERLAP C (0-8)
OVERLAP D (0-8)

bAdE EPROM ERROR, SEE C-E-D
WATCHDOG STOPS IF F-C-F=0
bAdA TURN STOPTIME SW ON THEN OFF TO REINITIALIZE

CONFIGURATION DATA

NOTE: "E" KEY ENABLE (F - 9 - E * 0)

KEYSTROKES: E+E+INTERVAL

INTERVAL	PHASE							
	1	2	3	4	5	6	7	8
0 EXCLU PH								
1 RR1 GRN CL								
2 RR2 GRN CL								
3 RR2 LTD								
4 PROT / PERM								
5 OLA GOMIT								
6 OLB GOMIT								
7 OLC GOMIT								
8 OLD GOMIT								
9 OV EL YEL								
A EMVEH A		3						8
B EMVEH B		2			5			
C EMVEH C	1					6		
D EMVEH D			4				7	
E EXTRA	X							
F IC SELECT		X						

EXTRA: (E+E+E)
1-TBC TYPE 1
3-DAYLIGHT SAV
4-EV ADVANCE
6-SPECIAL EVENT
7-PRETIMED
8-SPLIT RING

ICSEL: (E+E+E)
1-SIMPLEX
2-2-WAY MODEM
3-7 WIRE IN
4- FLH/FREE
5- SIMPLEX OUT
7-7 WIRE OUT

ASSIGNS: (E+F+F)
1-RT OVERLAP
2-TOD OUTPUTS
3-STEADY EV BEAC
4-FLASH EV BEAV

KEYSTROKES: E + F + INTERVAL

INTERVAL	PHASE							
	1	2	3	4	5	6	7	8
0								
1 RR OLAP A								
2 RR OLAP B								
3 RR OLAP C								
4 RR OLAP D								
5 PED2P		X						
6 PED6P						X		
7 PED4P				X				
8 PED8P								X
9 ELH YELO								
A OVERLAP A								
B OVERLAP B								
C OVERLAP C								
D OVERLAP D								
E RESTRICT								
F ASSIGNS								

Note: SPECIAL EVENT INPUT IS AT RR2
PED 2 YELLOW OUTPUT - RED RIGHT TURN DURING ENTIRE RR PREEMPTION

EXP
SB = D = 47
EB = B = 2,5
NB = A = 3,8
WB = C = 1,6

DATE	ARRN
MM/DD/YY	
1-15-19	1025
4-19	0830
5-15-19	1010
5-9-19	0645
5-28-19	0830
6-6-19	12
7-11-19	104
8-12-19	11

CA Lic. 7587

SIEME

Intersection:
By:

Clinton Keith Rd
Interwest

At:
Date:

Hidden Springs Rd
3/8/17

200SA

Intersection No. 0

Modification to existing timing to add Phase 3. Existing timing taken from timing sheets dated 12/23/15. Timing changes are only those that are bold and italic.

PHASE TIMING

KEYSTROKES: F + PHASE + INTERVAL

		PHASE								PREEMPT		
			NB L								E	
		1	2	3	4	5	6	7	8			
WALK	0		7		7		7		7			
FLASH D/W	1		24		32		21		35	RR1 DELAY		0
MIN GREEN	2	18 5	7 10	10 5	10 5	10 5	8 10	10 5	10 5	RR1 CLEAR		1
TYPE 3 DET	3									EVA DELAY		2
ADD/VEH	4		1.5				1.5			EVA CLEAR	1	3
VEH EXTEN *	5	2.0	4.0	2.0	3.0	2.0	4.0	2.0	3.0	EVB DELAY		4
MAX GAP *	6	2.0	5.0	2.0	3.0	2.0	5.0	2.0	3.0	EVB CLEAR	1	5
MIN GAP *	7	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0	EVC DELAY		6
MAX EXTEN	8	25	45	30	35	25	45	30	35	EVC CLEAR	1	7
MAX 2	9									EVD DELAY		8
	A									EVD CLEAR	1	9
CALL TO PHASE	B									RR2 DELAY		A
REDUCE BY	C		0.1				0.1			RR2 CLEAR		B
REDUCE EVERY	D		1.0				1.0			EV CLR TMR		C
YELLOW	E	3.0	4.3 4.3	3.0	3.9	3.0	4.3 4.3	3.0	3.9	EV DLY TMR		D
RED CLEAR	F	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	RR CLR TMR		E
										RR DLY TMR		F

MAX INITIAL (F-O-E) 20

RED REVERT (F-O-F)= 2

ALL RED START (F-C-O)= 3

* MUST BE SAME FOR NON-DENSITY OPERATION

PHASE FUNCTION FLAGS

KEYSTROKES: F+F+FUNCTION#

FUNCTION		PHASE							
		1	2	3	4	5	6	7	8
PERMIT	0	X	X	X	X	X	X	X	X
RED LOCK	1								
YELLOW LOCK	2								
VEH RECALL	3		X				X		
PED RECALL	4								
PEDS	5								
REST IN WALK	6								
RED REST	7								
DOUBLE ENTRY	8		X		X		X		X
MAX RECALL	9								
SOFT RECALL	A								
MAX 2	B								
COND SERVE	C								
RESERVED	D								
START UP	E	X			X				
FIRST PHASES	F		X			X			

OVERLAP TIMING

KEYSTROKES: F+COLOR CODE+OVERLAP

	9 GREEN	C YELLOW	D RED
OVERLAP A			
OVERLAP B			
OVERLAP C			
OVERLAP D			

Intersection: **Clinton Keith Rd**
By: **Interwest**

At: **Hidden Springs Rd**
Date: **3/8/17**

200SA

Modification to existing timing to
add Phase 3. Existing timing taken
from timing sheets dated 12/23/15.
Timing changes are only those that
are bold and italic.

PHASE TIMING

KEYSTROKES: F + PHASE + INTERVAL

Intersection No. **0**

		PHASE								PREEMPT	
		1	2	3	4	5	6	7	8	E	
WALK	0		7		7		7		7		
FLASH D/W	1		24		32		21		35	RR1 DELAY	0
MIN GREEN	2	10	7	10	7	10	8	10	3	RR1 CLEAR	1
TYPE 3 DET	3	5	10	5	5	5	10	5	3	EVA DELAY	2
ADD/VEH	4		1.5				1.5			EVA CLEAR	1 3
VEH EXTEN *	5	2.0	4.0	2.0	3.0	2.0	4.0	2.0	3.0	EVb DELAY	4
MAX GAP *	6	2.0	5.0	2.0	3.0	2.0	5.0	2.0	3.0	EVb CLEAR	1 5
MIN GAP *	7	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0	EVC DELAY	6
MAX EXTEN	8	25	45	30	35	25	45	30	35	EVC CLEAR	1 7
MAX 2	9									EVD DELAY	8
	A									EVD CLEAR	1 9
CALL TO PHASE	B									RR2 DELAY	A
REDUCE BY	C		0.1				0.1			RR2 CLEAR	B
REDUCE EVERY	D		1.0				1.0			EV CLR TMR	C
YELLOW	E	3.0	4.3	3.0	3.9	3.0	4.3	3.0	3.9	EV DLY TMR	D
RED CLEAR	F	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	RR CLR TMR	E
										RR DLY TMR	F

MAX INITIAL (F-O-E)

20

RED REVERT (F-O-F)=

2

ALL RED START (F-C-O)=

3

* MUST BE SAME FOR NON-DENSITY OPERATION

PHASE FUNCTION FLAGS

KEYSTROKES: F+F+FUNCTION#

FUNCTION		PHASE							
		1	2	3	4	5	6	7	8
PERMIT	0	X	X	X	X	X	X	X	X
RED LOCK	1								
YELLOW LOCK	2								
VEH RECALL	3		X				X		
PED RECALL	4								
PEDS	5								
REST IN WALK	6								
RED REST	7								
DOUBLE ENTRY	8		X		X		X		X
MAX RECALL	9								
SOFT RECALL	A								
MAX 2	B								
COND SERVE	C								
RESERVED	D								
START UP	E	X				X			
FIRST PHASES	F		X				X		

OVERLAP TIMING

KEYSTROKES: F+COLOR CODE+OVERLAP

	9 GREEN	C YELLOW	D RED
OVERLAP A			
OVERLAP B			
OVERLAP C			
OVERLAP D			

Intersection:
By:

Clinton Keith Rd

At: Hidden Springs Rd
Date:

200SA

DETECTOR TIMING

Intersection No.

0

DESCRIPTION	C1 PIN	DET NO.	332 INPUT		DELAY 1/10 SEC	CARRYOVER	
			FILE SLOT			1/10 SEC	
	56	14	1I1		D-1-0		D-3-0
	39	1	2I2U		D-1-1		D-3-1
	43	5	2I2L		D-1-2		D-3-2
	76	25	2I3U		D-1-3		D-3-3
	63	21	2I3L		D-1-4		D-3-4
	47	9	2I4		D-1-5		D-3-5
	58	16	3I5		D-1-6		D-3-6
	41	3	4I6U		D-1-7		D-3-7
	45	7	4I6L		D-1-8		D-3-8
	78	27	4I7U		D-1-9		D-3-9
	65	23	4I7L		D-1-A		D-3-A
	49	11	4I8		D-1-B		D-3-B
	60	18	1I9U		D-1-C		D-3-C
	62	20	3I9L		D-1-D		D-3-D
	55	13	5J1		D-2-0		D-4-0
	40	2	6J2U		D-2-1		D-4-1
	44	6	6J2L		D-2-2		D-4-2
	77	26	6J3U		D-2-3		D-4-3
	64	22	6J3L		D-2-4		D-4-4
	48	10	6J4		D-2-5		D-4-5
	57	15	7J5		D-2-6		D-4-6
	42	4	8J6U		D-2-7		D-4-7
	46	8	8J6L		D-2-8		D-4-8
	79	28	8J7U		D-2-9		D-4-9
	66	24	8J7L		D-2-A		D-4-A
	50	12	8J8		D-2-B		D-4-B
	59	17	5J9U		D-2-C		D-4-C
	61	19	7 J 9 L		D-2-D		D-4-D

PHASE 7

FILE J

SLOT 9

LOWER

ACTIVE DETECTOR

ASSIGNMENTS

CALL/ACTIVE LIGHTS

	1	2	3	4	5	6	7	8
DET #	1	2	3	4	5	6	7	8
D-E-A								
DET #	9	10	11	12				
D-E-B								
DET #	13	14	15	16	17	18	19	20
D-E-C								
DET #					21	22	23	24
D-E-D								
DET #								
D-E-E								
DET #		25	26	27	28			
D-E-F								

DETECTOR MONITOR

MAXIMUM ON TIME (D-A-E)

DETON , MINUTES

MAXIMUM ON TIME (D-A-E)

DETOFF , MINUTES

332 cabinet INPUT FILE

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	SLOT
U	1	2	2	2	3	4	4	4	1	1	AL1	2P	6P	FS	
L		2	2	0		4	4	0	3	01	ADV	4P	8T	ST	
U	5	6	6	6	7	8	8	8	5	02	AL2	EVA	EVB	RR1	
L		6	6	0		8	8	0	7	03	AL3	EVC	EVD	RR2	

- EXTENSION, COUNT
□ - EXTENSION
○ - CALL DETECTOR
DE - DIAL 2
EVA - EMERG VEH A

ADV - ADVANCE
EN - ENABLE
F - FLASH/FREE
ST - STOP TIME
01 - OFFSET 1

FS - FLASH SENSE
2P - 2PED
RR1 - RAILROAD 1

AL1 - ALARM 1

Intersection: Clinton Keith Rd
By: Interwest

At: Hidden Springs Rd
Date: 3/8/17

200SA

Intersection No. 0

COORDINATION TIMING

KEYSTROKES: C + PLAN + FEATURE

CYCLE			PLAN									
			1	2	3	4	5	6	7	8	9	
FORCE 1		0	90	90	90							0
FORCE 2		1	16	22	20							1
FORCE 3	NB L	2										2
FORCE 4		3	42	48	46							3
FORCE 5		4	62	62	60							4
FORCE 6		5	16	22	20							5
FORCE 7		6										6
FORCE 8		7	42	48	46							7
FORCE 9		8	62	62	60							8
RING OFFSET		9										9
OFFSET A		A	87	5	0							A
OFFSET B		B										B
OFFSET C		C										C
PERMISSIVE		D	5	5	5							D
HOLD RELEASE		E	255	255	255							E
ZONE OFFSET		F										F

ADDRESS (C-0-0)=

MANUAL PLAN: (C-A-1)=

AUTO = 0
PLAN = 1-9
FREE = 14
FLASH = 15

TRANSITION TYPE (C-D-D)=

SHORTWAY = 0 DWELL > 0

FORCEOFF SHIFT FOR PEDESTRIAN (C-D-F)

FOR OBSERVATION ONLY
MASTER PLAN (C-A-2)
CURRENT PLAN (C-A-3)
TOD PLAN (C-A-5)
MASTER CYCLE (C-A-0)
RING A CYCLE (C-B-0)
RING B CYCLE (C-D-0)
MINIMUM CYCLE (C-A-E)
MAXIMUM CYCLE (C-B-E)

SYNCHRONIZED SEQUENCES KEYSTROKES: C + E + PLAN

			PHASE							
			1	2	3	4	5	6	7	8
0										
1	SYNC 1			X				X		
2	SYNC 2			X				X		
3	SYNC 3			X				X		
4	SYNC 4									
5	SYNC 5									
6	SYNC 6									
7	SYNC 7									
8	SYNC 8									
9	SYNC 9									
A	CPEDRCL									
B	NEMA HLD									
C	SCANMEM									
D	BADPROM									
E	TODFN E									
F	TODFN F									

PHASE SEQUENCES KEYSTROKES: C + F + FUNCTION#

FUNCTION		PHASE							
		1	2	3	4	5	6	7	8
0	LAG 0 (FREE)		X		X		X		X
1	LAG 1	X				X			
2	LAG 2	X				X			
3	LAG 3	X				X			
4	LAG 4								
5	LAG 5								
6	LAG 6								
7	LAG 7								
8	LAG 8								
9	LAG 9								
A	COOR MAX RECALL								
B	COOR LAG RECALL								
C	SYNC PHASES								
D	HOLD								
E	NEXT PHASE								
F	FORCE OFF								

Modification to existing timing to add Phase 3 only.
Existing timing taken from timing sheets dated 12/23/15. Timing changes are only those that are bold and italic.

62
48
14

Intersection: By: Clinton Keith Rd

Intersection: Clinton Keith Rd At: Hidden Springs Rd
By: Date:

200SA

Intersection No. 0

9 - KEY

DAY OF WEEK

9 KEY TABLE

☐ 0
☐ 1
☐ 2
☐ 3
☐ 4
☐ 5
☐ 6
☐ 7
☐ 8
☐ 9

TIME OF DAY DISPLAYS

EVENT NO.	PLAN/OFFSET
HOUR (00-23)	MINUTE (00-59)

16 EVENT

TIME BASE COORDINATION
KEYSTROKES: 9 + EVENT#

				DAY OF WEEK						
				S	M	T	W	T	F	S
				1	2	3	4	5	6	7
0	TIME	PLAN	OFFSET		X	X	X	X	X	
1	06:30	1	A		X	X	X	X	X	
2	11:00	2	A		X	X	X	X	X	
3	45:00 1430	3	A		X	X	X	X	X	
4	18:30	E	A		X	X	X	X	X	
5	10:00 0900	E	A		X	X	X	X	X	
6	13:00	E	A							
7										
8										
9										
A										
B										
C										
D										
E										
F										

PLAN = 1..9 (DIAL)

E (FREE)

F (FREE)

OFFSET = A..C

6-26-17
missing week end
time?

Intersection: Clinton Keith Rd
 By: Hidden Springs Rd
 At: Hidden Springs Rd
 Date:

Intersection: Clinton Keith Rd
 By:
 At: Hidden Springs Rd
 Date:
 Intersection No: 200SA
0

TIME OF DAY LOCAL FUNCTIONS

DAY OF WEEK

☐ 0
☐ 1
☐ 2
☐ 3
☐ 4
☐ 5
☐ 6
☐ 7
☐ 8
☐ 9

TIME OF DAY DISPLAYS

EVENT NO.	PLAN/OFFSET
HOUR	MINUTE

TIME OF DAY
 KEYSTROKES: 7+EVENT #

FUNCTION BY PHASE
 KEYSTROKES: D+F+EVENT #

		DAY OF THE WEEK														
		S	M	T	W	T	F	S								
TIME	FUNC	1	2	3	4	5	6	7	1	2	3	4	5	6	7	8
0																
1																
2																
3																
4																
5																
6																
7																
8																
9																
A																
B																
C																
D																
E																
F																

TIME OF DAY LOCAL FUNCTION CODES

- | | | | |
|------------------|--------------------|------------------------|-----------------|
| 0 - PERMIT | 7 - RED REST | E - 1 - LOCAL OVERRIDE | F - TOD OUTPUTS |
| 1 - RED LOCK | 8 - DBL ENTRY | 2 - PHASE BANK 2 | 1 - TOD OUT 1 |
| 2 - YELLOW LOCK | 9 - VEH MAX RECALL | 3 - PHASE BANK 3 | 2 - TOD OUT 2 |
| 3 - VEH RECALL | A - SOLFT RECALL | 7 - DET COUNT | 3 - TOD OUT 3 |
| 4 - PED RECALL | B - MAX II EXT | 8 - SPLIT MONITOR | 4 - TOD OUT 4 |
| 5 - RESERVED | C - COND SERVE | | |
| 6 - REST IN WALK | D - TOD LAG | | |

Clinton Keith Rd

Hidden Springs Rd

[illegible]

I-15 SB Ramps
&
Clinton Keith Road

Location: CLINTON KEITH ROAD @ I-15 SOUTHBOUND -RAMP

Designed By:

System:

District: 08 - SAN BERNARDINO

Installed By: JP/KT

Master At: I-15 N/B RAMP @ CLINTON

I/C:

Service Info:

Timing Change:

Date Start:

Date End:

Designed:

Installed:

9/10/2018

6/10/2010

4/10/2002

Intersection Layout

FLASH

1) W/B CLINTON KEITH RD --LEFT TURN	[]
P 2) E/B CLINTON KEITH RD	[]
H 3)	[]
A 4) I-15 S/B ON OFF RAMP	[]
S 5)	[]
E 6) W/B CLINTON KEITH RD	[]
7)	[]
8)	[]
O A)	[]
V B)	[]
E C)	[]
R D)	[]
L E)	[]
A F)	[]
P	[]

Comments and Notes:

TSCP 2.21 BUILD 2

RAM Checksum

Page 2: 454D	Page 8: 26C1
Page 3: 92C6	Page 9: D2FD
Page 4: 508C	Page 10: BDAC
Page 5: 191A	Page 11: 1D0B
Page 6: 191A	Page 12: 2FBE
Page 7: D4AE	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 . 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 . 6 . .
Pedestrian Calls	. 2 . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A
B
C
D
E
F

P H A S E T I M I N G

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	7	0	0
Flash Don't Walk	0	23	0	0	0	28	0	0
Minimum Green	5	5	0	5	0	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	25	45	0	45	0	45	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Maximum Gap	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Minimum Gap	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.6	4.8	3.0	4.8	3.0	4.8	3.0	3.0
All-Red	1.0	1.0	0.0	1.0	0.0	1.0	0.0	0.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

		[Offsets]			Green Factors or Press [F] to Select Force-Off											
		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	
Plan 1	Green Factor	90		.....				15	38		20		58			
Plan 2	Green Factor	90		.....				18	35		20		58			
Plan 3	Green Factor	90		.....				14	28		31		47			
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)

Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 ... 6 ..	.....
Ped	Bike
.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	1 .....	.....	.....	.....
Plan 2	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	1 .....	.....	.....	.....
Plan 3	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	1 .....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)		Plan: 1-9
Plan	OffSet	15 or 254 = Flash
	A	14 or 255 = Free
		Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....										
Plan 12	Green Factor			.....										
Plan 13	Green Factor			.....										
Plan 14	Green Factor			.....										
Plan 15	Green Factor			.....										
Plan 16	Green Factor			.....										
Plan 17	Green Factor			.....										
Plan 18	Green Factor			.....										
Plan 19	Green Factor			.....										

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11
Plan 12
Plan 13
Plan 14
Plan 15
Plan 16
Plan 17
Plan 18
Plan 19

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....										
Plan 22	Green Factor			.....										
Plan 23	Green Factor			.....										
Plan 24	Green Factor			.....										
Plan 25	Green Factor			.....										
Plan 26	Green Factor			.....										
Plan 27	Green Factor			.....										
Plan 28	Green Factor			.....										
Plan 29	Green Factor			.....										

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21
Plan 22
Plan 23
Plan 24
Plan 25
Plan 26
Plan 27
Plan 28
Plan 29

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	.. 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	.. 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	... 4	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	... 4	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	... 4	NO	I7U	13			10	4.7
14	CALL+EXTEND	... 4	NO	I7L	14			10	6.4
15	CALL+EXTEND	... 4	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	... 4	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	.. 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	... 4	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	.... 5 ...	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	.... 5 ...	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	..... 6 ..	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	..... 6 ..	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	..... 6 ..	NO	J3U	25			10	4.6
26	CALL+EXTEND	..... 6 ..	NO	J3L	26			10	6.3
27	CALL+EXTEND	..... 6 ..	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	..... 6 ..	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	..... 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	..... 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	..... 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	..... 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	..... 8	NO	J7U	33			10	4.8
34	CALL+EXTEND	..... 8	NO	J7L	34			10	6.5
35	CALL+EXTEND	..... 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	..... 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	.... 5 ...	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	..... 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	..... 6 ..	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	..... 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	... 4	NO	I12L	42			10	5.3
43	PEDESTRIAN	..... 6 ..	NO	I13U	43			10	5.2
44	PEDESTRIAN	..... 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	.....
Detectors 9-16	.....
Detectors 17-24	.....
Detectors 25-32	.....
Detectors 33-40	.....
Detectors 41-44	.....

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	.....

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
0630	1	A			A			A			A			A			A
0900	255	A			A			A			A			A			A
1100	2	A			A			A			A			A			A
1300	255	A			A			A			A			A			A
1430	3	A			A			A			A			A			A
1830	255	A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES
---------	-----

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		

Action Codes:

- 0. None
- 1. Permitted
- 2. Restricted
- 4. Veh Min Recall
- 5. Veh Max Recall
- 6. Ped Recall
- 7. Bike Recall
- 8. Red Lock
- 9. Yellow Lock
- 10. Force/Max Lock
- 11. Double Entry
- 12. Y-Coord C
- 13. Y-Coord D
- 14. Free
- 15. Flashing
- 16. Walk 2
- 17. Max Green 2

- 18. Max Green 3
- 19. Rest in Walk
- 20. Rest in Red
- 21. Free Lag Phases
- 22. Special Functions
- 23. Truck Preempt
- 24. Conditional Service
- 25. Conditional Service
- 26. Leading Ped
- 27. Traffic Actuated Max 2
- 41. Protected Permissive
- 42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	1
Protocol	AB3418
Access Level	7
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

- 0-Full Access
- 1-Status Only
- 2-Status, Set Pattern, Time
- 3-Status, Set Pattern, Time, Manual Plan
- 4-Reserved
- 5-Full Access with No Set Pattern
- 6-Full Access with No Set Time
- 7-Full Access with No Set Pattern, Manual Plan
- 8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27001
Type	STATIC
Central Access	6
Field Access	0

IP Address	192	.	168	.	0	.	101
Netmask	255	.	255	.	255	.	0
Broadcast	0	.	0	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1	(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. 2 . . 5 . .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		.....	.....	1 2 3 4 5 6 7 8	.....	.....	.....	.....	.....	A B C D E F
	Exit		Exit Parameters (3-1-5)				Configuration (3-1-6)				
	Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-Up	
	Ped Clr		.....	.....	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8	2.5	0.0	YES	FLASHING	

RR 2	(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. . . 4 . . 7 .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		1 2 3 . . 6 . .	.....	.....	. 2 . . . 6 . .	.....	. . . 4 . . . 8	.....	.....	.....
	Exit		Exit Parameters (3-2-5)				Configuration (3-2-6)				
	Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-up	
	Ped Clr		.....	.....	. . . 4 . . 7 .	.....	2.6	0.0	YES	DARK	

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	45	. 2 . . 5 . .	.....
	Port	Latching	Phase Termination		
	5.5	NO	ADVANCE		

EVC (3-C)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	45	1 6 . .	.....
	Port	Latching	Phase Termination		
	5.7	NO	ADVANCE		

EVB (3-B)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	45	. . . 4 . . 7 .	.....
	Port	Latching	Phase Termination		
	5.6	NO	ADVANCE		

EVD (3-D)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	45	. . 3 8	.....
	Port	Latching	Phase Termination		
	5.8	NO	ADVANCE		

INPUTS

7 Wire I/C (2-1-5-1)					
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	NORMAL

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

OUTPUTS

Loadswitch Assignments (2-1-6)								+
A	1	2	22	3	4	24	9	
B	5	6	26	7	8	28	10	
X	13	14	0	11	12	0	0	

Loadswitch Codes:

0 Unused (no output)

1-8 Vehicle 1-8

9-14 Overlap A-F

21-28 Ped 1-8

41-47 Special Functions

41 Protected Permissive Flashing Phase 1

43 Protected Permissive Flashing Phase 3

45 Protected Permissive Flashing Phase 5

47 Protected Permissive Flashing Phase 7

51-57 Special Functions

71-72 Seven Wire I/C

+ middle output of
loadswitches 3 and 6
Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)		Indicator Output			
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	.....	0.0	OPT	0	0
Plan 11-19	.....	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					0.0	0.0	0.0	0	0.0	0

I-15 NB Ramps
&
Clinton Keith Road

Location: CLINTON KEITH ROAD @ NORTHBOUND RAMP

Designed By:

System:

District: 08-SAN BERNARDINO

Installed By: JP/KT

Master At: THIS LOCATION

I/C:

Service Info:

Timing Change:

Date Start:

Date End:

Designed:

Installed:

9/12/2018

6/10/2010

4/10/2002

Intersection Layout

FLASH

- 1)
P 2) E/B CLINTON KEITH RD.
H 3)
A 4)
S 5) E/B CLINTON KEITH RD---LEFT TURN
E 6) W/B CLINTON KEITH RD
7)
8) I-15 N/B RAMP

[]
[]
[]
[]
[]
[]
[]
[]

O A)
V B)
E C)
R D)
L E)
A F)
P

[]
[]
[]
[]
[]
[]

Comments and Notes:

TSCP 2.21 Build 2

RAM Checksum

Page 2: 3608	Page 8: 26C1
Page 3: FA42	Page 9: D2FD
Page 4: 940D	Page 10: EBC4
Page 5: 191A	Page 11: 1D0B
Page 6: 191A	Page 12: 2FBE
Page 7: D4AE	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 . . 5 6 . 8
Restricted	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	. 2 . . 5 6 . 8
Pedestrian Calls	. 2 . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

P H A S E T I M I N G

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	7	0	0
Flash Don't Walk	0	23	0	0	0	23	0	0
Minimum Green	0	5	0	0	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	45	0	0	25	45	0	35
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0
Maximum Gap	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0
Minimum Gap	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.8	3.0	3.0	4.1	4.8	3.0	4.8
All-Red	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA**COORDINATION**

		[Offsets]			Green Factors or Press [F] to Select Force-Off											
		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	
Plan 1	Green Factor	90		.....	47				54			19	29		24	
Plan 2	Green Factor	90		.....	37				50			16	28		28	
Plan 3	Green Factor	90		.....	46				48			14	28		30	
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....
Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 ... 6 ..	.....
Ped	Bike
.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	..... 8	.....	.....	.....
Plan 2	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	..... 8	.....	.....	.....
Plan 3	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	..... 8	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)		Plan: 1-9
Plan	OffSet	15 or 254 = Flash
	A	14 or 255 = Free
		Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....										
Plan 12	Green Factor			.....										
Plan 13	Green Factor			.....										
Plan 14	Green Factor			.....										
Plan 15	Green Factor			.....										
Plan 16	Green Factor			.....										
Plan 17	Green Factor			.....										
Plan 18	Green Factor			.....										
Plan 19	Green Factor			.....										

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11
Plan 12
Plan 13
Plan 14
Plan 15
Plan 16
Plan 17
Plan 18
Plan 19

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....										
Plan 22	Green Factor			.....										
Plan 23	Green Factor			.....										
Plan 24	Green Factor			.....										
Plan 25	Green Factor			.....										
Plan 26	Green Factor			.....										
Plan 27	Green Factor			.....										
Plan 28	Green Factor			.....										
Plan 29	Green Factor			.....										

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21
Plan 22
Plan 23
Plan 24
Plan 25
Plan 26
Plan 27
Plan 28
Plan 29

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	.. 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	.. 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	... 4	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	... 4	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	... 4	NO	I7U	13			10	4.7
14	CALL+EXTEND	... 4	NO	I7L	14			10	6.4
15	CALL+EXTEND	... 4	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	... 4	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	.. 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	... 4	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	.... 5 ...	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	.... 5 ...	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	..... 6 ..	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	..... 6 ..	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	..... 6 ..	NO	J3U	25			10	4.6
26	CALL+EXTEND	..... 6 ..	NO	J3L	26			10	6.3
27	CALL+EXTEND	..... 6 ..	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	..... 6 ..	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	..... 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	..... 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	..... 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	..... 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	..... 8	NO	J7U	33			10	4.8
34	CALL+EXTEND	..... 8	NO	J7L	34			10	6.5
35	CALL+EXTEND	..... 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	..... 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	.... 5 ...	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	..... 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	..... 6 ..	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	..... 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	... 4	NO	I12L	42			10	5.3
43	PEDESTRIAN	..... 6 ..	NO	I13U	43			10	5.2
44	PEDESTRIAN	..... 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	.....
Detectors 9-16	.....
Detectors 17-24	.....
Detectors 25-32	.....
Detectors 33-40	.....
Detectors 41-44	.....

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	.....

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
0630	1	A			A			A			A			A			A
0900	255	A			A			A			A			A			A
1100	2	A			A			A			A			A			A
1300	255	A			A			A			A			A			A
1430	3	A			A			A			A			A			A
1830	255	A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES
---------	-----

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		

Action Codes:

- 0. None
- 1. Permitted
- 2. Restricted
- 4. Veh Min Recall
- 5. Veh Max Recall
- 6. Ped Recall
- 7. Bike Recall
- 8. Red Lock
- 9. Yellow Lock
- 10. Force/Max Lock
- 11. Double Entry
- 12. Y-Coord C
- 13. Y-Coord D
- 14. Free
- 15. Flashing
- 16. Walk 2
- 17. Max Green 2

- 18. Max Green 3
- 19. Rest in Walk
- 20. Rest in Red
- 21. Free Lag Phases
- 22. Special Functions
- 23. Truck Preempt
- 24. Conditional Service
- 25. Conditional Service
- 26. Leading Ped
- 27. Traffic Actuated Max 2
- 41. Protected Permissive
- 42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	2
Protocol	AB3418
Access Level	7
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	1
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

- 0-Full Access
- 1-Status Only
- 2-Status, Set Pattern, Time
- 3-Status, Set Pattern, Time, Manual Plan
- 4-Reserved
- 5-Full Access with No Set Pattern
- 6-Full Access with No Set Time
- 7-Full Access with No Set Pattern, Manual Plan
- 8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27002
Type	STATIC
Central Access	6
Field Access	0

IP Address	192	.	168	.	0	.	102
Netmask	255	.	255	.	255	.	0
Broadcast	0	.	0	.	0	.	255
Gateway	192	.	168	.	0	.	1

RAILROAD PREEMPTION

RR 1	(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. 2 . . 5 . .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		.....	.....	1 2 3 4 5 6 7 8	.....	.....	.....	.....	.....	A B C D E F
	Exit		Exit Parameters (3-1-5)				Configuration (3-1-6)				
	Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-Up	
	Ped Clr		.....	.....	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8	2.5	0.0	YES	FLASHING	

RR 2	(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. . . 4 . . 7 .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		1 2 3 . . 6 . .	.....	.....	. 2 . . . 6 . .	.....	. . . 4 . . . 8	.....	.....	.....
	Exit		Exit Parameters (3-2-5)				Configuration (3-2-6)				
	Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-up	
	Ped Clr		.....	.....	. . . 4 . . 7 .	.....	2.6	0.0	YES	DARK	

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	45	. 2 . . 5 . .	.....
	Port	Latching	Phase Termination		
	5.5	NO	ADVANCE		

EVB (3-B)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	45	. . . 4 . . 7 .	.....
	Port	Latching	Phase Termination		
	5.6	NO	ADVANCE		

EVC (3-C)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	45	1 6 . .	.....
	Port	Latching	Phase Termination		
	5.7	NO	ADVANCE		

EVD (3-D)	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	45	. . 3 8	.....
	Port	Latching	Phase Termination		
	5.8	NO	ADVANCE		

INPUTS

7 Wire I/C (2-1-5-1)					
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	NORMAL

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

OUTPUTS

Loadswitch Assignments (2-1-6)								+
A	1	2	22	3	4	24	9	
B	5	6	26	7	8	28	10	
X	13	14	0	11	12	0	0	

Loadswitch Codes:

0 Unused (no output)

1-8 Vehicle 1-8

9-14 Overlap A-F

21-28 Ped 1-8

41-47 Special Functions

41 Protected Permissive Flashing Phase 1

43 Protected Permissive Flashing Phase 3

45 Protected Permissive Flashing Phase 5

47 Protected Permissive Flashing Phase 7

51-57 Special Functions

71-72 Seven Wire I/C

+ middle output of
loadswitches 3 and 6
Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)		Indicator Output			
Enable in Plans	Input	Type	Stop	Go	
Plan 1-9	0.0	OPT	0	0
Plan 11-19	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					0.0	0.0	0.0	0	0.0	0

George Avenue
&
Clinton Keith Road

Unofficial

INTERSECTION: Clinton Keith

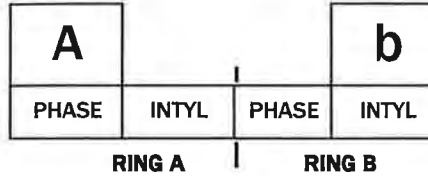
at: George

By:

Date Prepared: 1/27/2009

COORDINATION ☐ 0
☐ 1
☐ 2
☐ 3
 DEMAND (VEH & PEDS) ☐ 4
☐ 5
☐ 6
☐ 7
☐ 8
 PREEMPTION ☐ 9

BASE DISPLAY



1	2	3	4	RING A
5	6	7	8	RING B

PHASES

INTERVALS

- 0 - WALK
- 1 - FLASH DONT WALK
- 2 - MINIMUM GREEN
- 3 -
- 4 - VARIABLE INITIAL
- 5 - EXTENSION
- 6 -
- 7 - REDUCED GAP
- 8 - RED REST
- 9 - PREEMPTION
- A - STOP TIME
- B - RED REVERT
- C - GAP TERMINATION
- D - MAX TERMINATION
- E - FORCEOFF
- F - RED CLEARANCE

OVERLAP LOAD SWITCH ASSIGNMENT D-O-

OVERLAP A (0-8)
 OVERLAP B (0-8)
 OVERLAP C (0-8)
 OVERLAP D (0-8)

bAdE	EPROM ERROR, SEE C-E-D WATCHDOG STOPS IF F-C-F = 0
bAdA	TURN STOPTIME SW ON THEN OFF TO REINITIALIZE

CONFIGURATION DATA

NOTE: "E" KEY ENABLED (F-9-E ≠ 0)

KEYSTROKES: E + E + INTERVAL

		PHASE							
		1	2	3	4	5	6	7	8
0	EXCLU PH								
1	RR 1 GRN CL								
2	RR2 GRN CL								
3	RR2 LTD								
4	PROT/PERM								
5	OLA GOMIT								
6	OLB GOMIT								
7	OLC GOMIT								
8	OLD GOMIT								
9	OV FL YEL								
A	EMVEH A		X			X			
B	EMVEH B				X			X	
C	EMVEH C	X					X		
D	EMVEH D			X				X	X
E	EXTRA	X							
F	IC SELECT		X						

EXTRA (E + E + E)

- 1 - TBC TYPE 1
- 3 - DAYLIGHT SAV
- 4 - EV ADVANCE
- 5 - RESERVED
- 6 - SPECIAL EVENT
- 7 - PRETIMED
- 8 - SPLIT RING

IC SELECT (E + E + F)

- 2 - DUPLEX LOCAL
- 3 - 7 WIRE IN
- 4 - FLH/FREE
- 6 - SIMPLEX MASTER
- 7 - 7 WIRE OUT
- 8 - OFFSET INTERRUPTER

ASSIGNS (E + F + F)

- 1 - RT OVERLAP
- 2 - TOD OUTPUTS
- 3 - STEADY EV BEACON
- 4 - FLASH EV BEACON
- 5 - RESERVED
- 6 - PHASES 3 & 7 PED
- 7 - ADVANCE WARNING BEACON
- 8 - SPECIAL EVENT

KEYSTROKES: E + F + INTERVAL

		PHASE							
		1	2	3	4	5	6	7	8
0									
1	RR OLAP A								
2	RR OLAP B								
3	RR OLAP C								
4	RR OLAP D								
5	PED2P		X						
6	PED6P						X		
7	PED4P				X				
8	PED8P								X
9	FLH YELO								
A	OVERLAP A								
B	OVERLAP B								
C	OVERLAP C								
D	OVERLAP D								
E	RESTRICT								
F	ASSIGNS								

INTERSECTION: Clinton Keith and George

Date Prepared:

Sheet: 2 of 4

PHASE TIMING
KEYSTROKES: F + PHASE + INTERVAL

INTERVAL		PHASE								PREEMPT	
		1	2	3	4	5	6	7	8		E
WALK	0		7.5		7		7		7	RR-1 Delay	0
Ped D/W	1		18		20		19		19	RR-1 Clear	1
Min Green	2	10	6	4	5	4	9	4	9	EVA Delay	2
Type 3 Det	3									EVA Clear	1 3
Add / Veh	4		1.5				1.5			EVb Delay	4
Veh Exten *	5	2	4.0	2	3	2	4.0	2	3	EVb Clear	1 5
Max Gap *	6	2	5.0	2	3	2	5.0	2	3	EVC Delay	6
Min Gap *	7	2	3.0	2	3	2	3.0	2	3	EVC Clear	1 7
Max Exten	8	25	45	30	30	25	45	25	30	EVD Delay	8
Max 2	9									EVD Clear	1 9
	A									RR-2 Delay	A
Call To Phase	B									RR-2 Clear	B
Reduce By	C		0.1				0.1			View EV Delay	C
Reduce Every	D		10				10.0			View EV Clear	D
Yellow Change	E	3.0	4.3	3.0	3.9	3.0	4.3	3.0	3.9	View RR Delay	E
Red Clear	F	0.5	1.0	0.5	1.0	0.5	1.0	0.5	1.0	View RR Clear	F

Max Initial <F-0-E> = 20

Red Revert <F-0-F> = 2

All Red Start <F-C-0> = 3

* Must be same for non-density operation

PHASE FUNCTION FLAGS
KEYSTROKES: F + F + FUNCTION#

		PHASE							
		1	2	3	4	5	6	7	8
Permit	0	X	X	X	X	X	X	X	X
Red Lock	1								
Yellow Lock	2								
Veh Recall	3	X					X		
Ped Recall	4								
Peds	5								
Rest in Walk	6								
Red Rest	7								
Double Entry	8	X		X		X		X	
Max Recall	9								
Soft Recall	A								
Max 2	B								
Cond Serve	C								
Man Cont Recall	D								
Startup	E	X			X				
First Phases	F	X	X			X	X		

FUNCTION

OVERLAP TIMING
KEYSTROKE: F + COLOR CODE + OVERLAP

	9	C	D
	Green	Yellow	Red
Overlap A			
Overlap B			
Overlap C			
Overlap D			

INTERSECTION: Clinton Keith and George

Date Prepared:

Sheet: 3 of 4

COORDINATION TIMING KEYSTROKES: C + PLAN + FEATURE

FEATURE	PLAN									
		1	2	3	4	5	6	7	8	9
CYCLE	0	80	90	90						
FORCE 1	1	58 ⁶⁴	68 ⁴⁶	18 ⁶⁷						
FORCE 2	2	0	0	0						
FORCE 3	3									
FORCE 4	4	44 ⁴⁹	47 ³⁰	47 ⁴⁹						
FORCE 5	5	64 ¹⁸	14 ⁴⁶	18 ¹⁹						
FORCE 6	6	0	0	0						
FORCE 7	7									
FORCE 8	8	44 ⁴⁹	47 ³⁰	47 ⁴⁹						
RING OFFSET	9	37								
OFFSET A	A	28	38	37						
OFFSET B	B		31							
OFFSET C	C									
PERMISSIVE	D	5	5	5						
HOLD RELEASE	E	255	255	255						
ZONE OFFSET	F									

ADDRESS

(C-0-0) = 5

MANUAL PLAN:

(C-A-1) = 0

AUTO = 0

PLAN = 1-9

FREE = 14

FLASH = 15

MANUAL OFFSET:

(C-B-1) = 0

AUTO = 0

OFFSET A = 1

OFFSET B = 2

OFFSET C = 3

TRANSITION TYPE

(C-D-D) = 0

SHORTWAY = 0

DWELL > 0

SYNCHRONIZED PHASES KEYSTROKES: C + E + PLAN

	PLAN	PHASE							
		1	2	3	4	5	6	7	8
0		X					X		
1	SYNC 1	X					X		
2	SYNC 2	X					X		
3	SYNC 3	X					X		
4	SYNC 4								
5	SYNC 5								
6	SYNC 6								
7	SYNC 7								
8	SYNC 8								
9	SYNC 9								
A	CPEDRCL								
B	NEMA HLD								
C	SCANMEM								
D	BADPROM								
E	TODFN E								
F	TODFN F								

PHASE SEQUENCES KEYSTROKES: C + F + FUNCTION

	FUNCTION	PHASE							
		1	2	3	4	5	6	7	8
0	LAG 0 (FREE)	X	X		X	X	X	X	X
1	LAG 1	X	X		X	X	X	X	X
2	LAG 2	X	X		X	X	X	X	X
3	LAG 3	X	X		X	X	X	X	X
4	LAG 4								
5	LAG 5								
6	LAG 6								
7	LAG 7								
8	LAG 8								
9	LAG 9								
A	COOR MAX RECALL								
B	COOR LAG RECALL				X				
C	SYNC PHASES								
D	HOLD								
E	NEXT PHASE								
F	FORCE OFF								

FORCEOFF SHIFT FOR
PEDESTRIAN

(C-D-F) = 1

FOR OBSERVATION ONLY

MASTER PLAN (C-A-2)

CURRENT PLAN (C-A-3)

TOD PLAN (C-A-5)

MASTER CYCLE (C-A-0)

RING A CYCLE (C-B-0)

RING B CYCLE (C-D-0)

MINIMUM CYCLE (C-A-E)

MAXIMUM CYCLE (C-B-E)

Inland Valley Drive
&
Clinton Keith Road

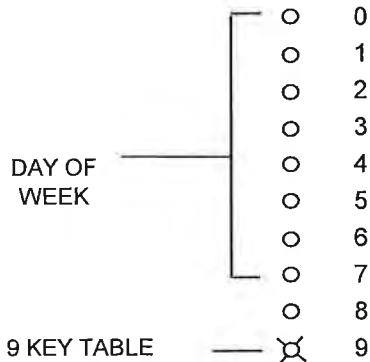
INTERSECTION: Clinton Keith and George

Date Prepared:

Sheet: 4 of 4

9 - KEY

TIME OF DAY DISPLAYS



EVENT NO.	PLAN/OFFSET
HOUR (00-23)	MINUTE (00-59)

16 EVENT TABLE

TIME BASE COORDINATION
KEYSTROKES: 9+EVENT#

7+EVENT#

EVENT	TIME	FUNCT	DAYS	PHASE
0	13:00	9	23456	
1	19:00	9	23456	

EVENT

				DAY OF WEEK						
				S	M	T	W	T	F	S
				1	2	3	4	5	6	7
TIME	PLAN	OFFSET								
0 05 : 00	1	A								
1 07 : 00	2	A								
2 13 : 00	3	A								
3 19 : 00	E	A								
4 07 : 00	1	A								
5 19 : 00	E	A								
6 :										
7 :										
8 :										
9 :										
A :										
B :										
C :										
D :										
E :										
F :										

PLAN = 1...9 (DIAL)

E (FREE)

F (FLASH)

OFFSET = A...C

INTERSECTION: Clinton Keith at Inland Valley
by: _____ Date: _____

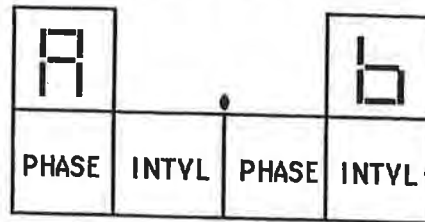
PROGRAM
200SA

VERSION 1.F
OCT. 1991

Unofficial timing sheet
copy from cab
Jorge L. L.
10-21-10

BASE DISPLAY

COORDINATION — 0
1
2
3
4
5
6
7
8
9
DEMAND
(VEH & PEDS)
PREEMPTION — 9



RING A RING B

1	2	3	4	RING A
5	6	7	8	RING B
PHASES				

INTERVALS

- 0 - WALK
- 1 - FLASH DONT WALK
- 2 - MINIMUM GREEN
- 3 -
- 4 - VARIABLE INITIAL
- 5 - EXTENSION
- 6 -
- 7 - REDUCED GAP
- 8 - RED REST
- 9 - PREEMPTION
- A - STOP TIME
- B - RED REVERT
- C - GAP TERMINATION
- D - MAX TERMINATION
- E - FORCEOFF
- F - RED CLEARANCE

OVERLAP LOAD SWITCH ASSIGNMENT D-0-

OVERLAP A (0-8)
OVERLAP B (0-8)
OVERLAP C (0-8)
OVERLAP D (0-8)

badE EPROM ERROR, SEE C-E-D
WATCHDOG STOPS IF F-C-F = 0
bada TURN STOPTIME SW ON THEN OFF
TO REINITIALIZE

CONFIGURATION DATA

NOTE: "E" KEY ENABLED (F-9-E ≠ 0)

KEYSTROKES: E+E+INTERVAL

EXTRA (E+E+E)

- 1-TBC TYPE 1
- 3-DAYLIGHT SAV
- 4-EV ADVANCE
- 5-RESERVED
- 6-SPECIAL EVENT
- 7-PRETIMED
- 8-SPLIT RING

IC SELECT (E+E+F)

- 2-DUPLEX LOCAL
- 3-7 WIRE IN
- 4-FLH/FREE
- 6-SIMPLEX MASTER
- 7-7 WIRE OUT
- 8-OFFSET INTERRUPTER

ASSIGNS (E+F+F)

- 1-RT OVERLAP
- 2-TOD OUTPUTS
- 3-STEADY EV BEACON
- 4-FLASH EV BEACON
- 5-RESERVED
- 6-PHASES 3 & 7 PED
- 7-ADVANCE WARNING BEACON
- 8-SPECIAL EVENT

KEYSTROKES: E+F+INTERVAL

INTERVAL

	PHASE							
	1	2	3	4	5	6	7	8
0 EXCLU PH								
1 RR1 GRN CL								
2 RR2 GRN CL								
3 RR2 LTD								
4 PROT/PERM								
5 OLA GOMIT								
6 OLB GOMIT								
7 OLC GOMIT								
8 OLD GOMIT								
9 OV FL YEL								
A EMUEH A		X			X			
B EMUEH B								
C EMUEH C	X					X		
D EMUEH D								X
E EXTRA	X							
F IC SELECT	X							

INTERVAL

	PHASE							
	1	2	3	4	5	6	7	8
0								
1 RR OLAP A								
2 RR OLAP B								
3 RR OLAP C								
4 RR OLAP D								
5 PED2P		X						
6 PED6P								
7 PED4P								
8 PED8P								
9 FLH VELO								
A OVERLAP A								
B OVERLAP B								
C OVERLAP C								
D OVERLAP D								
E RESTRICT								
F ASSIGNS								

BI TRAN SYSTEMS, INC.

PHASE TIMING

KEYSTROKES: F+PHASE+INTERVAL

200SA

VERSION 1.F
OCT. 1991

INTERVAL		PHASE								PREEMPT		
		1	2	3	4	5	6	7	8		E	
WALK	0		8						9	RR1 DELAY		0
FLASH D/W	1		12						16	RR1 CLEAR	10	1
MIN GREEN	2	5	10			5	10		6	EVA DELAY		2
TYPE 3 DET	3									EVA CLEAR	1	3
ADD/VEH	4									EVB DELAY		4
VEH EXTEN *	5	1.5	2.5			1.5	2.5		3.5	EVB CLEAR	1	5
MAX GAP *	6	1.5	2.5			1.5	2.5		3.5	EVC DELAY		6
MIN GAP *	7	1.5	2.5			1.5	2.5		3.5	EVC CLEAR	1	7
MAX EXTEN	8	30	40			30	40		30	EVD DELAY		8
MAX 2	9									EVD CLEAR	1	9
	A									RR2 DELAY		A
CALL TO PHASE	B									RR2 CLEAR	10	B
REDUCE BY	C									EV CLR TMR		C
REDUCE EVERY	D									EV DLY TMR		D
YELLOW	E	4.0	4.5			4.0	4.5		4.0	RR CLR TMR		E
RED CLEAR	F	1.0	1.0			1.0	1.0		1.0	RR DLY TMR		F

MAX INITIAL (F-0-E) = 20

RED REVERT (F-0-F) = 2.0

* MUST BE SAME FOR NON-DENSITY OPERATION

ALL RED START (F-C-0) = 5.0

PHASE FUNCTION FLAGS

KEYSTROKES: F+F+FUNCTION#

		PHASE							
		1	2	3	4	5	6	7	8
PERMIT	0	X	X			X	X		X
RED LOCK	1								
YELLOW LOCK	2								
VEH RECALL	3	X				X			
PED RECALL	4								
PEDS	5	X	X	X	X	X	X	X	X
REST IN WALK	6								
RED REST	7								
DOUBLE ENTRY	8								
MAX RECALL	9								
SOFT RECALL	A								
MAX 2	B								
COND SERVE	C								
MAN CONT RECALL	D								
STARTUP	E								X
FIRST PHASES	F	X				X			

FUNCTION

OVERLAP TIMING

KEYSTROKE: F+ COLOR CODE+OVERLAP

9 C D
GREEN YELLO RED

OVERLAP A

OVERLAP B

OVERLAP C

OVERLAP D

BI TRAN SYSTEMS, INC.

N

Added 2-25-14

d5
d2

2 Ped

8

6
1

JP- Door
Removed
2-25-14





Appendix D

Adjustments in Intersection Configurations

Project: Wildomar ATP

Analyst: Jonathan Sanchez

Existing Geometrics:

Intersection 2: Mission Trail & Lemon Street



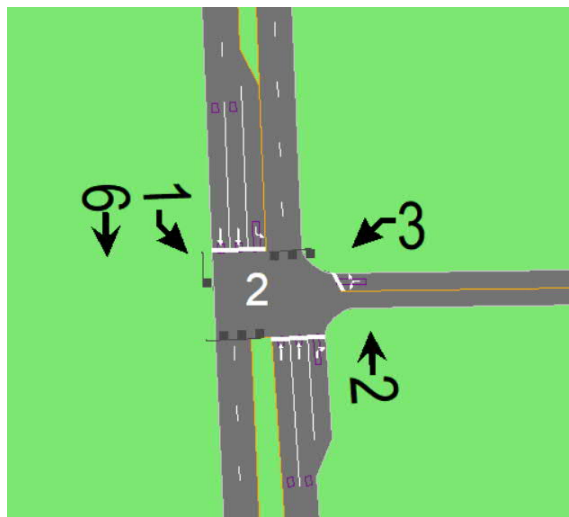
Description of issue:

The signal timing sheet for this intersection calls for the WBL movement as Phase 8. However, based on standard NEMA phasing configuration, a left turn movement cannot have Phase 8 assigned to it.

Solution:

- WBL movement was coded in Synchro as Phase 3 to be able to utilize the HCM 6th Edition methodology.

Intersection Phasing in Synchro:

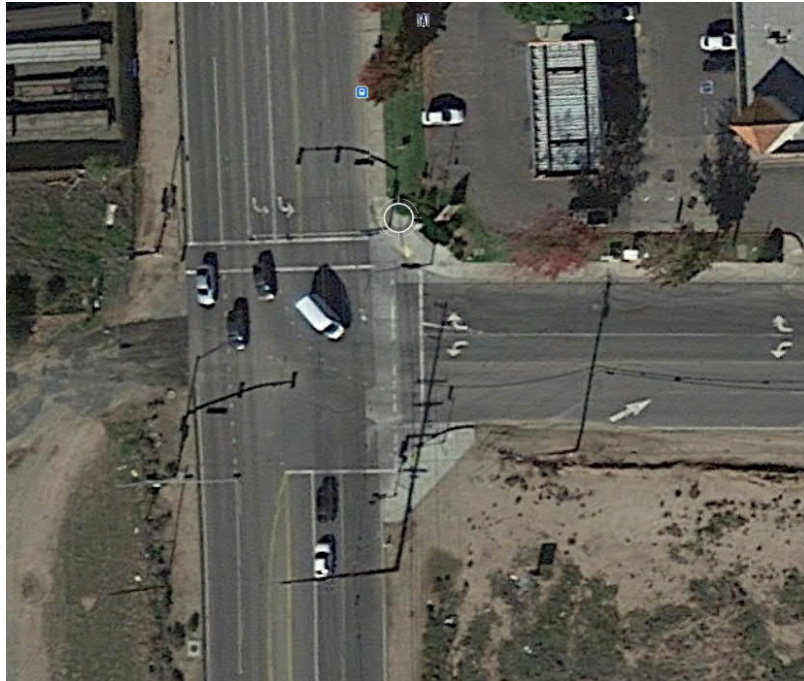


Project: Wildomar ATP

Analyst: Jonathan Sanchez

Existing Geometrics:

Intersection 6: Mission Trail & Driveway/Bundy Canyon Road



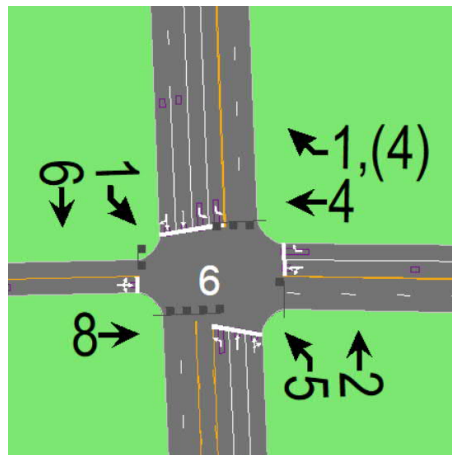
Description of issue:

The signal timing sheet for this intersection calls for the split EB and WB movements as Phases 3 & 4, respectively. However, based on standard NEMA phasing configuration, split movements shall only be Phases 2 & 6 or Phases 4 & 8.

Solution:

- EB movements (Phases 3) were coded in Synchro as Phase 8 to be able to utilize the HCM 6th Edition methodology.

Intersection Phasing in Synchro:





Appendix E

Intersection Level of Service Worksheets

Existing AM

1: Mission Trail & Malaga Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	6	26	73	6	15	54	540	81	11	464	9
Future Volume (veh/h)	11	6	26	73	6	15	54	540	81	11	464	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
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	12	7	24	88	7	16	59	587	79	16	693	12
Peak Hour Factor	0.91	0.91	0.91	0.83	0.83	0.83	0.92	0.92	0.92	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	55	46	111	146	129	71	1373	184	22	1417	25
Arrive On Green	0.01	0.03	0.03	0.06	0.08	0.08	0.04	0.44	0.44	0.01	0.40	0.40
Sat Flow, veh/h	1781	1870	1567	1781	1777	1576	1781	3139	421	1781	3573	62
Grp Volume(v), veh/h	12	7	24	88	7	16	59	332	334	16	345	360
Grp Sat Flow(s),veh/h/ln	1781	1870	1567	1781	1777	1576	1781	1777	1784	1781	1777	1858
Q Serve(g_s), s	0.3	0.1	0.6	1.9	0.1	0.4	1.3	5.0	5.0	0.3	5.6	5.6
Cycle Q Clear(g_c), s	0.3	0.1	0.6	1.9	0.1	0.4	1.3	5.0	5.0	0.3	5.6	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.03
Lane Grp Cap(c), veh/h	17	55	46	111	146	129	71	777	780	22	705	737
V/C Ratio(X)	0.72	0.13	0.52	0.79	0.05	0.12	0.83	0.43	0.43	0.73	0.49	0.49
Avail Cap(c_a), veh/h	1056	1398	1171	827	1328	1178	1056	2977	2989	827	2977	3113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	18.3	18.6	17.9	16.4	16.5	18.5	7.5	7.6	19.1	8.8	8.8
Incr Delay (d2), s/veh	19.1	1.5	12.5	4.8	0.0	0.2	8.7	0.1	0.1	16.0	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	0.2	0.1	0.3	0.8	0.0	0.1	0.6	1.0	1.0	0.2	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	19.8	31.1	22.7	16.5	16.7	27.1	7.7	7.7	35.1	9.0	8.9
LnGrp LOS	D	B	C	C	B	B	C	A	A	D	A	A
Approach Vol, veh/h	43				111				725			
Approach Delay, s/veh	31.3				21.5				9.3			
Approach LOS	C				C				A			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.0	22.7	6.4	5.7	5.6	21.1	4.4	7.8				
Change Period (Y+Rc), s	3.5	5.7	4.0	4.6	4.0	5.7	4.0	4.6				
Max Green Setting (Gmax), s	18.0	65.0	18.0	29.0	23.0	65.0	23.0	29.0				
Max Q Clear Time (g_c+l1), s	2.3	7.0	3.9	2.6	3.3	7.6	2.3	2.4				
Green Ext Time (p_c), s	0.0	2.2	0.0	0.1	0.0	2.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 10.8

HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

Existing AM
2: Mission Trail & Lemon Street

04/14/2020



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑	↑	↑	↑↑
Traffic Volume (veh/h)	73	41	783	95	37	797
Future Volume (veh/h)	73	41	783	95	37	797
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.98		0.97	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	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	43	890	86	38	822
Peak Hour Factor	0.86	0.86	0.88	0.88	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	110	56	1793	775	47	2215
Arrive On Green	0.10	0.10	0.50	0.50	0.03	0.62
Sat Flow, veh/h	1118	566	3647	1537	1781	3647
Grp Volume(v), veh/h	129	0	890	86	38	822
Grp Sat Flow(s), veh/h/ln	697	0	1777	1537	1781	1777
Q Serve(g_s), s	2.8	0.0	6.2	1.1	0.8	4.3
Cycle Q Clear(g_c), s	2.8	0.0	6.2	1.1	0.8	4.3
Prop In Lane	0.66	0.33		1.00	1.00	
Lane Grp Cap(c), veh/h	167	0	1793	775	47	2215
V/C Ratio(X)	0.77	0.00	0.50	0.11	0.82	0.37
Avail Cap(c_a), veh/h	652	0	5650	2443	708	7392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	6.2	4.9	18.3	3.5
Incr Delay (d2), s/veh	7.4	0.0	0.3	0.1	12.0	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	1.2	0.0	0.9	0.2	0.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.0	0.0	6.5	5.0	30.3	3.6
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	129		976			860
Approach Delay, s/veh	24.0		6.4			4.8
Approach LOS	C		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.5	25.0			29.5	8.2
Change Period (Y+Rc), s	3.5	6.0			6.0	4.5
Max Green Setting (Gmax), s	45.0	60.0			78.5	14.5
Max Q Clear Time (g_c+I), s	17.8	8.2			6.3	4.8
Green Ext Time (p_c), s	0.0	10.8			9.2	0.2

Intersection Summary

HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes









User approved volume balancing among the lanes for turning movement.

Existing AM

3: Grand Avenue & Corydon Street/Corydon Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	3	51	0	385	3	355	43	372	531	1
Future Volume (veh/h)	0	0	3	51	0	385	3	355	43	372	531	1
Initial Q (Ob), 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		0.98
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	0	0	8	71	0	428	4	423	46	418	597	1
Peak Hour Factor	0.38	0.38	0.38	0.72	0.72	0.72	0.84	0.84	0.84	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	369	412	436	783	343	509	55	466	1161	2
Arrive On Green	0.00	0.00	0.23	0.23	0.00	0.23	0.31	0.31	0.31	0.26	0.62	0.62
Sat Flow, veh/h	0	0	1585	1407	1870	1585	820	1654	180	1781	1867	3
Grp Volume(v), veh/h	0	0	8	71	0	428	4	0	469	418	0	598
Grp Sat Flow(s),veh/h/ln	0	0	1585	1407	1870	1585	820	0	1833	1781	0	1870
Q Serve(g_s), s	0.0	0.0	0.3	3.3	0.0	14.9	0.3	0.0	19.0	18.1	0.0	14.2
Cycle Q Clear(g_c), s	0.0	0.0	0.3	3.6	0.0	14.9	0.3	0.0	19.0	18.1	0.0	14.2
Prop In Lane	0.00		1.00	1.00		1.00	1.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	369	412	436	783	343	0	564	466	0	1163
V/C Ratio(X)	0.00	0.00	0.02	0.17	0.00	0.55	0.01	0.00	0.83	0.90	0.00	0.51
Avail Cap(c_a), veh/h	0	0	794	790	937	1208	501	0	919	781	0	1163
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	23.6	25.0	0.0	14.0	19.2	0.0	25.7	28.5	0.0	8.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.6	0.0	0.0	4.8	6.5	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	1.0	0.0	4.6	0.0	0.0	8.0	7.8	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	23.6	25.2	0.0	14.6	19.2	0.0	30.5	35.0	0.0	8.9
LnGrp LOS	A	A	C	C	A	B	B	A	C	C	A	A
Approach Vol, veh/h	8			499			473			1016		
Approach Delay, s/veh	23.6			16.1			30.4			19.6		
Approach LOS	C			B			C			B		
Timer - Assigned Phs	2			4		5	6		8			
Phs Duration (G+Y+Rc), s	55.8			24.0		25.1	30.8		24.0			
Change Period (Y+Rc), s	* 6.2			5.4		* 4.2	6.2		* 5.4			
Max Green Setting (Gmax), s	* 40			40.0		* 35	40.0		* 40			
Max Q Clear Time (g_c+l1), s	16.2			2.3		20.1	21.0		16.9			
Green Ext Time (p_c), s	5.4			0.0		0.8	3.6		1.7			

Intersection Summary

HCM 6th Ctrl Delay 21.3

HCM 6th LOS C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Existing AM
4: Corydon Road & Palomar Street

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	544	84	12	470	48	71	30	30	116	66	20
Future Volume (veh/h)	14	544	84	12	470	48	71	30	30	116	66	20
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	648	80	16	610	56	89	38	34	138	79	19
Peak Hour Factor	0.84	0.84	0.84	0.77	0.77	0.77	0.80	0.80	0.80	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	934	791	21	1637	150	361	177	159	367	365	309
Arrive On Green	0.01	0.50	0.50	0.01	0.50	0.50	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	1870	1585	1781	3284	301	1297	909	813	1327	1870	1585
Grp Volume(v), veh/h	17	648	80	16	330	336	89	0	72	138	79	19
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1808	1297	0	1722	1327	1870	1585
Q Serve(g_s), s	0.4	12.4	1.2	0.4	5.3	5.3	2.9	0.0	1.6	4.6	1.7	0.5
Cycle Q Clear(g_c), s	0.4	12.4	1.2	0.4	5.3	5.3	4.5	0.0	1.6	6.2	1.7	0.5
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	23	934	791	21	886	902	361	0	336	367	365	309
V/C Ratio(X)	0.75	0.69	0.10	0.75	0.37	0.37	0.25	0.00	0.21	0.38	0.22	0.06
Avail Cap(c_a), veh/h	764	1603	1359	764	1523	1550	942	0	1108	961	1203	1019
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	1.00	1.00
Uniform Delay (d), s/veh	23.0	9.0	6.2	23.0	7.2	7.2	17.7	0.0	15.8	18.4	15.8	15.3
Incr Delay (d2), s/veh	16.7	2.0	0.1	17.1	0.6	0.5	0.4	0.0	0.3	0.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.4	0.3	0.3	1.3	1.3	0.8	0.0	0.6	1.3	0.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	10.9	6.3	40.1	7.8	7.8	18.0	0.0	16.1	19.0	16.1	15.4
LnGrp LOS	D	B	A	D	A	A	B	A	B	B	B	B
Approach Vol, veh/h	745			682			161			236		
Approach Delay, s/veh	11.1			8.5			17.2			17.7		
Approach LOS	B			A			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	28.2		14.4	4.1	28.2		14.4				
Change Period (Y+Rc), s	3.5	4.9		5.3	3.5	4.9		5.3				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I), s	12.4	14.4		6.5	2.4	7.3		8.2				
Green Ext Time (p_c), s	0.0	8.9		0.6	0.0	8.2		0.9				

Intersection Summary

HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Existing AM
5: Mission Trail & Corydon Road

04/14/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰
Traffic Volume (veh/h)	469	243	252	412	470	393
Future Volume (veh/h)	469	243	252	412	470	393
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	527	218	319	522	511	341
Peak Hour Factor	0.89	0.89	0.79	0.79	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	845	682	372	2057	1016	830
Arrive On Green	0.24	0.24	0.21	0.58	0.29	0.29
Sat Flow, veh/h	3456	2790	1781	3647	3647	1549
Grp Volume(v), veh/h	527	218	319	522	511	341
Grp Sat Flow(s),veh/h/ln	1728	1395	1781	1777	1777	1549
Q Serve(g_s), s	8.1	3.8	10.3	4.3	7.1	7.9
Cycle Q Clear(g_c), s	8.1	3.8	10.3	4.3	7.1	7.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	845	682	372	2057	1016	830
V/C Ratio(X)	0.62	0.32	0.86	0.25	0.50	0.41
Avail Cap(c_a), veh/h	2035	1642	899	2690	2690	1560
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	20.0	18.4	22.7	6.2	17.7	8.4
Incr Delay (d2), s/veh	1.1	0.4	2.2	0.1	0.6	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	2.9	0.0	3.8	1.0	2.5	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.1	18.8	24.9	6.3	18.3	8.9
LnGrp LOS	C	B	C	A	B	A
Approach Vol, veh/h	745			841	852	
Approach Delay, s/veh	20.4			13.3	14.5	
Approach LOS	C			B	B	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	39.9			19.5	17.4	22.5
Change Period (Y+Rc), s	5.5			5.0	5.0	5.5
Max Green Setting (Gmax), s	45.0			35.0	30.0	45.0
Max Q Clear Time (g_c+l1), s	6.3			10.1	12.3	9.9
Green Ext Time (p_c), s	4.9			4.4	0.2	7.1
Intersection Summary						
HCM 6th Ctrl Delay			15.9			
HCM 6th LOS			B			

Existing AM

6: Mission Trail & Driveway/Bundy Canyon Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (veh/h)	0	2	0	51	0	272	0	345	76	292	333	0
Future Volume (veh/h)	0	2	0	51	0	272	0	345	76	292	333	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		0.99	1.00		0.96	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	0	8	0	69	0	295	0	431	85	332	378	0
Peak Hour Factor	0.25	0.25	0.25	0.74	0.74	0.74	0.80	0.80	0.80	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	23	0	422	0	582	3	695	136	460	1636	0
Arrive On Green	0.00	0.01	0.00	0.24	0.00	0.24	0.00	0.24	0.24	0.13	0.46	0.00
Sat Flow, veh/h	0	1870	0	1781	0	1563	1781	2940	574	3456	3647	0
Grp Volume(v), veh/h	0	8	0	69	0	295	0	259	257	332	378	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	0	1563	1781	1777	1737	1728	1777	0
Q Serve(g_s), s	0.0	0.2	0.0	1.7	0.0	8.1	0.0	7.2	7.3	5.1	3.5	0.0
Cycle Q Clear(g_c), s	0.0	0.2	0.0	1.7	0.0	8.1	0.0	7.2	7.3	5.1	3.5	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.33	1.00		0.00
Lane Grp Cap(c), veh/h	0	23	0	422	0	582	3	420	411	460	1636	0
V/C Ratio(X)	0.00	0.34	0.00	0.16	0.00	0.51	0.00	0.62	0.63	0.72	0.23	0.00
Avail Cap(c_a), veh/h	0	509	0	1130	0	1203	969	1288	1260	1253	2577	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)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	27.0	0.0	16.7	0.0	13.5	0.0	18.8	18.9	22.9	9.0	0.0
Incr Delay (d2), s/veh	0.0	3.1	0.0	0.2	0.0	0.8	0.0	1.5	1.6	0.8	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	0.0	0.1	0.0	0.6	0.0	2.6	0.0	2.6	2.6	1.8	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.2	0.0	16.9	0.0	14.3	0.0	20.3	20.4	23.7	9.1	0.0
LnGrp LOS	A	C	A	B	A	B	A	C	C	C	A	A
Approach Vol, veh/h	8			364			516			710		
Approach Delay, s/veh	30.2			14.8			20.4			15.9		
Approach LOS	C			B			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	19.0		18.1	0.0	31.4		5.7				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	20.0	40.0		35.0	30.0	40.0		15.0				
Max Q Clear Time (g_c+I1),s	9.3			10.1	0.0	5.5		2.2				
Green Ext Time (p_c), s	0.3	2.8		1.7	0.0	2.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	17.2											
HCM 6th LOS	B											

Existing AM
7: Orange Street & Bundy Canyon Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	459	18	289	423	81	18	59	286	195	51	9
Future Volume (veh/h)	38	459	18	289	423	81	18	59	286	195	51	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.91	0.95		0.99	0.99		0.92
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	42	504	18	352	516	79	22	71	276	214	56	9
Peak Hour Factor	0.91	0.91	0.91	0.82	0.82	0.82	0.83	0.83	0.83	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	780	28	407	765	590	161	458	482	463	95	448
Arrive On Green	0.04	0.22	0.22	0.23	0.41	0.41	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	3498	125	1781	1870	1442	271	1498	1576	1144	310	1464
Grp Volume(v), veh/h	42	256	266	352	516	79	93	0	276	270	0	9
Grp Sat Flow(s), veh/h/ln	1781	1777	1846	1781	1870	1442	1769	0	1576	1454	0	1464
Q Serve(g_s), s	1.3	7.5	7.5	10.9	12.9	2.0	0.0	0.0	8.4	6.6	0.0	0.2
Cycle Q Clear(g_c), s	1.3	7.5	7.5	10.9	12.9	2.0	2.1	0.0	8.4	8.7	0.0	0.2
Prop In Lane	1.00		0.07	1.00		1.00	0.24		1.00	0.79		1.00
Lane Grp Cap(c), veh/h	76	396	412	407	765	590	619	0	482	557	0	448
V/C Ratio(X)	0.55	0.65	0.65	0.86	0.67	0.13	0.15	0.00	0.57	0.48	0.00	0.02
Avail Cap(c_a), veh/h	777	1240	1288	932	1305	1006	1132	0	962	986	0	894
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	26.9	20.2	20.2	21.3	13.8	10.6	14.5	0.0	16.7	16.7	0.0	13.9
Incr Delay (d2), s/veh	2.3	1.8	1.7	2.2	1.0	0.1	0.1	0.0	0.8	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	0.6	2.8	2.9	4.1	4.4	0.5	0.8	0.0	2.9	2.8	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.2	22.0	21.9	23.4	14.9	10.7	14.6	0.0	17.5	17.1	0.0	13.9
LnGrp LOS	C	C	C	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h	564			947			369			279		
Approach Delay, s/veh	22.5			17.7			16.8			17.0		
Approach LOS	C			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.8	18.1		22.4	6.1	28.7		22.4				
Change Period (Y+Rc), s	3.7	5.3		4.9	3.7	5.3		4.9				
Max Green Setting (Gmax), s	30.0	40.0		35.0	25.0	40.0		35.0				
Max Q Clear Time (g_c+1.2), s	12.9	9.5		10.4	3.3	14.9		10.7				
Green Ext Time (p_c), s	0.3	2.9		1.1	0.0	3.3		1.5				
Intersection Summary												
HCM 6th Ctrl Delay	18.7											
HCM 6th LOS	B											

Existing AM

8: I-15 SB Ramps & Bundy Canyon Road

04/14/2020








Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	463	472	500	595	0	0	0	0	162	0	236
Future Volume (veh/h)	0	463	472	500	595	0	0	0	0	162	0	236
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	509	467	543	647	0				205	0	240
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92				0.79	0.79	0.79
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	599	531	573	2519	0				311	327	274
Arrive On Green	0.00	0.34	0.34	0.32	0.71	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	1870	1576	1781	3647	0				1781	1870	1569
Grp Volume(v), veh/h	0	509	467	543	647	0				205	0	240
Grp Sat Flow(s),veh/h/ln	0	1777	1576	1781	1777	0				1781	1870	1569
Q Serve(g_s), s	0.0	24.2	25.4	27.1	5.9	0.0				9.8	0.0	13.6
Cycle Q Clear(g_c), s	0.0	24.2	25.4	27.1	5.9	0.0				9.8	0.0	13.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	599	531	573	2519	0				311	327	274
V/C Ratio(X)	0.00	0.85	0.88	0.95	0.26	0.00				0.66	0.00	0.88
Avail Cap(c_a), veh/h	0	775	688	595	2519	0				386	405	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.0	28.4	30.1	4.7	0.0				35.0	0.0	36.6
Incr Delay (d2), s/veh	0.0	5.8	8.8	23.9	0.0	0.0				1.5	0.0	16.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.4	10.1	14.4	1.5	0.0				4.0	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.8	37.2	54.0	4.7	0.0				36.5	0.0	53.1
LnGrp LOS	A	C	D	D	A	A				D	A	D
Approach Vol, veh/h		976			1190						445	
Approach Delay, s/veh		35.4			27.2						45.5	
Approach LOS		D			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	33.8	35.9		21.2		69.8						
Change Period (Y+Rc), s	4.6	5.3		5.3		5.3						
Max Green Setting (Gmax), s	30.4	39.7		19.7		39.7						
Max Q Clear Time (g_c+20),s	27.4			15.6		7.9						
Green Ext Time (p_c), s	0.2	3.2		0.3		2.7						
Intersection Summary												
HCM 6th Ctrl Delay			33.4									
HCM 6th LOS			C									

Existing AM

9: I-15 NB Ramps & Bundy Canyon Road

04/14/2020








Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	405	0	0	809	310	290	1	225	0	0	0
Future Volume (veh/h)	227	405	0	0	809	310	290	1	225	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		0.97	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	255	455	0	0	852	293	349	1	243			
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.83	0.83	0.83			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	301	2220	0	0	1006	345	402	1	354			
Arrive On Green	0.17	0.62	0.00	0.00	0.39	0.39	0.23	0.23	0.23			
Sat Flow, veh/h	1781	3647	0	0	2668	883	1781	6	1569			
Grp Volume(v), veh/h	255	455	0	0	587	558	349	0	244			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1681	1781	0	1576			
Q Serve(g_s), s	9.8	3.9	0.0	0.0	21.3	21.5	13.4	0.0	10.1			
Cycle Q Clear(g_c), s	9.8	3.9	0.0	0.0	21.3	21.5	13.4	0.0	10.1			
Prop In Lane	1.00		0.00	0.00		0.53	1.00		1.00			
Lane Grp Cap(c), veh/h	301	2220	0	0	694	657	402	0	356			
V/C Ratio(X)	0.85	0.20	0.00	0.00	0.85	0.85	0.87	0.00	0.69			
Avail Cap(c_a), veh/h	512	2220	0	0	995	941	495	0	438			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	28.6	5.7	0.0	0.0	19.7	19.7	26.4	0.0	25.1			
Incr Delay (d2), s/veh	2.5	0.0	0.0	0.0	3.4	3.7	11.3	0.0	2.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.0	1.0	0.0	0.0	8.1	7.7	6.1	0.0	3.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	5.7	0.0	0.0	23.0	23.4	37.7	0.0	27.2			
LnGrp LOS	C	A	A	A	C	C	D	A	C			
Approach Vol, veh/h	710		1145			593						
Approach Delay, s/veh	14.9		23.2			33.4						
Approach LOS	B		C			C						
Timer - Assigned Phs	2		5			6			8			
Phs Duration (G+Y+Rc), s	49.6		16.6			33.0			21.3			
Change Period (Y+Rc), s	5.3		4.6			5.3			5.3			
Max Green Setting (Gmax), s	39.7		20.4			39.7			19.7			
Max Q Clear Time (g_c+l1), s	5.9		11.8			23.5			15.4			
Green Ext Time (p_c), s	1.8		0.2			4.3			0.6			
Intersection Summary												
HCM 6th Ctrl Delay			23.2									
HCM 6th LOS			C									

Existing AM
10: Monte Vista Drive & Bundy Canyon Road

04/14/2020

Intersection

Int Delay, s/veh 2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	440	80	222	931	17	91
Future Vol, veh/h	440	80	222	931	17	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	175	-	-	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	88	88	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	454	82	252	1058	20	108













Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	536
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1032
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1032
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	19.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	379	-	-	1032	-
HCM Lane V/C Ratio	0.339	-	-	0.244	-
HCM Control Delay (s)	19.3	-	-	9.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.5	-	-	1	-

Existing AM
11: The Farm Road & Bundy Canyon Road

04/14/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	435	25	12	837	126	20
Future Volume (veh/h)	435	25	12	837	126	20
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	500	23	14	951	152	19
Peak Hour Factor	0.87	0.87	0.88	0.88	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	980	829	32	1165	216	192
Arrive On Green	0.52	0.52	0.02	0.62	0.12	0.12
Sat Flow, veh/h	1870	1584	1781	1870	1781	1585
Grp Volume(v), veh/h	500	23	14	951	152	19
Grp Sat Flow(s),veh/h/ln	1870	1584	1781	1870	1781	1585
Q Serve(g_s), s	7.5	0.3	0.3	16.8	3.5	0.5
Cycle Q Clear(g_c), s	7.5	0.3	0.3	16.8	3.5	0.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	980	829	32	1165	216	192
V/C Ratio(X)	0.51	0.03	0.44	0.82	0.70	0.10
Avail Cap(c_a), veh/h	1652	1399	890	1652	1283	1142
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	6.7	5.0	20.9	6.2	18.2	16.8
Incr Delay (d2), s/veh	0.5	0.0	3.5	2.5	3.1	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	1.6	0.1	0.1	2.7	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.2	5.0	24.4	8.7	21.2	17.0
LnGrp LOS	A	A	C	A	C	B
Approach Vol, veh/h	523			965	171	
Approach Delay, s/veh	7.1			8.9	20.8	
Approach LOS	A			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		33.8		9.2	4.3	29.5
Change Period (Y+Rc), s		7.0		4.0	3.5	7.0
Max Green Setting (Gmax), s		38.0		31.0	21.5	38.0
Max Q Clear Time (g_c+l1), s		18.8		5.5	2.3	9.5
Green Ext Time (p_c), s		8.0		0.3	0.0	3.8
Intersection Summary						
HCM 6th Ctrl Delay			9.6			
HCM 6th LOS			A			

Existing AM
12: Grand Avenue & Sheila Lane

04/14/2020

Intersection

Intersection Delay, s/veh33.7

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	12	1	30	2	1	6	10	416	3	2	538	5
Future Vol, veh/h	12	1	30	2	1	6	10	416	3	2	538	5
Peak Hour Factor	0.67	0.67	0.67	0.75	0.75	0.75	0.74	0.74	0.74	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	1	45	3	1	8	14	562	4	2	633	6
Number of Lanes	0	1	0	0	1	0	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	10.7	10.1	28.3	41.3
HCM LOS	B	B	D	E







Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	28%	22%	100%	0%	0%
Vol Thru, %	0%	100%	0%	2%	11%	0%	100%	0%
Vol Right, %	0%	0%	100%	70%	67%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	416	3	43	9	2	538	5
LT Vol	10	0	0	12	2	2	0	0
Through Vol	0	416	0	1	1	0	538	0
RT Vol	0	0	3	30	6	0	0	5
Lane Flow Rate	14	562	4	64	12	2	633	6
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.022	0.83	0.005	0.125	0.024	0.004	0.927	0.007
Departure Headway (Hd)	5.817	5.314	4.611	7.026	7.226	5.776	5.273	4.57
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	609	675	766	513	498	614	684	773
Service Time	3.611	3.108	2.403	4.729	4.931	3.567	3.064	2.36
HCM Lane V/C Ratio	0.023	0.833	0.005	0.125	0.024	0.003	0.925	0.008
HCM Control Delay	8.7	28.9	7.4	10.7	10.1	8.6	41.7	7.4
HCM Lane LOS	A	D	A	B	B	A	E	A
HCM 95th-tile Q	0.1	9	0	0.4	0.1	0	12.5	0

Existing AM
13: Palomar Street & Mission Trail

04/14/2020

Intersection

Int Delay, s/veh 5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	198	113	89	273	274	99
Future Vol, veh/h	198	113	89	273	274	99
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	215	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	85	85	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	222	127	105	321	295	106

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	667	296	402
Stage 1	296	-	-
Stage 2	371	-	-
Critical Hdwy	6.63	6.23	4.13
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.83	-	-
Follow-up Hdwy	3.519	3.319	2.219
Pot Cap-1 Maneuver	408	743	1155
Stage 1	754	-	-
Stage 2	669	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	370	742	1154
Mov Cap-2 Maneuver	478	-	-
Stage 1	685	-	-
Stage 2	668	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16	2.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1154	-	478	742	-	-
HCM Lane V/C Ratio	0.091	-	0.465	0.171	-	-
HCM Control Delay (s)	8.4	-	18.9	10.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	2.4	0.6	-	-



















Existing AM
14: Grand Avenue & Gruwell Street

04/14/2020

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	0	3	5	33	2	13	1	428	52	23	630	2
Future Vol, veh/h	0	3	5	33	2	13	1	428	52	23	630	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	63	63	63	72	72	72	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	10	52	3	21	1	594	72	27	750	2
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1449	1473	751	1445	1438	630	752	0	0	666	0	0
Stage 1	805	805	-	632	632	-	-	-	-	-	-	-
Stage 2	644	668	-	813	806	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	109	127	411	110	133	482	858	-	-	923	-	-
Stage 1	376	395	-	468	474	-	-	-	-	-	-	-
Stage 2	461	456	-	372	395	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	98	120	411	99	126	482	858	-	-	923	-	-
Mov Cap-2 Maneuver	98	120	-	99	126	-	-	-	-	-	-	-
Stage 1	375	375	-	467	473	-	-	-	-	-	-	-
Stage 2	437	455	-	339	375	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	23.1		67.9			0			0.3			
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	858	-	-	215	128	923	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.074	0.595	0.03	-	-				
HCM Control Delay (s)	9.2	0	-	23.1	67.9	9	0	-				
HCM Lane LOS	A	A	-	C	F	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	3	0.1	-	-				

Existing AM
15: Palomar Street & Gruwell Street

04/14/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	78	52	195	36	8	30	306	211	4	373	15
Future Volume (veh/h)	30	78	52	195	36	8	30	306	211	4	373	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	90	49	253	47	9	37	373	231	5	455	16
Peak Hour Factor	0.87	0.87	0.87	0.77	0.77	0.77	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	310	143	488	72	12	416	487	301	300	816	29
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	184	1067	494	1159	248	42	922	1071	663	816	1796	63
Grp Volume(v), veh/h	173	0	0	309	0	0	37	0	604	5	0	471
Grp Sat Flow(s),veh/h/ln	1745	0	0	1449	0	0	922	0	1734	816	0	1859
Q Serve(g_s), s	0.0	0.0	0.0	4.5	0.0	0.0	1.3	0.0	12.6	0.2	0.0	8.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	7.8	0.0	0.0	9.3	0.0	12.6	12.8	0.0	8.0
Prop In Lane	0.20		0.28	0.82		0.03	1.00		0.38	1.00		0.03
Lane Grp Cap(c), veh/h	606	0	0	572	0	0	416	0	788	300	0	845
V/C Ratio(X)	0.29	0.00	0.00	0.54	0.00	0.00	0.09	0.00	0.77	0.02	0.00	0.56
Avail Cap(c_a), veh/h	1472	0	0	1263	0	0	852	0	1609	686	0	1725
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	0.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	0.0	13.4	0.0	0.0	12.0	0.0	9.8	15.2	0.0	8.6
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.1	0.0	0.0	0.1	0.0	1.9	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	2.1	0.0	0.0	0.2	0.0	3.0	0.0	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	0.0	0.0	14.5	0.0	0.0	12.1	0.0	11.8	15.2	0.0	9.3
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		173			309			641			476	
Approach Delay, s/veh		12.4			14.5			11.8			9.3	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.6		17.5		25.6		17.5				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		40.0		35.0		40.0		35.0				
Max Q Clear Time (g_c+l1), s		14.6		5.3		14.8		9.8				
Green Ext Time (p_c), s		5.0		1.4		3.3		2.7				
Intersection Summary												
HCM 6th Ctrl Delay				11.6								
HCM 6th LOS				B								

Existing AM
16: Grand Avenue & Central Street

04/14/2020














Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	52	27	193	22	134	14	333	188	284	367	4
Future Volume (veh/h)	8	52	27	193	22	134	14	333	188	284	367	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	76	36	288	33	160	20	476	216	351	453	4
Peak Hour Factor	0.68	0.68	0.68	0.67	0.67	0.67	0.70	0.70	0.70	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	409	355	168	389	557	458	38	571	480	382	933	791
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.02	0.31	0.31	0.21	0.50	0.50
Sat Flow, veh/h	1183	1195	566	1271	1870	1538	1781	1870	1572	1781	1870	1585
Grp Volume(v), veh/h	12	0	112	288	33	160	20	476	216	351	453	4
Grp Sat Flow(s),veh/h/ln	1183	0	1761	1271	1870	1538	1781	1870	1572	1781	1870	1585
Q Serve(g_s), s	0.7	0.0	4.8	22.1	1.3	8.2	1.1	23.8	11.1	19.4	16.1	0.1
Cycle Q Clear(g_c), s	2.0	0.0	4.8	26.9	1.3	8.2	1.1	23.8	11.1	19.4	16.1	0.1
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	409	0	524	389	557	458	38	571	480	382	933	791
V/C Ratio(X)	0.03	0.00	0.21	0.74	0.06	0.35	0.53	0.83	0.45	0.92	0.49	0.01
Avail Cap(c_a), veh/h	528	0	701	517	745	613	532	838	704	532	933	791
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	26.5	36.5	25.2	27.7	48.6	32.5	28.1	38.6	16.6	12.6
Incr Delay (d2), s/veh	0.0	0.0	0.1	3.3	0.0	0.3	4.2	5.9	0.9	14.2	0.6	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	0.2	0.0	2.0	6.9	0.6	2.9	0.5	11.0	4.1	9.4	6.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	0.0	26.6	39.8	25.3	28.0	52.8	38.3	29.0	52.8	17.2	12.6
LnGrp LOS	C	A	C	D	C	C	D	D	C	D	B	B
Approach Vol, veh/h	124			481			712			808		
Approach Delay, s/veh	26.5			34.9			35.9			32.6		
Approach LOS	C			C			D			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.6	37.0		35.9	8.1	56.4		35.9				
Change Period (Y+Rc), s	6.0	6.3		6.0	6.0	6.3		6.0				
Max Green Setting (Gmax), s	30.0	45.0		40.0	30.0	45.0		40.0				
Max Q Clear Time (g_c+21), s	25.8	25.8		6.8	3.1	18.1		28.9				
Green Ext Time (p_c), s	0.2	4.9		0.6	0.0	3.8		1.0				
Intersection Summary												
HCM 6th Ctrl Delay	33.9											
HCM 6th LOS	C											

Existing AM
17: Palomar Street & Central Street

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	382	52	70	215	156	57	306	90	213	333	103
Future Volume (veh/h)	83	382	52	70	215	156	57	306	90	213	333	103
Initial Q (Ob), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.76	1.00		1.00	1.00		0.98	1.00		0.90
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	90	415	52	86	265	155	69	369	86	237	370	91
Peak Hour Factor	0.92	0.92	0.92	0.81	0.81	0.81	0.83	0.83	0.83	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	645	79	109	389	328	89	809	671	266	995	759
Arrive On Green	0.06	0.21	0.21	0.06	0.21	0.21	0.05	0.43	0.43	0.15	0.53	0.53
Sat Flow, veh/h	1781	3059	377	1781	1870	1578	1781	1870	1551	1781	1870	1427
Grp Volume(v), veh/h	90	238	229	86	265	155	69	369	86	237	370	91
Grp Sat Flow(s),veh/h/ln	1781	1777	1659	1781	1870	1578	1781	1870	1551	1781	1870	1427
Q Serve(g_s), s	5.9	14.4	14.9	5.6	15.4	10.2	4.5	16.4	3.9	15.4	13.6	3.8
Cycle Q Clear(g_c), s	5.9	14.4	14.9	5.6	15.4	10.2	4.5	16.4	3.9	15.4	13.6	3.8
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	375	350	109	389	328	89	809	671	266	995	759
V/C Ratio(X)	0.79	0.64	0.66	0.79	0.68	0.47	0.78	0.46	0.13	0.89	0.37	0.12
Avail Cap(c_a), veh/h	467	618	577	453	636	537	453	809	671	453	995	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	42.4	42.6	54.6	43.1	41.0	55.4	23.7	20.1	49.2	16.1	13.8
Incr Delay (d2), s/veh	4.5	1.8	2.1	4.6	2.1	1.1	5.3	1.9	0.4	6.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	6.4	6.2	2.6	7.1	3.9	2.1	7.2	1.4	7.0	5.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	44.2	44.7	59.2	45.2	42.1	60.7	25.5	20.5	55.2	16.4	13.9
LnGrp LOS	E	D	D	E	D	D	E	C	C	E	B	B
Approach Vol, veh/h	557			506			524			698		
Approach Delay, s/veh	46.8			46.6			29.3			29.3		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.1	56.3	10.7	29.8	9.4	68.0	11.1	29.4				
Change Period (Y+Rc), s	3.5	5.3	3.5	4.9	3.5	5.3	3.5	4.9				
Max Green Setting (Gmax), s	30.0	51.0	30.0	41.0	30.0	51.0	30.9	40.1				
Max Q Clear Time (g_c+17),s	17.4	18.4	7.6	16.9	6.5	15.6	7.9	17.4				
Green Ext Time (p_c), s	0.2	3.5	0.1	2.7	0.1	3.7	0.1	1.8				

Intersection Summary

HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Existing AM
18: I-15 SB Ramps & Baxter Road

04/14/2020

Intersection

Intersection Delay, s/veh30.5

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↖	↗
Traffic Vol, veh/h	0	381	499	90	340	0	0	0	0	120	0	164
Future Vol, veh/h	0	381	499	90	340	0	0	0	0	120	0	164
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.92	0.92	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	423	554	105	395	0	0	0	0	143	0	195
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	37.3	27.9	14.8
HCM LOS	E	D	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	100%	0%	0%
Vol Right, %	0%	100%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	381	499	90	340	120	164
LT Vol	0	0	90	0	120	0
Through Vol	381	0	0	340	0	0
RT Vol	0	499	0	0	0	164
Lane Flow Rate	423	554	105	395	143	195
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.785	0.918	0.224	0.789	0.333	0.389
Departure Headway (Hd)	6.674	5.958	7.698	7.186	8.402	7.171
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	546	610	467	506	430	504
Service Time	4.391	3.676	5.436	4.924	6.119	4.888
HCM Lane V/C Ratio	0.775	0.908	0.225	0.781	0.333	0.387
HCM Control Delay	29.6	43.2	12.7	31.9	15.3	14.4
HCM Lane LOS	D	E	B	D	C	B
HCM 95th-tile Q	7.3	11.6	0.8	7.2	1.4	1.8






Existing AM
19: I-15 NB Ramps & Baxter Road

04/14/2020

Intersection

Intersection Delay, s/veh26.1

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	285	230	0	0	214	152	228	0	72	0	0	0
Future Vol, veh/h	285	230	0	0	214	152	228	0	72	0	0	0
Peak Hour Factor	0.88	0.88	0.88	0.73	0.73	0.73	0.90	0.90	0.90	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	324	261	0	0	293	208	253	0	80	0	0	0
Number of Lanes	1	1	0	0	1	0	0	1	1	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	18.8	40	17.8
HCM LOS	C	E	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	0%	0%	100%	58%
Vol Right, %	0%	100%	0%	0%	42%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	228	72	285	230	366
LT Vol	228	0	285	0	0
Through Vol	0	0	0	230	214
RT Vol	0	72	0	0	152
Lane Flow Rate	253	80	324	261	501
Geometry Grp	7	7	7	7	6
Degree of Util (X)	0.555	0.148	0.638	0.478	0.883
Departure Headway (Hd)	7.881	6.652	7.09	6.579	6.338
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	456	536	505	544	572
Service Time	5.66	4.429	4.874	4.363	4.409
HCM Lane V/C Ratio	0.555	0.149	0.642	0.48	0.876
HCM Control Delay	20.1	10.6	21.7	15.3	40
HCM Lane LOS	C	B	C	C	E
HCM 95th-tile Q	3.3	0.5	4.4	2.6	10.1

Existing AM
20: Grand Avenue & McVicar Street

04/14/2020

Intersection

Intersection Delay, s/veh11.9

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	0	12	3	132	1	106	7	151	206	0
Future Vol, veh/h	1	5	0	12	3	132	1	106	7	151	206	0
Peak Hour Factor	0.38	0.38	0.38	0.69	0.69	0.69	0.81	0.81	0.81	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	13	0	17	4	191	1	131	9	182	248	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	9.8	9.3	13.9
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	17%	8%	42%
Vol Thru, %	93%	83%	2%	58%
Vol Right, %	6%	0%	90%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	6	147	357
LT Vol	1	1	12	151
Through Vol	106	5	3	206
RT Vol	7	0	132	0
Lane Flow Rate	141	16	213	430
Geometry Grp	1	1	1	1
Degree of Util (X)	0.194	0.025	0.283	0.567
Departure Headway (Hd)	4.968	5.744	4.783	4.743
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	715	627	746	757
Service Time	3.05	3.744	2.852	2.807
HCM Lane V/C Ratio	0.197	0.026	0.286	0.568
HCM Control Delay	9.3	8.9	9.8	13.9
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.7	0.1	1.2	3.6

Existing AM
21: McVicar Street & Palomar Street

04/14/2020

Intersection

Intersection Delay, s/veh49.3

Intersection LOS E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔	↔	↔	↔	
Traffic Vol, veh/h	20	39	87	60	23	61	67	251	31	47	340	18
Future Vol, veh/h	20	39	87	60	23	61	67	251	31	47	340	18
Peak Hour Factor	0.56	0.56	0.56	0.72	0.25	0.72	0.90	0.90	0.90	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	70	155	83	92	85	74	279	34	63	453	24
Number of Lanes	0	1	1	0	1	0	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	3	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	2	1	2
HCM Control Delay	16.3	27.2	24	94
HCM LOS	C	D	C	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	34%	0%	42%	100%	0%
Vol Thru, %	0%	100%	0%	66%	0%	16%	0%	95%
Vol Right, %	0%	0%	100%	0%	100%	42%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	251	31	59	87	144	47	358
LT Vol	67	0	0	20	0	60	47	0
Through Vol	0	251	0	39	0	23	0	340
RT Vol	0	0	31	0	87	61	0	18
Lane Flow Rate	74	279	34	105	155	260	63	477
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.189	0.669	0.076	0.272	0.364	0.642	0.155	1.108
Departure Headway (Hd)	9.521	9.002	8.274	9.738	8.834	9.284	8.911	8.355
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	379	404	436	371	410	393	402	434
Service Time	7.221	6.702	5.974	7.438	6.534	6.984	6.663	6.107
HCM Lane V/C Ratio	0.195	0.691	0.078	0.283	0.378	0.662	0.157	1.099
HCM Control Delay	14.4	28.1	11.7	16	16.5	27.2	13.3	104.6
HCM Lane LOS	B	D	B	C	C	D	B	F
HCM 95th-tile Q	0.7	4.7	0.2	1.1	1.6	4.3	0.5	16.5









Existing AM
22: George Avenue/Porsas Road & La Estrella Street

04/14/2020

Intersection

Intersection Delay, s/veh14.3

Intersection LOS B

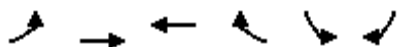
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	14	41	30	25	45	43	82	19	34	210	31
Future Vol, veh/h	24	14	41	30	25	45	43	82	19	34	210	31
Peak Hour Factor	0.36	0.36	0.36	0.63	0.63	0.63	0.60	0.60	0.60	0.66	0.66	0.66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	39	114	48	40	71	72	137	32	52	318	47
Number of Lanes	0	1	1	0	1	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	2	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	3	1	2
HCM Control Delay	11.8	13.4	12.8	16.9
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	63%	0%	30%	100%	0%	0%
Vol Thru, %	0%	81%	37%	0%	25%	0%	100%	0%
Vol Right, %	0%	19%	0%	100%	45%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	101	38	41	100	34	210	31
LT Vol	43	0	24	0	30	34	0	0
Through Vol	0	82	14	0	25	0	210	0
RT Vol	0	19	0	41	45	0	0	31
Lane Flow Rate	72	168	106	114	159	52	318	47
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.152	0.328	0.223	0.208	0.32	0.103	0.597	0.079
Departure Headway (Hd)	7.66	7.014	7.615	6.584	7.259	7.23	6.752	6.04
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	469	513	472	544	495	497	538	597
Service Time	5.402	4.756	5.36	4.328	5.004	4.961	4.452	3.74
HCM Lane V/C Ratio	0.154	0.327	0.225	0.21	0.321	0.105	0.591	0.079
HCM Control Delay	11.8	13.2	12.5	11.1	13.4	10.8	19	9.3
HCM Lane LOS	B	B	B	B	B	B	C	A
HCM 95th-tile Q	0.5	1.4	0.8	0.8	1.4	0.3	3.9	0.3

Existing AM
23: Clinton Keith Road & Grand Avenue

04/14/2020














Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	44	574	401	82	194	57
Future Volume (veh/h)	44	574	401	82	194	57
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	645	436	80	220	53
Peak Hour Factor	0.89	0.89	0.92	0.92	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	97	1560	841	153	439	391
Arrive On Green	0.05	0.44	0.28	0.28	0.25	0.25
Sat Flow, veh/h	1781	3647	3093	546	1781	1585
Grp Volume(v), veh/h	49	645	257	259	220	53
Grp Sat Flow(s), veh/h/ln	1781	1777	1777	1769	1781	1585
Q Serve(g_s), s	0.9	4.2	4.1	4.2	3.6	0.9
Cycle Q Clear(g_c), s	0.9	4.2	4.1	4.2	3.6	0.9
Prop In Lane	1.00			0.31	1.00	1.00
Lane Grp Cap(c), veh/h	97	1560	498	496	439	391
V/C Ratio(X)	0.50	0.41	0.52	0.52	0.50	0.14
Avail Cap(c_a), veh/h	1587	5908	2954	2940	2327	2071
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	15.5	6.5	10.2	10.2	10.9	9.9
Incr Delay (d2), s/veh	1.5	0.2	0.8	0.9	0.9	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	0.3	0.6	1.1	1.1	1.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.0	6.7	11.0	11.1	11.8	10.1
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		694	516		273	
Approach Delay, s/veh		7.4	11.0		11.5	
Approach LOS		A	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.5		13.2	5.3	15.1
Change Period (Y+Rc), s		5.7		4.9	3.5	5.7
Max Green Setting (Gmax), s		56.0		44.0	30.0	56.0
Max Q Clear Time (g_c+l1), s		6.2		5.6	2.9	6.2
Green Ext Time (p_c), s		4.3		0.8	0.0	3.0
Intersection Summary						
HCM 6th Ctrl Delay			9.4			
HCM 6th LOS			A			

Existing AM
24: Palomar Street & Clinton Keith Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	599	119	306	403	114	53	192	382	249	283	51
Future Volume (veh/h)	44	599	119	306	403	114	53	192	382	249	283	51
Initial Q (Ob), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
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	48	658	118	360	474	107	55	198	316	311	354	52
Peak Hour Factor	0.91	0.91	0.91	0.85	0.85	0.85	0.97	0.97	0.97	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	749	134	363	1486	663	71	795	350	333	693	580
Arrive On Green	0.04	0.25	0.25	0.20	0.42	0.42	0.04	0.22	0.22	0.19	0.37	0.37
Sat Flow, veh/h	1781	2999	537	1781	3554	1585	1781	3554	1564	1781	1870	1564
Grp Volume(v), veh/h	48	389	387	360	474	107	55	198	316	311	354	52
Grp Sat Flow(s),veh/h/ln	1781	1777	1760	1781	1777	1585	1781	1777	1564	1781	1870	1564
Q Serve(g_s), s	3.9	31.0	31.1	29.7	13.2	6.2	4.5	6.7	28.9	25.3	21.6	3.2
Cycle Q Clear(g_c), s	3.9	31.0	31.1	29.7	13.2	6.2	4.5	6.7	28.9	25.3	21.6	3.2
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	443	439	363	1486	663	71	795	350	333	693	580
V/C Ratio(X)	0.77	0.88	0.88	0.99	0.32	0.16	0.77	0.25	0.90	0.93	0.51	0.09
Avail Cap(c_a), veh/h	363	555	550	363	1486	663	363	1110	489	363	693	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.4	53.1	53.1	58.5	28.8	26.7	70.0	47.0	55.6	58.9	36.0	30.2
Incr Delay (d2), s/veh	17.5	12.6	13.0	45.0	0.1	0.1	15.8	0.2	15.7	29.4	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	15.1	15.0	17.8	5.7	2.4	2.4	3.0	12.8	13.8	9.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.0	65.7	66.1	103.5	28.9	26.8	85.8	47.2	71.3	88.3	36.6	30.2
LnGrp LOS	F	E	E	F	C	C	F	D	E	F	D	C
Approach Vol, veh/h	824			941			569			717		
Approach Delay, s/veh	67.2			57.2			64.3			58.6		
Approach LOS	E			E			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.0	41.8	10.9	59.6	10.2	66.6	32.6	37.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	30.0	46.0	30.0	46.0	30.0	46.0	30.0	46.0				
Max Q Clear Time (g_c+Rt), s	33.1	33.1	6.5	23.6	5.9	15.2	27.3	30.9				
Green Ext Time (p_c), s	0.0	3.6	0.1	1.9	0.1	3.6	0.3	2.0				

Intersection Summary


















HCM 6th Ctrl Delay	61.5
HCM 6th LOS	E

Existing AM

25: Hidden Springs Road & Clinton Keith Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	 						 	
Traffic Volume (veh/h)	81	996	44	109	726	227	78	20	147	336	59	68
Future Volume (veh/h)	81	996	44	109	726	227	78	20	147	336	59	68
Initial Q (Ob), 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		0.99
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	83	1016	36	135	896	224	115	0	235	410	72	74
Peak Hour Factor	0.98	0.98	0.98	0.81	0.81	0.81	0.68	0.68	0.68	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	451	1471	455	987	1138	506	145	0	259	241	116	119
Arrive On Green	0.25	0.29	0.29	0.29	0.32	0.32	0.08	0.00	0.08	0.14	0.14	0.14
Sat Flow, veh/h	1781	5106	1580	3456	3554	1579	1781	0	3113	1781	842	866
Grp Volume(v), veh/h	83	1016	36	135	896	224	115	0	235	410	0	146
Grp Sat Flow(s),veh/h/ln	1781	1702	1580	1728	1777	1579	1781	0	1556	1781	0	1708
Q Serve(g_s), s	3.3	15.9	1.0	2.6	20.6	7.3	5.7	0.0	4.1	12.2	0.0	7.3
Cycle Q Clear(g_c), s	3.3	15.9	1.0	2.6	20.6	7.3	5.7	0.0	4.1	12.2	0.0	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	451	1471	455	987	1138	506	145	0	259	241	0	235
V/C Ratio(X)	0.18	0.69	0.08	0.14	0.79	0.44	0.79	0.00	0.91	1.70	0.00	0.62
Avail Cap(c_a), veh/h	451	1855	574	987	1291	574	241	0	560	241	0	307
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)	0.48	0.48	0.48	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.3	28.5	10.1	23.9	27.8	12.6	40.6	0.0	15.5	38.9	0.0	36.6
Incr Delay (d2), s/veh	0.0	1.3	0.2	0.0	5.3	2.7	3.7	0.0	11.6	331.3	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.4	0.6	1.0	9.1	2.9	2.6	0.0	2.9	27.5	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	29.8	10.2	23.9	33.1	15.2	44.3	0.0	27.1	370.2	0.0	39.3
LnGrp LOS	C	C	B	C	C	B	D	A	C	F	A	D
Approach Vol, veh/h	1135		1255			350			556			
Approach Delay, s/veh	28.9		28.9			32.8			283.3			
Approach LOS	C		C			C			F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.8	34.6	11.3	17.3	29.7	31.7	16.2	12.4				
Change Period (Y+Rc), s	4.0	5.8	4.0	4.9	4.0	5.8	4.0	4.9				
Max Green Setting (Gmax), s	10.2	32.7	12.2	16.2	10.2	32.7	12.2	16.2				
Max Q Clear Time (g_c+Ib), s	10.2	22.6	7.7	9.3	4.6	17.9	14.2	6.1				
Green Ext Time (p_c), s	0.0	6.0	0.1	0.4	0.1	7.8	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay 72.2

HCM 6th LOS E

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

Existing AM
26: I-15 SB Ramps & Clinton Keith Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑	↑↑
Traffic Volume (veh/h)	0	824	679	342	679	0	0	0	0	468	2	400
Future Volume (veh/h)	0	824	679	342	679	0	0	0	0	468	2	400
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	841	485	398	790	0				558	0	333
Peak Hour Factor	0.98	0.98	0.98	0.86	0.86	0.86				0.84	0.84	0.84
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2747	849	459	3647	0				628	0	558
Arrive On Green	0.00	0.54	0.54	0.13	0.71	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	5274	1578	3456	5274	0				3563	0	3165
Grp Volume(v), veh/h	0	841	485	398	790	0				558	0	333
Grp Sat Flow(s),veh/h/ln	0	1702	1578	1728	1702	0				1781	0	1582
Q Serve(g_s), s	0.0	9.7	21.7	12.0	5.5	0.0				16.2	0.0	10.3
Cycle Q Clear(g_c), s	0.0	9.7	21.7	12.0	5.5	0.0				16.2	0.0	10.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2747	849	459	3647	0				628	0	558
V/C Ratio(X)	0.00	0.31	0.57	0.87	0.22	0.00				0.89	0.00	0.60
Avail Cap(c_a), veh/h	0	2747	849	489	3647	0				672	0	597
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	0.59	0.59	0.91	0.91	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.5	16.3	45.0	5.1	0.0				42.6	0.0	40.2
Incr Delay (d2), s/veh	0.0	0.2	1.7	12.7	0.1	0.0				12.5	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	7.7	5.9	1.7	0.0				7.8	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.7	18.0	57.7	5.2	0.0				55.2	0.0	41.1
LnGrp LOS	A	B	B	E	A	A				E	A	D
Approach Vol, veh/h		1326			1188						891	
Approach Delay, s/veh		15.3			22.8						49.9	
Approach LOS		B			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	18.7	62.8		24.5		81.5						
Change Period (Y+Rc), s	4.6	5.8		5.8		5.8						
Max Green Setting (Gmax), s	10.0	55.0		20.0		70.0						
Max Q Clear Time (g_c+14),s	14.0	23.7		18.2		7.5						
Green Ext Time (p_c), s	0.1	5.3		0.5		4.0						

Intersection Summary

HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Existing AM
27: I-15 NB Ramps & Clinton Keith Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑↑			↑↑↑↑	↔↔	↔↔	↔↔	↔↔			
Traffic Volume (veh/h)	372	911	0	0	731	537	310	1	248	0	0	0
Future Volume (veh/h)	372	911	0	0	731	537	310	1	248	0	0	0
Initial Q (Ob), 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		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	404	990	0	0	840	494	428	0	153			
Peak Hour Factor	0.92	0.92	0.92	0.87	0.87	0.87	0.87	0.87	0.87			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	472	3822	0	0	2880	894	510	0	223			
Arrive On Green	0.14	0.75	0.00	0.00	0.56	0.56	0.14	0.00	0.14			
Sat Flow, veh/h	3456	5274	0	0	5274	1585	3563	0	1555			
Grp Volume(v), veh/h	404	990	0	0	840	494	428	0	153			
Grp Sat Flow(s),veh/h/ln	728	1702	0	0	1702	1585	1781	0	1555			
Q Serve(g_s), s	12.2	6.5	0.0	0.0	9.2	21.1	12.5	0.0	10.0			
Cycle Q Clear(g_c), s	12.2	6.5	0.0	0.0	9.2	21.1	12.5	0.0	10.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	472	3822	0	0	2880	894	510	0	223			
V/C Ratio(X)	0.86	0.26	0.00	0.00	0.29	0.55	0.84	0.00	0.69			
Avail Cap(c_a), veh/h	614	3822	0	0	2880	894	799	0	349			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.89	0.89	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.2	4.2	0.0	0.0	12.2	14.8	44.6	0.0	43.6			
Incr Delay (d2), s/veh	6.8	0.1	0.0	0.0	0.3	2.5	2.6	0.0	1.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.6	1.8	0.0	0.0	3.4	7.7	5.4	0.0	3.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	4.3	0.0	0.0	12.4	17.2	47.2	0.0	45.0			
LnGrp LOS	D	A	A	A	B	B	D	A	D			
Approach Vol, veh/h	1394			1334			581					
Approach Delay, s/veh	18.1			14.2			46.6					
Approach LOS	B			B			D					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	85.9			19.7			66.2			21.1		
Change Period (Y+Rc), s	5.8			5.1			5.8			5.8		
Max Green Setting (Gmax), s	66.0			19.0			47.0			24.0		
Max Q Clear Time (g_c+l1), s	8.5			14.2			23.1			14.5		
Green Ext Time (p_c), s	5.3			0.4			5.1			0.8		
Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			C									
Notes												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↲ ↳			↰ ↱ ↲ ↳			↰ ↱ ↲ ↳			↰ ↱ ↲ ↳		
Traffic Volume (veh/h)	130	788	9	84	935	23	65	14	43	83	23	249
Future Volume (veh/h)	130	788	9	84	935	23	65	14	43	83	23	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	0.99		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	141	857	9	95	1062	20	76	16	46	115	32	277
Peak Hour Factor	0.92	0.92	0.92	0.88	0.88	0.88	0.85	0.85	0.85	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	2939	31	118	1904	831	264	86	247	291	380	321
Arrive On Green	0.09	0.56	0.56	0.13	1.00	1.00	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	5208	55	1781	3554	1551	1069	424	1219	1334	1870	1583
Grp Volume(v), veh/h	141	560	306	95	1062	20	76	0	62	115	32	277
Grp Sat Flow(s), veh/h/ln	1781	1702	1859	1781	1777	1551	1069	0	1642	1334	1870	1583
Q Serve(g_s), s	9.0	9.9	10.0	6.0	0.0	0.0	7.2	0.0	3.6	9.1	1.6	19.6
Cycle Q Clear(g_c), s	9.0	9.9	10.0	6.0	0.0	0.0	8.8	0.0	3.6	12.7	1.6	19.6
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	169	1921	1049	118	1904	831	264	0	333	291	380	321
V/C Ratio(X)	0.84	0.29	0.29	0.80	0.56	0.02	0.29	0.00	0.19	0.40	0.08	0.86
Avail Cap(c_a), veh/h	249	1921	1049	249	1904	831	370	0	496	423	564	478
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)	1.00	1.00	1.00	0.60	0.60	0.60	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	13.2	13.2	49.6	0.0	0.0	41.1	0.0	38.3	43.5	37.5	44.7
Incr Delay (d2), s/veh	9.8	0.4	0.7	2.9	0.7	0.0	0.6	0.0	0.3	0.9	0.1	10.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.4	3.8	4.2	2.6	0.2	0.0	2.0	0.0	1.5	3.0	0.7	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.4	13.6	13.9	52.5	0.7	0.0	41.6	0.0	38.6	44.4	37.6	54.9
LnGrp LOS	E	B	B	D	A	A	D	A	D	D	D	D
Approach Vol, veh/h	1007			1177			138			424		
Approach Delay, s/veh	20.4			4.9			40.3			50.8		
Approach LOS	C			A			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.8	72.3		29.9	17.1	69.0		29.9				
Change Period (Y+Rc), s	6.1	6.8		6.4	6.1	6.8		6.4				
Max Green Setting (G_max), s	10.2	45.5		35.0	16.2	45.5		35.0				
Max Q Clear Time (g_c+I), s	12.0	12.0		21.6	11.0	2.0		10.8				
Green Ext Time (p_c), s	0.1	13.7		1.2	0.1	19.6		0.6				

Intersection Summary

HCM 6th Ctrl Delay 19.4

HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

Existing AM
29: Inland Valley Drive & Clinton Keith Road

04/14/2020



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰	↑↑	↱	↰	↑	↱	↱
Traffic Volume (veh/h)	0	572	458	108	765	248	32
Future Volume (veh/h)	0	572	458	108	765	248	32
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	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		622	398	130	922	273	35
Peak Hour Factor		0.92	0.92	0.83	0.83	0.91	0.91
Percent Heavy Veh, %		2	2	2	2	2	2
Cap, veh/h		2081	909	121	1321	314	280
Arrive On Green		1.00	1.00	0.07	0.71	0.18	0.18
Sat Flow, veh/h		3647	1552	1781	1870	1781	1585
Grp Volume(v), veh/h		622	398	130	922	273	35
Grp Sat Flow(s),veh/h/ln		1777	1552	1781	1870	1781	1585
Q Serve(g_s), s		0.0	0.0	7.9	33.1	17.3	2.2
Cycle Q Clear(g_c), s		0.0	0.0	7.9	33.1	17.3	2.2
Prop In Lane			1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2081	909	121	1321	314	280
V/C Ratio(X)		0.30	0.44	1.07	0.70	0.87	0.13
Avail Cap(c_a), veh/h		2081	909	121	1321	689	614
HCM Platoon Ratio		2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.96	0.96	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		0.0	0.0	54.0	9.9	46.4	40.2
Incr Delay (d2), s/veh		0.4	1.5	102.2	3.1	8.6	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		0.1	0.4	6.9	11.9	8.3	0.9
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh		0.4	1.5	156.3	13.0	55.0	40.5
LnGrp LOS		A	A	F	B	E	D
Approach Vol, veh/h	1020			1052	308		
Approach Delay, s/veh	0.8			30.7	53.4		
Approach LOS	A			C	D		
Timer - Assigned Phs	1	2		6	8		
Phs Duration (G+Y+Rc), s	4.0	75.4		89.4	26.6		
Change Period (Y+Rc), s	6.1	7.5		7.5	6.1		
Max Green Setting (Gmax), s	43.5			43.5	44.9		
Max Q Clear Time (g_c+I_T),s	2.0			35.1	19.3		
Green Ext Time (p_c), s	0.0	5.0		3.4	1.2		
Intersection Summary							
HCM 6th Ctrl Delay		20.8					
HCM 6th LOS		C					
Notes							
User approved ignoring U-Turning movement.							








Existing AM
30: Driveway/Inland Valley Drive & Prielipp Road

04/14/2020

Intersection

Intersection Delay, s/veh11.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	6	0	0	8	218	0	0	0	259	0	50
Future Vol, veh/h	23	6	0	0	8	218	0	0	0	259	0	50
Peak Hour Factor	0.48	0.48	0.48	0.88	0.88	0.88	0.92	0.92	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	13	0	0	9	248	0	0	0	285	0	55
Number of Lanes	1	1	0	0	1	1	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	9.4	10	0	12.6
HCM LOS	A	A	-	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	0%	0%	100%	0%
Vol Thru, %	100%	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	23	6	8	218	259	50
LT Vol	0	23	0	0	0	259	0
Through Vol	0	0	6	8	0	0	0
RT Vol	0	0	0	0	218	0	50
Lane Flow Rate	0	48	12	9	248	285	55
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0	0.084	0.02	0.014	0.335	0.459	0.07
Departure Headway (Hd)	5.904	6.283	5.777	5.582	4.875	5.801	4.597
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	567	616	639	736	618	773
Service Time	3.904	4.055	3.548	3.331	2.624	3.571	2.366
HCM Lane V/C Ratio	0	0.085	0.019	0.014	0.337	0.461	0.071
HCM Control Delay	8.9	9.6	8.7	8.4	10.1	13.5	7.7
HCM Lane LOS	N	A	A	A	B	B	A
HCM 95th-tile Q	0	0.3	0.1	0	1.5	2.4	0.2

Existing PM

1: Mission Trail & Malaga Road

04/14/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	4	36	96	28	27	86	540	63	21	623	16
Future Volume (veh/h)	11	4	36	96	28	27	86	540	63	21	623	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
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	14	5	36	104	30	26	92	581	62	22	656	15
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	68	57	133	192	144	117	1419	151	29	1336	31
Arrive On Green	0.01	0.04	0.04	0.07	0.10	0.10	0.07	0.44	0.44	0.02	0.38	0.38
Sat Flow, veh/h	1781	1870	1566	1781	1911	1438	1781	3240	345	1781	3550	81
Grp Volume(v), veh/h	14	5	36	104	28	28	92	318	325	22	328	343
Grp Sat Flow(s),veh/h/ln	1781	1870	1566	1781	1777	1572	1781	1777	1808	1781	1777	1854
Q Serve(g_s), s	0.3	0.1	0.9	2.3	0.6	0.7	2.1	5.0	5.0	0.5	5.8	5.8
Cycle Q Clear(g_c), s	0.3	0.1	0.9	2.3	0.6	0.7	2.1	5.0	5.0	0.5	5.8	5.8
Prop In Lane	1.00		1.00	1.00		0.91	1.00		0.19	1.00		0.04
Lane Grp Cap(c), veh/h	19	68	57	133	178	158	117	778	792	29	669	698
V/C Ratio(X)	0.73	0.07	0.63	0.78	0.15	0.18	0.79	0.41	0.41	0.76	0.49	0.49
Avail Cap(c_a), veh/h	1001	1325	1109	783	1259	1113	1001	2821	2870	783	2821	2944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	19.1	19.5	18.6	16.8	16.9	18.8	7.9	7.9	20.1	9.8	9.8
Incr Delay (d2), s/veh	17.6	0.6	15.3	3.7	0.1	0.2	4.4	0.1	0.1	14.1	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	0.2	0.1	0.5	1.0	0.2	0.2	0.8	1.0	1.1	0.3	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	19.7	34.7	22.4	17.0	17.1	23.2	8.0	8.0	34.1	10.0	10.0
LnGrp LOS	D	B	C	C	B	B	C	A	A	C	A	A
Approach Vol, veh/h		55			160			735			693	
Approach Delay, s/veh		34.1			20.5			9.9			10.7	
Approach LOS		C			C			A			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.2	23.6	7.1	6.1	6.7	21.1	4.4	8.7				
Change Period (Y+Rc), s	3.5	5.7	4.0	4.6	4.0	5.7	4.0	4.6				
Max Green Setting (Gmax), s	18.0	65.0	18.0	29.0	23.0	65.0	23.0	29.0				
Max Q Clear Time (g_c+l1), s	2.5	7.0	4.3	2.9	4.1	7.8	2.3	2.7				
Green Ext Time (p_c), s	0.0	2.1	0.1	0.1	0.1	2.3	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			12.1									
HCM 6th LOS			B									

Existing PM
2: Mission Trail & Lemon Street

04/14/2020



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰		↱	↰	↰	↱
Traffic Volume (veh/h)	72	45	834	93	54	743
Future Volume (veh/h)	72	45	834	93	54	743
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	52	851	76	61	835
Peak Hour Factor	0.77	0.77	0.98	0.98	0.89	0.89
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	123	68	1704	743	74	2177
Arrive On Green	0.11	0.11	0.48	0.48	0.04	0.61
Sat Flow, veh/h	1092	604	3647	1549	1781	3647
Grp Volume(v), veh/h	147	0	851	76	61	835
Grp Sat Flow(s), veh/h/ln	707	0	1777	1549	1781	1777
Q Serve(g_s), s	3.2	0.0	6.3	1.0	1.3	4.5
Cycle Q Clear(g_c), s	3.2	0.0	6.3	1.0	1.3	4.5
Prop In Lane	0.64	0.35		1.00	1.00	
Lane Grp Cap(c), veh/h	192	0	1704	743	74	2177
V/C Ratio(X)	0.76	0.00	0.50	0.10	0.83	0.38
Avail Cap(c_a), veh/h	648	0	5582	2434	700	7304
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	6.8	5.4	18.2	3.7
Incr Delay (d2), s/veh	6.2	0.0	0.3	0.1	8.6	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	4	0.0	1.0	0.2	0.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.7	0.0	7.1	5.5	26.7	3.9
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	147		927			896
Approach Delay, s/veh	22.7		7.0			5.5
Approach LOS	C		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.1	24.3			29.4	8.8
Change Period (Y+Rc), s	3.5	6.0			6.0	4.5
Max Green Setting (Gmax), s	45.0	60.0			78.5	14.5
Max Q Clear Time (g_c+I_T), s	10.3	8.3			6.5	5.2
Green Ext Time (p_c), s	0.0	10.1			9.4	0.3

Intersection Summary

HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes







User approved volume balancing among the lanes for turning movement.

Existing PM

3: Grand Avenue & Corydon Street/Corydon Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	42	0	417	1	310	32	440	449	0
Future Volume (veh/h)	0	1	0	42	0	417	1	310	32	440	449	0
Initial Q (Ob), 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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	4	0	45	0	358	1	352	33	484	493	0
Peak Hour Factor	0.25	0.25	0.25	0.93	0.93	0.93	0.88	0.88	0.88	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	365	0	380	365	791	349	451	42	541	1185	0
Arrive On Green	0.00	0.20	0.00	0.20	0.00	0.20	0.27	0.27	0.27	0.30	0.63	0.00
Sat Flow, veh/h	0	1870	0	1412	1870	1585	904	1680	158	1781	1870	0
Grp Volume(v), veh/h	0	4	0	45	0	358	1	0	385	484	493	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1412	1870	1585	904	0	1838	1781	1870	0
Q Serve(g_s), s	0.0	0.1	0.0	1.8	0.0	9.9	0.1	0.0	13.2	17.6	8.9	0.0
Cycle Q Clear(g_c), s	0.0	0.1	0.0	1.9	0.0	9.9	0.1	0.0	13.2	17.6	8.9	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.09	1.00		0.00
Lane Grp Cap(c), veh/h	0	365	0	380	365	791	349	0	493	541	1185	0
V/C Ratio(X)	0.00	0.01	0.00	0.12	0.00	0.45	0.00	0.00	0.78	0.90	0.42	0.00
Avail Cap(c_a), veh/h	0	1103	0	937	1103	1416	639	0	1084	919	1185	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)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	22.0	0.0	22.8	0.0	11.0	18.2	0.0	23.0	22.6	6.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.4	0.0	0.0	3.9	5.3	0.3	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	0.1	0.0	0.6	0.0	2.8	0.0	0.0	5.4	7.1	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.0	0.0	22.9	0.0	11.4	18.2	0.0	26.8	27.8	6.5	0.0
LnGrp LOS	A	C	A	C	A	B	B	A	C	C	A	A
Approach Vol, veh/h	4		403			386			977			
Approach Delay, s/veh	22.0		12.7			26.8			17.1			
Approach LOS	C		B			C			B			
Timer - Assigned Phs	2		4		5	6	8					
Phs Duration (G+Y+Rc), s	49.2		18.6		24.8	24.4	18.6					
Change Period (Y+Rc), s	* 6.2		5.4		* 4.2	6.2	* 5.4					
Max Green Setting (Gmax), s	* 40		40.0		* 35	40.0	* 40					
Max Q Clear Time (g_c+l1), s	10.9		2.1		19.6	15.2	11.9					
Green Ext Time (p_c), s	4.4		0.0		1.0	3.0	1.3					

Intersection Summary

HCM 6th Ctrl Delay 18.2

HCM 6th LOS B













Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Existing PM
4: Corydon Road & Palomar Street

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	469	54	31	468	160	75	74	28	85	33	11
Future Volume (veh/h)	14	469	54	31	468	160	75	74	28	85	33	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	521	48	33	503	155	91	90	30	100	39	11
Peak Hour Factor	0.90	0.90	0.90	0.93	0.93	0.93	0.82	0.82	0.82	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	822	696	41	1200	367	421	261	87	354	365	309
Arrive On Green	0.01	0.44	0.44	0.02	0.45	0.45	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	1870	1583	1781	2663	816	1353	1336	445	1270	1870	1583
Grp Volume(v), veh/h	16	521	48	33	335	323	91	0	120	100	39	11
Grp Sat Flow(s),veh/h/ln	1781	1870	1583	1781	1777	1702	1353	0	1782	1270	1870	1583
Q Serve(g_s), s	0.4	8.7	0.7	0.7	5.1	5.2	2.4	0.0	2.3	3.0	0.7	0.2
Cycle Q Clear(g_c), s	0.4	8.7	0.7	0.7	5.1	5.2	3.1	0.0	2.3	5.3	0.7	0.2
Prop In Lane	1.00		1.00	1.00		0.48	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	22	822	696	41	800	767	421	0	348	354	365	309
V/C Ratio(X)	0.74	0.63	0.07	0.80	0.42	0.42	0.22	0.00	0.35	0.28	0.11	0.04
Avail Cap(c_a), veh/h	890	1869	1582	890	1775	1701	1171	0	1335	1058	1402	1186
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	1.00	1.00
Uniform Delay (d), s/veh	19.7	8.7	6.5	19.5	7.4	7.5	14.5	0.0	13.9	16.2	13.2	13.1
Incr Delay (d2), s/veh	16.2	1.7	0.1	12.7	0.7	0.8	0.3	0.0	0.6	0.4	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	0.2	2.3	0.1	0.4	1.2	1.2	0.6	0.0	0.8	0.8	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	10.4	6.6	32.1	8.2	8.3	14.8	0.0	14.5	16.6	13.4	13.1
LnGrp LOS	D	B	A	C	A	A	B	A	B	B	B	B
Approach Vol, veh/h	585		691			211			150			
Approach Delay, s/veh	10.8		9.4			14.6			15.5			
Approach LOS	B		A			B			B			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	4.4	22.5	13.1		4.0	22.9	13.1					
Change Period (Y+Rc), s	3.5	4.9	5.3		3.5	4.9	5.3					
Max Green Setting (Gmax), s	20.0	40.0	30.0		20.0	40.0	30.0					
Max Q Clear Time (g_c+I), s	10.7	10.7	5.1		2.4	7.2	7.3					
Green Ext Time (p_c), s	0.0	6.9	0.9		0.0	8.3	0.5					
Intersection Summary												
HCM 6th Ctrl Delay			11.1									
HCM 6th LOS			B									

Existing PM
5: Mission Trail & Corydon Road

04/14/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	433	255	221	477	375	432
Future Volume (veh/h)	433	255	221	477	375	432
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	451	213	228	492	408	377
Peak Hour Factor	0.96	0.96	0.97	0.97	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	800	646	283	2005	1094	852
Arrive On Green	0.23	0.23	0.16	0.56	0.31	0.31
Sat Flow, veh/h	3456	2790	1781	3647	3647	1577
Grp Volume(v), veh/h	451	213	228	492	408	377
Grp Sat Flow(s),veh/h/ln	1728	1395	1781	1777	1777	1577
Q Serve(g_s), s	5.9	3.3	6.3	3.6	4.6	7.4
Cycle Q Clear(g_c), s	5.9	3.3	6.3	3.6	4.6	7.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	800	646	283	2005	1094	852
V/C Ratio(X)	0.56	0.33	0.80	0.25	0.37	0.44
Avail Cap(c_a), veh/h	2354	1901	1040	3113	3113	1749
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	17.4	16.4	20.8	5.7	13.9	7.2
Incr Delay (d2), s/veh	0.9	0.4	2.0	0.1	0.3	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	2.0	2.7	2.3	0.7	1.4	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.3	16.8	22.9	5.8	14.2	7.7
LnGrp LOS	B	B	C	A	B	A
Approach Vol, veh/h	664			720	785	
Approach Delay, s/veh	17.9			11.2	11.1	
Approach LOS	B			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.5		16.9	13.2	21.3
Change Period (Y+Rc), s		5.5		5.0	5.0	5.5
Max Green Setting (Gmax), s		45.0		35.0	30.0	45.0
Max Q Clear Time (g_c+l1), s		5.6		7.9	8.3	9.4
Green Ext Time (p_c), s		4.6		4.0	0.2	6.2
Intersection Summary						
HCM 6th Ctrl Delay			13.2			
HCM 6th LOS			B			

Existing PM

6: Mission Trail & Driveway/Bundy Canyon Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (veh/h)	0	0	0	134	0	344	0	294	68	315	261	0
Future Volume (veh/h)	0	0	0	134	0	344	0	294	68	315	261	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	140	0	286	0	320	66	350	290	0
Peak Hour Factor	0.90	0.90	0.90	0.96	0.96	0.96	0.92	0.92	0.92	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	5	0	431	0	622	4	602	123	523	1712	0
Arrive On Green	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.20	0.20	0.15	0.48	0.00
Sat Flow, veh/h	0	1870	0	1781	0	1581	1781	2938	598	3456	3647	0
Grp Volume(v), veh/h	0	0	0	140	0	286	0	192	194	350	290	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	0	1581	1781	1777	1759	1728	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	2.6	0.0	5.3	0.0	3.8	3.9	3.8	1.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.6	0.0	5.3	0.0	3.8	3.9	3.8	1.8	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.34	1.00		0.00
Lane Grp Cap(c), veh/h	0	5	0	431	0	622	4	364	360	523	1712	0
V/C Ratio(X)	0.00	0.00	0.00	0.33	0.00	0.46	0.00	0.53	0.54	0.67	0.17	0.00
Avail Cap(c_a), veh/h	0	705	0	1567	0	1630	1343	1786	1768	1737	3572	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)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	12.4	0.0	8.9	0.0	14.1	14.1	15.9	5.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.6	0.0	1.2	1.3	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	0.0	0.0	0.0	0.8	0.0	1.4	0.0	1.2	1.2	1.1	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	12.9	0.0	9.6	0.0	15.3	15.4	16.5	5.9	0.0
LnGrp LOS	A	A	A	B	A	A	A	B	B	B	A	A
Approach Vol, veh/h	0			426			386			640		
Approach Delay, s/veh	0.0			10.7			15.3			11.7		
Approach LOS				B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.0	14.2		14.6	0.0	25.2		0.0				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	20.0	40.0		35.0	30.0	40.0		15.0				
Max Q Clear Time (g_c+I), s	1.0	5.9		7.3	0.0	3.8		0.0				
Green Ext Time (p_c), s	0.3	2.0		2.2	0.0	1.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				12.4								
HCM 6th LOS				B								

Existing PM
7: Orange Street & Bundy Canyon Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	419	20	213	527	137	18	45	242	122	31	20
Future Volume (veh/h)	19	419	20	213	527	137	18	45	242	122	31	20
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		0.98
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	21	466	20	254	627	131	21	52	225	130	33	17
Peak Hour Factor	0.90	0.90	0.90	0.84	0.84	0.84	0.86	0.86	0.86	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	984	42	318	816	676	168	315	333	385	81	329
Arrive On Green	0.03	0.28	0.28	0.18	0.44	0.44	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1781	3471	149	1781	1870	1550	277	1493	1578	1103	386	1556
Grp Volume(v), veh/h	21	238	248	254	627	131	73	0	225	163	0	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1843	1781	1870	1550	1770	0	1578	1488	0	1556
Q Serve(g_s), s	0.5	4.7	4.7	5.8	12.1	2.2	0.0	0.0	5.6	2.5	0.0	0.4
Cycle Q Clear(g_c), s	0.5	4.7	4.7	5.8	12.1	2.2	1.4	0.0	5.6	3.9	0.0	0.4
Prop In Lane	1.00		0.08	1.00		1.00	0.29		1.00	0.80		1.00
Lane Grp Cap(c), veh/h	46	504	522	318	816	676	483	0	333	466	0	329
V/C Ratio(X)	0.46	0.47	0.47	0.80	0.77	0.19	0.15	0.00	0.68	0.35	0.00	0.05
Avail Cap(c_a), veh/h	1047	1671	1733	1256	1759	1458	1518	0	1299	1340	0	1280
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	12.6	12.6	16.7	10.2	7.4	13.8	0.0	15.4	14.7	0.0	13.4
Incr Delay (d2), s/veh	2.6	0.7	0.7	1.8	1.6	0.1	0.1	0.0	1.8	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	0.2	1.4	1.5	2.0	3.3	0.5	0.5	0.0	1.9	1.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.0	13.3	13.3	18.5	11.7	7.5	13.9	0.0	17.2	15.0	0.0	13.4
LnGrp LOS	C	B	B	B	B	A	B	A	B	B	A	B
Approach Vol, veh/h	507			1012			298			180		
Approach Delay, s/veh	13.7			12.9			16.4			14.9		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.3	17.4		13.9	4.8	23.9		13.9				
Change Period (Y+Rc), s	3.7	5.3		4.9	3.7	5.3		4.9				
Max Green Setting (Gmax), s	30.0	40.0		35.0	25.0	40.0		35.0				
Max Q Clear Time (g_c+I1),s	6.7	6.7		7.6	2.5	14.1		5.9				
Green Ext Time (p_c), s	0.2	2.7		0.8	0.0	4.5		0.9				
Intersection Summary												
HCM 6th Ctrl Delay	13.8											
HCM 6th LOS	B											

Existing PM

8: I-15 SB Ramps & Bundy Canyon Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↑	↖
Traffic Volume (veh/h)	0	475	327	206	671	0	0	0	0	340	2	253
Future Volume (veh/h)	0	475	327	206	671	0	0	0	0	340	2	253
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	495	273	226	737	0				370	2	220
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	659	362	284	1942	0				442	464	392
Arrive On Green	0.00	0.30	0.30	0.16	0.55	0.00				0.25	0.25	0.25
Sat Flow, veh/h	0	2307	1215	1781	3647	0				1781	1870	1581
Grp Volume(v), veh/h	0	397	371	226	737	0				370	2	220
Grp Sat Flow(s),veh/h/ln	0	1777	1652	1781	1777	0				1781	1870	1581
Q Serve(g_s), s	0.0	10.4	10.5	6.3	6.1	0.0				10.2	0.0	6.3
Cycle Q Clear(g_c), s	0.0	10.4	10.5	6.3	6.1	0.0				10.2	0.0	6.3
Prop In Lane	0.00		0.74	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	529	492	284	1942	0				442	464	392
V/C Ratio(X)	0.00	0.75	0.75	0.79	0.38	0.00				0.84	0.00	0.56
Avail Cap(c_a), veh/h	0	1367	1270	1049	2733	0				680	714	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	16.4	16.4	20.9	6.7	0.0				18.4	14.6	17.0
Incr Delay (d2), s/veh	0.0	0.8	0.9	1.9	0.0	0.0				3.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	3.2	2.3	1.4	0.0				3.6	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.2	17.3	22.8	6.7	0.0				21.7	14.6	17.4
LnGrp LOS	A	B	B	C	A	A				C	B	B
Approach Vol, veh/h		768			963						592	
Approach Delay, s/veh		17.3			10.5						20.1	
Approach LOS		B			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.8	20.7		18.1		33.5						
Change Period (Y+Rc), s	4.6	5.3		5.3		5.3						
Max Green Setting (Gmax), s	30.4	39.7		19.7		39.7						
Max Q Clear Time (g_c+I), s	10.3	12.5		12.2		8.1						
Green Ext Time (p_c), s	0.3	2.9		0.6		3.1						
Intersection Summary												
HCM 6th Ctrl Delay			15.2									
HCM 6th LOS			B									

Existing PM

9: I-15 NB Ramps & Bundy Canyon Road

04/14/2020








Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑			↑↑		↰	↑				
Traffic Volume (veh/h)	152	654	0	0	467	188	412	6	514	0	0	0
Future Volume (veh/h)	152	654	0	0	467	188	412	6	514	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		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			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	162	696	0	0	537	194	443	6	498			
Peak Hour Factor	0.94	0.94	0.94	0.87	0.87	0.87	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	207	1681	0	0	703	253	609	6	536			
Arrive On Green	0.12	0.47	0.00	0.00	0.28	0.28	0.34	0.34	0.34			
Sat Flow, veh/h	1781	3647	0	0	2636	915	1781	19	1567			
Grp Volume(v), veh/h	162	696	0	0	375	356	443	0	504			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1680	1781	0	1586			
Q Serve(g_s), s	5.1	7.4	0.0	0.0	11.1	11.2	12.5	0.0	17.6			
Cycle Q Clear(g_c), s	5.1	7.4	0.0	0.0	11.1	11.2	12.5	0.0	17.6			
Prop In Lane	1.00		0.00	0.00		0.54	1.00		0.99			
Lane Grp Cap(c), veh/h	207	1681	0	0	491	465	609	0	543			
V/C Ratio(X)	0.78	0.41	0.00	0.00	0.76	0.77	0.73	0.00	0.93			
Avail Cap(c_a), veh/h	633	2459	0	0	1229	1163	612	0	544			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	24.6	9.9	0.0	0.0	19.0	19.1	16.5	0.0	18.2			
Incr Delay (d2), s/veh	2.4	0.1	0.0	0.0	0.9	1.0	3.8	0.0	22.1			
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	2.0	2.1	0.0	0.0	3.9	3.7	4.5	0.0	8.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	10.0	0.0	0.0	20.0	20.1	20.3	0.0	40.3			
LnGrp LOS	C	A	A	A	B	C	C	A	D			
Approach Vol, veh/h	858		731			947						
Approach Delay, s/veh	13.2		20.0			31.0						
Approach LOS	B		C			C						
Timer - Assigned Phs	2		5			6			8			
Phs Duration (G+Y+Rc), s	32.4		11.3			21.2			24.9			
Change Period (Y+Rc), s	5.3		4.6			5.3			5.3			
Max Green Setting (Gmax), s	39.7		20.4			39.7			19.7			
Max Q Clear Time (g_c+l1), s	9.4		7.1			13.2			19.6			
Green Ext Time (p_c), s	2.9		0.2			2.7			0.0			
Intersection Summary												
HCM 6th Ctrl Delay			21.8									
HCM 6th LOS			C									

Existing PM
10: Monte Vista Drive & Bundy Canyon Road

04/14/2020

Intersection

Int Delay, s/veh 1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	953	20	49	549	8	51
Future Vol, veh/h	953	20	49	549	8	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	175	-	-	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	90	90	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1025	22	54	610	9	59













Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1047
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	665
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	665
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	22
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	279	-	-	665	-
HCM Lane V/C Ratio	0.243	-	-	0.082	-
HCM Control Delay (s)	22	-	-	10.9	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.9	-	-	0.3	-

Existing PM
11: The Farm Road & Bundy Canyon Road

04/14/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	778	102	24	500	60	23
Future Volume (veh/h)	778	102	24	500	60	23
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	846	89	26	538	78	24
Peak Hour Factor	0.92	0.92	0.93	0.93	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1048	888	55	1247	169	150
Arrive On Green	0.56	0.56	0.03	0.67	0.09	0.09
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	846	89	26	538	78	24
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	16.8	1.2	0.7	6.2	1.9	0.6
Cycle Q Clear(g_c), s	16.8	1.2	0.7	6.2	1.9	0.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1048	888	55	1247	169	150
V/C Ratio(X)	0.81	0.10	0.48	0.43	0.46	0.16
Avail Cap(c_a), veh/h	1539	1304	829	1539	1196	1064
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	8.1	4.7	22.0	3.6	19.8	19.2
Incr Delay (d2), s/veh	2.3	0.1	2.4	0.3	1.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.2	0.3	1.1	0.8	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.5	4.8	24.4	3.9	21.2	19.6
LnGrp LOS	B	A	C	A	C	B
Approach Vol, veh/h	935			564	102	
Approach Delay, s/veh	9.9			4.8	20.8	
Approach LOS	A			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.8		8.4	4.9	32.9
Change Period (Y+Rc), s		7.0		4.0	3.5	7.0
Max Green Setting (Gmax), s		38.0		31.0	21.5	38.0
Max Q Clear Time (g_c+l1), s		8.2		3.9	2.7	18.8
Green Ext Time (p_c), s		4.7		0.2	0.0	7.1
Intersection Summary						
HCM 6th Ctrl Delay			8.8			
HCM 6th LOS			A			

Notes

User approved changes to right turn type.

Existing PM
12: Grand Avenue & Sheila Lane

04/14/2020

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	7	1	13	3	2	7	22	327	5	7	452	7
Future Vol, veh/h	7	1	13	3	2	7	22	327	5	7	452	7
Peak Hour Factor	0.58	0.58	0.58	0.60	0.60	0.60	0.88	0.88	0.88	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	2	22	5	3	12	25	372	6	8	538	8
Number of Lanes	0	1	0	0	1	0	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	9.6	9.5	13.2	21.1
HCM LOS	A	A	B	C







Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	33%	25%	100%	0%	0%
Vol Thru, %	0%	100%	0%	5%	17%	0%	100%	0%
Vol Right, %	0%	0%	100%	62%	58%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	327	5	21	12	7	452	7
LT Vol	22	0	0	7	3	7	0	0
Through Vol	0	327	0	1	2	0	452	0
RT Vol	0	0	5	13	7	0	0	7
Lane Flow Rate	25	372	6	36	20	8	538	8
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.039	0.53	0.007	0.064	0.036	0.013	0.752	0.01
Departure Headway (Hd)	5.639	5.138	4.435	6.401	6.424	5.535	5.033	4.331
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	634	699	803	555	553	646	716	824
Service Time	3.386	2.884	2.181	4.189	4.218	3.277	2.775	2.072
HCM Lane V/C Ratio	0.039	0.532	0.007	0.065	0.036	0.012	0.751	0.01
HCM Control Delay	8.6	13.6	7.2	9.6	9.5	8.4	21.5	7.1
HCM Lane LOS	A	B	A	A	A	A	C	A
HCM 95th-tile Q	0.1	3.1	0	0.2	0.1	0	6.9	0

Existing PM
13: Palomar Street & Mission Trail

04/14/2020

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	87	89	181	250	160	376
Future Vol, veh/h	87	89	181	250	160	376
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	215	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	88	88	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	95	206	284	172	404

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	726	172	576
Stage 1	172	-	-
Stage 2	554	-	-
Critical Hdwy	6.63	6.23	4.13
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.83	-	-
Follow-up Hdwy	3.519	3.319	2.219
Pot Cap-1 Maneuver	375	871	995
Stage 1	857	-	-
Stage 2	540	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	297	871	995
Mov Cap-2 Maneuver	407	-	-
Stage 1	680	-	-
Stage 2	540	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	995	-	407	871	-	-
HCM Lane V/C Ratio	0.207	-	0.227	0.109	-	-
HCM Control Delay (s)	9.6	-	16.4	9.6	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.8	-	0.9	0.4	-	-



















Existing PM
14: Grand Avenue & Gruwell Street

04/14/2020

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	4	8	4	24	6	347	9	19	471	0
Future Vol, veh/h	0	3	4	8	4	24	6	347	9	19	471	0
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	75	75	75	84	84	84	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	7	11	5	32	7	413	11	21	529	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1026	1013	531	1012	1008	423	531	0	0	426	0	0
Stage 1	573	573	-	435	435	-	-	-	-	-	-	-
Stage 2	453	440	-	577	573	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	213	239	548	218	240	631	1036	-	-	1133	-	-
Stage 1	505	504	-	600	580	-	-	-	-	-	-	-
Stage 2	586	578	-	502	504	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	230	547	206	231	629	1034	-	-	1131	-	-
Mov Cap-2 Maneuver	193	230	-	206	231	-	-	-	-	-	-	-
Stage 1	499	490	-	593	574	-	-	-	-	-	-	-
Stage 2	545	572	-	478	490	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.8		15.8		0.1		0.3					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1034	-	-	344	382	1131	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.035	0.126	0.019	-	-				
HCM Control Delay (s)	8.5	0	-	15.8	15.8	8.2	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.1	-	-				

Existing PM
15: Palomar Street & Gruwell Street












04/14/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	25	50	78	34	3	51	402	107	16	247	15
Future Volume (veh/h)	16	25	50	78	34	3	51	402	107	16	247	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
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	22	34	61	84	37	3	55	437	104	19	287	15
Peak Hour Factor	0.73	0.73	0.73	0.93	0.93	0.93	0.92	0.92	0.92	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	103	148	365	109	7	616	661	157	433	796	42
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	192	586	847	916	621	38	1077	1460	348	865	1759	92
Grp Volume(v), veh/h	117	0	0	124	0	0	55	0	541	19	0	302
Grp Sat Flow(s),veh/h/ln	1625	0	0	1574	0	0	1077	0	1808	865	0	1851
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	6.9	0.5	0.0	3.2
Cycle Q Clear(g_c), s	1.8	0.0	0.0	1.8	0.0	0.0	4.2	0.0	6.9	7.4	0.0	3.2
Prop In Lane	0.19		0.52	0.68		0.02	1.00		0.19	1.00		0.05
Lane Grp Cap(c), veh/h	429	0	0	480	0	0	616	0	818	433	0	838
V/C Ratio(X)	0.27	0.00	0.00	0.26	0.00	0.00	0.09	0.00	0.66	0.04	0.00	0.36
Avail Cap(c_a), veh/h	2035	0	0	1932	0	0	1588	0	2449	1213	0	2508
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	0.00	1.00
Uniform Delay (d), s/veh	10.8	0.0	0.0	10.8	0.0	0.0	6.7	0.0	6.3	9.2	0.0	5.3
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.4	0.0	0.0	0.1	0.0	1.1	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	0.8	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	0.0	0.0	11.2	0.0	0.0	6.7	0.0	7.4	9.3	0.0	5.6
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		117			124			596			321	
Approach Delay, s/veh		11.3			11.2			7.4			5.8	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.4		10.2		19.4		10.2				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		40.0		35.0		40.0		35.0				
Max Q Clear Time (g_c+l1), s		8.9		3.8		9.4		3.8				
Green Ext Time (p_c), s		4.5		0.9		2.1		0.9				
Intersection Summary												
HCM 6th Ctrl Delay			7.7									
HCM 6th LOS			A									

Existing PM
16: Grand Avenue & Central Street

04/14/2020














Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	27	13	41	27	166	12	194	39	219	235	1
Future Volume (veh/h)	1	27	13	41	27	166	12	194	39	219	235	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	32	14	47	31	153	13	218	35	249	267	1
Peak Hour Factor	0.85	0.85	0.85	0.87	0.87	0.87	0.89	0.89	0.89	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	190	83	360	288	243	30	387	327	314	686	580
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.02	0.21	0.21	0.18	0.37	0.37
Sat Flow, veh/h	1197	1231	538	1352	1870	1580	1781	1870	1581	1781	1870	1583
Grp Volume(v), veh/h	1	0	46	47	31	153	13	218	35	249	267	1
Grp Sat Flow(s),veh/h/ln	1197	0	1769	1352	1870	1580	1781	1870	1581	1781	1870	1583
Q Serve(g_s), s	0.0	0.0	0.9	1.2	0.6	3.6	0.3	4.1	0.7	5.3	4.2	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.9	2.1	0.6	3.6	0.3	4.1	0.7	5.3	4.2	0.0
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	349	0	273	360	288	243	30	387	327	314	686	580
V/C Ratio(X)	0.00	0.00	0.17	0.13	0.11	0.63	0.43	0.56	0.11	0.79	0.39	0.00
Avail Cap(c_a), veh/h	1375	0	1789	1518	1891	1597	1351	2127	1798	1351	2127	1800
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	14.5	15.5	14.4	15.7	19.3	14.1	12.7	15.6	9.3	7.9
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.1	0.1	2.0	3.6	1.8	0.2	1.7	0.5	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	0.0	0.3	0.3	0.2	1.1	0.1	1.5	0.2	1.7	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	0.0	14.8	15.6	14.5	17.7	22.9	15.9	12.9	17.3	9.8	7.9
LnGrp LOS	B	A	B	B	B	B	C	B	B	B	A	A
Approach Vol, veh/h	47				231				266		517	
Approach Delay, s/veh	14.7				16.8				15.9		13.4	
Approach LOS	B				B				B		B	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	13.0	14.5	12.1		6.7	20.8	12.1					
Change Period (Y+Rc), s	6.0	6.3	6.0		6.0	6.3	6.0					
Max Green Setting (Gmax), s	30.0	45.0	40.0		30.0	45.0	40.0					
Max Q Clear Time (g_c+I1),s	17.3	6.1	2.9		2.3	6.2	5.6					
Green Ext Time (p_c), s	0.2	1.9	0.2		0.0	2.1	0.6					
Intersection Summary												
HCM 6th Ctrl Delay			14.8									
HCM 6th LOS			B									

Existing PM
17: Palomar Street & Central Street

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	265	26	63	261	246	36	304	56	146	216	61
Future Volume (veh/h)	43	265	26	63	261	246	36	304	56	146	216	61
Initial Q (Ob), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.97
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	46	285	23	72	300	227	38	320	47	155	230	52
Peak Hour Factor	0.93	0.93	0.93	0.87	0.87	0.87	0.95	0.95	0.95	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	601	48	93	369	312	57	926	767	187	1062	872
Arrive On Green	0.04	0.18	0.18	0.05	0.20	0.20	0.03	0.49	0.49	0.11	0.57	0.57
Sat Flow, veh/h	1781	3327	267	1781	1870	1578	1781	1870	1549	1781	1870	1536
Grp Volume(v), veh/h	46	151	157	72	300	227	38	320	47	155	230	52
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1870	1578	1781	1870	1549	1781	1870	1536
Q Serve(g_s), s	2.6	7.9	8.0	4.1	15.8	13.9	2.2	10.7	1.6	8.8	6.2	1.6
Cycle Q Clear(g_c), s	2.6	7.9	8.0	4.1	15.8	13.9	2.2	10.7	1.6	8.8	6.2	1.6
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	321	328	93	369	312	57	926	767	187	1062	872
V/C Ratio(X)	0.73	0.47	0.48	0.77	0.81	0.73	0.66	0.35	0.06	0.83	0.22	0.06
Avail Cap(c_a), veh/h	534	707	723	519	728	614	519	926	767	519	1062	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	37.8	37.8	48.2	39.5	38.8	49.3	15.9	13.6	45.2	11.0	10.0
Incr Delay (d2), s/veh	5.8	1.1	1.1	5.0	4.3	3.3	4.8	1.0	0.2	3.6	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	1.2	3.4	3.5	1.9	7.4	5.4	1.0	4.4	0.6	3.9	2.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	38.9	38.9	53.2	43.8	42.0	54.1	16.9	13.7	48.8	11.1	10.0
LnGrp LOS	D	D	D	D	D	D	D	B	B	D	B	A
Approach Vol, veh/h	354			599			405			437		
Approach Delay, s/veh	41.0			44.3			20.0			24.3		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	56.3	8.9	23.5	6.8	63.8	7.2	25.3				
Change Period (Y+Rc), s	3.5	5.3	3.5	4.9	3.5	5.3	3.5	4.9				
Max Green Setting (Gmax), s	30.0	51.0	30.0	41.0	30.0	51.0	30.9	40.1				
Max Q Clear Time (g_c+10), s	10.8	12.7	6.1	10.0	4.2	8.2	4.6	17.8				
Green Ext Time (p_c), s	0.2	2.9	0.1	1.7	0.0	2.1	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Existing PM
18: I-15 SB Ramps & Baxter Road

04/14/2020

Intersection

Intersection Delay, s/veh35.2

Intersection LOS E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↖	↗
Traffic Vol, veh/h	0	204	336	40	540	0	0	0	0	87	3	193
Future Vol, veh/h	0	204	336	40	540	0	0	0	0	87	3	193
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	215	354	43	574	0	0	0	0	97	3	214
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	15.2	64.7	13.7
HCM LOS	C	F	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	97%	0%
Vol Thru, %	100%	0%	0%	100%	3%	0%
Vol Right, %	0%	100%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	204	336	40	540	90	193
LT Vol	0	0	40	0	87	0
Through Vol	204	0	0	540	3	0
RT Vol	0	336	0	0	0	193
Lane Flow Rate	215	354	43	574	100	214
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.39	0.572	0.082	1.021	0.221	0.401
Departure Headway (Hd)	6.533	5.818	6.907	6.398	7.948	6.736
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	548	615	516	563	449	532
Service Time	4.319	3.603	4.686	4.177	5.737	4.524
HCM Lane V/C Ratio	0.392	0.576	0.083	1.02	0.223	0.402
HCM Control Delay	13.5	16.2	10.3	68.7	13	14
HCM Lane LOS	B	C	B	F	B	B
HCM 95th-tile Q	1.8	3.6	0.3	15.3	0.8	1.9






Existing PM
19: I-15 NB Ramps & Baxter Road

04/14/2020

Intersection

Intersection Delay, s/veh39.5

Intersection LOS E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	137	157	0	0	113	53	468	3	49	0	0	0
Future Vol, veh/h	137	157	0	0	113	53	468	3	49	0	0	0
Peak Hour Factor	0.91	0.91	0.91	0.80	0.80	0.80	0.87	0.87	0.87	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	151	173	0	0	141	66	538	3	56	0	0	0
Number of Lanes	1	1	0	0	1	0	0	1	1	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	13.5	14.7	62.2
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1
Vol Left, %	99%	0%	100%	0%	0%
Vol Thru, %	1%	0%	0%	100%	68%
Vol Right, %	0%	100%	0%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	471	49	137	157	166
LT Vol	468	0	137	0	0
Through Vol	3	0	0	157	113
RT Vol	0	49	0	0	53
Lane Flow Rate	541	56	151	173	208
Geometry Grp	7	7	7	7	6
Degree of Util (X)	1.012	0.086	0.314	0.335	0.401
Departure Headway (Hd)	6.729	5.518	7.503	6.992	6.949
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	536	647	476	511	515
Service Time	4.487	3.275	5.295	4.784	5.038
HCM Lane V/C Ratio	1.009	0.087	0.317	0.339	0.404
HCM Control Delay	67.8	8.8	13.7	13.3	14.7
HCM Lane LOS	F	A	B	B	B
HCM 95th-tile Q	14.6	0.3	1.3	1.5	1.9

Existing PM
20: Grand Avenue & McVicar Street

04/14/2020

Intersection

Intersection Delay, s/veh 9.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	3	8	6	101	3	161	12	62	196	0
Future Vol, veh/h	0	5	3	8	6	101	3	161	12	62	196	0
Peak Hour Factor	0.67	0.67	0.67	0.76	0.76	0.76	0.86	0.86	0.86	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	4	11	8	133	3	187	14	71	225	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.7	9.3	10.4
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	0%	7%	24%
Vol Thru, %	91%	62%	5%	76%
Vol Right, %	7%	38%	88%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	176	8	115	258
LT Vol	3	0	8	62
Through Vol	161	5	6	196
RT Vol	12	3	101	0
Lane Flow Rate	205	12	151	297
Geometry Grp	1	1	1	1
Degree of Util (X)	0.262	0.017	0.192	0.378
Departure Headway (Hd)	4.613	5.064	4.579	4.594
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	776	703	781	783
Service Time	2.654	3.124	2.622	2.633
HCM Lane V/C Ratio	0.264	0.017	0.193	0.379
HCM Control Delay	9.3	8.2	8.7	10.4
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1	0.1	0.7	1.8

Existing PM
21: McVicar Street & Palomar Street

04/14/2020

Intersection

Intersection Delay, s/veh14.7

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔	↔	↔	↔	
Traffic Vol, veh/h	18	16	57	25	23	23	95	331	27	27	242	12
Future Vol, veh/h	18	16	57	25	23	23	95	331	27	27	242	12
Peak Hour Factor	0.73	0.73	0.73	0.93	0.93	0.93	0.93	0.93	0.93	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	22	78	27	25	25	102	356	29	30	269	13
Number of Lanes	0	1	1	0	1	0	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	3	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	2	1	2
HCM Control Delay	10.7	11.4	15.9	15.1
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	53%	0%	35%	100%	0%
Vol Thru, %	0%	100%	0%	47%	0%	32%	0%	95%
Vol Right, %	0%	0%	100%	0%	100%	32%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	331	27	34	57	71	27	254
LT Vol	95	0	0	18	0	25	27	0
Through Vol	0	331	0	16	0	23	0	242
RT Vol	0	0	27	0	57	23	0	12
Lane Flow Rate	102	356	29	47	78	76	30	282
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.188	0.606	0.044	0.097	0.141	0.154	0.058	0.504
Departure Headway (Hd)	6.639	6.134	5.426	7.477	6.5	7.276	6.963	6.424
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	539	587	657	477	548	490	512	559
Service Time	4.4	3.894	3.186	5.259	4.281	5.064	4.73	4.19
HCM Lane V/C Ratio	0.189	0.606	0.044	0.099	0.142	0.155	0.059	0.504
HCM Control Delay	10.9	18	8.4	11.1	10.4	11.4	10.2	15.6
HCM Lane LOS	B	C	A	B	B	B	B	C
HCM 95th-tile Q	0.7	4	0.1	0.3	0.5	0.5	0.2	2.8

Existing PM
22: George Avenue/Porsas Road & La Estrella Street

04/14/2020

Intersection

Intersection Delay, s/veh 8.6

Intersection LOS A

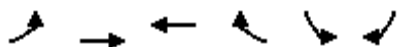
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔		↔	↔	↔
Traffic Vol, veh/h	3	1	7	20	1	24	12	89	28	32	91	40
Future Vol, veh/h	3	1	7	20	1	24	12	89	28	32	91	40
Peak Hour Factor	0.92	0.92	0.92	0.70	0.70	0.70	0.81	0.81	0.81	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1	8	29	1	34	15	110	35	39	111	49
Number of Lanes	0	1	1	0	1	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	2	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	3	1	2
HCM Control Delay	8.1	8.6	9	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	75%	0%	44%	100%	0%	0%
Vol Thru, %	0%	76%	25%	0%	2%	0%	100%	0%
Vol Right, %	0%	24%	0%	100%	53%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	117	4	7	45	32	91	40
LT Vol	12	0	3	0	20	32	0	0
Through Vol	0	89	1	0	1	0	91	0
RT Vol	0	28	0	7	24	0	0	40
Lane Flow Rate	15	144	4	8	64	39	111	49
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.023	0.2	0.007	0.01	0.095	0.061	0.157	0.059
Departure Headway (Hd)	5.652	4.982	5.981	4.903	5.341	5.588	5.086	4.384
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	634	721	597	727	671	642	706	817
Service Time	3.378	2.708	3.728	2.65	3.079	3.314	2.812	2.11
HCM Lane V/C Ratio	0.024	0.2	0.007	0.011	0.095	0.061	0.157	0.06
HCM Control Delay	8.5	9	8.8	7.7	8.6	8.7	8.8	7.4
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.7	0	0	0.3	0.2	0.6	0.2

Existing PM
23: Clinton Keith Road & Grand Avenue

04/14/2020











Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	414	506	137	195	36
Future Volume (veh/h)	62	414	506	137	195	36
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	427	556	121	219	32
Peak Hour Factor	0.97	0.97	0.91	0.91	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	83	2589	1864	404	267	237
Arrive On Green	0.05	0.73	0.64	0.64	0.15	0.15
Sat Flow, veh/h	1781	3647	2997	630	1781	1585
Grp Volume(v), veh/h	64	427	339	338	219	32
Grp Sat Flow(s), veh/h/ln	1781	1777	1777	1756	1781	1585
Q Serve(g_s), s	3.1	3.2	7.4	7.4	10.4	1.5
Cycle Q Clear(g_c), s	3.1	3.2	7.4	7.4	10.4	1.5
Prop In Lane	1.00			0.36	1.00	1.00
Lane Grp Cap(c), veh/h	83	2589	1141	1128	267	237
V/C Ratio(X)	0.77	0.16	0.30	0.30	0.82	0.13
Avail Cap(c_a), veh/h	613	2589	1141	1128	898	799
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	41.1	3.6	6.9	6.9	35.9	32.2
Incr Delay (d2), s/veh	5.6	0.0	0.7	0.7	6.2	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	1.4	0.7	2.4	2.4	4.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.7	3.7	7.6	7.6	42.1	32.4
LnGrp LOS	D	A	A	A	D	C
Approach Vol, veh/h		491	677		251	
Approach Delay, s/veh		9.3	7.6		40.9	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		69.3		18.0	7.6	61.7
Change Period (Y+Rc), s		5.7		4.9	3.5	5.7
Max Green Setting (Gmax), s		56.0		44.0	30.0	56.0
Max Q Clear Time (g_c+l1), s		5.2		12.4	5.1	9.4
Green Ext Time (p_c), s		2.7		0.7	0.1	4.2
Intersection Summary						
HCM 6th Ctrl Delay			14.1			
HCM 6th LOS			B			

Existing PM

24: Palomar Street & Clinton Keith Road

04/14/2020















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	561	83	268	507	224	68	246	225	211	142	44
Future Volume (veh/h)	40	561	83	268	507	224	68	246	225	211	142	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
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	45	638	85	288	545	193	76	273	200	229	154	38
Peak Hour Factor	0.88	0.88	0.88	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	819	109	333	1455	649	100	629	275	272	512	428
Arrive On Green	0.04	0.26	0.26	0.19	0.41	0.41	0.06	0.18	0.18	0.15	0.27	0.27
Sat Flow, veh/h	1781	3150	419	1781	3554	1585	1781	3554	1554	1781	1870	1565
Grp Volume(v), veh/h	45	359	364	288	545	193	76	273	200	229	154	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1792	1781	1777	1585	1781	1777	1554	1781	1870	1565
Q Serve(g_s), s	2.2	16.8	16.9	14.0	9.6	7.3	3.8	6.1	10.9	11.2	5.8	1.6
Cycle Q Clear(g_c), s	2.2	16.8	16.9	14.0	9.6	7.3	3.8	6.1	10.9	11.2	5.8	1.6
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	462	466	333	1455	649	100	629	275	272	512	428
V/C Ratio(X)	0.67	0.78	0.78	0.87	0.37	0.30	0.76	0.43	0.73	0.84	0.30	0.09
Avail Cap(c_a), veh/h	597	913	920	597	1825	814	597	1825	798	597	961	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	30.7	30.8	35.3	18.5	17.8	41.7	32.9	34.8	36.9	25.8	24.2
Incr Delay (d2), s/veh	11.1	2.9	2.9	6.7	0.2	0.3	11.1	0.5	3.7	6.9	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.0	7.1	6.5	3.8	2.5	1.9	2.6	4.2	5.1	2.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	33.6	33.6	42.1	18.6	18.0	52.8	33.3	38.5	43.8	26.1	24.3
LnGrp LOS	D	C	C	D	B	B	D	C	D	D	C	C
Approach Vol, veh/h	768		1026			549			421			
Approach Delay, s/veh	34.8		25.1			37.9			35.6			
Approach LOS	C		C			D			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.7	28.3	10.0	29.5	8.4	41.7	18.7	20.8				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	30.0	46.0	30.0	46.0	30.0	46.0	30.0	46.0				
Max Q Clear Time (g_c+10), s	18.9	18.9	5.8	7.8	4.2	11.6	13.2	12.9				
Green Ext Time (p_c), s	0.7	4.3	0.2	0.9	0.1	4.6	0.5	2.4				
Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									

Existing PM

25: Hidden Springs Road & Clinton Keith Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	766	49	160	850	469	96	28	140	299	32	140
Future Volume (veh/h)	106	766	49	160	850	469	96	28	140	299	32	140
Initial Q (Ob), 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		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	842	43	168	895	395	113	0	187	322	34	136
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.85	0.85	0.85	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	462	1285	398	1145	1150	513	143	0	232	241	42	169
Arrive On Green	0.26	0.25	0.25	0.33	0.32	0.32	0.08	0.00	0.07	0.14	0.13	0.13
Sat Flow, veh/h	1781	5106	1582	3456	3554	1585	1781	0	3149	1781	326	1305
Grp Volume(v), veh/h	116	842	43	168	895	395	113	0	187	322	0	170
Grp Sat Flow(s),veh/h/ln	1781	1702	1582	1728	1777	1585	1781	0	1574	1781	0	1632
Q Serve(g_s), s	4.6	13.3	1.3	3.1	20.5	14.6	5.6	0.0	3.2	12.2	0.0	9.1
Cycle Q Clear(g_c), s	4.6	13.3	1.3	3.1	20.5	14.6	5.6	0.0	3.2	12.2	0.0	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	462	1285	398	1145	1150	513	143	0	232	241	0	211
V/C Ratio(X)	0.25	0.66	0.11	0.15	0.78	0.77	0.79	0.00	0.81	1.33	0.00	0.81
Avail Cap(c_a), veh/h	462	1855	575	1145	1291	576	241	0	567	241	0	294
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)	0.62	0.62	0.62	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.4	30.2	11.7	21.1	27.5	14.2	40.7	0.0	15.4	38.9	0.0	38.1
Incr Delay (d2), s/veh	0.1	1.6	0.3	0.0	4.9	10.0	3.7	0.0	6.5	175.6	0.0	10.8
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	9	5.4	0.7	1.2	9.0	6.4	2.6	0.0	2.2	17.1	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	31.8	12.1	21.2	32.4	24.2	44.4	0.0	21.9	214.5	0.0	48.9
LnGrp LOS	C	C	B	C	C	C	D	A	C	F	A	D
Approach Vol, veh/h	1001			1458			300			492		
Approach Delay, s/veh	30.3			28.9			30.4			157.2		
Approach LOS	C			C			C			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.4	34.9	11.2	16.5	33.8	28.4	16.2	11.5				
Change Period (Y+Rc), s	4.0	5.8	4.0	4.9	4.0	5.8	4.0	4.9				
Max Green Setting (Gmax), s	10.2	32.7	12.2	16.2	10.2	32.7	12.2	16.2				
Max Q Clear Time (g_c+I), s	11.6	22.5	7.6	11.1	5.1	15.3	14.2	5.2				
Green Ext Time (p_c), s	0.0	6.6	0.1	0.4	0.1	7.3	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay 48.9

HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

Existing PM

26: I-15 SB Ramps & Clinton Keith Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑	↑↑
Traffic Volume (veh/h)	0	786	416	247	1039	0	0	0	0	519	2	426
Future Volume (veh/h)	0	786	416	247	1039	0	0	0	0	519	2	426
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	802	296	255	1071	0				531	0	304
Peak Hour Factor	0.98	0.98	0.98	0.97	0.97	0.97				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2940	912	322	3639	0				630	0	560
Arrive On Green	0.00	0.58	0.58	0.09	0.71	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	5274	1583	3456	5274	0				3563	0	3170
Grp Volume(v), veh/h	0	802	296	255	1071	0				531	0	304
Grp Sat Flow(s),veh/h/ln	0	1702	1583	1728	1702	0				1781	0	1585
Q Serve(g_s), s	0.0	8.3	10.2	7.6	8.0	0.0				15.1	0.0	9.2
Cycle Q Clear(g_c), s	0.0	8.3	10.2	7.6	8.0	0.0				15.1	0.0	9.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2940	912	322	3639	0				630	0	560
V/C Ratio(X)	0.00	0.27	0.32	0.79	0.29	0.00				0.84	0.00	0.54
Avail Cap(c_a), veh/h	0	2940	912	461	3639	0				1018	0	906
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	0.71	0.71	0.86	0.86	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.2	11.6	46.6	5.5	0.0				41.8	0.0	39.4
Incr Delay (d2), s/veh	0.0	0.2	0.7	3.2	0.2	0.0				1.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.0	3.5	3.4	2.4	0.0				6.4	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.4	12.3	49.8	5.7	0.0				43.6	0.0	39.7
LnGrp LOS	A	B	B	D	A	A				D	A	D
Approach Vol, veh/h		1098			1326						835	
Approach Delay, s/veh		11.6			14.1						42.2	
Approach LOS		B			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	14.4	66.3		24.4		80.6						
Change Period (Y+Rc), s	4.6	5.8		5.8		5.8						
Max Green Setting (Gmax), s	14.0	45.0		30.0		59.0						
Max Q Clear Time (g_c+I1),s	17.6	12.2		17.1		10.0						
Green Ext Time (p_c), s	0.2	4.5		1.4		5.8						

Intersection Summary

HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Existing PM
27: I-15 NB Ramps & Clinton Keith Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑↑			↑↑↑↑	↔	↔	↔↔	↔			
Traffic Volume (veh/h)	326	978	0	0	687	540	599	2	396	0	0	0
Future Volume (veh/h)	326	978	0	0	687	540	599	2	396	0	0	0
Initial Q (Ob), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	333	998	0	0	731	459	751	0	228			
Peak Hour Factor	0.98	0.98	0.98	0.94	0.94	0.94	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	396	3355	0	0	2527	784	835	0	370			
Arrive On Green	0.11	0.66	0.00	0.00	0.49	0.49	0.23	0.00	0.23			
Sat Flow, veh/h	3456	5274	0	0	5274	1584	3563	0	1579			
Grp Volume(v), veh/h	333	998	0	0	731	459	751	0	228			
Grp Sat Flow(s),veh/h/ln	728	1702	0	0	1702	1584	1781	0	1579			
Q Serve(g_s), s	10.1	8.9	0.0	0.0	9.0	22.0	21.9	0.0	13.8			
Cycle Q Clear(g_c), s	10.1	8.9	0.0	0.0	9.0	22.0	21.9	0.0	13.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	396	3355	0	0	2527	784	835	0	370			
V/C Ratio(X)	0.84	0.30	0.00	0.00	0.29	0.59	0.90	0.00	0.62			
Avail Cap(c_a), veh/h	452	3355	0	0	2527	784	999	0	443			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.91	0.91	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.4	7.8	0.0	0.0	15.9	19.2	39.7	0.0	36.6			
Incr Delay (d2), s/veh	10.0	0.2	0.0	0.0	0.3	3.2	8.7	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	4.8	3.0	0.0	0.0	3.5	8.4	9.9	0.0	5.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	8.0	0.0	0.0	16.2	22.4	48.5	0.0	37.5			
LnGrp LOS	E	A	A	A	B	C	D	A	D			
Approach Vol, veh/h	1331				1190				979			
Approach Delay, s/veh	20.1				18.6				45.9			
Approach LOS	C				B				D			
Timer - Assigned Phs	2				5		6		8			
Phs Duration (G+Y+Rc), s	76.1				17.4		58.8		30.9			
Change Period (Y+Rc), s	5.8				5.1		5.8		5.8			
Max Green Setting (Gmax), s	60.0				14.0		46.0		30.0			
Max Q Clear Time (g_c+l1), s	10.9				12.1		24.0		23.9			
Green Ext Time (p_c), s	5.3				0.1		4.3		1.2			
Intersection Summary												
HCM 6th Ctrl Delay			26.8									
HCM 6th LOS			C									
Notes												

Existing PM

28: Oak Creek Mall/George Avenue & Clinton Keith Road

04/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳		↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳		↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳
Traffic Volume (veh/h)	148	1036	17	106	915	48	67	37	107	59	29	95
Future Volume (veh/h)	148	1036	17	106	915	48	67	37	107	59	29	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	156	1091	16	119	1028	43	82	45	117	64	32	82
Peak Hour Factor	0.95	0.95	0.95	0.89	0.89	0.89	0.82	0.82	0.82	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	3030	44	146	2003	892	259	78	202	158	317	268
Arrive On Green	0.10	0.58	0.58	0.03	0.19	0.19	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	5183	76	1781	3554	1584	1277	458	1191	1220	1870	1582
Grp Volume(v), veh/h	156	716	391	119	1028	43	82	0	162	64	32	82
Grp Sat Flow(s), veh/h/ln	1781	1702	1855	1781	1777	1584	1277	0	1649	1220	1870	1582
Q Serve(g_s), s	10.2	13.1	13.1	7.8	30.7	2.6	6.8	0.0	10.7	6.0	1.7	5.4
Cycle Q Clear(g_c), s	10.2	13.1	13.1	7.8	30.7	2.6	8.5	0.0	10.7	16.7	1.7	5.4
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	184	1990	1084	146	2003	892	259	0	280	158	317	268
V/C Ratio(X)	0.85	0.36	0.36	0.81	0.51	0.05	0.32	0.00	0.58	0.41	0.10	0.31
Avail Cap(c_a), veh/h	275	1990	1084	199	2003	892	421	0	489	313	555	469
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	0.53	0.53	0.53	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	12.9	12.9	56.5	33.5	22.0	45.0	0.0	45.1	52.8	41.4	42.9
Incr Delay (d2), s/veh	9.8	0.5	0.9	6.8	0.5	0.1	0.7	0.0	1.9	1.7	0.1	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	5.0	4.9	5.5	3.9	14.7	1.0	2.2	0.0	4.6	1.9	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.8	13.4	13.8	63.3	34.0	22.1	45.7	0.0	47.0	54.5	41.5	43.5
LnGrp LOS	E	B	B	E	C	C	D	A	D	D	D	D
Approach Vol, veh/h	1263			1190			244			178		
Approach Delay, s/veh	19.5			36.5			46.6			47.1		
Approach LOS	B			D			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	75.8		26.4	18.3	73.3		26.4				
Change Period (Y+Rc), s	6.1	6.8		6.4	6.1	6.8		6.4				
Max Green Setting (Gmax), s	10.2	50.5		35.0	18.2	45.5		35.0				
Max Q Clear Time (g_c+I), s	10.2	15.1		18.7	12.2	32.7		12.7				
Green Ext Time (p_c), s	0.0	18.7		0.5	0.1	8.7		1.3				

Intersection Summary

HCM 6th Ctrl Delay 30.5

HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

Existing PM
29: Inland Valley Drive & Clinton Keith Road

04/14/2020



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	⬇	⬆⬆	⬆	⬆	⬆	⬆	⬆
Traffic Volume (veh/h)	0	874	331	36	659	419	109
Future Volume (veh/h)	0	874	331	36	659	419	109
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	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1028	311	39	716	544	142	
Peak Hour Factor	0.85	0.85	0.92	0.92	0.77	0.77	
Percent Heavy Veh, %		2	2	2	2	2	
Cap, veh/h	1668	744	54	1032	593	528	
Arrive On Green	0.15	0.15	0.03	0.55	0.33	0.33	
Sat Flow, veh/h	3647	1585	1781	1870	1781	1585	
Grp Volume(v), veh/h	1028	311	39	716	544	142	
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1870	1781	1585	
Q Serve(g_s), s	31.9	20.9	2.6	32.8	34.6	7.7	
Cycle Q Clear(g_c), s	31.9	20.9	2.6	32.8	34.6	7.7	
Prop In Lane		1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1668	744	54	1032	593	528	
V/C Ratio(X)	0.62	0.42	0.72	0.69	0.92	0.27	
Avail Cap(c_a), veh/h	1668	744	331	1032	783	697	
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.94	0.94	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	39.9	35.3	56.7	19.2	37.8	28.8	
Incr Delay (d2), s/veh	1.6	1.6	6.4	3.8	13.5	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	15.5	9.2	1.2	14.1	16.9	3.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	41.5	36.9	63.0	23.1	51.2	29.1	
LnGrp LOS	D	D	E	C	D	C	
Approach Vol, veh/h	1339			755	686		
Approach Delay, s/veh	40.5			25.1	46.7		
Approach LOS	D			C	D		
Timer - Assigned Phs	1	2		6	8		
Phs Duration (G+Y+Rc), s	9.7	62.9		72.6	45.4		
Change Period (Y+Rc), s	6.1	7.5		7.5	6.1		
Max Green Setting (Gmax), s	24.5			35.1	51.9		
Max Q Clear Time (g_c+I1),s	33.9			34.8	36.6		
Green Ext Time (p_c), s	0.0	0.0		0.1	2.7		
Intersection Summary							
HCM 6th Ctrl Delay		37.8					
HCM 6th LOS		D					
Notes							
User approved ignoring U-Turning movement.							








Existing PM
30: Driveway/Inland Valley Drive & Prielipp Road

04/14/2020

Intersection

Intersection Delay, s/veh12.6

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	4	0	0	3	264	0	0	0	275	0	5
Future Vol, veh/h	29	4	0	0	3	264	0	0	0	275	0	5
Peak Hour Factor	0.83	0.83	0.83	0.85	0.85	0.85	0.90	0.90	0.90	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	5	0	0	4	311	0	0	0	309	0	6
Number of Lanes	1	1	0	0	1	1	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	11.1	0	14.5
HCM LOS	A	B	-	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	0%	0%	100%	0%
Vol Thru, %	100%	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	29	4	3	264	275	5
LT Vol	0	29	0	0	0	275	0
Through Vol	0	0	4	3	0	0	0
RT Vol	0	0	0	0	264	0	5
Lane Flow Rate	0	35	5	4	311	309	6
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0	0.062	0.008	0.005	0.418	0.504	0.007
Departure Headway (Hd)	6.011	6.348	5.841	5.552	4.846	5.873	4.668
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	560	608	643	739	609	758
Service Time	4.011	4.13	3.623	3.301	2.594	3.655	2.45
HCM Lane V/C Ratio	0	0.063	0.008	0.006	0.421	0.507	0.008
HCM Control Delay	9	9.6	8.7	8.3	11.1	14.6	7.5
HCM Lane LOS	N	A	A	A	B	B	A
HCM 95th-tile Q	0	0.2	0	0	2.1	2.8	0



Appendix F Freeway Volumes from Caltrans

PEAK HOUR VOLUME DATA

Peak hour volume data consists of hourly volume relationships and data location. The hourly volumes are expressed as a percentage of the Annual Average Daily Traffic (AADT). The percentages are shown for both the AM and the PM peak periods.

The principle data described here are the K factor, the D factor and their product (KD). The K factor is the percentage of AADT during the peak hour for both directions of travel. The D factor is the percentage of the peak hour travel in the peak direction. KD multiplied with the AADT gives the one way peak period directional flow rate or the design hourly volume (DHV). The design hourly volume is used for either Operational Analysis or Design Analysis. Refer to the 2016 Highway Capacity Manual, 6th Edition A Guide for Multimodal Mobility Analysis for more details.

Following is a glossary of terms used in this listing of peak hour volume data:

Dir	Indicates direction of travel for peak volume.
AADT	Annual Average Daily Traffic in vehicles per day (vpd).
AM Peak	Represents the morning peak period for traffic analysis.
CS	Control Station Number, Caltrans identification number for monitoring site.
CO	County abbreviation used by Caltrans.
D	D factor. The percentage of traffic in the peak direction during the peak hour. Values in this book are derived by dividing the measured PHV by the sum of both directions of travel during the peak hour.
DAY	Day of week for the peak volume.
DDHV	The directional design hour volume, in vehicles per hour (vph) $DDHV = AADT \times K \times D$. See Equation (3-1) on Page 3-13 of the 2016 Highway Capacity Manual.
DI	Caltrans has twelve transportation districts statewide. This abbreviation identifies the district in which the count station is located.
HR	The ending time for the peak hour volume listed. The volume observed from 1 to 2 would be recorded as 2.

K	The percentage of the AADT in both directions during the peak hour. Values in this table are derived by dividing the measured 2-way PHV by the AADT.
KD	The product of K and D. The percentage of AADT in the peak direction during the peak hour. Values in this table are derived by dividing the measured 1-way PHV by the AADT.
LEG	For traffic counting purposes, a highway intersection or interchange is assigned two legs according to increasing postmiles (route direction) and with a postmile reference at the center of the intersection or interchange. The volume of traffic on each leg is denoted by an A, B or O. A = ahead leg, B = back leg, and O – traffic volume being same for both back and ahead legs.
MNTH	The month that the peak volume occurred.
PHV	Peak Hour Volume in the peak direction. A one way volume in vehicles per hour (vph) as used here. The PHV is analogous to the DDHV as used for design purposes.
PM	The Post Mile is the mileage measured from the county line, or from the beginning of a route. Each postmile along a route in a county is a unique location on the state highway system.
PM Peak	Represents the afternoon peak period for traffic analysis.
PRE	The postmile may have a prefix like R, T, L, M, etc. When a length of highway is changed due to construction or realignment, new postmile values are assigned. To distinguish the new values from the old, an alpha code is prefixed to the new postmile.
RTE	The state highway route number.
YR	The year when the count was made. Traffic counting is on a 3-year cycle.

CALIFORNIA DEPARTMENT OF TRANSPORT

REPORT : OTM32420

REPORT TITLE : PRINT TRAFFIC BOOK

PARAMETERS

YEAR : 2017

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE # 1				
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	MNTH	Dir	PM PEAK			HR	DAY	MNTH		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
12	001	ORA		22.5	623	O	17	S	2536	8.78	78.22	6.87	8	WED	NOV	N	2596	8.92	78.86	7.03	18	WED	FEB
12	001	ORA		30.14	937	A	16	N	14488	34.33	82.69	28.39	9	FRI	JUN	S	3012	7.82	75.49	5.9	19	WED	OCT
07	001	LA		18.09	7	A	15	N	1143	6.58	59.44	3.91	8	THU	OCT	S	1321	8.02	56.31	4.52	17	TUE	NOV
07	001	LA		27.1	425	O	17	N	4363	7.51	70.25	5.27	7	TUE	OCT	N	3980	7.66	62.8	4.81	17	TUE	JUN
07	001	LA		40.77	720	A	16	N	2106	7.83	55.04	4.31	12	MON	FEB	N	2742	9.64	58.2	5.61	17	TUE	JAN
07	001	LA		48.17	45	A	16	N	1440	8.94	54.65	4.89	11	SAT	AUG	S	1497	9.91	51.27	5.08	15	FRI	MAR
05	001	SB	R	0	517	A	17	S	752	11.23	84.12	9.44	6	WED	SEP	N	722	10.65	85.14	9.07	18	TUE	NOV
05	001	SB		19.25	296	B	16	S	886	11.35	92	10.45	6	THU	FEB	N	768	11.07	81.79	9.05	17	MON	AUG
05	001	SB		20.57	518	A	17	S	528	8.77	52.49	4.6	12	SAT	MAR	N	538	8.96	52.34	4.69	15	FRI	MAR
05	001	SB		22.52	294	O	17	N	1332	8.62	57.09	4.92	7	TUE	FEB	S	1399	9.21	56.12	5.17	16	THU	JUN
05	001	SB	R	23.30	286	A	17	N	1117	9.25	58.51	5.41	7	THU	MAY	S	1049	9.99	50.9	5.08	17	WED	AUG
05	001	SB	R	26.69	288	A	17	N	1112	10.64	63.11	6.71	7	THU	NOV	S	972	9.43	62.27	5.87	17	MON	FEB
05	001	SB	M	29.89	290	A	17	S	1124	11.74	58.94	6.92	7	THU	SEP	N	1282	11.76	67.12	7.89	16	THU	NOV
05	001	SB	M	29.89	539	B	17	S	1102	9.53	71.98	6.86	11	FRI	SEP	S	1052	10.6	61.77	6.55	17	TUE	AUG
05	001	SB	M	36.19	292	B	17	S	1119	12.44	59.78	7.44	7	TUE	SEP	N	1255	12.61	66.16	8.34	16	TUE	SEP
05	001	SB	R	31.04	223	A	17	S	1437	9.93	75.63	7.51	6	WED	APR	N	1526	11.99	66.52	7.98	16	THU	JUL
05	001	SB		41.81	519	A	17	N	282	13.35	72.31	9.65	6	TUE	OCT	S	269	14.03	65.61	9.21	16	TUE	AUG
05	001	SB		49.20	128	A	17	N	297	7.92	58.47	4.63	6	FRI	OCT	S	404	10.99	57.31	6.3	16	MON	JUL
05	001	SLO		15.27	142	O	17	N	773	9.4	73.55	6.91	10	THU	APR	S	653	9.75	59.85	5.84	17	MON	APR
05	001	SLO		16.77	520	A	17	N	1533	8.44	61.64	5.2	12	THU	FEB	N	1727	7.65	76.55	5.86	14	FRI	SEP
05	001	SLO		27.88	271	A	17	S	1242	7.97	59.8	4.77	8	TUE	APR	N	1482	9.54	59.61	5.69	17	TUE	APR
05	001	SLO		48.26	551	A	17	N	533	12.63	56.7	7.16	12	TUE	DEC	S	586	13.84	56.89	7.87	16	FRI	DEC
05	001	MON		75.14	259	A	16	S	2330	7.55	62.82	4.74	8	FRI	OCT	N	2484	8.59	58.84	5.06	16	MON	OCT
05	001	MON	R	79.36	261	B	16	S	4022	7.96	68.45	5.45	7	THU	JUL	N	3821	8.12	63.77	5.18	15	THU	OCT
05	001	MON	R	89.18	525	O	16	S	3140	7.92	71.4	5.66	7	WED	JAN	N	3517	9.47	66.9	6.34	16	THU	JUL
04	001	SM		0	163	A	16	S	470	15.79	58.68	9.26	12	SUN	JUL	S	480	15.85	59.7	9.46	13	SUN	JUL
04	001	SM		18.19	46	B	16	S	652	15.17	59.27	8.99	12	SUN	JUL	N	800	17.2	64.15	11.03	16	SUN	APR
04	001	SM		18.19	47	A	16	S	586	13.64	60.04	8.19	12	SAT	JUL	N	692	15.92	60.76	9.67	15	SUN	APR
04	001	SM		26.43	433	B	16	S	671	11.23	65.85	7.39	10	SAT	JUL	N	744	13.05	62.84	8.2	17	SUN	JUL
04	001	SM		30.23	164	B	16	S	1228	7.2	62.91	4.53	7	MON	APR	N	1262	8.53	54.59	4.66	15	FRI	APR
04	001	SM		35.34	165	B	16	S	1004	10.44	59.73	6.24	12	SAT	OCT	N	1006	11.49	54.38	6.25	15	SUN	OCT
04	001	SM	R	43.46	166	B	16	N	3093	8.22	74.58	6.13	7	THU	APR	S	2638	8	65.36	5.23	16	TUE	JAN
04	001	SF		4.05	103	B	16	N	2535	6.44	55.35	3.56	10	SAT	OCT	S	2505	6.7	52.55	3.52	16	TUE	JAN

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE # 2				
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
04	001	MRN		0	64	A	16	S	845	7.66	67.12	5.14	8	TUE	APR	N	967	8.83	66.64	5.88	17	TUE	OCT
04	001	MRN		3.35	408	A	16	N	465	18.81	62	11.66	11	SUN	APR	S	563	16.9	83.53	14.12	18	SUN	APR
04	001	MRN		28.6	65	A	16	N	356	14.5	65.08	9.44	10	SAT	JUL	N	406	18.61	57.84	10.76	13	SAT	JUL
04	001	SON		.19	1	B	16	N	75	11.37	60.98	6.93	12	MON	APR	N	94	12.66	68.61	8.69	13	MON	APR
01	001	MEN		2.5	180	O	17	S	199	11.85	55.74	6.6	10	SAT	MAY	N	211	11.32	61.88	7	17	FRI	AUG
01	001	MEN		15.95	181	A	16	S	167	12.84	60.73	7.8	12	SUN	AUG	N	150	12.65	55.35	7	15	MON	AUG
01	001	MEN		33.91	123	A	17	N	99	13.64	55.31	7.55	10	SUN	JUN	N	100	14.18	53.76	7.62	16	FRI	JUN
01	001	MEN		42.95	119	A	17	S	312	16.81	61.06	10.26	11	SUN	JUN	S	279	12.01	76.44	9.18	17	THU	MAR
01	001	MEN	R	49.37	114	B	16	N	367	11.7	53.42	6.25	12	SAT	AUG	N	397	11.94	56.63	6.76	13	SAT	AUG
01	001	MEN		90.63	999	B	16	N	73	22.12	60.33	13.35	12	MON	AUG	S	93	25.41	66.91	17	14	SUN	AUG
01	001	MEN		105.5	764	B	17	S	82	17.01	62.12	10.57	12	WED	AUG	N	87	19.85	56.49	11.21	15	WED	AUG
07	002	LA	R	20.57	243	O	16	W	7348	8.73	70.82	6.18	8	TUE	SEP	E	7042	9.49	62.41	5.92	16	TUE	APR
07	002	LA	R	21.9	903	B	15	W	7587	9.1	69.94	6.36	7	WED	APR	E	7451	9.65	64.73	6.25	17	THU	APR
02	003	TRI	L	0	101	A	15	S	40	11.29	57.97	6.55	11	THU	NOV	N	39	10.31	61.91	6.38	13	FRI	NOV
02	003	TRI		7.2	102	O	15	N	153	12.46	52.22	6.51	11	FRI	MAY	S	148	12	52.48	6.3	14	FRI	MAY
02	003	TRI	L	30.89	103	B	15	N	97	9.07	69.78	6.33	8	TUE	MAY	S	85	8.87	62.5	5.54	17	FRI	MAY
02	003	TRI		30.86	104	A	15	S	252	12.67	57.27	7.26	12	WED	NOV	S	227	11.38	57.47	6.54	15	THU	NOV
02	003	TRI		37.9	105	B	15	N	60	10.01	57.69	5.77	12	FRI	MAY	N	84	12.22	66.14	8.08	16	FRI	SEP
02	003	TRI		59.64	226	B	15	S	33	9.37	67.35	6.31	9	THU	NOV	S	47	12.05	74.6	8.99	16	SAT	MAY
02	003	SIS		8.8	106	A	17	N	32	12.83	66.67	8.56	9	SAT	AUG	S	33	13.9	63.46	8.82	14	THU	AUG
02	003	SIS		32.2	224	A	17	N	264	9.83	64.39	6.33	7	MON	MAY	S	248	9.4	63.27	5.95	17	TUE	FEB
02	003	SIS		44.67	237	O	17	N	192	8.66	72.18	6.25	7	TUE	NOV	S	212	10.45	66.04	6.9	17	TUE	AUG
02	003	SIS	R	47.26	107	B	17	S	866	10.9	51.36	5.6	12	FRI	FEB	N	815	10.43	50.53	5.27	15	FRI	NOV
02	003	SIS	L	49.21	189	B	17	N	482	10.21	50.31	5.14	12	WED	MAY	N	566	9.77	61.72	6.03	17	WED	MAY
02	003	SIS	R	47.38	108	A	17	S	233	8.51	80.07	6.81	7	WED	NOV	N	212	10	61.99	6.2	16	THU	NOV
04	004	CC		0	119	A	15	E	1479	8.45	74.47	6.3	7	WED	JUN	E	1802	10.5	73.02	7.67	17	WED	SEP
04	004	CC	R	8.549	523	B	15	E	2231	8.11	56.97	4.62	7	THU	DEC	E	2267	9.08	51.72	4.7	16	TUE	SEP
04	004	CC	R	11.4	912	B	17	W	3456	6.6	51.81	3.42	7	THU	NOV	E	3334	6.1	54.03	3.3	14	FRI	JUL
04	004	CC		12.67	24	A	15	W	3859	8.46	53.73	4.54	7	TUE	DEC	E	3666	7.31	59.04	4.32	15	THU	DEC
04	004	CC	R	20.10	416	A	15	W	6375	5.24	84.4	4.43	5	TUE	JUN	E	6028	6.77	61.85	4.18	17	TUE	MAR
04	004	CC	R	41.96	486	B	15	E	772	8.25	65.37	5.39	11	WED	JUN	E	502	6.36	55.17	3.51	13	WED	JUN
10	004	SJ		6.037	327	A	17	W	641	8.49	66.43	5.64	6	TUE	AUG	E	906	10.59	75.25	7.97	15	FRI	JUN
10	004	SJ		6.037	328	B	17	W	681	8.51	68.03	5.79	6	TUE	AUG	E	902	10.59	72.39	7.66	15	FRI	JUN

OTM32420				CALTRANS TRAFFIC VOLUMES														PAGE # 3			
08/15/2018				LATEST TRAFFIC YEAR SELECTED																	
14:59:55				PEAK HOUR VOLUME DATA																	
DI	RTE	CO	PRE	PM CS		LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth
									1 WAY	%	%	%				1 WAY	%	%	%		
									PHV	K	D	KD				PHV	K	D	KD		
10	004	SJ	T	14.05	54	A	16	W	832	7.53	75.29	5.67	6 MON	APR	E	1340	12.21	74.82	9.14	17 FRI	OCT
10	004	SJ		15.91	113	B	15	W	907	7.09	69.4	4.92	6 TUE	OCT	E	1398	10.43	72.7	7.59	16 FRI	JUL
10	004	SJ	R	16.06	59	A	16	E	3306	8.01	52.59	4.21	7 WED	SEP	E	3182	7.75	52.3	4.05	14 FRI	APR
10	004	SJ		24.87	313	A	16	E	425	9.88	75.49	7.46	11 SAT	FEB	W	481	11.69	72.22	8.44	13 MON	FEB
10	004	SJ		24.87	336	B	16	W	375	10.56	60.98	6.44	11 SUN	JUL	W	438	10.75	69.97	7.52	16 SUN	AUG
11	005	SD	R	.878	501	A	17	S	1680	5.84	64.87	3.79	12 SAT	MAY	S	2686	8.42	71.9	6.05	15 FRI	JUN
11	005	SD	R	11.13	952	A	17	N	8583	6.01	69.66	4.19	6 TUE	AUG	S	9186	7.58	59.14	4.48	14 WED	MAY
11	005	SD	R	12.65	903	A	17	N	8615	6.46	79.92	5.16	6 THU	MAY	S	7950	7.82	60.9	4.76	14 THU	JUN
11	005	SD	R	20.06	800	B	17	S	8018	7.24	53.21	3.85	8 THU	OCT	S	8017	7.46	51.6	3.85	15 SAT	JUL
11	005	SD	R	20.06	931	A	17	S	7442	7	54.84	3.84	8 THU	FEB	S	8602	7.58	58.56	4.44	15 WED	DEC
11	005	SD	R	22.26	801	B	17	N	8741	7.15	54.69	3.91	7 WED	JUN	S	9288	7.81	53.19	4.15	15 FRI	DEC
11	005	SD	R	25.95	802	B	17	N	9558	7.67	58.88	4.51	7 THU	JUL	S	11195	8.43	62.74	5.29	15 WED	MAY
11	005	SD	R	30.68	502	A	17	S	8328	7.45	51.59	3.85	8 THU	MAY	N	8985	7.29	56.89	4.15	15 TUE	FEB
11	005	SD	R	30.68	803	B	17	S	5908	7.55	56.23	4.25	8 MON	JUN	N	6059	8	54.44	4.35	15 THU	OCT
11	005	SD	R	36.27	898	A	17	S	9158	6.99	54.86	3.83	8 TUE	APR	N	8565	6.81	52.68	3.59	14 WED	NOV
11	005	SD	R	49.28	904	B	17	N	12034	7.75	73.48	5.69	5 WED	AUG	N	9922	7.05	66.59	4.69	19 FRI	SEP
11	005	SD	R	51.20	905	A	17	N	7603	6.98	51.76	3.61	10 SAT	JUN	N	7411	6.52	53.96	3.52	17 THU	JUN
11	005	SD	R	52.83	907	O	17	S	7454	6.97	53	3.69	10 SUN	AUG	S	6936	6.19	55.53	3.43	18 SUN	MAY
11	005	SD	R	53.93	906	B	17	N	6602	6.82	55.78	3.8	10 MON	SEP	S	6379	6.63	55.43	3.68	16 FRI	MAY
11	005	SD	R	54.39	954	A	17	N	6030	7.65	54.53	4.17	11 SUN	AUG	N	5496	7.37	51.59	3.8	13 SUN	JUN
12	005	ORA		.483	401	O	16	S	5886	7.63	54.8	4.18	12 SAT	FEB	N	5619	6.68	59.8	3.99	21 SUN	OCT
12	005	ORA	R	25.00	900	O	17	S	10653	6.99	53.85	3.77	8 WED	JAN	S	10887	6.85	56.17	3.85	17 TUE	OCT
12	005	ORA		30.26	904	B	16	N	11223	6.93	57.74	4	7 WED	OCT	S	9871	5.7	61.78	3.52	17 THU	APR
12	005	ORA		30.26	905	A	16	N	12681	6.72	55.61	3.74	7 TUE	MAY	S	11391	6.07	55.32	3.36	16 MON	MAY
12	005	ORA		33.09	906	A	16	N	12558	5.81	58	3.37	7 THU	OCT	N	12093	6.05	53.64	3.25	16 MON	JAN
07	005	LA		.7	475	A	15	S	5444	5.92	53.78	3.18	6 WED	NOV	S	5304	5.61	55.31	3.1	17 MON	OCT
07	005	LA		15.33	27	O	16	N	7932	5.57	57.01	3.18	4 WED	MAR	S	7937	5.84	54.46	3.18	15 SUN	MAR
07	005	LA		17.8	28	O	15	N	7789	6.12	53.1	3.25	7 TUE	OCT	N	7807	5.98	54.46	3.26	14 FRI	OCT
07	005	LA		33.98	754	O	16	S	7826	6.25	63.82	3.99	6 WED	MAR	N	7161	6.52	55.99	3.65	16 MON	FEB
07	005	LA		41	34	B	17	S	6920	5.67	69.34	3.93	5 WED	FEB	N	7654	6.4	67.93	4.34	16 THU	APR
07	005	LA	R	56.60	906	B	17	S	5581	8.14	55.48	4.51	8 SAT	SEP	S	5900	7.66	62.29	4.77	16 MON	FEB
06	005	KER		13.52	631	A	17	S	4620	9.56	54.83	5.24	10 SAT	MAY	S	5172	11.24	52.21	5.87	15 MON	SEP
06	005	KER		19.61	172	B	15	N	2030	10.13	59.15	5.99	10 SAT	SEP	S	2764	13.97	58.44	8.16	13 MON	SEP

OTM32420			CALTRANS TRAFFIC VOLUMES															PAGE # 4					
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					1 WAY	%	%					
									PHV	K	D	KD				PHV	K	D	KD				
06	005	KER		19.61	640	A	17	S	2318	12.03	51.72	6.22	10	WED	NOV	S	2483	11.58	57.56	6.66	15	SAT	JUL
06	005	KER		38.79	681	A	15	N	2154	10.63	56.3	5.99	11	MON	SEP	N	2947	15.17	53.98	8.19	15	MON	SEP
06	005	KER		47.55	201	A	17	N	2647	10.62	59.5	6.32	7	THU	NOV	N	2799	12.3	54.31	6.68	13	FRI	DEC
06	005	KER		47.55	431	B	15	N	2155	11.12	56.5	6.28	11	MON	SEP	N	2957	15.87	54.33	8.62	16	MON	SEP
06	005	KER		56.64	682	A	15	N	2221	10.23	56.06	5.73	11	MON	SEP	N	3024	14.6	53.47	7.81	16	MON	SEP
06	005	KIN		12.36	571	B	17	N	1354	7.19	58.95	4.24	12	FRI	JUN	N	2125	10.18	65.37	6.65	17	SUN	JUN
06	005	KIN		16.57	203	A	17	S	2146	9.09	60.79	5.52	9	FRI	JUN	N	2602	12.71	52.72	6.7	13	MON	SEP
06	005	FRE		29.96	533	A	17	S	2523	10.41	59.21	6.16	8	FRI	DEC	S	2767	13.1	51.6	6.76	16	WED	NOV
06	005	FRE		48.99	851	A	17	S	2633	11.56	54.73	6.33	11	FRI	DEC	N	2809	12.48	54.09	6.75	18	SUN	NOV
06	005	FRE		65.78	675	A	16	S	2563	8.87	70.37	6.24	7	SAT	JUL	S	2749	12.96	51.66	6.7	14	MON	SEP
10	005	MER		17.58	284	A	17	S	2032	8.23	69.88	5.75	7	SUN	NOV	N	2134	11.55	52.3	6.04	18	WED	NOV
10	005	STA		15.86	196	A	16	S	2365	9.08	54.78	4.97	11	WED	DEC	S	2471	9.82	52.91	5.2	13	WED	DEC
10	005	SJ		6.46	782	A	15	S	1237	8.73	57.67	5.03	11	FRI	DEC	S	1277	9.24	56.23	5.19	13	SUN	JUL
10	005	SJ	R	14.83	237	A	15	S	4249	6.48	54.59	3.54	12	SUN	DEC	N	5012	7.42	56.25	4.17	14	FRI	JUN
03	005	SAC		2.13	15	B	17	S	2546	7.7	57.64	4.44	12	SUN	JUN	S	2709	8.33	56.64	4.72	14	SUN	SEP
03	005	SAC		12.04	10	A	17	N	4380	6.62	67.72	4.48	6	WED	NOV	S	4894	8.56	58.51	5.01	16	THU	OCT
03	005	SAC		17.19	12	B	17	N	5723	7.53	66.21	4.99	7	TUE	MAY	S	5758	8.51	58.97	5.02	17	TUE	APR
03	005	SAC		22.57	20	B	17	N	8730	7.77	69.54	5.4	7	MON	MAR	S	8063	8.18	61.05	4.99	16	WED	JAN
03	005	SAC		23.18	25	A	17	N	8504	7.77	57.56	4.47	7	THU	MAY	N	7608	7.86	50.9	4	15	TUE	NOV
03	005	SAC		23.80	30	A	17	S	7652	7.62	51.87	3.95	7	WED	JUN	N	8091	7.76	53.85	4.18	16	MON	OCT
03	005	SAC		26.72	39	B	17	S	7324	7.44	57.96	4.31	7	WED	JUN	N	7791	7.54	60.83	4.59	16	THU	MAR
03	005	SAC		29.02	45	A	17	S	4966	6.86	56.95	3.91	7	FRI	AUG	N	5568	7.76	56.45	4.38	16	FRI	MAY
03	005	SAC		29.91	50	A	17	N	3145	6.97	52.59	3.66	12	SUN	SEP	S	3351	7.01	55.66	3.9	15	THU	MAR
03	005	SAC		34.65	60	O	15	N	2277	6.98	58.79	4.1	7	MON	MAY	S	2972	8.9	60.15	5.35	16	FRI	JUL
03	005	YOL		0	60	O	15	N	2277	6.98	58.79	4.1	7	MON	MAY	S	2972	8.9	60.15	5.35	16	FRI	JUL
03	005	YOL		5.53	65	B	15	N	2318	7.25	57.19	4.14	7	WED	JUL	S	2994	9.25	57.89	5.35	17	FRI	JUN
03	005	YOL	R	6.5	70	A	17	S	1242	7.81	55.65	4.35	12	THU	DEC	S	1407	9.12	54.01	4.92	15	WED	DEC
03	005	YOL	R	7.08	675	A	17	N	1558	7.12	55.5	3.95	10	THU	JUN	N	1791	8.7	52.25	4.55	16	FRI	JUL
03	005	YOL	R	22.61	79	B	17	N	1171	8.73	53.54	4.67	11	MON	DEC	S	1276	8.45	60.22	5.09	16	SAT	NOV
03	005	YOL	R	22.61	80	A	17	N	1946	8.48	63.31	5.37	9	FRI	AUG	N	2173	9.57	62.6	5.99	17	FRI	JUN
03	005	COL	R	17.98	85	B	17	N	1852	10.12	59.97	6.07	11	FRI	JUN	N	2061	10.95	61.65	6.75	13	FRI	AUG
03	005	GLE	R	9.87	2345	B	17	S	1363	10.18	52.14	5.31	11	SAT	AUG	S	1748	11.23	60.61	6.81	16	SUN	AUG
03	005	GLE	R	10.88	202	B	17	N	1684	10.11	57.2	5.78	11	FRI	JUN	N	1945	10.49	63.69	6.68	17	FRI	AUG

OTM32420			CALTRANS TRAFFIC VOLUMES																	PAGE # 5			
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK				Dir	PM PEAK				HR	DAY	MNTH			
									1 WAY	%	%	%		1 WAY	%	%	%						
									PHV	K	D	KD		PHV	K	D	KD						
03	005	GLE	R	24.82	92	B	17	S	1391	9.26	53.87	4.99	11	SUN	AUG	S	1717	10.65	57.87	6.16	15	SUN	AUG
03	005	GLE	R	27.81	95	A	17	N	1507	9.35	58.78	5.49	10	FRI	JUN	S	1679	10.5	58.3	6.12	13	SUN	JUL
02	005	TEH	R	9.972	271	O	17	S	1792	10.47	54.6	5.72	12	WED	NOV	S	2002	10.37	61.58	6.38	14	MON	MAY
02	005	TEH	R	26.53	321	B	17	S	1967	7.73	66.81	5.17	8	TUE	AUG	N	2259	9.08	65.33	5.93	16	SAT	AUG
02	005	SHA	R	3.83	272	B	16	N	2335	7.43	62.47	4.64	8	WED	MAR	S	2325	8.5	54.37	4.62	17	FRI	MAR
02	005	SHA	R	7.8	239	B	17	N	2704	7.67	64.54	4.95	7	WED	MAR	S	2766	9.18	55.1	5.06	15	FRI	AUG
02	005	SHA	R	13.95	298	O	17	N	2941	7.73	63.1	4.88	7	THU	MAR	N	2981	9.16	54	4.94	14	FRI	JUN
02	005	SHA	R	14.46	304	A	17	N	3082	8.45	53.52	4.52	12	THU	JUL	S	3290	9.03	53.48	4.83	15	THU	AUG
02	005	SHA	R	15.45	196	A	17	N	2737	8.29	55.72	4.62	10	FRI	AUG	N	2927	9.22	53.62	4.94	15	FRI	JUN
02	005	SHA	R	19.40	312	B	17	N	2239	8.77	54.82	4.81	12	SAT	JUL	S	2537	10.17	53.59	5.45	14	SUN	NOV
02	005	SHA	R	24.08	309	A	17	N	1586	10.99	63.57	6.98	12	THU	AUG	N	1620	11.85	60.2	7.13	15	SAT	JUL
02	005	SHA	R	26.04	273	B	17	N	2031	13.27	66.85	8.87	11	SUN	AUG	N	2029	10.82	81.95	8.86	14	WED	JAN
02	005	SHA		57.41	179	B	17	N	1371	13.15	53.39	7.02	10	SUN	NOV	N	1687	13.21	65.39	8.64	13	FRI	AUG
02	005	SIS	R	11.17	310	O	17	S	1441	4.81	71.51	3.44	8	TUE	AUG	N	1783	6.72	63.38	4.26	13	FRI	AUG
02	005	SIS	R	23.00	294	O	17	N	1040	10.44	60.57	6.32	9	SAT	JUL	N	1247	12.05	62.95	7.58	15	FRI	AUG
02	005	SIS	R	52.78	232	O	17	N	1028	11.07	58.54	6.48	12	SUN	JUL	N	1232	11.8	65.85	7.77	14	SUN	APR
02	005	SIS	R	62.92	410	A	17	S	1026	10.91	58.23	6.35	11	SAT	NOV	S	1256	11.79	65.97	7.78	16	TUE	AUG
02	005	SIS	R	68.33	231	B	17	N	1038	12.27	52.74	6.47	12	MON	DEC	N	1257	11.6	67.54	7.84	16	THU	AUG
09	006	INY		0	944	A	17	S	240	8.97	69.57	6.24	7	WED	OCT	N	223	9	64.45	5.8	17	WED	MAR
09	006	INY	R	3.952	945	A	17	S	163	8.7	79.13	6.88	6	WED	APR	S	130	8.15	67.36	5.49	15	SAT	NOV
09	006	MNO		32.29	997	B	17	S	68	10.42	60.18	6.27	12	WED	SEP	S	75	12.27	56.39	6.92	14	FRI	AUG
11	007	IMP		1.188	607	B	17	N	453	8.43	64.26	5.41	12	MON	DEC	S	818	14.89	65.65	9.78	16	SAT	FEB
11	007	IMP		1.188	401	A	17	N	283	6.76	62.75	4.24	12	MON	MAR	S	479	10.46	68.63	7.18	15	FRI	FEB
11	007	IMP		6.718	402	B	17	N	293	6.98	62.47	4.36	12	MON	NOV	S	433	9.81	65.71	6.44	15	FRI	MAR
11	008	SD	L	1.213	951	B	17	E	2243	7.99	58.31	4.66	7	TUE	NOV	W	2021	6.68	62.8	4.2	17	MON	APR
11	008	SD	L	1.213	958	A	17	W	4298	7.46	55.93	4.17	11	SAT	OCT	W	4139	6.59	60.97	4.02	16	FRI	NOV
11	008	SD		.946	804	A	17	W	8282	7.05	58.53	4.13	7	TUE	FEB	E	8046	7.16	56.01	4.01	15	MON	APR
11	008	SD		5.638	953	B	17	W	10825	6.4	68.22	4.36	7	THU	AUG	E	10499	7.66	55.28	4.23	14	FRI	OCT
11	008	SD		8.336	807	B	17	W	10646	6.1	76.62	4.67	6	WED	APR	E	10913	8	59.82	4.79	15	THU	OCT
11	008	SD		11.76	810	B	17	W	7642	5.57	72.94	4.06	6	WED	JUN	E	8624	8.17	56.08	4.58	15	FRI	SEP
11	008	SD		12.65	834	A	17	W	9591	5.54	72.37	4.01	6	MON	NOV	E	11577	8.43	57.39	4.84	16	WED	JUN
11	008	SD		14.59	806	B	17	W	7281	6.91	59.51	4.11	7	THU	AUG	E	7411	7.98	52.46	4.18	15	THU	JUN
11	008	SD	R	18.73	824	B	17	W	7730	11.83	67.15	7.94	7	FRI	JUL	E	8228	14.63	57.81	8.46	17	WED	JUL

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11	008	SD	R	20.04	888	B	17	W	3726	6.42	68.43	4.4	7	TUE	MAY	E	3772	7.55	58.91	4.45	16	TUE	DEC																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

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DI	RTE	CO	PRE	PM CS		LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
09	014	KER	R	3.018	601	A	17	N	871	6	69.62	4.17	6	MON	JUN	S	1102	8.57	61.6	5.28	16	MON	SEP
09	014	KER	R	12.15	961	A	17	S	848	6.33	66.46	4.21	6	THU	SEP	N	1128	8.65	64.72	5.6	16	WED	DEC
09	014	KER	L	16.87	912	O	17	S	958	7.73	65.44	5.06	10	FRI	NOV	N	1109	8.56	68.46	5.86	14	MON	MAY
09	014	KER		16.07	929	A	17	S	523	7.6	64.17	4.88	12	SUN	SEP	S	752	10.04	69.82	7.01	15	MON	MAR
09	014	KER		57.77	301	B	17	S	512	12.12	64.98	7.88	9	MON	SEP	S	634	13.08	74.59	9.75	14	SUN	MAR
09	014	KER		57.77	302	A	17	N	470	14.05	53.41	7.5	12	MON	DEC	N	633	18.38	55	10.11	14	MON	DEC
09	014	KER		64.56	971	B	17	S	535	21.72	61.64	13.39	11	MON	JAN	N	605	17.64	85.82	15.14	15	SUN	MAR
11	015	SD		11.89	302	A	17	S	1282	8.88	71.1	6.32	8	MON	OCT	S	1372	11.1	60.9	6.76	16	FRI	DEC
11	015	SD		15	998	X	17	S	3113	8.83	79.62	7.03	8	WED	OCT	N	3459	11.76	66.4	7.81	16	TUE	DEC
11	015	SD		20.58	997	B	17	S	3326	9.9	86.41	8.55	7	WED	NOV	N	2981	10.63	72.11	7.67	16	WED	OCT
11	015	SD		23.69	996	B	17	S	3428	9.74	86.44	8.42	7	MON	DEC	N	3546	11.04	78.85	8.7	16	TUE	OCT
11	015	SD		27.26	301	X	17	S	3505	10.34	90.5	9.35	7	WED	JUN	N	3318	11.35	78.02	8.85	15	WED	OCT
11	015	SD		30.86	300	O	17	S	3133	11.08	88.55	9.82	7	THU	MAR	N	2504	10.13	77.4	7.84	16	TUE	OCT
11	015	SD		.405	909	A	17	S	4417	6.97	57.79	4.03	6	THU	JUN	N	5130	8.64	54.17	4.68	16	TUE	JUL
11	015	SD		2.226	836	B	17	N	5358	7.71	51.84	4	7	THU	OCT	N	6199	8.59	53.88	4.63	16	WED	MAY
11	015	SD	R	6.132	813	B	17	N	7180	6.48	61.93	4.01	6	WED	MAY	S	8558	7.95	60.15	4.78	17	WED	MAR
11	015	SD	R	9.995	682	X	17	N	6953	7.32	59.23	4.34	6	FRI	NOV	S	6259	7.75	50.35	3.9	14	FRI	JAN
11	015	SD	M	15	999	X	17	S	11760	7.86	57.14	4.49	7	TUE	AUG	S	10492	7.66	52.33	4.01	15	FRI	AUG
11	015	SD	M	15.92	913	B	17	S	12565	7.89	57.58	4.54	7	THU	JAN	N	11272	7.77	52.43	4.08	15	FRI	MAY
11	015	SD	M	26.03	934	B	17	S	9465	6.56	66.81	4.38	6	THU	JUL	N	9205	7.27	58.59	4.26	16	THU	JUN
11	015	SD	M	26.03	935	A	17	S	9759	7.04	61.34	4.32	7	MON	MAY	N	10171	7.32	61.55	4.5	15	TUE	FEB
11	015	SD	R	28.77	914	B	17	S	10261	7.17	68.08	4.88	6	FRI	NOV	N	10906	8.63	60.18	5.19	15	FRI	JAN
11	015	SD	R	30.63	918	B	17	S	10096	7.08	67.62	4.79	6	WED	FEB	N	10566	8.22	60.91	5.01	15	WED	NOV
11	015	SD	R	31.52	915	A	17	S	7215	6.2	76.75	4.76	6	FRI	SEP	N	7346	7.49	64.64	4.84	16	WED	MAY
11	015	SD	R	36.64	916	A	17	S	7317	6.53	76.92	5.02	6	FRI	AUG	N	6899	7.31	64.8	4.74	15	TUE	SEP
11	015	SD	R	46.49	967	B	17	S	6551	6.11	78.17	4.78	6	THU	JUL	N	6295	7.25	63.33	4.59	15	FRI	NOV
11	015	SD	R	46.49	969	A	17	N	8032	7.78	70.49	5.48	12	MON	SEP	N	9038	8.27	74.59	6.17	15	MON	FEB
08	015	RIV		8.737	901	B	17	S	8027	6.65	60.93	4.05	8	SAT	OCT	N	7385	6.59	56.58	3.73	15	WED	MAR
08	015	RIV		44.66	156	A	17	S	5621	6.88	54.36	3.74	6	MON	APR	S	5311	6.75	52.35	3.53	14	THU	DEC
08	015	SBD		1.015	708	B	15	N	7588	6.63	52.3	3.47	6	MON	MAY	S	7167	6.29	52.15	3.28	13	SUN	JUN
08	015	SBD		5.973	605	A	17	S	7873	6.01	72.28	4.34	7	TUE	JUL	N	7133	6.43	61.16	3.93	16	WED	OCT
08	015	SBD	R	81.83	604	B	17	N	2922	10.49	57.92	6.08	12	FRI	APR	N	2905	11.5	52.53	6.04	13	FRI	DEC
08	015	SBD	R	138.5	907	A	16	N	2782	11.1	62.17	6.9	10	SAT	SEP	S	2746	12.17	55.98	6.81	14	SUN	JUL

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DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					1 WAY	%	%					
									PHV	K	D	KD				PHV	K	D	KD				
03	016	COL		0	100	A	17	W	45	15.87	61.64	9.78	11	SAT	NOV	E	51	19.13	57.96	11.09	14	SUN	OCT
03	016	SAC	R	11.47	117	B	17	W	567	8	71.05	5.69	6	THU	MAR	E	547	9.32	58.88	5.49	17	FRI	OCT
03	016	SAC	R	11.47	118	A	17	W	694	7.69	68.51	5.27	6	WED	FEB	E	737	8.84	63.32	5.6	16	FRI	JUN
03	016	SAC	R	16.81	334	A	17	W	1081	10.14	72.12	7.31	7	TUE	OCT	E	913	8.82	70.07	6.18	17	WED	OCT
03	016	SAC	R	22.85	910	A	17	E	325	8.73	60.63	5.29	11	SAT	JUL	E	369	8.86	67.83	6.01	17	MON	JUL
04	017	SCL		7.073	432	A	17	N	3874	5.84	72.6	4.24	7	TUE	NOV	S	3562	6.8	57.39	3.9	16	MON	DEC
08	018	SBD	R	17.73	814	B	15	N	867	10.32	80.43	8.3	10	FRI	JUL	N	1068	11.81	86.55	10.22	16	FRI	JUL
08	018	SBD		20.61	813	A	15	N	550	9.86	58.82	5.8	12	SAT	OCT	S	566	8.76	68.19	5.97	15	SUN	JUL
08	018	SBD		31.90	882	A	15	S	1156	16.58	67.8	11.24	12	SUN	JAN	S	1141	18.58	59.71	11.09	14	SUN	DEC
08	018	SBD		44.32	815	B	17	S	884	22.74	61.39	13.96	12	MON	JAN	S	764	19.61	61.51	12.06	14	SUN	NOV
08	018	SBD		73.78	899	A	15	S	449	10.59	51.67	5.47	11	FRI	JAN	S	493	9.54	62.96	6.01	13	THU	JAN
01	020	MEN		2.23	761	A	17	E	285	14.35	55.02	7.89	12	SUN	JUL	W	278	11.88	64.8	7.7	17	FRI	SEP
01	020	MEN		33.32	721	A	16	E	851	7.41	83.76	6.21	7	THU	APR	E	994	10.32	70.3	7.25	16	FRI	OCT
01	020	LAK		.99	170	A	17	E	496	9.49	54.51	5.17	12	SUN	JUL	E	601	9.61	65.26	6.27	17	FRI	NOV
01	020	LAK		8.293	172	B	17	W	515	8.02	62.96	5.05	10	SAT	SEP	E	603	9.6	61.59	5.91	17	THU	AUG
01	020	LAK		8.319	173	A	17	E	467	10.32	69.7	7.19	12	SAT	MAR	E	652	12.17	82.53	10.04	16	TUE	FEB
01	020	LAK		31.53	124	B	17	W	476	10.31	52.08	5.37	12	FRI	MAY	W	515	10.91	53.26	5.81	13	FRI	MAY
01	020	LAK		31.67	125	A	17	E	466	11.06	56.69	6.27	11	SUN	JUL	W	515	12.14	57.1	6.93	15	FRI	SEP
03	020	COL		3.451	124	B	15	W	369	12.73	54.43	6.93	12	FRI	JUL	W	438	13.88	59.27	8.23	17	FRI	SEP
03	020	COL		3.451	125	A	15	E	331	11.33	59.53	6.74	11	SAT	NOV	E	404	14.79	55.65	8.23	15	SUN	JUL
03	020	SUT		9.176	130	A	17	E	442	7.61	57.55	4.38	12	WED	OCT	E	562	9.1	61.22	5.57	15	FRI	APR
03	020	SUT		17.06	304	O	17	W	1702	7.53	54.89	4.13	7	TUE	SEP	W	1941	8.59	54.82	4.71	16	THU	APR
03	020	YUB		0	304	O	17	W	1702	7.53	54.89	4.13	7	TUE	SEP	W	1941	8.59	54.82	4.71	16	THU	APR
03	020	YUB		1.472	136	B	16	W	1160	8.11	55.64	4.51	12	SUN	AUG	E	1229	8.32	57.46	4.78	17	FRI	OCT
03	020	YUB		1.472	137	A	16	E	841	7.68	64.05	4.92	7	FRI	SEP	W	833	8.15	59.76	4.87	16	THU	MAR
03	020	YUB	R	7.018	140	A	17	W	695	8.93	70.7	6.31	7	TUE	NOV	E	685	10.47	59.41	6.22	16	FRI	SEP
03	020	NEV		29.6	319	B	17	W	312	14.54	58.65	8.53	11	MON	MAY	W	771	23.13	91.14	21.08	16	TUE	FEB
12	022	ORA	R	1.8	420	A	16	E	6847	7.81	57.4	4.48	7	THU	JUN	E	6389	7.39	56.63	4.18	18	TUE	APR
12	022	ORA	R	7.31	71	B	16	E	8273	7	52.19	3.65	7	WED	JAN	W	9231	7.59	53.73	4.08	17	FRI	MAY
07	023	VEN	R	4.32	73	A	16	S	6826	8.42	72.3	6.09	7	TUE	JUN	N	6146	8.73	62.78	5.48	17	THU	FEB
07	023	VEN	R	10.78	51	O	17	S	3913	9.68	56	5.42	7	THU	SEP	N	3389	8.23	57.02	4.69	16	FRI	JAN
04	024	CC	R	2.313	521	B	15	W	8673	7.52	64.45	4.85	7	TUE	SEP	E	8299	7.67	60.51	4.64	17	FRI	MAR
05	025	SBT		35	170	O	16	S	112	19.29	62.22	12	12	SAT	FEB	N	116	15.11	82.27	12.43	16	SUN	FEB

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DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					1 WAY	%	%					
									PHV	K	D	KD				PHV	K	D	KD				
05	025	SBT		54.05	176	A	16	N	1699	7.36	89.14	6.56	5	THU	APR	S	1918	7.95	93.15	7.4	17	TUE	APR
04	025	SCL		2.528	63	B	16	S	1452	7.68	71.49	5.49	7	WED	MAR	N	1445	8.15	67.02	5.46	17	MON	JUN
10	026	SJ		6.85	52	A	16	W	418	9.57	66.56	6.37	7	WED	AUG	E	357	9.05	60.1	5.44	17	MON	AUG
10	026	SJ		20.51	87	O	16	W	404	9.63	83.13	8	7	THU	MAR	E	419	10.3	80.58	8.3	17	MON	FEB
10	026	CAL		0	87	O	16	W	404	9.63	83.13	8	7	THU	MAR	E	419	10.3	80.58	8.3	17	MON	FEB
10	026	CAL		18.07	156	B	15	E	94	10.57	56.63	5.99	10	SAT	APR	W	90	10.89	52.63	5.73	14	FRI	APR
03	028	PLA		.085	154	A	17	W	748	8.43	69.52	5.86	8	TUE	MAR	E	820	10.77	59.68	6.43	15	SUN	JAN
03	028	PLA		.83	156	A	15	W	524	7.34	62.46	4.58	11	SAT	JAN	E	629	9.31	59.06	5.5	16	FRI	JAN
03	028	PLA		5.81	160	B	15	W	346	6.6	67.32	4.44	7	WED	OCT	E	445	9.09	62.85	5.72	17	WED	OCT
03	028	PLA		11.03	167	O	16	W	560	7.81	56.4	4.4	12	SAT	JAN	W	675	9.45	56.16	5.31	16	TUE	JAN
04	029	NAP	R	6.196	9	A	17	S	2002	7.75	53.44	4.14	7	THU	JAN	S	2040	6.68	63.18	4.22	18	SAT	OCT
04	029	NAP	R	9.1	913	B	17	N	2111	7.5	54.6	4.09	8	THU	MAY	N	2292	7.71	57.62	4.44	16	THU	MAR
04	029	NAP		36.89	10	A	17	N	650	11.04	60.07	6.63	12	FRI	OCT	N	685	12.56	55.65	6.99	15	FRI	OCT
01	029	LAK		52.54	773	B	17	N	444	12.46	51.27	6.39	12	TUE	MAR	N	529	14.99	50.77	7.61	16	TUE	MAR
03	032	GLE		9.626	173	B	17	E	521	8.51	62.77	5.34	7	WED	SEP	W	586	9.1	66.07	6.01	17	WED	OCT
03	032	GLE		9.626	174	A	17	E	714	9.35	58.38	5.46	12	SAT	FEB	E	766	10.68	54.87	5.86	16	WED	JAN
02	032	TEH	R	24.88	223	B	16	W	130	16.05	75.58	12.13	12	SUN	SEP	W	131	17.91	68.23	12.22	15	SUN	AUG
07	033	VEN	R	4.046	753	O	17	S	1562	8.4	64.25	5.4	7	TUE	OCT	N	1565	8.62	62.73	5.41	17	WED	OCT
07	033	VEN		11.21	84	A	17	N	686	10.62	53.22	5.65	7	MON	AUG	S	749	11.52	53.58	6.17	14	SUN	AUG
07	033	VEN		17.35	433	B	15	N	286	39.83	99.31	39.56	1	SUN	AUG	N	271	38.31	97.83	37.48	21	SAT	OCT
06	033	KER	R	11.56	55	B	17	S	409	10.41	90.29	9.4	5	WED	MAY	N	373	11.06	77.55	8.57	17	THU	JUN
06	033	KER	R	11.56	56	A	15	S	271	8.71	75.28	6.56	5	TUE	JUL	N	237	9.58	59.85	5.73	16	FRI	JUL
06	033	KER		17.89	182	B	15	S	376	8.43	74.9	6.31	6	WED	APR	N	378	9.87	64.29	6.35	15	WED	JAN
06	033	KER		17.89	183	A	15	S	145	9.9	62.5	6.19	7	WED	OCT	N	147	10.41	60.25	6.27	15	FRI	OCT
06	033	KER		18.79	57	B	15	S	577	6.36	99.14	6.31	2	WED	JUL	S	504	10.28	53.62	5.51	15	FRI	JAN
06	033	KER		23.41	625	A	15	N	508	15.45	84.67	13.08	6	THU	OCT	S	420	14.35	75.4	10.82	15	THU	JAN
06	033	KER	R	60.17	184	A	15	N	317	18.48	80.87	14.95	5	THU	OCT	S	280	22.91	57.61	13.2	16	MON	JUL
06	033	KIN		7.8	37	B	17	S	337	22.3	89.39	19.93	5	THU	SEP	N	208	14.78	83.2	12.3	16	FRI	DEC
06	033	KIN		7.8	58	A	17	S	503	18.97	91.96	17.45	5	TUE	MAR	N	318	13.39	82.38	11.03	16	WED	JUN
06	033	FRE		14.75	59	B	17	S	363	6.06	72.46	4.39	6	THU	MAR	N	493	10.1	59.04	5.96	16	THU	SEP
06	033	FRE	R	18.59	608	B	17	N	282	7.69	78.99	6.07	5	THU	AUG	S	285	8.89	69.01	6.14	16	TUE	AUG
06	033	FRE		24.32	41	B	17	N	214	6.66	75.62	5.04	5	MON	SEP	S	225	9.32	56.82	5.3	16	WED	DEC
06	033	FRE		24.32	42	A	17	N	161	8.14	80.1	6.52	5	TUE	JUN	N	146	9.6	61.6	5.91	14	FRI	SEP

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08/15/2018				LATEST TRAFFIC YEAR SELECTED																							
14:59:55				PEAK HOUR VOLUME DATA																							
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK				1 WAY	Dir	PM PEAK				1 WAY	Dir	PM	CS	LEG	YR	Dir		
									1 WAY	%	%	%			1 WAY	%	%	%									
									PHV	K	D	KD	HR	DAY	MNTH		PHV	K	D	KD	HR	DAY	MNTH				
06	033	FRE	R	39.95	415	A	16	N	310	16.87	94.23	15.9	3	TUE	OCT	S	170	11.08	78.7	8.72	14	SAT	APR				
06	033	FRE		53.4	60	B	16	S	250	16.05	87.41	14.03	5	TUE	JUL	N	193	12.91	83.91	10.83	16	THU	APR				
06	033	FRE	R	62.51	233	A	16	N	446	8.58	74.09	6.36	6	MON	OCT	S	387	9.17	60.19	5.52	16	WED	OCT				
06	033	FRE		70.19	61	B	16	S	582	8.17	61.92	5.06	7	TUE	OCT	S	618	9.41	57.12	5.37	16	FRI	APR				
06	033	FRE		77.65	424	A	16	S	133	8.19	63.33	5.19	7	THU	JUL	S	145	10.46	54.1	5.66	17	MON	OCT				
06	033	FRE	R	79.91	62	A	17	N	197	10.56	87.95	9.28	3	SAT	AUG	S	153	10.18	70.83	7.21	15	MON	DEC				
10	033	MER	R	5.635	191	B	16	S	616	10.25	63.9	6.55	12	SAT	JUN	S	541	9.44	60.99	5.75	13	SUN	JUL				
10	033	MER	R	16.64	193	X	16	N	462	7.24	59.92	4.34	12	SAT	SEP	N	536	7.28	69.16	5.03	17	FRI	MAR				
10	033	MER		16.64	193	X	16	N	462	7.24	59.92	4.34	12	SAT	SEP	N	536	7.28	69.16	5.03	17	FRI	MAR				
10	033	MER		27.11	16	A	16	S	372	7.76	54.31	4.21	11	SAT	SEP	S	430	9.1	53.48	4.87	16	FRI	SEP				
07	034	VEN		12.84	86	B	16	W	1574	9.97	97.4	9.71	3	FRI	JUL	W	1699	14.63	71.6	10.48	16	THU	APR				
01	036	HUM		0	747	A	17	W	284	9.06	60.81	5.51	7	TUE	MAY	E	297	9.6	60	5.76	17	THU	JUL				
01	036	HUM		7.49	112	B	17	E	162	9.84	62.79	6.18	12	SAT	AUG	E	192	12.12	60.38	7.32	16	SAT	MAY				
02	036	TRI		27.23	305	B	15	E	53	11.62	57.61	6.69	11	SUN	NOV	W	53	12.5	53.54	6.69	15	FRI	MAY				
02	036	TRI	R	28.65	192	A	15	W	25	7.26	83.33	6.05	10	MON	MAY	E	28	11.86	57.14	6.78	16	FRI	MAY				
02	036	TEH		23.2	110	B	15	E	45	11.41	66.18	7.55	11	SUN	NOV	E	45	12.58	60	7.55	14	SUN	MAY				
02	036	TEH		39.72	216	B	15	E	259	8.73	81.96	7.15	7	MON	SEP	W	221	9.64	63.32	6.1	15	FRI	MAY				
02	036	TEH	R	41.21	275	B	17	E	240	8.6	69.77	6	7	THU	SEP	W	238	9.33	63.81	5.95	16	THU	JUN				
02	036	TEH	R	41.21	276	A	17	E	474	8.95	68.6	6.14	7	WED	MAR	W	411	8.96	59.39	5.32	16	WED	SEP				
02	036	TEH	L	41.15	277	B	15	E	497	10.76	54.26	5.84	12	FRI	FEB	E	496	10.33	56.43	5.83	14	FRI	FEB				
02	036	TEH	L	41.15	278	A	15	E	633	10.13	54.81	5.55	12	WED	SEP	W	639	10.35	54.15	5.6	17	WED	SEP				
02	036	TEH		42.79	279	B	15	W	937	8.32	57.45	4.78	7	MON	MAY	W	1010	9.92	51.96	5.15	14	FRI	MAY				
02	036	TEH		42.79	280	A	15	W	756	8.59	54.39	4.67	7	MON	MAY	W	835	10.17	50.76	5.16	14	FRI	MAY				
02	036	TEH		44.00	112	A	15	W	137	13.12	54.15	7.1	11	SAT	AUG	W	154	11.56	69.06	7.98	14	SUN	AUG				
02	036	TEH		44.00	281	B	15	W	871	8.89	73.26	6.51	7	THU	NOV	W	979	11.53	63.53	7.32	15	FRI	NOV				
02	036	TEH		55.26	286	A	16	W	121	16.02	59.02	9.45	10	SUN	AUG	W	158	16.25	75.96	12.34	15	SUN	AUG				
02	036	TEH		82.21	225	O	16	W	126	18.61	60.58	11.27	11	SUN	AUG	W	161	20.66	69.7	14.4	13	SUN	AUG				
02	036	PLU		6.287	218	B	16	W	257	16.71	77.64	12.97	10	SUN	AUG	E	218	14.79	74.4	11	17	FRI	AUG				
02	036	PLU		8.84	114	O	16	W	382	14.66	51.83	7.6	11	SAT	AUG	E	375	14.4	51.8	7.46	13	SAT	AUG				
02	036	PLU		9.18	235	A	16	W	296	12.1	61.54	7.45	11	SUN	AUG	W	296	12.15	61.28	7.45	13	SUN	AUG				
02	036	LAS		.76	115	B	16	W	117	11.84	50.65	6	12	SUN	AUG	W	130	12.61	52.85	6.66	15	FRI	AUG				
02	036	LAS	R	19.20	245	B	16	W	139	11.66	50.55	5.89	12	SAT	SEP	W	161	11.58	58.97	6.83	15	FRI	AUG				
02	036	LAS		24.46	299	B	17	W	340	10.45	59.23	6.19	10	FRI	MAY	W	350	11.38	56	6.37	14	FRI	JUL				

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE # 11				
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	MNTH	Dir	PM PEAK			HR	DAY	MNTH		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
02	036	LAS		25.05	296	O	17	W	585	9.48	54.83	5.2	10	SAT	JUL	W	641	10.47	54.41	5.69	15	THU	JUN
02	036	LAS		25.94	211	A	16	E	836	9.85	51.73	5.1	12	TUE	MAY	W	900	10.59	51.81	5.49	15	FRI	MAY
02	036	LAS	R	29.39	116	B	16	W	498	9.12	56.72	5.17	10	FRI	MAY	E	553	11.24	51.06	5.74	17	FRI	MAY
04	037	SOL	R	9.665	392	A	17	W	2748	6.96	55.05	3.83	12	SAT	JUL	E	2857	6.94	57.39	3.98	17	WED	OCT
08	038	SBD		59.44	884	B	15	E	193	20.96	59.94	12.57	11	SUN	OCT	W	220	25.85	55.42	14.32	17	FRI	JUL
07	039	LA		17.81	746	O	16	N	269	18	63.9	11.5	11	SUN	JUN	S	312	18.6	71.72	13.34	16	SUN	JUN
08	040	SBD	R	28.48	855	B	17	W	1061	12.05	63.69	7.68	11	SUN	JUL	W	1055	11.3	67.54	7.63	14	SUN	JUL
08	040	SBD	R	132.7	400	A	17	W	1315	11.52	69.32	7.98	11	SUN	JUN	W	1028	10.36	60.26	6.24	13	SUN	MAR
08	040	SBD	R	154.6	885	O	17	W	935	9.97	66.27	6.61	10	SUN	NOV	E	898	9.51	66.72	6.34	15	WED	JUN
05	041	SLO		14.52	277	B	17	S	987	13.69	50.18	6.87	10	SAT	JUL	S	1137	15.79	50.13	7.91	19	FRI	JUL
05	041	SLO		41.16	241	B	17	N	122	12.9	73.49	9.48	7	FRI	SEP	S	136	16.32	64.76	10.57	16	THU	JUN
05	041	SLO	R	42.17	243	B	17	N	123	15.69	61.81	9.7	5	TUE	MAR	S	141	16.01	69.46	11.12	16	MON	MAR
06	041	KIN		8.098	33	A	17	S	701	11.66	76.86	8.96	9	SAT	JUL	N	675	12.68	68.04	8.63	17	SUN	JUN
06	041	KIN		20.08	38	B	17	S	536	9.8	70.9	6.94	10	SAT	JUN	N	550	11.18	63.73	7.13	16	SUN	JUN
06	041	KIN		33.00	414	B	17	S	536	9.66	69.16	6.68	10	SAT	JUN	N	576	11.21	64.07	7.18	16	SUN	JUN
06	041	KIN	R	39.96	34	B	17	S	559	8.32	66.95	5.57	10	SAT	MAR	N	620	9.19	67.17	6.18	17	SUN	JUN
06	041	KIN	R	39.96	35	A	17	S	716	6.89	65.81	4.53	6	MON	MAR	N	805	8.25	61.78	5.1	16	WED	SEP
06	041	FRE	R	1.013	658	B	16	S	637	6.11	65.13	3.98	6	TUE	FEB	N	785	8	61.28	4.9	15	TUE	MAY
06	041	FRE	R	8.107	659	B	17	S	677	5.4	73.27	3.96	4	FRI	MAY	N	832	9.33	52.1	4.86	15	FRI	AUG
06	041	FRE	R	16.1	643	B	16	S	1225	6.86	79.96	5.48	5	WED	MAY	N	1138	8.7	58.51	5.09	16	THU	FEB
06	041	FRE	R	20.08	641	A	17	N	1710	7.6	59.5	4.52	12	SAT	OCT	N	1962	8.41	61.66	5.19	13	SAT	MAR
06	041	FRE	R	26.46	243	A	17	N	5999	6.58	74.11	4.87	8	TUE	SEP	N	6343	9.78	52.71	5.15	16	TUE	OCT
06	041	FRE	R	30.45	250	A	17	S	4025	8.66	57.76	5	7	WED	SEP	N	4124	8.88	57.71	5.12	17	TUE	MAY
06	041	FRE	R	31.68	917	A	17	S	2492	8.78	56.86	4.99	7	THU	APR	N	2534	9.43	53.84	5.07	17	WED	SEP
06	041	MAD		3.23	256	B	16	S	1725	8.42	70.32	5.92	7	TUE	FEB	N	1508	8.42	61.45	5.18	17	WED	NOV
06	041	MAD		3.23	400	A	17	S	1097	7.6	71.42	5.42	7	TUE	MAY	N	1105	8.95	61.05	5.46	17	FRI	APR
06	041	MAD		9.25	619	A	17	S	839	7.16	66.91	4.79	7	TUE	SEP	N	978	8.31	67.17	5.58	17	FRI	OCT
06	041	MAD		9.25	673	B	16	S	737	7.06	73.7	5.2	7	WED	MAY	N	822	9.43	61.48	5.8	16	FRI	AUG
06	041	MAD		24.02	650	A	16	N	740	10.58	54.29	5.74	11	SUN	MAY	N	767	9.87	60.3	5.95	17	FRI	AUG
06	041	MAD		25	975	B	16	S	598	9.77	54.81	5.35	12	SUN	AUG	N	626	9	62.29	5.6	16	FRI	NOV
06	041	MAD		28.02	192	A	16	S	775	9	59.85	5.38	11	MON	FEB	S	741	9.31	55.3	5.15	17	THU	AUG
06	041	MAD		35.77	620	A	16	N	720	10.37	62.77	6.51	9	SAT	AUG	S	654	9.3	63.62	5.92	17	SUN	AUG
06	041	MAD		38.99	934	A	17	N	492	12.6	66.31	8.36	10	SAT	AUG	S	455	11.19	69.04	7.73	17	SAT	MAY

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE # 12				
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	MNTH	Dir	PM PEAK			HR	DAY	MNTH		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
06	041	MPA		4.918	153	O	16	N	381	15.74	78.56	12.37	10	SAT	AUG	S	353	14.09	81.34	11.46	17	SUN	AUG
06	043	KER		1.9	5	B	17	S	429	8.93	75	6.7	5	MON	SEP	N	493	11.54	66.71	7.7	15	THU	APR
06	043	KER		8.112	8	B	15	S	432	10.8	75	8.1	5	WED	NOV	N	350	11.19	58.63	6.56	16	THU	FEB
06	043	KER		9.162	616	A	15	S	409	9.86	79.73	7.86	5	THU	NOV	N	400	10.97	70.05	7.69	16	TUE	NOV
06	043	KER		17.97	626	A	15	N	475	7.17	57.16	4.1	5	WED	AUG	S	632	10.54	51.76	5.46	16	FRI	NOV
06	043	KER		25.19	186	A	15	N	354	11.62	77.12	8.96	5	MON	AUG	S	300	11.54	65.79	7.59	16	TUE	FEB
06	043	KER		33.48	652	A	17	N	218	9.98	67.08	6.69	6	MON	FEB	S	219	10.72	62.75	6.72	15	MON	AUG
06	043	TUL		22.13	660	B	17	S	174	8.12	56.31	4.57	7	MON	NOV	N	195	8.44	60.75	5.13	15	FRI	AUG
06	043	KIN		10.36	661	A	17	S	362	9.45	66.79	6.31	7	THU	NOV	N	394	9.74	70.48	6.87	16	TUE	MAY
06	043	KIN		18.24	624	B	17	S	438	9.07	65.47	5.94	6	TUE	MAY	N	509	10.13	68.14	6.9	16	THU	AUG
06	043	KIN		22.27	66	A	17	S	544	9.27	54.56	5.06	7	THU	MAY	S	541	9.84	51.13	5.03	16	THU	MAR
06	043	FRE		0	190	A	16	S	537	8.29	54.08	4.48	7	MON	MAY	N	596	9.56	52.05	4.97	16	FRI	NOV
06	043	FRE		8.34	648	B	16	S	540	5.96	72.29	4.31	5	WED	MAY	N	666	8.92	59.57	5.31	17	MON	NOV
06	043	FRE		9.308	67	B	16	N	682	7.18	54.17	3.89	12	FRI	MAY	N	929	9.6	55.17	5.3	16	FRI	MAY
02	044	SHA	L	.852	302	B	17	W	2472	9.65	60.98	5.89	7	WED	AUG	E	2243	9.38	56.97	5.34	16	THU	SEP
02	044	SHA	L	1.808	161	B	17	W	3356	9.32	64.73	6.03	7	WED	SEP	E	3222	9.6	60.29	5.79	17	MON	MAY
02	044	SHA	R	1.239	282	A	17	W	2346	10.62	63.56	6.75	7	WED	APR	E	2018	10.96	52.95	5.8	14	FRI	FEB
02	044	SHA	R	3.627	193	A	15	W	1054	10.23	62.59	6.4	7	TUE	NOV	E	1040	9.75	64.8	6.32	17	TUE	NOV
02	044	SHA	R	7	210	A	17	W	547	8.93	72.93	6.51	7	TUE	OCT	E	534	8.93	71.2	6.36	17	MON	OCT
02	044	SHA	R	7	318	B	17	W	1016	10.33	67.82	7.01	7	MON	APR	E	896	9.23	66.92	6.18	17	THU	JUN
02	044	SHA	R	19.01	229	A	15	W	342	8.38	80.09	6.71	7	TUE	FEB	E	294	7.91	72.95	5.77	17	TUE	FEB
02	044	SHA	R	19.01	283	B	15	W	288	8.95	77.63	6.94	7	WED	MAY	E	288	10.63	65.31	6.94	16	FRI	MAY
02	044	SHA		32	284	A	17	E	285	11.49	63.9	7.34	9	SAT	JUL	W	278	12.99	55.16	7.16	15	SUN	JUL
02	044	SHA	R	49.35	118	B	16	E	144	14.65	73.85	10.82	10	SAT	AUG	W	128	15.48	62.14	9.62	15	SUN	AUG
02	044	SHA		62.69	119	B	16	W	129	17.32	53.75	9.31	12	SAT	AUG	W	130	15.51	60.47	9.38	14	SUN	AUG
02	044	LAS		37.25	120	B	17	W	138	13.91	58.97	8.2	10	FRI	JUN	E	144	16.77	51.06	8.56	13	SUN	JUN
03	045	COL		20.08	190	A	17	N	289	7.09	56.01	3.97	12	THU	NOV	N	365	8.83	56.85	5.02	17	FRI	MAY
03	045	GLE		7.527	192	A	17	S	163	9.62	63.18	6.08	7	WED	MAY	N	183	11	62.03	6.82	15	TUE	SEP
03	045	GLE		7.527	193	B	17	S	107	11.37	51.94	5.91	11	TUE	FEB	N	132	11.04	66	7.29	15	FRI	FEB
03	045	GLE		23.23	195	B	17	N	221	11.1	70.83	7.86	11	SAT	FEB	N	290	15.75	65.46	10.31	15	WED	JAN
05	046	SLO	R	.146	283	A	17	W	380	14.37	56.63	8.14	12	SUN	MAY	E	436	13	71.83	9.34	16	SUN	AUG
05	046	SLO	R	21.97	279	B	16	W	515	11.39	62.65	7.14	12	SAT	APR	E	519	10.15	70.9	7.19	17	SUN	JUL
05	046	SLO		32.15	531	A	16	W	1488	8.95	67.82	6.07	9	SAT	MAY	E	1514	10.26	60.22	6.18	16	SUN	JUN

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE # 13				
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	MNTH	Dir	PM PEAK			HR	DAY	MNTH		
									1 WAY	%	%					1 WAY	%	%					
									PHV	K	D	KD				PHV	K	D	KD				
05	046	SLO		45.48	544	B	17	W	1205	9.06	62.37	5.65	12	SAT	AUG	E	1226	9.46	60.75	5.75	14	SUN	JUN
05	046	SLO		55.11	68	A	17	E	376	9.07	56.54	5.13	12	SUN	MAR	E	471	10.89	58.95	6.42	14	SUN	SEP
06	046	KER		0	68	A	17	E	524	11.72	55.69	6.53	12	SUN	JUL	W	560	13.17	52.98	6.98	16	FRI	JUL
06	046	KER		20.54	4	A	15	E	468	10.07	58.87	5.93	12	SUN	JUL	E	558	12.68	55.74	7.07	15	MON	JUL
06	046	KER		32.53	11	A	17	W	387	9.01	69.11	6.23	5	TUE	SEP	E	344	8.67	63.82	5.54	16	THU	OCT
06	046	KER		32.53	12	B	17	W	584	7	71.39	5	5	MON	MAY	E	575	9.38	52.46	4.92	16	FRI	JUL
06	046	KER		36.84	69	A	15	W	375	6.66	94.46	6.29	5	WED	OCT	E	309	8.19	63.32	5.19	16	THU	OCT
06	046	KER		50.90	70	B	15	W	461	7.91	58.5	4.63	12	FRI	APR	W	513	8.33	61.81	5.15	16	FRI	JUL
06	046	KER		57.79	15	B	15	W	508	10.19	68.37	6.97	6	MON	OCT	E	472	9.97	64.92	6.47	15	TUE	OCT
07	047	LA		2.1	447	O	15	N	2646	9.45	54.36	5.14	7	TUE	MAY	S	2705	9.79	53.65	5.25	16	THU	OCT
06	049	MAD		0	411	A	16	N	661	9.58	51.48	4.93	12	FRI	FEB	S	683	9.82	51.94	5.1	15	FRI	MAY
06	049	MAD		2.53	165	B	16	S	515	8.49	66.97	5.69	7	MON	MAY	N	519	8.97	63.92	5.73	17	THU	MAY
06	049	MAD		8.235	154	A	16	N	204	8.69	60.53	5.26	12	SUN	MAY	S	211	10.13	53.69	5.44	16	THU	AUG
10	049	MPA		16.7	314	B	17	S	4227	37.61	93.29	35.09	7	MON	APR	S	4715	41.07	95.31	39.14	16	TUE	AUG
10	049	MPA		16.7	315	A	17	N	586	8.92	78.87	7.04	7	TUE	APR	S	570	10.2	67.14	6.84	17	WED	AUG
10	049	MPA		44.67	233	B	17	S	95	17.22	79.83	13.75	9	SAT	APR	N	72	15.77	66.06	10.42	17	FRI	APR
10	049	TUO	R	6.468	176	B	16	N	65	11.41	67.01	7.65	11	SAT	JUL	S	61	10.71	67.03	7.18	16	FRI	JUL
10	049	TUO		20.4	167	A	17	S	285	9.2	64.48	5.93	9	THU	OCT	N	280	9.37	62.22	5.83	16	WED	OCT
10	049	AMA		14.72	131	B	15	S	521	9.1	56.08	5.1	12	SAT	MAY	S	567	9.66	57.51	5.56	17	FRI	MAY
03	049	ED		24.48	260	B	17	S	398	8.29	73.16	6.06	7	THU	AUG	N	410	10.15	61.56	6.25	17	FRI	JUN
03	049	ED		24.48	261	A	17	N	235	9.49	63.17	6	10	SAT	FEB	S	250	11.69	54.59	6.38	16	SAT	JUL
03	049	PLA		2.36	208	B	17	N	529	7.83	73.68	5.77	7	WED	MAY	S	572	9.18	67.93	6.24	17	TUE	MAY
03	049	PLA		3.78	250	B	17	S	1427	7.41	55.29	4.1	11	THU	MAY	S	1622	8.23	56.56	4.66	16	WED	FEB
03	049	PLA		3.78	251	A	17	S	1494	7.58	54.75	4.15	11	TUE	DEC	S	1673	8.4	55.32	4.65	17	WED	NOV
03	049	PLA		6.38	210	B	17	S	1731	8.11	55.34	4.49	12	THU	DEC	S	1683	8.38	52.07	4.36	13	FRI	DEC
03	049	PLA	R	8.973	200	A	17	S	1530	6.31	66.09	4.17	7	THU	APR	N	1743	7.81	60.8	4.75	16	FRI	AUG
03	049	PLA		11.37	320	O	15	S	1383	7.07	66.62	4.71	7	WED	SEP	N	1635	8.84	63.03	5.57	17	WED	MAR
03	049	NEV		0	320	O	15	S	1383	7.07	66.62	4.71	7	WED	SEP	N	1635	8.84	63.03	5.57	17	WED	MAR
03	049	NEV		10.71	370	B	17	N	1144	8.13	57.29	4.66	8	WED	NOV	S	1318	9.47	56.71	5.37	17	TUE	MAY
03	049	NEV		10.71	371	A	17	N	1214	8.02	60.25	4.83	8	WED	MAR	S	1347	8.64	62.05	5.36	17	MON	FEB
03	049	NEV	R	13.66	212	B	15	S	1192	8.04	56.25	4.52	12	SUN	JUN	S	1297	8.85	55.62	4.92	17	WED	JUN
03	049	NEV		15.81	214	A	15	S	326	8.05	62.1	5	8	FRI	FEB	N	354	9.24	58.71	5.43	17	WED	FEB
03	049	SIE	R	12.23	216	B	15	N	35	11.49	57.38	6.59	11	SUN	FEB	S	40	10.17	74.07	7.53	14	SUN	NOV

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE # 14				
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	MNTH	Dir	PM PEAK			HR	DAY	MNTH		
									1 WAY	%	%					1 WAY	%	%					
									PHV	K	D	KD				PHV	K	D	KD				
03	049	SIE		47.44	217	B	17	N	49	23.06	61.25	14.12	11	SUN	JUL	N	51	20.75	70.83	14.7	14	SUN	AUG
02	049	PLU		7.5	121	B	16	S	62	9.41	65.96	6.21	8	TUE	AUG	S	76	10.81	70.37	7.61	17	MON	AUG
03	050	YOL		2.477	410	B	15	E	6046	8.64	56.53	4.88	7	TUE	JAN	E	5857	7.32	64.65	4.73	16	WED	FEB
03	050	SAC	R	3.674	228	A	17	W	8392	8.31	52.81	4.39	7	FRI	SEP	E	8047	7.95	52.96	4.21	16	THU	SEP
03	050	SAC	R	5.336	230	A	17	E	8031	8.57	51.72	4.43	7	WED	FEB	W	8142	8.53	52.66	4.49	16	THU	AUG
03	050	SAC	R	7.746	232	A	17	W	8243	8.76	50.45	4.42	7	TUE	APR	E	8410	8.92	50.56	4.51	16	THU	AUG
03	050	SAC	R	10.92	234	A	17	W	8088	8.79	61.2	5.38	7	TUE	MAR	E	7552	8.66	57.95	5.02	16	TUE	JAN
03	050	ED	R	8.564	245	B	15	E	3259	8.56	59.34	5.08	11	SAT	OCT	E	3521	9.26	59.25	5.48	15	FRI	JAN
03	050	ED	R	31.30	315	A	17	W	1337	16.05	73.46	11.79	10	MON	MAY	W	1350	17.19	69.27	11.91	14	SUN	AUG
03	050	ED		70.62	382	B	16	W	1176	14.11	71.58	10.1	11	SUN	SEP	W	1032	17.35	51.09	8.86	13	SUN	JUL
03	050	ED		70.62	383	A	16	W	1310	11.54	83.07	9.59	10	SUN	NOV	W	1085	12.19	65.13	7.94	14	SUN	SEP
03	050	ED		78.42	384	B	17	E	1462	9.78	51.66	5.05	12	SAT	JUN	W	1445	8.93	55.92	4.99	17	THU	DEC
03	050	ED		78.42	385	A	17	E	1453	9.78	50.33	4.92	11	SUN	SEP	W	1481	9.19	54.63	5.02	16	FRI	JUL
03	050	ED		80.44	387	O	16	W	1016	7.13	50.8	3.62	12	SAT	JAN	E	1277	8.49	53.63	4.55	16	SAT	JAN
03	051	SAC		1.204	426	B	16	N	7669	7.59	56.41	4.28	7	TUE	APR	N	6472	6.46	55.89	3.61	13	THU	NOV
03	051	SAC		1.204	427	A	16	N	7187	7.25	56.61	4.1	7	THU	OCT	N	6487	6.73	55.06	3.7	13	WED	OCT
03	051	SAC		3.357	430	B	17	S	6307	7.16	51.14	3.66	7	WED	MAY	N	5807	6.73	50.16	3.37	14	TUE	NOV
03	051	SAC		4.061	432	A	16	S	7804	7.52	61.3	4.61	7	WED	DEC	N	6961	7.37	55.76	4.11	16	WED	MAR
03	051	SAC		7.969	433	A	16	S	5205	6.02	63.52	3.82	6	THU	JAN	N	6077	7.49	59.57	4.46	17	WED	MAR
11	052	SD		.324	720	A	17	E	5478	8.49	71.46	6.07	8	TUE	AUG	E	5944	9.08	72.52	6.59	17	TUE	JUN
11	052	SD		3.761	703	B	17	W	4169	9.03	50.95	4.6	7	WED	SEP	E	4312	7.82	60.87	4.76	15	THU	DEC
11	052	SD		5.494	726	A	17	W	6197	8.76	63.11	5.53	7	THU	OCT	E	6136	8.88	61.67	5.47	15	THU	NOV
11	052	SD		8.713	727	B	17	W	6461	8.55	74.22	6.34	7	WED	MAR	E	5409	7.69	69.09	5.31	16	TUE	JAN
11	052	SD		8.713	728	A	17	W	5826	8.37	71.83	6.01	7	THU	AUG	E	5565	8.05	71.35	5.74	16	MON	MAR
11	052	SD		13.27	729	B	17	W	5897	7.69	78.53	6.04	6	TUE	MAY	E	5467	8.08	69.26	5.6	16	WED	APR
11	052	SD		13.27	730	A	17	W	4041	6.59	73.49	4.84	6	MON	AUG	E	4522	8.46	64.05	5.42	15	MON	OCT
11	052	SD		14.96	732	B	17	W	4100	6.65	73.07	4.86	6	FRI	SEP	E	4580	7.95	68.3	5.43	17	MON	AUG
11	052	SD		15.83	733	O	17	W	3178	6.1	63.12	3.85	6	THU	JUN	E	4273	8.67	59.7	5.18	15	TUE	NOV
11	052	SD		16.74	734	O	17	W	3157	6.35	62.47	3.96	7	WED	AUG	E	4034	8.5	59.58	5.07	15	THU	FEB
01	053	LAK		5.15	728	A	17	S	405	8.96	53.01	4.75	10	SAT	JUL	N	504	9.57	61.77	5.91	16	MON	NOV
01	053	LAK		7.413	729	B	17	N	348	8.74	71.17	6.22	11	SUN	AUG	N	389	8.83	78.75	6.95	16	THU	NOV
11	054	SD		1.88	814	A	17	W	6841	7.78	63.12	4.91	7	WED	MAR	E	6026	7.86	55	4.33	15	THU	DEC
11	054	SD		4.207	815	B	17	W	6441	7.79	61.37	4.78	7	THU	SEP	E	5602	7.81	53.22	4.16	16	WED	AUG

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE # 15				
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
11	054	SD		4.207	816	A	17	W	5865	8.04	59.84	4.81	7	WED	AUG	E	5071	7.9	52.67	4.16	16	TUE	AUG
11	054	SD		4.994	743	A	17	W	5534	8.49	57.46	4.88	7	THU	JAN	E	4730	7.85	53.12	4.17	15	WED	MAY
11	054	SD	T	12.26	890	B	17	W	985	7.04	55.93	3.94	11	SAT	JUN	W	1764	11.47	61.49	7.05	15	FRI	NOV
12	055	ORA	R	2.772	909	B	17	N	3975	9.55	58.41	5.58	7	TUE	MAR	N	3518	5.05	97.83	4.94	15	THU	AUG
12	055	ORA	R	3.776	910	B	16	N	12735	10.5	77.34	8.12	7	FRI	OCT	N	10557	9.83	68.43	6.73	15	FRI	OCT
12	055	ORA		14.37	94	A	16	N	8378	6.87	52.65	3.62	11	FRI	MAR	N	9544	7.53	54.76	4.12	16	MON	OCT
11	056	SD		.309	751	A	17	W	5498	9.35	65.7	6.15	7	THU	SEP	E	4807	8.41	63.91	5.37	14	FRI	SEP
11	056	SD		.82	752	A	17	W	5124	9.23	67.34	6.22	7	THU	SEP	E	4426	8.5	63.17	5.37	15	WED	MAY
11	056	SD		3.103	750	B	17	W	4349	7.94	73.45	5.83	7	THU	JUL	E	4191	8.08	69.56	5.62	17	MON	MAY
11	056	SD		3.103	755	A	17	E	3852	10.68	54.41	5.81	12	MON	OCT	E	4020	8.43	71.98	6.06	17	TUE	FEB
11	056	SD		7.562	757	B	17	W	4476	8.59	70.64	6.07	7	THU	DEC	E	4110	8.98	62.1	5.57	17	THU	MAR
11	056	SD		8.54	758	B	17	W	3721	8.06	61.4	4.95	7	MON	MAY	E	3964	8.67	60.8	5.27	16	THU	MAY
11	056	SD		8.54	759	A	17	W	3409	8.72	57.89	5.05	7	THU	AUG	E	3250	8.53	56.43	4.81	14	FRI	MAY
12	057	ORA		15.6	927	A	16	N	9792	6.33	53.34	3.37	7	MON	FEB	N	9986	6.51	52.85	3.44	18	WED	APR
07	057	LA	R	3.167	77	B	17	S	7705	5.31	71.01	3.77	5	WED	MAR	S	7115	6.25	55.73	3.48	17	FRI	MAY
05	058	SLO		1.87	235	A	16	W	177	8.12	81.57	6.62	7	THU	SEP	E	303	14.96	75.75	11.34	15	SUN	SEP
06	058	KER		15.41	71	B	15	W	18	18.12	66.67	12.08	10	THU	MAY	W	17	18.79	60.71	11.41	15	FRI	FEB
06	058	KER		15.42	72	A	15	W	397	23.64	94.98	22.46	5	MON	NOV	E	343	21.49	90.26	19.4	16	WED	NOV
06	058	KER		28.12	73	A	15	W	749	15.26	89.7	13.69	5	THU	NOV	E	693	15.33	82.6	12.66	16	MON	NOV
06	058	KER		39.96	9	B	17	W	361	8.33	80.58	6.71	5	TUE	AUG	E	428	10.6	75.09	7.96	16	THU	NOV
06	058	KER		39.97	10	A	15	W	575	10.27	91.85	9.44	5	MON	NOV	E	449	10.98	67.12	7.37	16	THU	NOV
06	058	KER		51.63	163	B	15	W	2290	8.46	52.39	4.43	12	MON	FEB	W	2339	8.67	52.25	4.53	15	FRI	FEB
06	058	KER	R	57.41	332	A	15	W	2248	6.6	64.38	4.25	7	WED	MAY	W	2472	7.42	63	4.67	15	TUE	MAY
06	058	KER	R	65.68	972	B	16	E	1127	8.35	58.52	4.89	11	FRI	FEB	E	1273	9.4	58.72	5.52	14	FRI	MAR
06	058	KER		69.75	77	B	15	E	955	7.44	56.05	4.17	12	FRI	AUG	E	1183	8.23	62.76	5.16	17	FRI	NOV
09	058	KER	R	107.5	969	B	17	E	1135	9.22	51.97	4.79	12	FRI	DEC	W	1276	8.9	60.53	5.39	15	WED	JUL
09	058	KER	M	111.1	910	A	17	E	645	8.47	54.38	4.6	11	FRI	JUN	W	770	8.39	65.48	5.5	16	MON	MAR
09	058	KER	R	142.9	953	A	17	E	797	8.45	61.12	5.17	11	FRI	MAR	E	850	8.43	65.39	5.51	13	FRI	FEB
08	058	SBD	R	20.64	607	B	16	E	666	8.72	65.04	5.67	10	FRI	JUN	W	694	8.41	70.31	5.91	14	MON	FEB
10	059	MER		33.71	257	B	16	S	136	10.23	63.85	6.53	12	SUN	NOV	S	159	12.2	62.6	7.64	15	SUN	AUG
07	060	LA	R	2.22	98	O	17	E	7758	6.53	54.77	3.57	12	FRI	SEP	E	8386	5.93	65.18	3.86	18	MON	OCT
07	060	LA	R	7.774	499	A	16	W	8141	6.45	56.9	3.67	7	WED	JUL	W	7719	6.59	52.76	3.48	14	SUN	JUL
07	060	LA		10.6	100	B	16	W	8955	5.9	62.69	3.7	6	THU	JUL	W	8674	6.58	54.47	3.58	14	SUN	MAR

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE # 16				
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
07	060	LA		12.2	101	A	15	E	8589	6.17	54.12	3.34	12	WED	MAR	E	9131	6.91	51.3	3.55	17	MON	SEP
07	060	LA		20.92	102	A	17	W	16484	6.02	60.22	3.63	6	MON	JUN	W	16274	7.03	50.93	3.58	13	SUN	MAY
07	060	LA	R	25.46	607	B	16	W	12466	6.21	54.34	3.37	7	THU	FEB	E	12226	5.73	57.67	3.31	18	MON	MAY
08	060	RIV	R	1.564	714	B	15	W	7044	6.96	52.78	3.67	7	THU	JAN	W	7552	7.38	53.41	3.94	16	WED	FEB
04	061	ALA		18.52	131	A	15	N	2320	9.85	57.87	5.7	8	THU	MAR	S	2124	10.18	51.28	5.22	17	THU	SEP
08	062	SBD		125.8	986	A	17	W	311	13.32	81.41	10.85	9	SUN	JUN	W	295	13.6	75.64	10.29	16	SUN	JUN
06	063	TUL		0	21	A	17	N	926	7.37	58.5	4.31	12	SUN	DEC	S	1125	9.41	55.67	5.24	17	THU	DEC
06	063	TUL		4.01	78	B	17	N	963	8.39	53.26	4.47	12	SUN	MAR	S	1159	9.76	55.11	5.38	17	MON	DEC
06	063	TUL	L	7.97	79	B	17	N	1525	8.98	51.75	4.64	12	THU	DEC	N	1609	8.92	54.97	4.9	13	MON	DEC
06	063	TUL		7.98	80	A	17	N	1046	7.27	57.44	4.18	7	WED	MAR	S	1269	9.12	55.61	5.07	17	TUE	DEC
06	063	TUL		15.11	81	A	17	S	354	8.17	59.6	4.87	12	SUN	JUN	N	383	8.82	59.75	5.27	15	SUN	DEC
06	063	TUL		23.57	82	B	17	N	578	8.54	56.06	4.78	7	FRI	DEC	S	654	10.41	51.99	5.41	16	FRI	DEC
06	063	TUL	R	25.55	83	A	17	N	131	10.53	62.09	6.54	8	THU	MAR	S	127	10.58	59.91	6.34	15	TUE	MAR
06	065	KER	R	0	20	A	17	N	961	9.13	62.28	5.69	7	FRI	DEC	S	1099	10.19	63.82	6.5	15	FRI	OCT
06	065	KER		2.9	188	B	17	N	652	8.7	72.77	6.33	6	WED	NOV	S	568	9.29	59.35	5.51	16	TUE	NOV
06	065	KER		11.86	662	B	17	S	449	7.93	69.29	5.49	8	FRI	NOV	N	476	9.9	58.84	5.82	17	FRI	NOV
06	065	KER		23.19	621	B	17	S	450	10.15	59.21	6.01	6	THU	OCT	N	454	9.75	62.19	6.06	15	MON	MAY
06	065	TUL	R	14.07	606	A	17	S	858	8.86	82.66	7.32	6	THU	NOV	N	804	10.28	66.78	6.86	16	WED	NOV
06	065	TUL		18.16	85	A	17	S	1368	8.21	58.39	4.79	8	THU	NOV	N	1615	9.03	62.67	5.66	17	WED	NOV
06	065	TUL		18.16	410	B	17	S	855	7.13	78.51	5.6	6	THU	NOV	N	915	9.43	63.54	5.99	17	FRI	NOV
06	065	TUL	R	20.14	665	A	17	S	1292	8.96	62	5.56	7	WED	NOV	N	1207	9.88	52.55	5.19	15	FRI	MAY
06	065	TUL		23.33	973	B	17	S	1119	8.55	55.73	4.77	7	TUE	SEP	N	1190	9.28	54.59	5.07	17	TUE	DEC
06	065	TUL		30.54	40	B	17	N	1036	5.97	76.35	4.55	5	WED	MAY	S	1088	9.03	52.94	4.78	17	THU	NOV
06	065	TUL		30.54	623	A	17	N	675	6.18	75.67	4.67	5	WED	MAY	S	684	8.48	55.88	4.74	13	SUN	MAY
06	065	TUL		39.58	86	B	17	S	557	6.69	87.17	5.83	7	TUE	AUG	S	576	9.96	60.57	6.03	15	WED	MAY
03	065	PLA	R	4.863	289	A	16	N	4284	7.08	51.55	3.65	12	WED	NOV	N	4423	7.4	50.9	3.77	15	MON	APR
03	065	PLA	R	9.569	291	B	17	S	3251	7.33	53.41	3.92	7	WED	SEP	N	3357	7.47	54.11	4.04	17	WED	FEB
03	065	PLA	R	24.26	303	O	15	N	918	8.19	54.22	4.44	7	TUE	MAR	N	1086	9.33	56.27	5.25	16	FRI	JUN
03	065	YUB	R	0	303	O	15	N	918	8.19	54.22	4.44	7	TUE	MAR	N	1086	9.33	56.27	5.25	16	FRI	JUN
03	065	YUB	R	6.884	294	B	15	S	834	8.34	54.91	4.58	7	WED	MAR	N	958	9.61	54.74	5.26	16	FRI	MAR
03	065	YUB	R	9.177	295	B	17	S	1108	9.73	55.15	5.37	7	WED	SEP	N	1079	9.59	54.5	5.23	15	FRI	MAY
11	067	SD	R	2.149	736	A	17	S	2988	7.33	57.06	4.18	7	WED	MAR	N	3422	8.85	54.13	4.79	16	THU	APR
11	067	SD	R	4.832	820	B	17	S	2599	7.21	59.31	4.27	7	THU	MAY	N	2805	8.31	55.51	4.61	15	WED	MAR

OTM32420			CALTRANS TRAFFIC VOLUMES																	PAGE # 17			
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	MNTH	Dir	PM PEAK			HR	DAY	MNTH		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
11	067	SD		6.67	821	A	17	N	1428	9.19	67.9	6.24	7	WED	FEB	S	1219	8.59	62.04	5.33	16	MON	JUN
11	067	SD		15.2	972	A	17	S	1639	7.37	85.37	6.29	6	WED	AUG	N	1597	8.45	72.56	6.13	16	WED	AUG
05	068	MON	L	4.264	263	B	16	E	1278	8.73	53.68	4.69	8	MON	APR	E	1450	10.05	52.92	5.32	15	THU	APR
03	070	SUT	R	.051	610	A	17	W	1229	8.68	73.33	6.37	6	TUE	NOV	E	1105	9.15	62.54	5.72	16	FRI	SEP
03	070	SUT		8.298	614	O	17	W	1268	8.68	71.6	6.22	6	TUE	MAY	E	1168	9.23	62.03	5.73	15	FRI	SEP
03	070	YUB		0	614	O	17	W	1268	8.68	71.6	6.22	6	TUE	MAY	E	1168	9.23	62.03	5.73	15	FRI	SEP
03	070	YUB	R	7.345	616	B	15	W	800	6.72	65.31	4.39	10	MON	SEP	E	954	9.15	57.23	5.24	16	FRI	AUG
03	070	YUB	R	9.282	617	B	17	E	2050	8.77	53.22	4.67	7	TUE	MAY	E	2090	8.82	54.01	4.76	15	FRI	MAR
03	070	YUB		13.60	620	O	17	E	2497	7.28	54.45	3.96	7	THU	OCT	W	2777	8.24	53.47	4.41	16	FRI	MAR
03	070	YUB		25.82	340	O	17	W	643	7.72	56.31	4.34	11	SUN	MAY	E	733	9.51	52.1	4.95	15	FRI	JUN
03	070	BUT		0	340	O	17	W	643	7.72	56.31	4.34	11	SUN	MAY	E	733	9.51	52.1	4.95	15	FRI	JUN
03	070	BUT		4.06	627	A	17	W	675	7.79	52.82	4.11	12	FRI	JUL	W	804	8.75	56.03	4.9	16	THU	MAY
03	070	BUT		4.06	628	B	17	E	633	8.24	53.19	4.38	11	SAT	JUL	W	711	9.25	53.22	4.92	14	FRI	JUL
03	070	BUT		13.90	630	B	15	E	713	8.07	55.02	4.44	7	TUE	MAY	W	830	9.87	52.33	5.17	16	FRI	APR
03	070	BUT		20.10	636	B	17	W	1456	10.4	54.9	5.71	7	WED	NOV	E	1356	9.76	54.48	5.32	16	MON	MAY
03	070	BUT	R	21.87	637	B	16	W	461	8.38	70.38	5.9	7	TUE	MAR	E	434	9.76	56.88	5.55	16	FRI	SEP
03	070	BUT	R	21.87	638	A	16	W	186	8.14	72.37	5.89	7	FRI	FEB	E	201	9.98	63.81	6.37	16	TUE	MAR
02	070	PLU		33.03	306	B	16	W	131	14.01	71.2	9.98	11	SUN	AUG	W	120	13.86	65.93	9.14	14	SUN	AUG
02	070	PLU		43.09	287	B	16	E	351	11.05	52.55	5.8	12	TUE	FEB	E	336	10.7	51.93	5.56	15	FRI	NOV
02	070	PLU		43.79	122	B	16	E	644	11.85	53.22	6.3	12	FRI	AUG	E	574	10.6	53	5.62	13	THU	AUG
02	070	PLU		45.25	200	O	17	E	473	10.9	53.63	5.85	12	TUE	DEC	E	477	9.85	59.85	5.89	17	TUE	AUG
02	070	PLU	R	66.63	123	A	16	E	266	12.54	60.32	7.56	12	MON	MAY	E	251	11.4	62.59	7.14	13	MON	MAY
02	070	PLU	R	66.63	255	B	16	W	190	12.54	53.98	6.77	12	THU	AUG	W	192	10.08	67.85	6.84	18	FRI	AUG
02	070	PLU		75.96	288	B	17	E	403	10.19	57.82	5.89	12	MON	SEP	W	416	10.79	56.37	6.08	15	FRI	AUG
02	070	PLU		81.28	207	O	17	E	262	14.13	54.36	7.68	12	SUN	JUL	E	262	12.22	62.83	7.68	14	MON	SEP
02	070	LAS		3.889	125	B	16	E	372	13.31	66.55	8.86	12	SUN	AUG	W	388	13.41	68.92	9.24	16	FRI	MAY
07	071	LA	R	.9	105	A	15	N	3150	5.45	65.6	3.57	6	TUE	NOV	S	3198	7	51.82	3.63	17	TUE	MAR
08	071	SBD	R	6.52	881	B	16	S	3023	7.69	52.15	4.01	11	THU	OCT	S	3563	8.38	56.38	4.72	16	WED	MAR
08	071	SBD	R	7.983	938	B	17	N	4706	5.87	94.14	5.53	3	SAT	MAR	N	3613	7.87	53.9	4.24	17	FRI	JUL
12	072	ORA		11.60	936	B	16	S	1422	7.18	60.69	4.35	7	WED	DEC	N	1519	8.8	52.89	4.65	17	TUE	MAY
12	073	ORA		11.76	916	B	17	N	3324	10.64	72.86	7.75	8	WED	OCT	S	2828	10.3	64.05	6.59	17	FRI	MAR
12	073	ORA	R	26.58	918	A	16	S	5488	7.77	56.04	4.36	7	THU	MAY	N	6457	9.06	56.56	5.12	16	THU	JAN
12	074	ORA		9.38	74	B	17	W	6586	50.78	97.35	49.44	7	FRI	MAR	E	1238	11.31	82.21	9.29	16	FRI	JAN

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE # 18				
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14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					1 WAY	%	%					
									PHV	K	D	KD				PHV	K	D	KD				
08	074	RIV		27.54	819	A	16	W	1054	7.39	59.11	4.37	7	WED	SEP	E	1015	7.8	53.96	4.21	16	THU	MAR
08	074	RIV		29.8	949	A	16	W	1370	9	51.33	4.62	7	WED	JUN	W	2440	10.75	76.51	8.23	19	WED	MAR
08	074	RIV		44.74	948	A	16	W	678	8.18	55.48	4.54	12	SUN	SEP	E	720	8.39	57.42	4.82	17	WED	MAR
11	075	SD		10.99	823	A	17	N	2691	14.34	95.8	13.74	6	TUE	OCT	S	1767	10.7	84.34	9.02	16	THU	OCT
11	075	SD		17.46	717	B	17	N	2485	11.39	94.09	10.72	6	WED	NOV	S	1938	10.6	78.85	8.36	16	TUE	OCT
11	075	SD		19.59	825	B	17	S	1365	6.89	72.03	4.96	7	THU	DEC	S	1313	7.09	67.33	4.77	16	FRI	DEC
11	075	SD	R	22.26	826	B	17	S	4281	7.47	72.58	5.42	6	TUE	DEC	N	4753	8.9	67.72	6.02	15	THU	OCT
11	076	SD	R	0	700	A	17	W	2465	7.07	67.96	4.81	7	TUE	MAY	E	2305	6.79	66.24	4.49	16	THU	OCT
11	076	SD	R	6.721	827	B	17	E	1931	8	52.54	4.2	12	SAT	FEB	W	2511	10.42	52.44	5.46	17	WED	FEB
11	076	SD	R	6.721	828	A	17	W	2488	9.18	54.19	4.98	7	FRI	SEP	W	1879	7.11	52.84	3.76	15	FRI	AUG
11	076	SD	R	9.49	663	B	17	W	1863	7.39	63.11	4.67	7	WED	MAR	E	2061	8.14	63.44	5.16	16	THU	SEP
11	076	SD		12	829	B	17	W	2365	7.52	68.71	5.17	7	TUE	SEP	E	2397	8.36	62.67	5.24	17	THU	AUG
11	076	SD	R	17.30	101	A	17	E	705	6.92	67.59	4.68	11	MON	DEC	E	1819	15.24	79.19	12.07	16	FRI	NOV
11	076	SD		32.87	831	B	17	W	441	8.12	66.82	5.43	9	FRI	JUN	W	603	9.16	81.05	7.42	20	SUN	JUL
11	076	SD		52.32	832	B	17	E	181	18.41	59.54	10.96	11	SUN	DEC	W	144	12.78	68.25	8.72	14	SUN	DEC
04	077	ALA		.098	29	A	15	S	939	6.38	68.64	4.38	7	THU	JUN	N	852	7	56.76	3.97	18	MON	JUN
11	078	SD		.024	200	A	17	E	4604	6.8	56.9	3.87	12	FRI	SEP	E	5766	7.57	64.02	4.85	17	WED	MAY
11	078	SD		1.498	983	B	17	W	4764	6.81	55.8	3.8	7	WED	MAY	E	5093	7.47	54.34	4.06	16	THU	SEP
11	078	SD		4.384	971	A	17	W	5084	6.93	54.5	3.77	7	TUE	AUG	W	5163	7.19	53.32	3.83	16	THU	JUN
11	078	SD		10.61	677	X	16	E	4995	7.83	55.98	4.38	7	WED	MAY	E	4367	7.12	53.82	3.83	14	SAT	MAY
11	078	SD		10.61	985	B	17	E	5482	7.8	51.29	4	7	TUE	MAY	W	5577	7.17	56.75	4.07	16	WED	NOV
11	078	SD		10.61	986	A	17	E	5689	7.53	53.68	4.04	7	TUE	SEP	W	5664	6.94	58.01	4.02	16	MON	MAY
11	078	SD		15.49	987	A	17	E	5993	6.76	52.57	3.56	12	FRI	DEC	E	6664	7.14	55.39	3.95	16	TUE	JUN
11	078	SD	N	17.68	877	B	17	W	2005	5.21	66.22	3.45	6	FRI	FEB	E	2645	7.47	60.97	4.55	16	TUE	SEP
11	078	SD	T	19.09	878	B	17	W	820	7.62	66.94	5.1	7	TUE	MAY	E	799	8.59	57.9	4.97	17	TUE	AUG
11	078	SD	R	22.56	837	A	17	E	766	10.67	72.2	7.7	10	SAT	OCT	W	951	11.64	82.2	9.56	17	SAT	OCT
11	078	SD		35.52	838	B	17	W	468	6.27	72.45	4.54	12	FRI	DEC	E	495	8.71	55.12	4.8	16	THU	APR
11	078	SD		35.52	839	A	17	W	1137	9.44	55.28	5.22	12	SAT	MAY	E	1172	8.08	66.55	5.38	17	THU	AUG
11	078	SD		51.11	711	B	17	W	580	17.57	57.88	10.17	12	SUN	APR	W	679	22.92	51.95	11.91	14	SUN	JAN
11	078	SD		58.13	712	B	17	E	405	13.05	57.86	7.55	12	SUN	JAN	W	420	13.35	58.66	7.83	15	SUN	MAR
11	078	SD		70.01	973	A	17	E	220	23.96	69.62	16.68	12	SAT	MAR	W	260	29.95	65.82	19.71	15	SAT	MAR
11	078	IMP		13.17	965	B	17	E	113	25.16	55.67	14	12	SUN	MAR	W	99	23.42	52.38	12.27	14	FRI	DEC
11	078	IMP	R	9.203	653	A	17	W	430	7.25	72.03	5.22	9	SUN	NOV	E	461	8.77	63.85	5.6	17	FRI	MAR

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08/15/2018				LATEST TRAFFIC YEAR SELECTED																			
14:59:55				PEAK HOUR VOLUME DATA																			
DI	RTE	CO	PRE	PM CS		LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					1 WAY	%	%					
									PHV	K	D					PHV	K	D					
11	078	IMP	R	12.89	679	X	17	E	432	7.23	74.74	5.4	8	SAT	MAR	E	464	9.55	60.73	5.8	14	WED	NOV
11	078	IMP	R	12.89	860	A	17	E	491	6.64	72.96	4.85	9	SAT	SEP	E	585	8.23	70.14	5.78	14	SAT	NOV
11	078	IMP	R	12.89	875	B	17	E	445	7.33	69.53	5.09	10	SAT	NOV	E	495	8.72	64.96	5.67	14	FRI	JAN
11	078	IMP		15.50	872	B	17	W	600	8.74	68.34	5.97	11	MON	JAN	E	599	10.6	56.24	5.96	16	TUE	NOV
11	078	IMP		18.65	843	A	17	W	303	14.1	65.3	9.2	11	SAT	NOV	E	275	13.58	61.52	8.35	16	FRI	OCT
11	078	IMP		21.02	719	A	17	W	216	14.63	79.12	11.58	8	MON	JAN	W	216	15.22	76.06	11.58	14	MON	JAN
11	078	IMP		80.74	844	B	17	E	145	11.34	73.6	8.35	10	SUN	NOV	W	143	11.23	73.33	8.23	13	WED	JUN
08	078	RIV		9.352	775	A	17	W	117	11.23	65.36	7.34	12	FRI	JUN	W	121	10.79	70.35	7.59	13	SUN	JUL
08	078	RIV		16.17	841	B	17	W	148	11.13	52.67	5.86	11	THU	DEC	W	152	10.1	59.61	6.02	14	THU	FEB
11	079	SD	L	.044	713	A	17	N	390	11.64	59.45	6.92	12	SUN	JAN	S	486	14.23	60.6	8.62	15	SAT	SEP
11	079	SD		20.22	847	B	17	N	293	15.56	59.31	9.23	11	SAT	MAR	S	323	14.4	70.68	10.18	14	SUN	JAN
11	079	SD		20.23	848	A	17	S	347	15.63	70.39	11	11	SUN	SEP	S	315	16.93	58.99	9.99	13	SUN	SEP
11	079	SD		27.37	849	A	17	S	504	23.15	64.37	14.9	12	SUN	MAR	S	489	19.81	72.99	14.45	13	SUN	MAR
08	079	RIV	R	19.16	952	B	16	S	476	8.3	55.16	4.58	7	WED	SEP	S	611	9.98	58.86	5.88	14	FRI	MAR
04	080	ALA		1.989	500	A	17	W	9749	4.47	83.05	3.71	5	WED	MAR	E	8926	6.08	55.91	3.4	14	THU	MAY
04	080	CC		.216	546	B	15	W	6945	5.24	75.28	3.94	6	FRI	MAY	E	6471	6.36	57.8	3.67	14	TUE	FEB
04	080	CC		7.615	902	O	17	W	7071	3.98	82.06	3.27	5	TUE	APR	E	6685	5.1	60.57	3.09	13	THU	SEP
04	080	CC		10.02	548	B	15	W	7158	6.96	61.88	4.3	7	THU	MAY	E	7562	7.49	60.69	4.55	17	WED	AUG
04	080	SOL		1.144	308	B	15	E	4548	6.97	56.2	3.92	12	SAT	AUG	E	4598	6.83	58.01	3.96	17	FRI	MAY
04	080	SOL		3.494	329	A	15	E	5618	7.01	51.67	3.62	10	SAT	MAY	E	5714	6.92	53.23	3.68	17	TUE	MAY
04	080	SOL		8.103	333	A	15	W	4798	7.45	52.52	3.91	10	SAT	MAY	E	5000	7.26	56.2	4.08	16	MON	AUG
04	080	SOL		20.93	331	B	15	W	7802	6.97	64.34	4.49	7	MON	MAY	W	7513	7.28	59.36	4.32	19	SUN	AUG
04	080	SOL		23.96	335	A	15	W	7068	6.45	58.93	3.8	7	MON	MAY	E	7530	7.03	57.6	4.05	17	THU	FEB
04	080	SOL	R	27.17	359	A	15	W	6340	7.81	50.47	3.94	12	SAT	MAY	W	6605	7.51	54.66	4.11	15	SUN	MAY
04	080	SOL	R	27.24	332	B	15	E	6756	7.69	52	4	11	SAT	AUG	W	6823	7.58	53.31	4.04	16	SUN	MAY
03	080	YOL	R	9.905	970	A	17	W	4191	8.02	55.56	4.45	7	WED	MAY	E	4800	7.98	63.96	5.1	16	FRI	JUL
03	080	YOL	R	11.72	972	O	17	W	4605	7.64	62.9	4.8	7	THU	MAY	E	5189	9.05	59.8	5.41	16	WED	MAY
03	080	SAC	M	0	972	O	17	W	4605	7.64	62.9	4.8	7	THU	MAY	E	5189	9.05	59.8	5.41	16	WED	MAY
03	080	SAC		12.48	444	B	16	W	9883	6.03	67.21	4.05	6	MON	NOV	E	10321	7.5	56.44	4.23	16	WED	JUL
03	080	PLA		.268	450	A	15	E	7498	7.42	55.12	4.09	7	WED	APR	E	7725	7.85	53.74	4.22	16	FRI	JUN
03	080	PLA		3.661	452	B	15	W	6884	6.65	57.33	3.81	11	MON	MAY	E	7890	7.75	56.38	4.37	15	THU	JUL
03	080	PLA		7.421	451	A	15	W	4613	7.99	59.75	4.77	11	MON	JUL	E	4676	8.4	57.59	4.84	16	FRI	JAN
03	080	PLA		14.30	455	A	17	E	4465	8.11	61.74	5.01	9	SAT	JUL	E	4555	9.28	55.05	5.11	15	FRI	SEP

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE # 20				
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					1 WAY	%	%					
									PHV	K	D	KD				PHV	K	D	KD				
03	080	PLA		17.54	454	A	17	W	3760	10.73	51.41	5.52	12	FRI	DEC	E	3854	9.74	58.09	5.66	15	FRI	APR
03	080	PLA	R	18.94	456	A	17	W	3706	8.27	67.44	5.58	10	MON	SEP	W	3778	8.75	65.05	5.69	16	SUN	MAR
03	080	PLA	R	21.13	457	A	17	W	3367	10.04	64.11	6.43	12	SUN	MAR	W	3296	10.98	57.35	6.3	13	SUN	JUL
03	080	PLA	R	23.43	458	O	16	W	3060	10.95	67.94	7.44	10	TUE	JUL	W	3051	10.78	68.79	7.42	15	SUN	FEB
03	080	PLA	R	26.21	325	A	17	W	2998	11.62	61.02	7.09	12	SUN	JUL	E	3007	11.15	63.83	7.11	13	SAT	JUL
03	080	PLA		33.13	460	B	17	W	2709	12.65	61.17	7.73	12	SUN	JUN	W	2769	11.43	69.16	7.91	15	SUN	MAY
03	080	PLA		33.13	461	A	17	W	2526	15.86	53.57	8.5	12	FRI	DEC	W	2636	12.86	68.93	8.87	14	SUN	APR
03	080	PLA		43.17	459	A	17	E	2651	12.11	73.78	8.93	9	SAT	SEP	W	2663	12.81	70.06	8.97	14	SUN	MAR
03	080	NEV	R	2.476	757	A	15	W	2607	11.86	75.3	8.93	12	MON	JAN	W	2539	12.2	71.3	8.7	15	SUN	MAR
03	080	NEV	R	5.066	755	A	16	W	2975	13.16	72.67	9.56	10	TUE	JUL	E	2676	14.79	58.14	8.6	16	SAT	DEC
03	080	NEV	R	9.007	758	B	16	W	3016	12.62	77.25	9.75	12	SUN	FEB	W	2655	14.27	60.11	8.58	14	SUN	JUL
03	080	NEV	R	9.007	759	A	16	W	3005	13.35	73.62	9.82	10	TUE	JUL	W	2655	14.27	60.83	8.68	14	SUN	AUG
03	080	NEV		20.23	762	B	17	W	1944	10.9	56.1	6.12	10	SUN	SEP	E	2027	10.19	62.56	6.38	16	THU	DEC
04	082	SCL	R	11.14	180	B	15	N	1300	9.79	70.73	6.93	8	WED	OCT	S	1516	11.15	72.47	8.08	17	THU	JUL
04	082	SM		6.57	184	A	15	S	1293	8.89	55.81	4.96	12	TUE	JUL	N	1476	9.89	57.25	5.66	17	TUE	OCT
04	082	SM		12.96	185	B	15	S	1330	9.41	56.6	5.33	8	MON	JAN	S	1333	9.98	53.51	5.34	17	WED	JUL
04	082	SM		21.91	187	A	15	N	839	10.47	50.54	5.29	11	SAT	APR	S	943	11.42	52.07	5.94	13	SAT	APR
08	083	SBD	R	0	805	A	17	S	1623	5.39	84.62	4.56	6	THU	MAR	N	1710	7.36	65.27	4.8	17	MON	FEB
08	083	SBD		5.42	869	A	16	S	1123	6.09	69.67	4.24	6	THU	AUG	N	1393	8.76	60.12	5.26	16	FRI	NOV
08	083	SBD		8.879	886	A	17	N	1063	7.74	50.4	3.9	8	TUE	NOV	N	1223	8.74	51.37	4.49	17	THU	DEC
04	084	SM		0	55	A	15	S	252	25.25	62.07	15.67	12	SUN	OCT	N	429	32.28	82.66	26.68	17	SAT	OCT
04	084	SM		14.95	189	B	15	S	359	15.36	70.95	10.9	12	SAT	OCT	N	505	19.37	79.15	15.33	17	SAT	OCT
04	084	SM		14.95	190	A	15	S	460	13.42	69.07	9.27	12	SUN	OCT	N	577	17.23	67.49	11.63	15	SUN	OCT
04	084	SM		21.54	202	A	15	S	1897	10.52	52.96	5.57	8	MON	OCT	S	1927	10.7	52.9	5.66	17	THU	OCT
04	084	SM	R	25.81	468	A	15	S	2897	10.25	65.25	6.69	7	WED	OCT	N	2665	9.57	64.33	6.15	17	TUE	OCT
04	084	ALA	R	26.22	456	A	15	N	1753	7.73	56.9	4.4	11	SAT	APR	S	1865	7.2	64.96	4.68	17	TUE	JUL
03	084	YOL		11.77	343	B	17	N	113	12.93	73.38	9.49	7	MON	JUL	S	132	17.72	62.56	11.08	17	FRI	JUL
04	085	SCL	R	22.16	446	O	16	N	4440	7.64	69.47	5.31	8	THU	FEB	S	3880	7.28	63.72	4.64	18	THU	MAY
11	086	IMP	R	0	850	A	17	S	218	7.64	51.05	3.9	7	WED	SEP	S	275	8.75	56.24	4.92	17	FRI	SEP
11	086	IMP		6.006	851	B	17	S	1033	9.1	51.86	4.72	12	WED	MAR	S	1076	8.65	56.87	4.92	15	FRI	JUN
11	086	IMP	L	8.525	961	B	17	N	826	8.47	57.24	4.85	12	WED	APR	N	846	9.46	52.48	4.96	15	FRI	MAY
11	086	IMP		15.32	960	B	17	N	585	8.03	52.23	4.19	12	FRI	SEP	S	710	9.76	52.17	5.09	17	FRI	FEB
11	086	IMP		20.63	852	B	17	N	572	8.42	55.32	4.66	12	FRI	OCT	N	651	9.1	58.28	5.3	16	FRI	MAR

OTM32420				CALTRANS TRAFFIC VOLUMES														PAGE # 21					
08/15/2018				LATEST TRAFFIC YEAR SELECTED																			
14:59:55				PEAK HOUR VOLUME DATA																			
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
11	086	IMP	R	24.06	652	B	17	N	263	9.12	55.6	5.07	10	MON	FEB	N	285	10.57	52.01	5.5	14	FRI	FEB
11	086	IMP		28.01	656	A	17	N	656	7.85	70.77	5.56	12	SUN	NOV	N	655	7.14	77.7	5.55	13	SUN	OCT
11	086	IMP		43.56	854	B	17	S	670	7.56	71.66	5.42	8	SAT	APR	N	658	8.51	62.49	5.32	14	MON	FEB
11	086	IMP		63.63	962	A	17	S	933	9.22	65.57	6.04	11	SAT	MAR	S	938	9.95	61.07	6.08	14	SAT	MAR
11	086	IMP		67.82	963	B	17	N	773	7.83	64.52	5.05	11	SUN	NOV	S	877	9.5	60.32	5.73	14	FRI	MAR
08	086	RIV	R	16.74	778	B	17	S	917	7.43	55.54	4.13	12	FRI	MAR	S	1057	8.82	53.93	4.76	15	FRI	FEB
10	088	SJ		.4	53	A	16	E	817	6.38	71.11	4.54	5	THU	MAY	W	881	7.77	63.02	4.89	16	MON	FEB
10	088	SJ		9.61	329	A	17	E	511	8.08	64.2	5.19	9	SAT	JUL	W	608	9.01	68.47	6.17	17	MON	JAN
10	088	SJ		9.61	330	B	17	E	471	8.62	61.09	5.26	11	SAT	JUL	W	568	10.42	60.94	6.35	13	MON	MAY
10	088	SJ		19.17	90	A	16	E	765	9.27	60.76	5.63	12	SAT	DEC	W	849	9.87	63.36	6.25	16	MON	FEB
10	088	AMA		5.527	25	B	16	W	515	8.77	62.35	5.46	12	MON	JUL	W	689	9.74	75.05	7.31	17	MON	SEP
10	088	AMA		5.527	66	A	16	W	408	9.91	60.62	6.01	11	MON	MAY	W	566	11.12	74.97	8.34	17	SUN	JAN
10	088	AMA		9.309	75	A	16	E	703	8.12	61.94	5.03	11	SAT	JUN	W	818	8.54	68.51	5.85	17	SUN	FEB
09	089	MNO		0	952	A	17	N	59	37.17	60.83	22.61	12	FRI	JUL	S	54	34.87	59.34	20.69	13	SUN	MAY
10	089	ALP		23.97	653	O	15	S	372	17.03	68.26	11.62	10	FRI	JUL	N	706	31.66	69.69	22.06	17	THU	JUL
03	089	ED		0	653	O	15	S	372	17.03	68.26	11.62	10	FRI	JUL	N	706	31.66	69.69	22.06	17	THU	JUL
03	089	ED		8.55	655	B	16	N	323	11.3	57.47	6.5	12	SAT	AUG	N	360	13.66	53.02	7.24	15	FRI	JUL
03	089	ED		11.69	654	B	15	N	435	13.33	60.75	8.1	12	SAT	FEB	S	453	16.72	50.45	8.43	14	SAT	OCT
03	089	PLA	T	8.569	667	A	17	N	858	12.58	58.65	7.38	9	WED	JUL	S	803	12.25	56.35	6.9	16	FRI	JUN
03	089	PLA		13.06	668	O	15	N	638	10.36	62.06	6.43	11	SUN	JAN	N	659	10.83	61.3	6.64	15	SUN	JAN
03	089	PLA		13.72	659	A	17	N	1040	12.76	71.68	9.15	9	MON	SEP	N	1152	12.31	82.29	10.13	16	SUN	FEB
03	089	SIE		19.96	218	B	17	N	135	16.28	80.84	13.16	9	MON	SEP	N	128	18.52	67.37	12.48	14	SUN	AUG
03	089	SIE		19.96	664	A	17	N	106	22.79	58.89	13.42	11	FRI	JUN	S	95	16.96	70.9	12.03	15	SUN	OCT
03	089	SIE		23.08	665	A	15	N	44	11.99	57.14	6.85	12	FRI	NOV	N	38	11.06	53.52	5.92	15	FRI	NOV
02	089	PLU		8.71	126	B	16	N	197	14.78	58.28	8.61	11	SUN	AUG	S	187	14.78	55.33	8.18	13	FRI	AUG
02	089	PLU		8.72	127	A	16	S	149	9.56	74.87	7.16	7	FRI	NOV	N	148	10.67	66.67	7.11	17	WED	AUG
02	089	PLU		20.47	259	B	16	S	175	10.59	59.73	6.33	11	SUN	AUG	N	170	11.57	53.13	6.15	15	FRI	MAY
02	089	PLU	R	42.19	129	B	16	N	161	13.49	69.4	9.36	10	SUN	AUG	S	164	18.37	51.9	9.53	14	FRI	AUG
02	089	TEH	R	.01	130	A	16	N	95	30.67	77.24	23.69	10	SAT	AUG	S	98	29.93	81.67	24.44	17	SUN	AUG
02	089	SHA		21.72	195	B	17	N	220	18.59	63.58	11.82	12	SUN	AUG	S	143	12.84	59.83	7.68	13	WED	AUG
02	089	SHA		30	242	O	17	S	130	15.73	58.3	9.17	12	THU	AUG	N	131	16.64	55.51	9.24	13	MON	AUG
02	089	SIS		24.75	293	A	17	S	167	10.22	62.08	6.35	11	FRI	NOV	S	165	10.38	60.44	6.27	15	WED	NOV
02	089	SIS	R	34.36	227	B	17	S	238	8.53	83.51	7.12	8	SAT	FEB	N	262	12.9	60.79	7.84	14	SUN	AUG

OTM32420				CALTRANS TRAFFIC VOLUMES														PAGE # 22					
08/15/2018				LATEST TRAFFIC YEAR SELECTED																			
14:59:55				PEAK HOUR VOLUME DATA																			
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
07	091	LA	R	7.426	904	A	17	W	7989	6.71	60.43	4.06	6	THU	JUN	E	7172	6.64	54.81	3.64	15	SAT	MAR
07	091	LA	R	16.3	127	B	16	E	9732	6.27	57.51	3.6	7	THU	SEP	E	9678	5.71	62.77	3.58	14	FRI	OCT
12	091	ORA	R	1.317	226	O	16	W	9160	6.26	54.58	3.42	7	WED	JAN	E	9290	6.67	51.92	3.46	13	SAT	NOV
12	091	ORA	R	3.02	723	A	16	E	10060	6.19	59.65	3.69	6	FRI	JUL	E	10745	6.93	56.83	3.94	14	TUE	JUL
12	091	ORA		6.8	412	A	16	W	8208	7	52.41	3.67	7	WED	JAN	W	8326	6.69	55.65	3.72	16	MON	JUN
12	091	ORA	R	10.09	913	A	16	E	10297	6.34	52.04	3.3	12	SAT	JUN	W	11433	6.23	58.79	3.66	15	TUE	JUN
12	091	ORA	R	12.08	808	A	16	E	7129	5.98	68.44	4.09	10	THU	NOV	E	7238	6.52	63.71	4.15	14	SAT	OCT
12	091	ORA	R	17.97	914	A	16	W	11730	6.47	64.28	4.16	6	TUE	NOV	E	10617	5.98	62.93	3.76	18	WED	OCT
08	091	RIV		17.43	791	O	17	E	6886	6.56	54.3	3.56	7	MON	NOV	W	7097	7.03	52.24	3.67	17	WED	JUN
08	091	RIV		22.07	985	B	17	E	7554	7.38	50.38	3.72	7	TUE	APR	W	7420	6.81	53.61	3.65	16	THU	JUN
04	092	SM		5.191	56	B	15	W	1468	9.98	59.58	5.94	7	MON	JUL	E	1353	8.99	60.95	5.48	16	WED	APR
04	092	SM	T	6.52	196	A	15	E	1288	7.39	75.19	5.56	9	WED	APR	E	1228	8.39	63.14	5.3	16	SUN	JUL
04	092	SM	R	13.83	910	A	16	W	5560	6.92	74.66	5.17	6	THU	MAY	E	5313	7.31	67.59	4.94	15	THU	FEB
11	094	SD		1.416	936	A	17	W	6095	5.62	81.94	4.61	6	THU	JUL	E	7793	8.18	71.96	5.89	15	WED	MAR
11	094	SD		2.214	974	A	17	W	6998	5.7	81.7	4.66	6	WED	AUG	E	8270	8.08	68.17	5.51	16	MON	MAY
11	094	SD		8.983	990	B	17	W	7183	6.56	75.77	4.97	6	TUE	APR	E	7029	7.84	62.02	4.86	16	THU	NOV
11	094	SD	R	10.46	992	B	17	W	6570	6.34	71.65	4.54	6	TUE	APR	E	7115	8.09	60.78	4.92	17	THU	AUG
11	094	SD	R	13.33	959	B	17	W	2683	7.02	60.85	4.27	7	TUE	OCT	E	2993	8.27	57.68	4.77	17	THU	OCT
11	094	SD		38.97	856	B	17	W	569	8.92	92.82	8.28	6	WED	AUG	E	544	9.68	81.81	7.92	17	FRI	FEB
11	094	SD		38.97	857	A	17	W	105	7.64	68.63	5.24	9	TUE	MAY	W	129	12.18	52.87	6.44	15	FRI	MAY
11	094	SD		64.23	858	B	17	E	45	10.17	63.38	6.45	12	SAT	JUL	W	49	12.89	54.44	7.02	15	WED	SEP
08	095	RIV	L	.157	891	A	17	S	236	9.23	55.79	5.15	10	SAT	SEP	S	227	9.04	54.83	4.95	14	SUN	MAR
08	095	RIV		10.54	903	A	17	N	102	12.28	65.81	8.08	10	SAT	JUL	N	120	13.47	70.59	9.51	17	FRI	MAY
08	095	RIV		36.20	906	B	17	N	59	12.25	53.64	6.57	11	MON	JAN	N	67	11.02	67.68	7.46	13	FRI	FEB
08	095	SBD		9.684	848	A	17	S	437	15.32	97.11	14.87	4	TUE	MAY	S	234	9.39	84.78	7.96	22	THU	MAY
08	095	SBD		37.3	847	B	17	N	196	11.16	60.87	6.79	11	SUN	MAR	S	208	10.12	71.23	7.21	14	SUN	SEP
08	095	SBD		57.28	806	B	17	N	243	9.31	61.68	5.74	11	FRI	MAR	S	235	9.83	56.49	5.55	14	FRI	FEB
08	095	SBD	R	57.24	958	A	17	N	199	11.65	63.58	7.41	12	MON	MAR	N	208	14.37	53.89	7.74	13	SUN	MAR
08	095	SBD		80.45	959	B	17	N	213	12.09	60.86	7.36	10	SUN	MAR	S	242	12.02	69.54	8.36	13	SUN	SEP
01	096	HUM		3.59	108	O	17	W	116	9.89	58	5.73	12	THU	AUG	W	138	12.7	53.7	6.82	13	MON	AUG
02	096	SIS		41.10	135	A	17	W	109	8.71	71.24	6.21	7	TUE	AUG	E	111	11.22	56.35	6.32	13	FRI	FEB
02	096	SIS		60.76	303	O	17	W	47	11.41	61.04	6.96	9	FRI	JUL	W	49	11.85	61.25	7.26	17	TUE	NOV
02	096	SIS		103.4	137	B	17	E	62	8.93	72.09	6.44	11	FRI	NOV	E	64	10.7	62.14	6.65	15	WED	AUG

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE # 23				
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
02	096	SIS		105.8	243	B	17	E	33	10.42	60	6.25	11	THU	MAY	E	38	12.88	55.88	7.2	16	MON	AUG
02	097	SIS	L	0	268	A	17	N	547	9.93	50.05	4.97	12	MON	AUG	N	621	9.66	58.42	5.64	16	TUE	AUG
02	097	SIS	L	.429	138	A	17	N	385	8.91	56.79	5.06	12	TUE	NOV	N	464	9.83	62.03	6.1	15	TUE	AUG
02	097	SIS		20.19	183	B	17	N	364	13.75	72.51	9.97	9	FRI	AUG	N	460	15.64	80.56	12.6	17	SUN	AUG
02	097	SIS		36.15	311	B	17	S	280	9.42	59.57	5.61	11	SUN	JUL	S	354	12.04	58.9	7.09	13	SUN	NOV
02	097	SIS		50.89	269	A	17	S	227	7.58	59.89	4.54	10	FRI	NOV	N	261	9.06	57.62	5.22	13	SUN	MAY
02	097	SIS		53.81	290	B	17	N	285	9.35	62.36	5.83	10	WED	AUG	N	411	12.13	69.31	8.41	17	WED	AUG
11	098	IMP	R	.304	861	A	17	W	97	10.44	59.15	6.17	10	SAT	APR	E	134	13.05	65.37	8.53	20	SUN	APR
11	098	IMP		28.74	862	A	17	W	195	7.36	66.55	4.9	7	FRI	JAN	E	266	9.57	69.82	6.68	17	FRI	OCT
11	098	IMP		35.20	664	B	17	E	4261	47.03	95.54	44.93	8	SUN	FEB	E	3797	40.34	99.27	40.04	0	TUE	JAN
11	098	IMP		36.63	864	B	17	E	750	9.27	54.19	5.02	12	SAT	FEB	E	1013	11.23	60.41	6.78	16	WED	FEB
11	098	IMP		39.65	666	B	17	W	751	7.48	66.11	4.95	11	FRI	DEC	E	1024	10.95	61.58	6.74	17	FRI	DEC
11	098	IMP		39.65	667	A	17	W	184	8.61	68.66	5.91	7	WED	APR	W	231	10.93	67.94	7.42	15	WED	DEC
11	098	IMP		41.10	867	A	17	E	151	7.2	79.47	5.72	5	WED	DEC	W	186	9.78	72.09	7.05	15	TUE	APR
11	098	IMP	R	56.88	865	B	17	W	108	8.11	61.71	5	8	SAT	DEC	W	149	10.61	65.07	6.9	17	FRI	DEC
06	099	KER	L	.748	382	A	17	S	2465	9.58	52.89	5.07	11	SAT	MAY	N	2696	10.07	55.01	5.54	16	SUN	NOV
06	099	KER		20.2	202	O	16	N	4048	6.8	60.79	4.13	7	TUE	MAR	S	4387	8.17	54.83	4.48	17	FRI	OCT
06	099	KER		21.08	601	A	15	N	5673	7.54	60.95	4.59	7	THU	FEB	S	5351	8.36	51.83	4.33	16	FRI	FEB
06	099	KER		23.51	425	B	15	N	6605	7.39	60.36	4.46	7	THU	MAR	S	6398	7.97	54.23	4.32	17	FRI	JUN
06	099	KER		23.51	426	A	15	N	6705	7.18	60.68	4.36	7	MON	MAR	N	8078	8.85	59.32	5.25	16	THU	SEP
06	099	KER		24.60	603	A	17	N	5883	7.38	51.77	3.82	7	WED	MAY	S	6560	7.71	55.25	4.26	16	WED	JAN
06	099	KER		27.05	170	A	15	S	4972	7.7	57.24	4.41	7	TUE	SEP	S	5689	9.43	53.48	5.04	16	FRI	SEP
06	099	KER	R	29.88	90	B	15	N	4111	5.92	75.98	4.5	5	FRI	SEP	S	4700	9.33	55.09	5.14	16	FRI	SEP
06	099	KER	R	29.88	664	A	17	N	3701	6.73	69.96	4.71	6	WED	SEP	S	3879	8.96	55.07	4.93	15	FRI	NOV
06	099	KER		44.31	602	B	17	N	2958	6.81	64.36	4.38	6	TUE	SEP	S	3309	8.17	60.04	4.9	15	WED	OCT
06	099	KER		44.31	663	A	17	S	2508	7.43	53.36	3.97	12	SUN	JUL	S	3113	8.5	57.9	4.92	13	MON	MAY
06	099	KER		50.41	690	B	15	S	2303	6.92	62.34	4.32	11	MON	SEP	S	2830	8.86	59.87	5.3	13	MON	SEP
06	099	KER		52.45	91	A	15	S	2439	6.75	59.87	4.04	11	MON	SEP	S	3315	10.79	50.89	5.49	15	MON	SEP
06	099	TUL		3.055	428	B	17	S	2109	7.89	50.17	3.96	12	FRI	AUG	N	2609	9	54.41	4.89	15	FRI	MAY
06	099	TUL		6.148	637	B	17	S	2244	7.09	58.26	4.13	11	TUE	DEC	N	2767	9.01	56.52	5.09	15	FRI	APR
06	099	TUL		12.30	691	B	17	S	1738	6.73	55.6	3.74	11	FRI	MAY	N	2399	9.5	54.39	5.17	16	SAT	AUG
06	099	TUL		13.33	429	A	17	S	1919	7.22	55.7	4.02	11	WED	AUG	N	2323	8.71	55.92	4.87	15	FRI	MAY
06	099	TUL		23.49	632	B	17	S	2117	7.33	53.5	3.92	12	MON	JAN	N	2619	8.68	55.91	4.85	14	FRI	JUN

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE # 24				
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					1 WAY	%	%					
									PHV	K	D	KD				PHV	K	D	KD				
06	099	TUL		25.43	670	A	17	N	2387	7.19	57.13	4.11	7	WED	NOV	N	2940	8.99	56.31	5.06	16	FRI	NOV
06	099	TUL		31.85	609	A	17	S	2420	7.52	54.71	4.12	10	WED	NOV	N	2732	8.34	55.72	4.65	15	FRI	DEC
06	099	TUL	R	38.71	599	B	17	N	2680	6.85	57.76	3.95	7	WED	MAR	S	3072	8.52	53.22	4.53	16	FRI	MAR
06	099	TUL		51.81	669	B	17	N	2482	6.94	56.4	3.92	12	SAT	MAY	N	2951	8.9	52.32	4.66	17	FRI	MAY
06	099	TUL	R	53.82	655	B	17	N	2299	6.64	53.77	3.57	8	MON	NOV	N	2911	7.58	59.64	4.52	15	FRI	MAY
06	099	FRE		6.9	44	A	17	N	3768	7.32	56.54	4.14	7	TUE	MAY	S	4152	8.27	55.15	4.56	17	THU	MAR
06	099	FRE		11.10	605	A	17	N	4638	7.69	58.4	4.49	7	WED	SEP	S	4788	8.6	53.92	4.64	17	THU	MAR
06	099	FRE		18.54	854	A	17	N	4822	8.06	51.09	4.12	7	WED	MAR	N	5597	8.8	54.29	4.78	16	THU	AUG
06	099	FRE		26.55	638	A	17	S	3432	7.64	57.18	4.37	7	TUE	SEP	S	3278	8.05	51.82	4.17	16	FRI	JAN
06	099	FRE		28.10	636	A	17	S	2992	7.44	52.55	3.91	7	TUE	AUG	N	3207	7.93	52.83	4.19	16	WED	NOV
06	099	FRE		30.99	633	A	17	N	3142	7.13	54.67	3.9	7	WED	AUG	S	3488	7.81	55.4	4.33	16	THU	NOV
06	099	MAD	R	.989	679	A	17	S	2816	7.74	50.68	3.92	12	SAT	NOV	S	2971	8.02	51.63	4.14	15	FRI	MAY
06	099	MAD	R	7.463	423	B	16	N	2924	7.52	51.99	3.91	7	MON	MAY	S	3214	8.6	50.01	4.3	16	FRI	MAY
06	099	MAD		10.27	614	B	17	S	2850	7.06	54.17	3.82	7	TUE	SEP	S	3151	7.82	54.06	4.23	16	THU	JUN
06	099	MAD		10.27	618	A	17	S	3099	7.39	51.48	3.81	7	TUE	AUG	S	3315	7.9	51.56	4.07	16	FRI	DEC
06	099	MAD		22.73	692	B	17	N	2805	8.1	51.34	4.16	10	SAT	JUL	S	3181	8.55	55.17	4.71	14	FRI	SEP
06	099	MAD		26.58	92	A	16	S	1633	7.36	51.45	3.79	11	FRI	AUG	N	1882	8.29	52.66	4.36	18	SUN	MAY
10	099	MER		15.80	263	A	16	N	2205	7.24	52.78	3.82	12	SUN	JUL	N	2585	8.76	51.19	4.48	14	SUN	DEC
10	099	STA		8.693	349	O	17	N	4900	7.29	58.09	4.23	7	WED	NOV	S	4818	7.74	53.75	4.16	16	MON	OCT
10	099	STA	R	13.26	309	B	16	N	4759	7.14	60.49	4.32	7	MON	OCT	S	4663	7.91	53.45	4.23	16	TUE	DEC
10	099	STA	R	16.12	222	A	16	N	4983	6.86	54.27	3.72	8	TUE	MAR	N	5443	7.44	54.66	4.07	17	WED	AUG
10	099	STA	R	24.27	122	B	17	S	5109	6.55	55.9	3.66	11	THU	AUG	N	5384	7.55	51.11	3.86	17	FRI	APR
10	099	SJ		12.53	19	A	17	N	3742	7.79	57.67	4.49	7	THU	MAR	S	3633	8.48	51.45	4.36	15	FRI	APR
10	099	SJ		38.78	500	O	17	S	2841	6.85	54.77	3.75	7	THU	NOV	N	3193	8.07	52.24	4.21	17	FRI	JUL
03	099	SAC		.123	500	O	17	S	2841	6.85	54.77	3.75	7	THU	NOV	N	3193	8.07	52.24	4.21	17	FRI	JUL
03	099	SAC		3.525	307	A	17	N	3217	6.53	61.41	4.01	6	TUE	MAR	S	3322	8.02	51.58	4.14	17	FRI	OCT
03	099	SAC		6.008	501	A	17	N	3198	6.58	59.68	3.93	6	THU	MAR	S	3364	7.77	53.14	4.13	16	WED	NOV
03	099	SAC		10.07	308	B	17	N	3191	6.8	57.06	3.88	6	TUE	SEP	S	3437	7.19	58.1	4.18	15	SUN	JUL
03	099	SAC		17.24	521	A	17	N	5208	5.65	65.64	3.71	6	TUE	MAR	S	5483	6.92	56.38	3.9	14	FRI	AUG
03	099	SAC		19.61	349	A	17	N	6992	6.2	57.6	3.57	7	FRI	APR	S	7340	6.89	54.35	3.75	14	MON	DEC
03	099	SAC		23.13	512	A	17	N	8848	6.5	57.85	3.76	7	FRI	MAY	S	8886	6.81	55.48	3.78	14	TUE	OCT
03	099	SAC		33.36	545	B	17	S	3638	8.21	71.35	5.86	7	TUE	OCT	N	3912	9.41	66.92	6.3	16	WED	SEP
03	099	SAC		35.37	544	B	17	N	3001	8.83	69.86	6.17	1	WED	DEC	N	3243	10.2	65.32	6.66	16	THU	AUG

OTM32420			CALTRANS TRAFFIC VOLUMES																	PAGE # 25			
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
03	099	SAC		36.86	546	O	17	S	2717	8.38	71.28	5.97	6	THU	SEP	N	2902	9.82	64.95	6.38	16	THU	SEP
03	099	SUT		0	546	O	17	S	2717	8.38	71.28	5.97	6	THU	SEP	N	2902	9.82	64.95	6.38	16	THU	SEP
03	099	SUT	R	8.07	344	B	17	S	2174	8.14	74.38	6.06	6	TUE	NOV	N	2065	8.57	67.15	5.75	16	WED	MAR
03	099	SUT	R	8.07	547	A	17	S	960	7.78	74.36	5.79	6	MON	SEP	N	993	9.37	63.86	5.98	16	FRI	NOV
03	099	SUT		12.03	548	O	17	S	1095	7.97	75	5.98	6	WED	SEP	N	1106	10	60.4	6.04	16	FRI	SEP
03	099	SUT	R	20.05	556	B	17	S	978	7.62	77.07	5.87	6	TUE	APR	N	1008	9.43	64.2	6.05	16	FRI	JUN
03	099	SUT	R	20.05	557	A	17	S	1165	7.61	78.4	5.96	6	TUE	SEP	N	1186	9.65	62.88	6.07	17	FRI	AUG
03	099	SUT		26.12	554	B	17	S	1243	7.66	76.54	5.87	6	WED	SEP	N	1236	8.6	67.8	5.83	16	WED	JUN
03	099	SUT		26.12	555	A	17	S	1228	7.49	72.62	5.44	6	WED	SEP	N	1404	9.43	65.95	6.22	16	FRI	SEP
03	099	SUT		29.67	552	B	17	N	1294	7.23	52.26	3.78	12	WED	FEB	N	1530	8.29	53.91	4.47	17	FRI	NOV
03	099	SUT		30.25	561	A	17	N	1293	7.45	51.84	3.86	12	THU	JUN	N	1501	8.36	53.63	4.48	15	FRI	JUN
03	099	SUT	T	30.63	562	A	17	S	976	7.51	56.94	4.28	7	TUE	AUG	N	1109	8.05	60.4	4.86	17	WED	AUG
03	099	SUT	T	35.96	563	B	17	S	732	6.67	57.5	3.84	7	TUE	SEP	N	1068	9.57	58.49	5.6	17	FRI	MAR
03	099	SUT		40.25	564	B	17	S	766	7.33	54.71	4.01	10	SAT	AUG	N	851	8.36	53.29	4.46	16	WED	AUG
03	099	SUT		40.25	565	A	17	S	742	6.91	55.33	3.82	11	SAT	SEP	N	897	8	57.8	4.62	17	FRI	OCT
03	099	SUT		42.39	305	O	17	S	604	6.82	53.64	3.66	12	SUN	SEP	N	810	8.98	54.62	4.9	17	FRI	SEP
03	099	BUT		0	305	O	17	S	604	6.82	53.64	3.66	12	SUN	SEP	N	810	8.98	54.62	4.9	17	FRI	SEP
03	099	BUT		7.69	570	B	17	N	684	8.05	58.97	4.75	7	MON	NOV	S	750	9.87	52.74	5.2	15	FRI	OCT
03	099	BUT		11.16	572	B	17	N	606	8.36	60.91	5.09	7	TUE	NOV	S	638	8.97	59.74	5.36	15	THU	OCT
03	099	BUT		11.16	573	A	17	N	609	8.51	59.76	5.09	7	TUE	OCT	S	623	10.07	51.66	5.2	15	FRI	OCT
03	099	BUT		13.16	574	B	17	N	608	8.39	59.73	5.01	7	MON	MAY	S	634	9.2	56.76	5.22	15	THU	SEP
03	099	BUT		21.07	576	B	17	N	555	8.8	57.93	5.1	7	THU	SEP	S	559	9.48	54.17	5.13	15	FRI	SEP
03	099	BUT		22.54	577	A	17	S	1498	9.62	52.95	5.1	7	MON	NOV	S	1539	9.35	56	5.24	17	FRI	NOV
03	099	BUT	R	32.45	580	A	17	S	3778	7.58	56.68	4.3	7	MON	DEC	N	4259	8.96	54.05	4.84	16	MON	DEC
03	099	BUT	R	34.25	201	B	17	S	3138	8.39	56.36	4.73	7	MON	SEP	N	3216	9.23	52.47	4.84	16	MON	NOV
03	099	BUT	R	36.31	590	A	17	S	1103	8.76	59.53	5.21	7	THU	SEP	N	1118	9.22	57.33	5.28	17	THU	SEP
03	099	BUT		44.32	595	A	17	S	677	8.43	57.37	4.83	7	WED	MAR	N	768	10.14	54.09	5.48	16	FRI	SEP
03	099	BUT		45.98	182	O	17	S	634	7.84	58.33	4.57	7	MON	AUG	N	736	9.73	54.56	5.31	17	THU	SEP
02	099	TEH		0	182	O	17	S	634	7.84	58.33	4.57	7	MON	AUG	N	736	9.73	54.56	5.31	17	THU	SEP
02	099	TEH		11.18	250	B	15	N	328	8.05	53.16	4.28	7	MON	MAY	N	410	9.82	54.52	5.35	17	FRI	MAY
07	101	LA		2.068	702	O	15	S	8142	5.89	52.4	3.09	6	WED	NOV	N	7323	5.51	50.4	2.78	14	WED	NOV
07	101	LA		12.35	135	O	15	N	8711	5.94	53.11	3.15	12	SUN	APR	N	9079	5.97	55.01	3.28	14	THU	DEC
07	101	LA		19.99	136	O	15	S	9717	6.38	50.44	3.22	9	FRI	APR	N	10014	6.15	53.91	3.32	18	FRI	APR

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE #		26		
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	MNTH	Dir	PM PEAK			HR	DAY	MNTH		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
07	101	LA		27.6	703	B	16	N	8024	7.53	55.63	4.19	8	WED	JUN	N	6949	6.82	53.2	3.63	13	SUN	JUN
07	101	LA		36.18	203	A	17	S	6884	6.93	62.54	4.33	8	TUE	FEB	N	6948	8.02	54.48	4.37	16	TUE	FEB
07	101	VEN		13.85	434	X	17	S	5203	7.68	52.59	4.04	7	THU	MAY	N	4774	6.93	53.52	3.71	15	MON	APR
07	101	VEN	R	25.17	740	A	17	N	4745	7.21	52.37	3.78	12	FRI	MAY	N	4897	7.32	53.24	3.9	17	FRI	MAY
07	101	VEN		27.25	139	A	16	S	4876	7.35	52.49	3.86	12	SAT	FEB	N	5069	7.65	52.39	4.01	17	MON	AUG
05	101	SB	R	.634	501	A	17	S	3233	8.28	54.15	4.48	12	MON	MAY	S	3351	7.29	63.74	4.65	16	THU	AUG
05	101	SB		9.003	117	B	17	N	3617	6.82	81.83	5.58	5	WED	OCT	N	3088	7.59	62.79	4.76	15	SUN	NOV
05	101	SB		16.55	549	B	17	S	5834	7.99	52.23	4.17	7	WED	AUG	N	5736	8.04	51.05	4.1	16	THU	OCT
05	101	SB		18.36	502	B	17	N	5615	7.96	51.24	4.08	7	THU	MAY	N	5851	8.08	52.62	4.25	16	THU	JUN
05	101	SB		24.76	120	B	17	S	3259	6.79	69.25	4.7	7	WED	DEC	N	3335	8.71	55.19	4.81	14	WED	NOV
05	101	SB	R	48.85	503	B	17	N	1448	8.69	57.74	5.02	12	MON	DEC	N	1957	9.95	68.14	6.78	14	MON	JUL
05	101	SB		82.18	219	A	17	S	1969	8.75	54.09	4.73	11	SUN	OCT	N	2334	11.05	50.77	5.61	14	SUN	NOV
05	101	SLO		.813	504	A	17	N	2778	8.57	50.75	4.35	11	SUN	JUL	S	3134	9.54	51.44	4.9	16	FRI	OCT
05	101	SLO		17.76	441	B	17	N	3325	7.2	66.35	4.78	6	WED	AUG	S	3458	8.35	59.53	4.97	15	WED	JUN
05	101	SLO		25.91	534	A	17	S	2998	8.21	55.95	4.59	12	SAT	JUL	S	3268	9.15	54.72	5	14	FRI	NOV
05	101	SLO		27.50	540	B	17	S	3007	8.84	53.6	4.74	12	SAT	SEP	S	3291	9.1	57.01	5.19	13	FRI	JUL
05	101	SLO		29.99	238	A	17	S	3077	8.42	71.86	6.05	7	WED	MAY	N	3130	9.49	64.86	6.15	17	WED	JAN
05	101	SLO		37.86	507	B	17	S	2964	8.27	71.82	5.94	6	TUE	OCT	N	3158	9.54	66.36	6.33	16	WED	JUN
05	101	SLO		49.32	555	B	16	S	2975	8.92	50.88	4.54	10	FRI	OCT	S	3309	9.67	52.22	5.05	15	FRI	JUL
05	101	SLO		52.44	239	A	17	N	2703	9.06	50.68	4.59	11	FRI	JUL	S	2939	9.63	51.86	4.99	15	FRI	AUG
05	101	SLO		57.92	248	A	17	S	1504	10.14	52.96	5.37	11	FRI	APR	S	1694	11.05	54.7	6.05	15	SUN	APR
05	101	SLO		60.98	245	B	17	N	1558	10.5	52.81	5.54	11	SAT	AUG	S	1676	11.36	52.51	5.96	16	SAT	APR
05	101	MON	R	9.667	355	B	15	S	1144	10.63	53.96	5.74	12	FRI	JUL	S	1251	10.64	58.98	6.28	15	FRI	OCT
05	101	MON	R	9.667	553	A	15	N	1005	11.28	53.18	6	11	SUN	JUL	N	1206	12.93	55.63	7.19	16	SUN	OCT
05	101	MON	R	32.02	508	B	15	S	975	11.66	50.05	5.84	11	SUN	JUL	N	1218	13.89	52.48	7.29	14	SUN	JUL
05	101	MON	R	40.71	835	A	15	S	1012	10.62	52.19	5.54	12	FRI	JUL	N	1199	11.92	55.08	6.57	15	SUN	OCT
05	101	MON	R	41.92	156	A	15	N	1322	8.8	55.36	4.87	12	FRI	JUL	S	1644	11.43	53.02	6.06	16	FRI	OCT
05	101	MON		47.69	741	A	17	N	1611	9.16	54.59	5	12	SUN	AUG	N	1833	9.93	57.3	5.69	14	SUN	JUN
05	101	MON		66.40	510	B	15	N	2169	6.51	82.32	5.36	7	WED	AUG	S	2793	10.89	63.36	6.9	17	FRI	MAY
05	101	MON		85.62	267	B	15	N	1030	9	57.03	5.13	12	SAT	MAY	N	1267	10.13	62.35	6.32	16	TUE	AUG
05	101	SBT		7.55	711	B	16	S	3018	9.07	54.91	4.98	11	SAT	AUG	S	2803	8.46	54.69	4.63	15	SAT	AUG
04	101	SCL		3.197	58	B	16	N	3029	9.18	54.45	5	11	SUN	JUN	N	3168	8.96	58.34	5.23	16	SUN	JUN
04	101	SCL	R	6.08	230	A	16	N	4308	5.12	82.88	4.24	5	MON	DEC	N	4407	7.38	58.78	4.34	15	FRI	SEP

OTM32420			CALTRANS TRAFFIC VOLUMES																	PAGE #		27	
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	MNTH	Dir	PM PEAK			HR	DAY	MNTH		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
04	101	SCL	R	10.27	911	B	17	N	4806	4.11	82.28	3.38	5	THU	NOV	S	4899	5.85	59.02	3.45	16	FRI	APR
04	101	SCL	R	12.46	425	B	16	N	5043	4.96	82.32	4.08	5	MON	JUN	S	5378	7.03	61.99	4.36	16	TUE	MAR
04	101	SCL	R	28.61	200	A	16	N	5466	5.69	62.35	3.55	6	MON	DEC	S	6465	7.32	57.3	4.2	15	FRI	SEP
04	101	SCL	R	36.14	453	A	16	N	6337	5.42	65.85	3.57	9	THU	MAR	S	7503	6.88	61.39	4.22	14	TUE	SEP
04	101	SCL		37.73	424	A	16	N	7454	5.61	72.23	4.05	6	TUE	SEP	S	8042	7.07	61.82	4.37	14	MON	DEC
04	101	SCL		39.93	413	A	16	S	7117	6.4	57.87	3.7	12	SAT	MAR	S	8419	6.73	65.15	4.38	14	WED	SEP
04	101	SM		6.623	227	A	16	S	8700	7.18	53.13	3.82	7	MON	MAY	S	8077	6.35	55.79	3.54	16	TUE	MAY
04	101	SM		13.46	201	B	16	N	9463	6.84	52.35	3.58	12	SAT	NOV	N	9145	6.1	56.77	3.46	16	FRI	NOV
04	101	SM		17.95	905	B	17	N	8832	5.38	53.31	2.87	8	WED	FEB	N	8418	5.26	51.96	2.73	16	MON	DEC
04	101	SM		19.80	228	O	16	N	6272	7.23	55.43	4.01	7	TUE	AUG	S	5279	6.65	50.77	3.37	17	WED	FEB
04	101	SF		5.322	110	B	16	S	1725	6.69	56.19	3.76	8	THU	NOV	N	1691	6.21	59.4	3.69	17	THU	AUG
04	101	SF		5.94	111	A	16	N	1484	5.52	62.27	3.44	11	FRI	MAY	N	1963	6.68	68.07	4.55	17	FRI	MAY
04	101	SON		12.68	84	A	16	N	4263	7.36	51.42	3.78	11	SAT	APR	N	4444	7.75	50.86	3.94	14	FRI	APR
04	101	SON		19.65	404	A	17	S	5386	6.88	56.32	3.88	10	MON	OCT	S	5592	7.85	51.26	4.02	14	FRI	MAY
04	101	SON		27.62	85	A	16	S	3523	7.99	57.08	4.56	10	SAT	APR	N	3535	8.41	54.45	4.58	17	THU	JUL
01	101	MEN		17.28	937	O	15	S	919	9.35	65.36	6.11	11	SUN	SEP	S	966	9.57	67.18	6.43	13	MON	SEP
01	101	MEN	R	21.8	933	B	17	S	935	7.99	61.35	4.9	12	SUN	SEP	S	1027	8.82	61.06	5.38	13	SUN	JUL
01	101	MEN		30.83	121	A	17	S	1128	7.88	64.49	5.08	7	WED	SEP	S	1241	8.86	63.09	5.59	14	MON	MAY
01	101	MEN		42.2	164	O	17	N	904	9.61	56.61	5.44	10	SAT	JUL	N	1002	11.1	54.31	6.03	15	FRI	JUL
01	101	MEN	R	43.79	150	B	17	S	541	11.85	64.18	7.6	11	FRI	DEC	S	584	10.86	75.55	8.21	15	WED	JAN
01	101	MEN	R	48.22	151	B	17	N	422	10.53	69.29	7.3	10	SAT	SEP	S	447	13.01	59.44	7.73	14	SUN	AUG
01	101	MEN		55.38	115	B	17	S	535	10.9	60.25	6.57	12	SUN	JUN	S	588	12.37	58.39	7.22	13	SUN	JUL
01	101	MEN		59.33	122	A	15	S	363	9.93	57.99	5.76	12	SUN	SEP	N	435	11.44	60.33	6.9	15	FRI	JUN
01	101	HUM		33.25	928	A	17	S	437	10.98	52.91	5.81	11	FRI	AUG	N	523	11.47	60.6	6.95	15	WED	AUG
01	101	HUM	R	51.84	801	B	17	S	557	10.31	59	6.09	11	FRI	AUG	N	615	11.14	60.29	6.72	15	MON	AUG
01	101	HUM		57.51	185	B	17	N	667	9.23	55.45	5.12	12	FRI	AUG	N	818	11.57	54.21	6.27	15	FRI	AUG
01	101	HUM		65.54	110	A	17	S	1149	7.97	61.35	4.89	11	SUN	AUG	S	1420	10.28	58.8	6.04	17	TUE	AUG
01	101	HUM		73.49	147	B	17	S	1251	8.69	52.08	4.52	8	WED	MAR	S	1618	10.34	56.57	5.85	17	FRI	NOV
01	101	HUM		74.95	149	B	17	N	1419	7.02	66.84	4.69	7	WED	NOV	S	1634	9.05	59.7	5.41	17	MON	APR
01	101	HUM		79.06	987	B	17	S	1679	10.64	50.6	5.38	12	FRI	SEP	S	1742	10.17	54.9	5.58	16	FRI	MAY
01	101	HUM		82.4	107	O	17	S	1740	8.49	55.7	4.73	7	WED	NOV	N	2129	9.96	58.06	5.78	17	TUE	NOV
01	101	HUM		85.03	803	B	17	S	1713	8.91	51.97	4.63	8	MON	SEP	N	2292	10.55	58.72	6.2	17	THU	MAY
01	101	HUM		87.48	106	A	17	S	2296	8.55	62.09	5.31	8	TUE	MAR	N	2563	10.29	57.6	5.93	17	THU	DEC

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08/15/2018			LATEST TRAFFIC YEAR SELECTED																									
14:59:55			PEAK HOUR VOLUME DATA																									
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK				1 WAY	Dir	PM PEAK				1 WAY	Dir	PM	CS	LEG	YR	Dir			
									%	%	%	%			%	%	%	%										
									PHV	K	D	KD	HR	DAY	MNTH		PHV	K	D	KD	HR	DAY	MNTH					
01	101	HUM	R	97.02	104	A	17	N	918	13.38	60.88	8.14	12	SUN	JUN	S	938	14.11	58.99	8.32	16	SAT	SEP					
01	101	HUM		125.7	133	O	17	S	307	13.83	56.23	7.77	11	SUN	JUL	N	349	14.97	59.05	8.84	14	SAT	JUL					
01	101	DN	R	.51	134	O	17	N	279	14.14	53.97	7.63	11	SAT	AUG	S	293	15.62	51.31	8.01	14	SUN	AUG					
01	101	DN		23.77	806	A	17	N	340	14.2	53.21	7.56	11	THU	JUL	N	378	14.16	59.34	8.4	16	WED	AUG					
01	101	DN	R	28.41	930	B	17	S	591	10.82	51.66	5.59	12	MON	JUL	N	634	10.22	58.65	5.99	17	TUE	AUG					
01	101	DN		45.89	807	B	17	N	476	10.49	54.53	5.72	12	FRI	AUG	N	542	11.55	56.4	6.51	16	FRI	AUG					
03	104	SAC		3.87	704	A	17	E	182	8.17	66.42	5.43	7	THU	OCT	E	222	10.77	61.5	6.62	15	FRI	OCT					
03	104	SAC		12.18	708	A	17	E	130	8.89	79.27	7.05	5	FRI	JUL	W	174	12.53	75.33	9.44	14	FRI	OCT					
07	105	LA	R	17	518	A	15	W	7352	6.3	55.28	3.48	7	TUE	AUG	W	6680	5.83	54.24	3.16	17	THU	FEB					
07	105	LA	R	18.1	520	O	15	E	1304	9.44	71.41	6.74	7	WED	JAN	E	1448	9.47	79	7.48	17	WED	JUN					
07	107	LA		0	146	A	15	N	1908	7.38	62.01	4.58	8	TUE	OCT	S	2116	8.22	61.75	5.08	17	WED	OCT					
07	107	LA		4.696	227	A	16	N	2209	8.22	56.45	4.64	8	MON	MAY	N	2299	9.3	51.9	4.83	17	THU	AUG					
10	108	STA		36.15	72	B	17	W	834	7.7	62.85	4.84	7	WED	OCT	E	897	9.2	56.59	5.2	17	TUE	OCT					
09	108	MNO		15.15	951	B	17	W	103	16.09	97.17	15.63	6	TUE	OCT	E	98	19.12	77.78	14.87	15	TUE	JUL					
07	110	LA		12.90	809	B	16	S	10345	7.21	54.68	3.94	7	WED	JUN	S	9967	6.83	55.63	3.8	16	TUE	MAR					
07	110	LA		29.5	360	B	17	S	3666	7.68	60.48	4.64	7	THU	DEC	N	3619	7.86	58.29	4.58	17	MON	MAY					
11	111	IMP	R	.202	708	B	17	S	1327	6.31	71.81	4.53	12	SAT	SEP	S	1520	7.23	71.77	5.19	14	SAT	NOV					
11	111	IMP	R	1.183	701	A	17	S	1307	6.21	60.09	3.73	12	SAT	DEC	S	1665	8.08	58.83	4.75	17	WED	NOV					
11	111	IMP	R	4.741	868	A	17	N	1496	5.96	70.97	4.23	7	MON	AUG	S	1834	8.7	59.62	5.19	16	FRI	DEC					
11	111	IMP	R	9.503	870	A	17	S	1650	9.39	77.32	7.26	7	THU	APR	S	1293	7.86	72.32	5.69	13	WED	APR					
11	111	IMP	R	12.87	672	A	17	S	702	6.93	65.3	4.53	12	SAT	DEC	S	918	9.15	64.69	5.92	16	THU	NOV					
11	111	IMP	R	17.39	673	A	17	S	729	8.57	55.4	4.75	7	WED	APR	S	912	8.72	68.11	5.94	16	TUE	NOV					
11	111	IMP		23.79	675	A	17	S	308	7.57	66.38	5.02	10	FRI	SEP	S	428	9.95	70.16	6.98	15	FRI	DEC					
11	111	IMP		57.63	709	B	17	N	110	10.74	61.45	6.6	11	SUN	JAN	N	175	14.83	70.85	10.5	15	SAT	JAN					
11	111	IMP		65.39	710	B	17	S	103	8.38	75.18	6.3	8	SAT	FEB	N	174	12.85	82.86	10.65	15	SUN	MAY					
08	111	RIV	R	18.51	723	A	17	S	410	8.34	70.33	5.86	5	TUE	NOV	N	385	9.86	55.8	5.5	15	THU	JAN					
04	113	SOL		0	347	A	16	S	261	10.11	53.27	5.39	6	WED	MAR	S	301	10.38	59.84	6.21	15	FRI	DEC					
04	113	SOL		18.95	348	A	16	S	516	6.91	90.37	6.25	4	WED	SEP	N	496	9.81	61.24	6	14	WED	SEP					
03	113	YOL	R	4.105	716	A	17	S	1699	9.65	64.68	6.24	7	WED	AUG	N	1914	9.78	71.9	7.03	16	TUE	NOV					
03	113	YOL	R	10.22	717	B	17	S	1034	8.59	58.32	5.01	8	TUE	OCT	N	1358	10.46	62.9	6.58	17	FRI	SEP					
03	113	YOL		22.08	722	O	17	S	513	9.85	77.14	7.6	5	MON	AUG	N	653	13.35	72.48	9.67	15	FRI	AUG					
03	113	SUT		0	722	O	17	S	513	9.85	77.14	7.6	5	MON	AUG	N	653	13.35	72.48	9.67	15	FRI	AUG					
03	113	SUT		14.29	724	A	17	S	316	9.45	88.76	8.39	5	THU	MAY	N	363	12.77	75.47	9.63	16	FRI	MAY					

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08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
03	113	SUT		16.46	725	B	17	S	347	10.62	72.75	7.73	6	FRI	OCT	N	466	13.61	76.27	10.38	17	MON	OCT
11	115	IMP	L	10.90	880	B	17	N	430	9.09	63.89	5.8	7	THU	JAN	N	441	11.12	53.52	5.95	15	FRI	JAN
11	115	IMP		21.17	976	B	17	S	122	6.88	72.19	4.97	10	SAT	JUL	S	151	9.9	62.14	6.15	16	THU	FEB
11	115	IMP		21.18	881	A	17	N	106	9.79	79.7	7.81	5	WED	MAY	S	109	10.46	76.76	8.03	16	MON	DEC
11	115	IMP		34.96	882	A	17	S	262	10.8	61.5	6.64	7	MON	FEB	N	287	10.17	71.57	7.28	15	THU	APR
04	116	SON		0	14	A	17	E	206	15.63	51.76	8.09	12	SUN	SEP	W	227	17.51	50.9	8.91	13	SUN	SEP
07	118	VEN		10.92	149	B	15	W	665	8.18	66.9	5.47	12	SAT	MAY	E	667	7.74	70.88	5.49	17	SUN	SEP
07	118	VEN	R	23.6	459	A	15	W	5196	9.39	59.25	5.56	7	THU	NOV	E	4728	8.78	57.67	5.06	16	WED	NOV
07	118	VEN	R	27.81	782	O	17	E	6078	8.22	56.4	4.63	7	WED	SEP	E	6266	8.31	57.49	4.78	17	THU	MAY
07	118	LA	R	5.195	480	A	15	W	9635	8.93	53.91	4.82	7	WED	MAR	E	8455	7.9	53.47	4.23	16	TUE	MAR
07	118	LA	R	10.8	422	O	17	W	10439	7.9	53.24	4.21	6	MON	APR	W	10161	8.02	51.05	4.1	17	THU	OCT
06	119	KER		0	93	A	15	W	334	8.04	80.48	6.47	6	MON	APR	E	360	9.94	70.18	6.98	16	TUE	OCT
06	119	KER		3.17	189	A	15	W	746	10.14	64.37	6.53	6	MON	JAN	E	846	11.56	64.04	7.4	16	WED	OCT
06	119	KER		18.17	64	B	17	W	722	9.23	75.44	6.96	6	TUE	MAY	E	760	10.36	70.76	7.33	16	WED	NOV
06	119	KER		19.77	6	B	15	W	674	11.51	88.8	10.22	5	TUE	OCT	E	601	12.2	74.66	9.11	16	MON	OCT
06	119	KER		19.77	7	A	15	W	830	12.83	90.02	11.55	5	THU	OCT	E	661	12.39	74.27	9.2	16	THU	JAN
06	119	KER		31.28	94	B	15	E	737	8.47	55.54	4.7	7	THU	APR	W	823	9.64	54.47	5.25	17	THU	JAN
10	120	SJ		21.18	2	B	16	W	787	10.74	62.86	6.75	12	MON	MAY	W	834	9.62	74.4	7.16	17	SUN	SEP
10	120	STA		7.225	163	A	16	E	1128	10.53	56.97	6	12	SUN	JUL	W	1127	8.54	70.17	5.99	17	SUN	MAR
10	120	TUO	R	5.982	420	A	17	W	865	11.13	61	6.79	12	SUN	JUN	E	905	10.58	67.14	7.1	13	FRI	NOV
10	120	TUO		15.52	174	A	16	E	436	14.28	73.52	10.5	9	SAT	JUL	W	427	14.49	70.93	10.28	16	SUN	JUL
10	120	TUO	R	23.90	35	B	16	E	431	13.24	69.63	9.22	10	SAT	JUN	W	445	16.57	57.42	9.52	13	SUN	AUG
09	120	MNO	R	12.06	948	B	17	W	300	26.8	82.42	22.09	10	SUN	OCT	E	256	25.41	74.2	18.85	17	FRI	AUG
09	120	MNO		51.86	100	B	17	W	33	21.4	60	12.84	12	SUN	JUL	W	35	22.18	61.4	13.62	14	FRI	AUG
09	120	MNO		51.86	311	A	17	W	29	28.49	59.18	16.86	10	SUN	JUL	W	29	23.84	70.73	16.86	13	TUE	SEP
09	120	MNO		58.99	626	B	17	W	43	15.7	56.58	8.88	12	TUE	JUL	W	45	14.67	63.38	9.3	15	MON	SEP
04	121	SON	R	7.438	16	B	17	S	1264	8.41	69.11	5.81	6	MON	JUN	N	1043	9.1	52.7	4.79	14	FRI	SEP
11	125	SD	L	2.447	130	B	17	S	912	11.95	74.82	8.94	7	FRI	MAR	N	752	10.47	70.41	7.37	16	THU	MAR
11	125	SD		3.061	131	B	17	S	1133	13.33	59.98	8	7	MON	SEP	N	832	10.57	55.54	5.87	17	THU	DEC
11	125	SD		9.898	746	B	17	S	4887	8.46	51.59	4.36	7	WED	MAY	S	5487	8.39	58.39	4.9	17	FRI	JUN
11	125	SD		12.97	991	A	17	N	6896	6.71	56.2	3.77	7	TUE	JUL	N	6716	7.26	50.62	3.67	16	THU	MAY
11	125	SD		18.42	745	A	17	N	5078	8.92	61	5.44	7	TUE	MAR	S	4597	8.79	56.05	4.93	15	THU	FEB
11	125	SD		22.17	749	B	17	N	3072	7.01	63.95	4.48	7	THU	AUG	S	3516	9.09	56.46	5.13	17	TUE	MAY

OTM32420			CALTRANS TRAFFIC VOLUMES																	PAGE #		30	
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	MNTH	Dir	PM PEAK			HR	DAY	MNTH		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
11	125	SD		22.30	748	B	17	N	1816	10.07	56.07	5.64	7	THU	FEB	S	1772	8.65	63.7	5.51	17	WED	AUG
07	126	VEN	R	13.53	159	O	17	W	1704	7.69	63.56	4.88	7	WED	NOV	E	1976	9.24	61.29	5.66	17	THU	FEB
07	126	VEN	R	30.8	907	O	17	W	1462	9.42	62.05	5.85	11	SUN	MAY	E	1527	11.02	55.43	6.11	16	FRI	JUL
07	126	LA	R	3.564	462	A	17	W	1473	9.09	60.74	5.52	12	SAT	JUL	E	1555	9.7	60.09	5.83	16	FRI	APR
07	126	LA	R	5.85	163	A	15	W	1635	7.42	78.19	5.8	7	TUE	MAY	W	2063	9.13	80.24	7.33	17	FRI	APR
09	127	INY		0	955	A	17	N	89	20.29	57.42	11.65	8	TUE	FEB	N	73	15.71	60.83	9.56	13	MON	MAR
09	127	INY		6.51	954	A	17	N	69	16.74	57.03	9.54	12	MON	APR	N	66	16.46	55.46	9.13	13	MON	APR
09	127	INY		14.75	923	B	17	N	79	13.61	56.03	7.63	12	SAT	MAR	N	90	10.71	81.08	8.69	17	FRI	JUN
09	127	INY		14.75	935	A	17	N	77	11.72	66.38	7.78	11	WED	MAY	S	81	15.66	52.26	8.18	13	SUN	MAR
09	127	INY		16.43	956	A	17	N	40	17.31	59.7	10.34	11	SUN	APR	S	35	10.85	83.33	9.04	15	SAT	MAY
09	127	INY		16.43	965	B	17	N	52	15.65	63.42	9.92	9	SUN	APR	S	51	12.98	75	9.73	15	SUN	MAR
09	127	INY		41.99	647	B	17	S	35	15.32	63.64	9.75	9	SUN	MAR	N	35	14.76	66.04	9.75	13	WED	MAR
09	127	INY		42.15	517	B	17	N	120	10.97	79.47	8.71	11	THU	NOV	S	119	10.46	82.64	8.64	17	MON	NOV
09	127	INY		49.42	998	B	17	S	54	9.85	72.97	7.19	12	THU	DEC	S	56	10.52	70.89	7.46	13	WED	DEC
01	128	MEN		23.71	120	O	17	E	341	12.55	70.46	8.84	11	SUN	JUL	E	308	12	66.52	7.98	14	SUN	SEP
01	128	MEN		29.82	166	O	17	E	228	15.38	72.84	11.2	11	SUN	JUN	E	281	19.17	72.05	13.81	14	SUN	SEP
04	128	SON	L	4.971	97	A	17	E	185	8.86	63.36	5.61	10	SUN	SEP	W	237	10.26	70.12	7.19	15	MON	MAR
03	128	YOL		4.637	730	B	17	W	196	15.24	70	10.67	11	SAT	AUG	E	266	19.92	72.68	14.48	15	FRI	AUG
03	128	YOL		4.637	731	A	17	W	203	13.47	66.56	8.97	11	SAT	MAY	E	241	15.46	68.86	10.64	16	SAT	MAY
05	129	SCR		7.2	591	A	16	E	678	8.52	68.07	5.8	10	FRI	MAR	W	687	9.09	64.63	5.88	17	THU	SEP
04	130	SCL		6.06	206	A	16	W	98	17.96	67.12	12.05	12	SAT	SEP	E	72	14.02	63.16	8.86	16	MON	SEP
10	132	STA		23.14	70	A	16	W	567	8.29	63.78	5.29	8	THU	MAY	E	564	8.67	60.71	5.26	17	FRI	AUG
10	132	MPA		18.75	253	B	16	E	59	12.03	68.61	8.25	11	SUN	APR	E	52	9.65	75.36	7.27	16	SUN	MAY
12	133	ORA		3.416	365	B	16	N	2142	7.3	79.19	5.78	7	THU	FEB	N	2088	7.11	79.24	5.63	18	SAT	JUN
12	133	ORA		3.416	665	A	16	S	1228	7.51	62.11	4.66	6	WED	OCT	S	1283	7.72	63.17	4.87	17	WED	JUN
12	133	ORA		10.21	920	A	17	S	9207	13.28	88.08	11.7	7	TUE	MAY	N	4588	8.99	64.86	5.83	17	WED	FEB
12	133	ORA		13.64	942	B	16	S	5071	12.54	81.67	10.24	7	TUE	MAY	N	4374	11.71	75.41	8.83	17	THU	MAR
07	134	LA	R	5.667	168	B	16	W	8485	7.11	56.51	4.02	8	TUE	JUN	W	7727	6.4	57.16	3.66	16	THU	DEC
05	135	SB		0	213	A	17	S	259	7.44	76.63	5.7	7	WED	OCT	S	260	10.75	53.28	5.73	16	MON	JUL
05	135	SB		9.095	215	B	17	S	215	14.87	82.06	12.2	6	WED	OCT	N	162	13.62	67.5	9.19	16	THU	JUL
05	135	SB	M	11.72	222	B	17	N	632	28.62	61.84	17.7	7	WED	JUL	N	1311	45.28	81.08	36.71	16	TUE	JUL
05	135	SB	R	9.095	217	A	17	S	462	7.43	69.16	5.14	12	SAT	OCT	S	718	13.75	58.09	7.99	16	TUE	JAN
05	135	SB		10.93	221	B	17	N	1149	8.61	56.46	4.86	7	WED	JAN	S	1294	10.05	54.48	5.47	17	THU	AUG

OTM32420			CALTRANS TRAFFIC VOLUMES																	PAGE # 31			
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
05	135	SB		15.77	533	B	16	S	1025	7.93	51.38	4.07	12	SAT	JAN	N	1283	9.56	53.33	5.1	17	FRI	APR
05	135	SB		17.81	225	B	17	N	1532	7.84	87.44	6.86	6	THU	OCT	S	1274	9.47	60.21	5.7	17	THU	JUL
09	136	INY		0	638	A	17	E	68	13.43	69.39	9.32	9	TUE	SEP	W	91	15.21	81.98	12.47	15	WED	JUL
09	136	INY		17.73	938	B	17	E	61	18.16	64.21	11.66	10	FRI	JUL	W	67	20.46	62.62	12.81	14	TUE	AUG
06	137	TUL		7.2	19	B	17	W	207	9.09	66.13	6.01	6	THU	MAR	E	267	11.06	70.08	7.75	15	THU	MAR
06	137	TUL		7.2	22	A	17	W	90	6.85	70.31	4.82	6	TUE	AUG	E	148	11.08	71.5	7.92	16	WED	MAY
06	137	TUL		14.26	25	B	17	E	229	7.32	62.4	4.57	7	MON	AUG	E	276	10.44	52.77	5.51	14	FRI	MAY
06	137	TUL		14.98	30	B	17	E	420	6.68	67.09	4.48	8	WED	AUG	W	491	10.16	51.58	5.24	15	TUE	FEB
06	137	TUL	R	15.78	97	B	17	E	272	9.43	54.4	5.13	7	THU	AUG	W	335	11.99	52.67	6.32	15	FRI	FEB
06	137	TUL		15.78	151	A	17	E	479	8.47	55.96	4.74	12	FRI	MAY	E	525	9.8	52.98	5.19	16	FRI	FEB
06	137	TUL		17.51	23	A	17	W	605	8.67	56.49	4.9	12	SUN	APR	W	694	10.92	51.48	5.62	15	FRI	OCT
06	137	TUL		20.46	32	A	17	W	574	8.58	60.17	5.16	11	SUN	MAR	W	574	8.94	57.75	5.16	13	SUN	NOV
06	137	TUL		27.40	98	B	17	W	588	8.43	59.76	5.03	12	SUN	NOV	E	591	8.89	56.94	5.06	14	SUN	NOV
07	138	LA		1.887	169	O	17	W	254	10.2	55.58	5.67	11	SUN	MAR	E	387	13.08	66.04	8.63	17	SUN	AUG
07	138	LA		43.42	170	A	17	W	1345	7.37	52.42	3.86	12	MON	JUL	E	1562	8.48	52.91	4.49	15	FRI	APR
07	138	LA		47.3	470	A	16	E	799	7.95	54.21	4.31	12	WED	JUN	E	941	7.89	64.32	5.08	17	FRI	FEB
07	138	LA		69.3	224	A	17	W	868	8.63	70.63	6.09	7	MON	OCT	W	1083	15.09	50.4	7.6	16	SUN	OCT
08	138	SBD	R	15.20	965	A	15	W	549	10.8	94.98	10.26	5	MON	NOV	W	878	24.37	67.33	16.41	16	FRI	AUG
08	138	SBD	R	37.85	853	B	15	E	427	7.21	86.79	6.26	7	TUE	JAN	W	513	9.91	75.89	7.52	17	FRI	JAN
02	139	LAS		0	142	A	16	S	342	10.56	54.29	5.73	12	FRI	AUG	S	333	9.89	56.44	5.58	16	WED	JUN
02	139	LAS		2.34	143	B	16	N	71	13.03	56.8	7.4	11	FRI	MAY	S	76	11.89	66.67	7.92	15	SUN	AUG
02	139	MOD		.231	144	B	17	N	92	19.97	71.32	14.24	12	FRI	AUG	N	72	18.11	61.54	11.15	14	FRI	AUG
02	139	MOD	R	.231	228	A	17	N	95	14.44	60.51	8.74	11	FRI	AUG	N	85	12.14	64.39	7.82	14	MON	AUG
02	139	MOD		23.2	233	O	17	N	106	12.22	65.43	7.99	9	SUN	AUG	S	93	11.24	62.42	7.01	14	WED	SEP
02	139	MOD		50.68	230	O	17	N	149	10.37	61.07	6.33	11	SAT	AUG	N	155	11.6	56.78	6.58	14	WED	AUG
02	139	SIS		0	230	O	17	N	149	10.37	61.07	6.33	11	SAT	AUG	N	155	11.6	56.78	6.58	14	WED	AUG
02	139	SIS		5.042	100	B	17	N	365	15.51	75.1	11.65	12	WED	AUG	N	381	16.02	75.9	12.16	14	SUN	AUG
02	139	SIS		5.043	145	B	17	N	365	14.93	75.1	11.21	12	WED	AUG	N	381	15.42	75.9	11.7	14	SUN	AUG
10	140	MER		6.06	195	A	16	W	226	7.82	72.2	5.65	11	SUN	SEP	E	211	7.85	67.2	5.27	15	SUN	SEP
10	140	MPA		21.22	184	B	16	E	445	8.64	59.89	5.18	9	SAT	MAY	W	492	9.89	57.88	5.72	17	WED	MAY
08	142	SBD		0	142	A	16	W	1413	10.67	89.6	9.56	7	TUE	JAN	E	1385	11.01	85.07	9.37	16	TUE	OCT
06	145	FRE		0	193	A	16	N	161	9.87	70.31	6.94	7	MON	APR	N	145	9.83	63.6	6.25	13	WED	JUL
06	145	FRE		13.21	160	A	16	S	401	11.77	75.8	8.93	6	THU	APR	N	359	11.77	67.86	7.99	16	THU	APR

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE #		32
08/15/2018			LATEST TRAFFIC YEAR SELECTED																		
14:59:55			PEAK HOUR VOLUME DATA																		
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth
									1 WAY	%	%					1 WAY	%	%			
									PHV	K	D					PHV	K	D			
06	145	FRE		13.21	402	B	16	S	403	12.31	76.76	9.45	6 TUE	APR	N	344	11.72	68.8	8.07	16 WED	APR
06	145	FRE		35.15	194	B	16	N	516	8.36	56.46	4.72	12 MON	JUL	N	686	10.2	61.53	6.28	16 MON	APR
06	145	FRE		35.15	47	A	16	N	441	8.14	59.43	4.84	12 MON	JUL	N	741	12.16	66.88	8.13	16 FRI	JUL
06	145	MAD		6.06	245	A	17	S	563	11.56	83.28	9.63	5 TUE	MAY	N	527	13.61	66.21	9.01	16 FRI	APR
06	145	MAD		8.06	99	A	16	S	708	6.94	72.25	5.01	6 WED	JAN	N	731	8.94	57.92	5.18	17 FRI	JAN
06	145	MAD		9.68	100	A	16	S	687	7.45	58.52	4.36	7 MON	APR	N	881	10.61	52.66	5.59	16 FRI	JAN
06	145	MAD		11.02	101	A	16	N	471	8.77	55.15	4.84	12 SUN	JUL	N	487	8.45	59.17	5	17 FRI	JUL
06	145	MAD		11.02	417	B	16	S	610	8.39	67.93	5.7	7 MON	APR	N	513	8.4	57.06	4.79	16 WED	APR
06	145	MAD		25.46	53	B	16	N	269	7.15	68.8	4.92	12 SAT	JAN	S	307	9.9	56.75	5.62	15 SUN	JUL
02	147	PLU		0	146	A	16	S	74	15.45	53.62	8.29	12 SAT	AUG	S	70	15.12	51.85	7.84	14 SUN	AUG
02	147	LAS		1.79	147	B	16	N	53	8.8	70.67	6.22	7 WED	NOV	S	62	10.8	67.39	7.28	16 THU	MAY
03	149	BUT	R	0	791	A	17	S	1042	10.14	55.16	5.59	7 WED	OCT	S	1001	10.3	52.16	5.37	17 THU	JUL
05	150	SB	R	0	281	A	16	E	825	17.32	89.09	15.43	7 THU	SEP	W	820	17.81	86.13	15.34	15 SAT	DEC
07	150	VEN		11.27	259	A	17	W	217	8.4	92.74	7.79	7 TUE	NOV	E	197	9.65	73.23	7.07	17 MON	MAY
07	150	VEN		22.48	261	B	17	W	207	11.62	55.2	6.41	12 WED	FEB	E	225	11.09	62.85	6.97	15 WED	FEB
07	150	VEN		34.1	176	A	17	E	874	8.29	62.79	5.21	7 SUN	FEB	W	761	7.86	57.65	4.53	17 THU	FEB
02	151	SHA		0	381	A	15	W	36	17.92	58.07	10.4	11 MON	MAY	E	51	24.57	60	14.74	16 SAT	FEB
02	151	SHA		3.781	149	A	15	W	124	10.69	69.66	7.45	10 SAT	NOV	W	113	12.01	56.5	6.79	14 SAT	FEB
02	151	SHA		6.79	297	B	15	E	782	9.01	68.18	6.14	11 SAT	NOV	W	648	9.56	53.25	5.09	17 TUE	NOV
02	151	SHA	R	6.902	295	B	15	E	754	9.09	65.79	5.98	7 WED	NOV	W	691	9.3	58.91	5.48	17 FRI	FEB
04	152	SCL		5.03	210	A	16	W	333	10.81	52.44	5.67	12 SUN	JUN	E	409	12.07	57.69	6.96	17 FRI	SEP
04	152	SCL	R	21.98	61	B	16	E	1140	7.77	56.6	4.4	10 SAT	SEP	E	1500	9.54	60.66	5.79	15 FRI	JUN
04	152	SCL	R	26.31	907	A	17	W	2147	6.08	86.99	5.29	5 MON	SEP	E	2302	9.27	61.14	5.67	17 FRI	JUL
10	152	MER	R	13.24	44	B	16	W	1549	6.09	87.32	5.32	5 TUE	MAY	E	1846	8.61	73.58	6.33	20 FRI	JUL
10	152	MER		13.85	348	B	16	W	1568	9	56.73	5.11	11 SAT	JUN	E	1946	9.37	67.66	6.34	16 FRI	APR
10	152	MER		23.92	22	B	17	W	1057	7.9	61.2	4.83	9 SAT	AUG	E	1065	8.9	54.76	4.87	17 FRI	SEP
06	152	MAD		1.07	152	A	16	E	1170	10.8	75.29	8.13	10 TUE	APR	E	1394	12.19	79.48	9.68	15 TUE	APR
06	152	MAD		12.36	103	O	17	W	729	8.02	62.41	5.01	9 SAT	JUN	E	735	6.36	79.37	5.05	21 FRI	APR
05	154	SB	R	0	123	A	15	E	501	9.04	52.85	4.78	12 SAT	JUN	W	593	9.16	61.77	5.66	16 TUE	SEP
05	154	SB		24.4	514	A	17	W	857	11.19	54.21	6.07	12 SUN	MAR	E	915	11.65	55.59	6.48	15 SUN	APR
05	154	SB	R	32.27	124	B	15	E	868	8.42	57.87	4.87	12 SUN	SEP	W	902	7.91	63.97	5.06	17 FRI	JUN
06	155	KER	L	0	104	A	15	W	196	12.81	65.12	8.34	8 THU	MAR	W	243	17.41	59.41	10.34	18 FRI	MAR
06	155	KER		0	45	A	15	W	212	7.66	58.24	4.46	12 FRI	MAR	W	285	10.22	58.64	5.99	16 THU	SEP

OTM32420			CALTRANS TRAFFIC VOLUMES																		PAGE #		33
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	MNTH	Dir	PM PEAK			HR	DAY	MNTH		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
06	155	KER	R	.47	405	A	15	E	483	6.42	69.8	4.48	5	MON	JUN	E	553	9.22	55.63	5.13	15	FRI	SEP
06	155	KER	R	6.55	412	B	15	E	186	16.77	68.64	11.51	5	TUE	JUN	W	157	15.35	63.31	9.72	16	FRI	SEP
06	155	KER	R	11.02	565	B	15	W	68	17.44	81.93	14.29	5	FRI	JUN	E	40	12.82	65.57	8.4	14	TUE	JUN
06	155	KER	R	11.02	566	A	15	W	23	24.1	57.5	13.86	12	SUN	JUN	E	18	12.65	85.71	10.84	13	SUN	SEP
06	155	KER	R	60.64	157	B	15	W	102	11.91	50.75	6.04	11	SUN	SEP	E	99	10.01	58.58	5.87	13	MON	SEP
06	155	KER	R	70.98	107	B	15	W	453	12.68	64.9	8.23	12	SAT	SEP	E	363	9.43	69.94	6.6	17	SUN	SEP
05	156	MON	T	5.185	251	B	16	W	2483	11.29	69.2	7.81	12	SAT	JUL	E	2461	7.75	99.88	7.74	13	FRI	APR
05	156	SBT	R	18.43	712	B	16	W	857	8.24	65.02	5.36	10	SAT	JUN	W	1124	12.72	55.23	7.03	19	SUN	MAR
09	158	MNO		0	946	A	17	N	221	18.63	63.51	11.83	11	SAT	SEP	N	226	22.91	52.8	12.1	15	SAT	JUL
09	158	MNO		3.86	503	B	17	N	161	19.42	52.1	10.12	12	SAT	JUN	S	177	21.18	52.52	11.13	16	SUN	JUL
09	158	MNO		7.18	509	A	17	N	86	15.86	75.44	11.96	10	SUN	AUG	S	77	18.78	57.04	10.71	13	SAT	AUG
09	158	MNO		15.84	947	B	17	N	88	38.17	51.46	19.64	10	SUN	MAY	N	82	34.82	52.56	18.3	14	MON	JUL
03	160	SAC		11.46	818	A	17	N	363	13.59	54.92	7.46	12	SAT	JUL	N	456	14.95	62.72	9.38	16	FRI	JUL
03	160	SAC		21.1	820	B	17	S	131	12.58	55.51	6.98	12	SUN	JUL	N	161	15.67	54.76	8.58	16	FRI	JUL
03	160	SAC		26.25	312	B	17	N	332	20.06	66.53	13.35	10	SUN	JUL	S	359	24.29	59.44	14.43	13	SUN	JUL
03	160	SAC		46.58	830	B	17	S	2459	8.71	69.37	6.04	7	MON	NOV	N	3390	12.39	67.24	8.33	16	TUE	NOV
02	161	SIS		.037	151	A	17	W	50	10.87	75.76	8.24	10	SAT	NOV	W	41	9.56	70.69	6.75	13	SAT	FEB
02	161	SIS		19.36	152	B	17	W	63	10.49	57.27	6.01	10	FRI	AUG	E	67	12.11	52.76	6.39	16	THU	AUG
03	162	GLE		76.27	852	B	17	W	130	10.28	58.3	5.99	7	MON	SEP	E	138	11.39	55.87	6.36	16	FRI	OCT
03	162	BUT		9.726	856	B	17	W	81	10.58	63.78	6.75	7	WED	AUG	E	93	12.17	63.7	7.75	15	TUE	SEP
03	162	BUT		22.90	768	B	17	W	370	8.36	71.15	5.95	9	WED	MAR	E	328	8.8	59.96	5.27	17	WED	MAY
03	162	BUT		22.90	769	A	17	W	275	7.04	74.32	5.23	7	WED	JUN	E	309	9.24	63.58	5.88	16	FRI	JUN
11	163	SD		.89	885	B	17	S	2893	8.39	57.91	4.86	8	MON	AUG	N	2954	7.76	63.95	4.96	17	MON	MAR
11	163	SD		2.49	933	A	17	N	4094	7.59	53.85	4.09	8	WED	MAY	S	3845	7.19	53.39	3.84	17	WED	JUN
11	163	SD		4.371	957	A	17	N	9090	8.95	55.85	5	7	TUE	MAY	S	7352	7.93	50.96	4.04	15	WED	JUN
11	163	SD	R	11.66	921	B	17	S	8087	8.88	64.8	5.75	7	THU	OCT	S	7487	10.26	51.91	5.32	16	WED	AUG
10	165	MER	L	0	247	A	16	S	72	7.68	69.23	5.31	5	FRI	SEP	N	78	9.15	62.9	5.76	17	MON	SEP
05	166	SB		0	130	A	17	W	673	9.25	73.47	6.79	5	FRI	SEP	E	614	8.62	71.9	6.2	17	FRI	NOV
05	166	SB		7.87	132	B	17	W	740	7.95	51	4.05	12	MON	JAN	E	896	9.6	51.14	4.91	17	FRI	APR
05	166	SLO		8.927	227	A	17	E	229	9.92	71.34	7.08	10	MON	SEP	E	231	11.84	60.31	7.14	14	SUN	JUN
06	166	KER		.01	109	A	15	W	144	7.72	63.72	4.92	5	MON	JUL	E	182	9.32	66.67	6.22	16	SUN	JUL
06	166	KER		22.77	613	B	15	W	599	19.54	93.16	18.21	5	SAT	JUL	E	607	20.76	88.87	18.45	14	SAT	JUL
06	166	KER		24.62	187	B	15	W	537	22.95	86.06	19.75	5	SAT	JUL	E	518	22.36	85.2	19.05	14	THU	JUL

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE # 34				
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
09	167	MNO		0	949	A	17	E	26	22.53	63.42	14.29	11	SAT	AUG	W	24	19.23	68.57	13.19	13	TUE	AUG
09	167	MNO		21.33	602	B	17	W	16	26.04	64	16.67	7	SUN	AUG	E	14	22.92	63.64	14.58	13	SUN	JUL
06	168	FRE	R	.993	693	B	17	E	4988	9.91	51	5.05	7	TUE	JAN	E	5678	9.56	60.17	5.75	16	WED	FEB
06	168	FRE	R	2.017	567	B	16	W	5937	10.45	55.85	5.84	7	TUE	MAR	E	5860	9.65	59.71	5.76	16	THU	MAR
06	168	FRE	R	3.035	568	B	16	W	6076	11	55.97	6.16	7	THU	SEP	E	5910	10.35	57.86	5.99	17	THU	SEP
06	168	FRE	R	4.258	696	B	17	W	5411	10.63	57.62	6.13	7	TUE	APR	E	5372	10.25	59.33	6.08	16	TUE	MAR
06	168	FRE	R	4.258	697	A	17	W	5074	11.27	67.43	7.6	7	WED	OCT	E	4520	11.04	61.32	6.77	17	WED	APR
06	168	FRE	R	6.866	569	B	16	W	4132	10.87	71.45	7.77	7	TUE	SEP	E	3566	10.63	63.06	6.7	17	TUE	MAR
06	168	FRE	R	9.15	570	A	17	W	1244	9.58	80.78	7.74	7	THU	NOV	E	1073	9.6	69.54	6.67	16	MON	OCT
06	168	FRE		14.75	196	A	16	W	482	9.7	72.59	7.04	12	MON	SEP	E	484	10.17	69.54	7.07	17	FRI	SEP
06	168	FRE		15.47	51	A	16	W	437	9.13	73.08	6.67	7	MON	SEP	E	513	11.48	68.22	7.83	16	FRI	SEP
06	168	FRE	T	23.72	168	A	16	W	284	10.11	69.78	7.06	11	SUN	SEP	E	272	11.9	56.79	6.76	16	FRI	SEP
06	168	FRE	T	27.37	197	O	16	W	360	16.28	67.42	10.97	11	SUN	SEP	W	334	12.65	80.48	10.18	16	SAT	MAR
06	168	FRE	T	31.24	169	B	16	W	573	9.47	68.21	6.46	12	SUN	SEP	E	535	9.31	64.77	6.03	17	FRI	JUN
06	168	FRE		49.66	113	B	16	E	188	18.52	97.41	18.04	8	TUE	MAR	W	176	17.85	94.62	16.89	17	SAT	MAR
09	168	INY	R	3.278	975	A	17	E	100	21.38	67.11	14.35	9	SUN	AUG	E	98	25.68	54.75	14.06	15	SAT	SEP
09	168	INY		16.34	976	A	17	E	341	9.31	54.3	5.06	12	TUE	MAR	W	373	9.88	56.01	5.53	15	THU	OCT
09	168	INY		18.31	941	B	17	E	451	10.25	55.96	5.74	12	MON	APR	E	457	10.08	57.7	5.81	13	THU	FEB
09	168	INY		18.32	942	A	17	E	51	17.84	59.3	10.58	11	SUN	MAY	W	54	15.77	71.05	11.2	16	THU	JUL
09	168	MNO		1.45	943	B	17	W	27	18.93	69.23	13.11	12	THU	JUN	W	28	19.42	70	13.59	15	WED	JUL
07	170	LA	R	17.62	541	O	16	S	8671	5.84	72.06	4.21	6	MON	JUN	N	8878	6.82	63.2	4.31	15	SAT	APR
02	172	TEH		0	153	A	16	W	15	19.31	53.57	10.34	12	SUN	AUG	E	17	17.24	68	11.72	18	FRI	AUG
02	172	TEH		8.917	154	B	16	E	25	28.57	65.79	18.8	12	SAT	AUG	E	23	31.58	54.76	17.29	15	SUN	AUG
08	173	SBD	L	0	988	A	15	W	101	14.2	60.48	8.59	12	SUN	AUG	W	165	25.51	55	14.03	16	FRI	AUG
08	173	SBD		21.46	866	A	15	W	288	11.29	62.61	7.07	12	SAT	JAN	E	274	12.2	55.13	6.72	15	SAT	OCT
03	174	PLA		.73	867	A	15	S	357	9.16	59.2	5.42	10	SUN	JUN	N	380	10.3	56.05	5.77	17	WED	SEP
03	174	PLA		2.883	870	O	15	S	256	10.24	50.9	5.21	12	SUN	JUN	N	277	9.61	58.69	5.64	16	FRI	SEP
03	174	NEV		0	870	O	15	S	256	10.24	50.9	5.21	12	SUN	JUN	N	277	9.61	58.69	5.64	16	FRI	SEP
03	174	NEV		6.83	873	B	15	N	573	8.59	71	6.1	8	TUE	SEP	S	569	9.72	62.25	6.05	17	MON	SEP
01	175	MEN		0	760	A	17	W	116	7.15	58	4.15	11	SAT	SEP	E	157	9.48	59.25	5.62	15	THU	JUN
01	175	LAK	R	8.178	769	B	17	E	97	8.06	58.08	4.68	12	SAT	JUN	E	129	9.26	67.19	6.22	16	MON	DEC
01	175	LAK		28.04	771	B	17	E	146	9.21	60.08	5.53	7	TUE	AUG	E	163	11.06	55.82	6.17	16	TUE	DEC
08	177	RIV		0	919	A	17	S	285	14.01	77.45	10.85	9	SUN	NOV	S	331	15	84.01	12.6	14	SUN	AUG

OTM32420			CALTRANS TRAFFIC VOLUMES															PAGE # 35					
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	MNTH	Dir	PM PEAK			HR	DAY	MNTH		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
08	177	RIV		.26	910	A	17	S	262	17.61	81.37	14.32	10	SUN	JUN	S	305	19.19	86.9	16.68	14	SUN	MAY
06	178	KER		1.705	900	A	15	W	2582	9.23	55.73	5.14	7	WED	FEB	E	3010	9.83	61.01	5.99	17	TUE	FEB
06	178	KER	R	5.641	308	A	15	W	2259	9.51	71.56	6.8	7	THU	NOV	E	2056	9.72	63.73	6.19	17	TUE	MAY
06	178	KER	R	7.687	309	B	17	W	1892	10.76	67.57	7.27	7	WED	FEB	E	1509	9.71	59.69	5.8	17	TUE	FEB
06	178	KER	T	9.614	312	A	15	W	892	8.88	75.53	6.7	7	MON	MAY	E	740	8.71	63.85	5.56	17	TUE	MAY
06	178	KER	R	10.96	615	A	17	E	274	8.78	81.55	7.16	6	SAT	MAY	W	285	11.08	67.22	7.45	13	SUN	JUN
06	178	KER	R	42.94	117	A	15	W	195	7.42	70.65	5.24	7	WED	MAY	E	199	8.6	62.19	5.35	16	FRI	FEB
06	178	KER	R	42.94	413	B	15	W	284	11.32	68.77	7.78	11	SUN	AUG	W	246	10.25	65.78	6.74	14	SUN	AUG
09	178	KER		88.26	911	B	17	E	148	15.79	66.07	10.43	12	SUN	JUL	E	148	13.81	75.51	10.43	17	SUN	MAR
09	178	KER		88.38	933	A	17	E	627	21.57	97.66	21.06	4	SAT	MAR	E	841	32.21	87.7	28.25	17	THU	MAR
09	178	KER	R	93.24	920	A	17	W	289	7.82	59.1	4.62	12	SAT	DEC	W	361	9.62	59.97	5.77	16	THU	DEC
09	178	KER		101.2	636	O	17	E	981	8.65	81.48	7.05	11	MON	OCT	E	1089	8.76	89.34	7.82	16	THU	OCT
09	178	KER		102.6	180	B	17	E	1365	9.86	75.62	7.46	10	TUE	OCT	E	1192	10.31	63.17	6.51	14	FRI	SEP
09	178	INY		42.92	936	B	17	W	27	24.07	69.23	16.67	10	MON	NOV	W	31	30.25	63.27	19.14	13	THU	APR
09	178	INY		42.93	937	A	17	W	74	11.95	64.35	7.69	11	TUE	AUG	E	83	11.75	73.45	8.63	15	THU	FEB
09	178	INY		62.19	637	B	17	W	75	11.91	66.37	7.9	9	SUN	MAR	E	84	11.8	75	8.85	16	WED	DEC
06	180	FRE		23.5	54	A	16	W	424	7.47	53.94	4.03	7	FRI	SEP	W	585	9.75	57.02	5.56	17	TUE	SEP
06	180	FRE		34.59	118	B	16	W	322	8.79	54.48	4.79	7	WED	SEP	E	394	9.43	62.15	5.86	15	THU	SEP
06	180	FRE		40.11	667	A	17	E	391	7.23	65.39	4.73	11	SUN	MAY	E	465	8.98	62.58	5.62	16	TUE	SEP
06	180	FRE		42.64	48	B	16	E	712	8	57.51	4.6	7	TUE	SEP	E	759	8.87	55.32	4.9	16	THU	DEC
06	180	FRE		42.64	195	A	16	E	642	7.01	62.39	4.38	12	SUN	DEC	E	800	8.34	65.41	5.45	15	FRI	MAR
06	180	FRE		46.39	649	A	16	E	508	8.16	55.7	4.55	7	WED	SEP	W	537	9.48	50.71	4.81	17	FRI	MAR
06	180	FRE		52.59	49	B	17	E	896	9.44	56.75	5.36	7	TUE	SEP	W	848	8.71	58.2	5.07	17	WED	AUG
06	180	FRE	R	56.52	678	B	17	E	2234	10.49	62.7	6.58	7	MON	SEP	W	2082	10.35	59.23	6.13	17	THU	OCT
06	180	FRE	R	57.07	704	B	16	E	4617	8.6	52.87	4.55	7	TUE	APR	E	4656	8.36	54.82	4.58	16	TUE	APR
06	180	FRE	R	57.84	705	B	17	W	5436	8.53	52.89	4.51	7	WED	MAR	E	5455	8.1	55.87	4.53	16	THU	FEB
06	180	FRE	R	62.89	706	B	17	W	5296	9.98	67.91	6.78	7	WED	MAY	E	4363	9.27	60.27	5.59	17	WED	OCT
06	180	FRE	R	66.02	707	A	17	W	2050	9.27	64.16	5.95	7	TUE	NOV	E	2020	9.87	59.39	5.86	17	WED	DEC
06	180	FRE		71.61	801	A	17	W	798	9.13	57.2	5.22	7	WED	MAY	E	836	9.35	58.54	5.47	17	TUE	MAR
06	180	FRE		71.61	976	B	16	W	1100	9.44	61.28	5.78	7	THU	SEP	E	1038	9.19	59.38	5.46	17	TUE	SEP
06	180	FRE		74.95	612	A	16	W	731	9.01	60.36	5.44	7	FRI	MAR	E	788	10.39	56.45	5.86	16	FRI	SEP
06	180	FRE		77.49	977	B	16	E	804	7.27	96.87	7.04	7	FRI	SEP	E	884	11.06	69.99	7.74	17	TUE	SEP
06	180	FRE		77.49	978	A	16	W	434	9.18	71.03	6.52	6	WED	MAR	E	419	10.35	60.81	6.29	17	FRI	SEP

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08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
06	180	FRE		94.78	979	A	16	W	563	40.14	74.97	30.09	10	MON	SEP	W	651	36.93	94.21	34.79	17	SUN	SEP
06	180	FRE		108.1	122	A	16	E	349	30.12	79.68	24	10	SUN	SEP	W	356	27.92	87.69	24.48	17	SUN	SEP
09	182	MNO		0	950	A	16	S	90	16.18	55.9	9.05	9	TUE	JUL	N	85	13.87	61.59	8.54	16	TUE	JUL
09	182	MNO		12.65	979	B	17	S	63	29.63	60.58	17.95	10	MON	SEP	S	122	66.38	52.36	34.76	14	WED	AUG
05	183	MON		0	255	A	15	S	1761	7.12	61.75	4.4	7	WED	MAR	S	2148	9.2	58.28	5.36	17	THU	JUN
05	183	MON		9.006	257	B	15	S	986	7.87	56.09	4.41	7	THU	SEP	S	1537	10.98	62.63	6.88	17	THU	JUN
05	183	MON		9.98	284	B	15	N	1310	14.84	67.15	9.96	6	WED	SEP	S	924	9.58	73.39	7.03	17	MON	JUN
06	184	KER	L	0	123	A	15	S	402	10.25	85.71	8.78	6	WED	OCT	N	389	11.17	76.13	8.5	15	THU	JUL
06	184	KER		2.035	124	B	15	N	749	8.23	53.01	4.36	12	SUN	OCT	N	909	9.94	53.31	5.3	17	FRI	OCT
06	184	KER		7.83	627	B	15	N	514	8.32	53.26	4.43	7	WED	OCT	N	580	9.12	54.82	5	15	FRI	APR
06	184	KER		9.6	125	B	15	N	498	9.27	51.93	4.81	7	TUE	APR	S	475	9.08	50.59	4.59	15	FRI	APR
06	184	KER		12.14	191	B	15	S	375	15.4	53.65	8.26	7	FRI	APR	S	257	10.2	55.51	5.66	14	TUE	APR
11	186	IMP		2.07	943	B	17	S	649	10.22	76.17	7.79	8	TUE	MAR	N	559	10.4	64.48	6.71	14	WED	FEB
11	188	SD		1.85	950	B	17	N	548	8.28	94.81	7.85	5	MON	JUN	S	554	9.68	81.95	7.93	18	FRI	OCT
08	189	SBD		5.565	969	B	15	E	288	10.6	53.43	5.66	12	THU	OCT	E	311	11.4	53.62	6.11	14	THU	OCT
06	190	TUL		0	28	A	17	E	206	8.75	56.28	4.93	6	TUE	JAN	W	234	10.52	53.18	5.6	16	TUE	MAR
06	190	TUL		9.474	3	B	17	E	248	9.29	61.24	5.69	6	WED	OCT	E	232	9.65	55.11	5.32	15	FRI	JUL
06	190	TUL		9.474	13	A	17	W	349	9.14	63	5.76	6	WED	OCT	E	380	10.21	61.39	6.27	16	WED	OCT
06	190	TUL	R	15.21	14	B	17	W	544	7.62	67.41	5.13	6	WED	OCT	E	615	9.15	63.47	5.8	16	TUE	APR
06	190	TUL		16.45	126	B	17	E	947	8.53	51.11	4.36	7	WED	APR	W	1067	7.06	69.65	4.91	16	MON	OCT
06	190	TUL		16.97	16	B	17	E	891	8.85	54.83	4.85	7	MON	OCT	W	904	9.25	53.18	4.92	15	FRI	OCT
06	190	TUL		16.97	17	A	17	E	533	8.65	53.73	4.65	7	TUE	OCT	E	671	8.51	68.75	5.85	17	FRI	APR
06	190	TUL		22.55	628	A	17	W	406	8.78	74.91	6.57	7	WED	APR	E	431	10.62	65.7	6.98	13	SUN	APR
09	190	INY		24.55	515	B	17	E	38	18.49	62.3	11.52	10	THU	APR	E	36	20	54.55	10.91	14	FRI	MAR
09	190	INY		24.55	918	A	17	E	70	15.36	70	10.75	10	THU	AUG	W	80	15.67	78.43	12.29	16	SAT	AUG
09	190	INY		99.77	900	B	17	W	166	13.81	82.59	11.41	11	SAT	DEC	W	260	18.35	97.38	17.87	18	TUE	DEC
09	190	INY		99.77	901	A	17	E	108	16.46	54.27	8.93	12	SAT	APR	E	156	24.98	51.66	12.9	16	WED	DEC
09	190	INY		140.7	926	B	17	W	139	13.99	80.35	11.24	12	FRI	NOV	E	141	13.34	85.46	11.4	17	SAT	DEC
03	191	BUT		3.53	882	A	15	S	397	11.79	56.15	6.62	7	TUE	MAR	S	416	9.66	71.85	6.94	19	FRI	MAR
03	191	BUT		11.39	890	B	15	S	526	7.88	71.76	5.65	7	THU	MAR	N	531	9.89	57.72	5.71	16	TUE	MAR
05	192	SB	R	.019	102	A	15	W	750	11.76	51.51	6.06	8	WED	FEB	E	855	12.84	53.81	6.91	17	WED	JUN
05	192	SB		4.15	104	B	15	W	138	9.59	56.33	5.4	8	TUE	MAR	E	215	10.77	78.18	8.42	16	SUN	JUN
05	192	SB		11.8	108	A	15	W	384	21.51	83.66	17.99	8	MON	SEP	E	286	16.31	82.18	13.4	16	FRI	SEP

OTM32420			CALTRANS TRAFFIC VOLUMES																	PAGE #		37	
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	MNTH	Dir	PM PEAK			HR	DAY	MNTH		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
05	192	SB		17.44	110	A	15	W	509	19.14	81.05	15.51	7	THU	SEP	E	223	10.73	63.35	6.8	17	FRI	JUN
05	192	SB		17.44	111	B	15	W	801	24.81	76	18.85	7	THU	MAR	E	348	11.74	69.74	8.19	16	FRI	JUN
01	197	DN	R	0	741	A	17	N	208	13.79	61.36	8.46	11	SAT	JUL	N	221	14.28	62.96	8.99	14	SAT	AUG
05	198	MON	R	.111	152	A	15	E	168	11.15	72.1	8.04	6	MON	OCT	W	128	9.52	64.32	6.12	16	MON	JUL
05	198	MON		14.00	154	B	15	E	44	10.04	60.27	6.05	11	SUN	OCT	E	51	13.34	52.58	7.02	16	SUN	JUL
06	198	FRE		21.19	128	B	17	E	70	6.89	98.59	6.8	3	SAT	SEP	W	96	13.59	68.57	9.32	15	FRI	SEP
06	198	FRE		22.66	43	A	17	W	92	8.33	57.86	4.82	7	THU	JUN	E	113	7.7	76.87	5.92	22	THU	JUN
06	198	FRE		26.78	403	A	17	E	196	7.49	63.23	4.73	12	THU	MAR	E	310	10.77	69.51	7.49	16	TUE	MAR
06	198	KIN		3.011	130	B	17	W	262	7.45	70.05	5.22	7	MON	OCT	E	334	9.56	69.58	6.65	16	THU	OCT
06	198	KIN		3.011	131	A	17	W	886	7.77	88.07	6.84	6	MON	JUL	E	1036	10.12	79.08	8	16	TUE	MAY
06	198	KIN		8.897	36	B	17	W	1398	8.49	83.02	7.05	6	WED	APR	E	1523	10.42	73.75	7.68	16	THU	APR
06	198	KIN	R	8.897	441	A	17	W	1297	8.61	67.84	5.84	7	TUE	MAY	E	1481	9.66	69.08	6.67	16	THU	AUG
06	198	KIN	R	10.56	629	B	17	W	1315	6.9	76.41	5.27	6	THU	SEP	E	1465	9.4	62.5	5.87	16	THU	JUN
06	198	KIN	R	15.75	232	B	17	W	1482	7.13	53.72	3.83	7	THU	DEC	E	1939	8.85	56.63	5.01	16	TUE	MAY
06	198	KIN	R	16.91	198	B	17	E	1417	7.33	51.03	3.74	12	FRI	JUN	E	1839	8.86	54.8	4.86	15	FRI	SEP
06	198	KIN	R	20.98	427	A	17	W	1476	8.74	58.04	5.07	6	MON	NOV	E	1519	9.43	55.36	5.22	16	WED	AUG
06	198	KIN	R	20.98	39	B	17	W	1349	8.82	57.28	5.05	7	TUE	OCT	E	1377	9.34	55.21	5.16	16	THU	APR
06	198	TUL	R	3.711	29	B	17	W	1521	9.11	58.21	5.3	7	THU	AUG	E	1540	9.73	55.2	5.37	16	FRI	SEP
06	198	TUL	R	4.796	610	A	17	W	3024	9.29	53.01	4.92	7	WED	AUG	E	3375	9.85	55.78	5.49	17	THU	APR
06	198	TUL		7.76	668	B	17	W	3295	9.21	55.12	5.08	7	TUE	OCT	E	3506	9.52	56.77	5.4	16	THU	APR
06	198	TUL	R	8.753	133	B	17	W	3339	8.94	53.54	4.79	7	TUE	DEC	E	3686	9.69	54.54	5.28	17	TUE	JAN
06	198	TUL	R	18.76	134	B	17	W	1183	9.56	53.9	5.15	7	THU	SEP	E	1123	9.31	52.53	4.89	16	FRI	MAY
06	198	TUL	R	19.76	18	A	17	E	523	10.66	64.25	6.85	10	SAT	JUL	E	458	11.04	54.33	6	13	SUN	JUL
06	198	TUL		27.96	408	B	17	E	458	12.99	69.71	9.06	11	SAT	JUL	W	426	11.06	76.21	8.43	18	SUN	JUL
06	198	TUL		27.96	630	A	17	E	498	13.52	73.24	9.9	10	SAT	JUL	W	484	13.38	71.92	9.62	17	SUN	JUL
06	198	TUL		42.35	135	A	17	E	338	17.63	81.06	14.29	10	SAT	JUL	W	286	14.84	81.48	12.09	17	SUN	JUL
01	199	DN		4.16	730	B	17	S	308	11.56	64.57	7.46	12	TUE	AUG	N	318	15	51.37	7.7	13	SUN	JUN
01	200	HUM	R	0	791	A	17	W	121	8	60.2	4.81	8	TUE	OCT	E	148	10.38	56.71	5.89	17	TUE	OCT
06	201	FRE		0	136	A	17	W	575	7.63	55.5	4.23	11	SAT	MAY	W	612	8.38	53.78	4.5	15	THU	MAY
06	201	TUL		1.4	654	A	17	W	351	9.25	56.89	5.26	6	TUE	MAR	E	434	11.18	58.18	6.5	16	THU	NOV
06	201	TUL		13.97	27	B	17	W	92	10.65	77.31	8.24	5	SAT	JUN	E	91	11.28	72.22	8.15	15	WED	JUN
06	201	TUL	L	13.98	26	A	17	E	274	8.71	63.43	5.52	5	MON	SEP	E	318	10.16	63.1	6.41	17	WED	DEC
06	201	TUL		23.96	137	B	17	W	88	8.87	74.58	6.61	6	TUE	APR	E	92	11.35	60.93	6.91	16	TUE	OCT

OTM32420			CALTRANS TRAFFIC VOLUMES																	PAGE # 38			
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
09	202	KER	R	2.16	922	A	17	W	567	7.67	73.35	5.62	5	WED	JUN	E	621	11.57	53.21	6.16	15	FRI	SEP
09	202	KER	R	5.5	968	A	17	W	527	7.57	72.49	5.49	5	THU	JUN	W	622	8.85	73.18	6.47	17	WED	MAR
09	202	KER		8.87	606	B	17	W	682	8.42	54.69	4.61	12	FRI	JUN	W	821	10.07	55.06	5.54	14	FRI	SEP
09	202	KER		12.01	932	B	17	E	789	7.88	75.21	5.93	6	FRI	MAR	W	888	10.21	65.39	6.67	16	THU	MAR
09	203	MNO	R	4.47	959	B	17	W	559	14.57	84.31	12.29	6	MON	JUL	E	601	16.04	82.33	13.21	15	SAT	FEB
09	203	MNO		5.75	103	B	17	E	873	12.98	51.69	6.71	10	FRI	AUG	E	874	10.56	63.61	6.72	15	SUN	MAR
09	203	MNO		6.866	108	B	17	E	620	12.65	65.26	8.26	8	MON	AUG	E	555	10.32	71.61	7.39	13	SUN	FEB
09	203	MNO	R	8.56	921	B	17	E	785	12.33	75.63	9.33	9	SUN	AUG	W	677	13.15	61.16	8.04	15	SAT	MAY
06	204	KER		2.069	139	A	15	N	1449	6.84	63.25	4.33	7	MON	SEP	N	1590	9.43	50.33	4.75	17	THU	DEC
06	204	KER		6.258	204	B	15	S	2418	10.62	56.55	6	7	THU	MAR	N	2232	10.43	53.16	5.54	16	TUE	MAR
06	204	KER		6.752	141	B	15	S	2001	10.96	66.79	7.32	7	WED	SEP	S	1590	9.94	58.56	5.82	15	WED	SEP
10	205	SJ	R	8.127	121	A	16	W	5000	4.49	85.81	3.85	4	WED	JUN	E	5091	6.4	61.29	3.92	15	WED	DEC
07	210	LA	R	3.57	527	O	16	E	4716	7.92	62.58	4.96	7	THU	FEB	W	4464	8.61	54.49	4.69	17	FRI	APR
07	210	LA	R	17.7	544	O	15	E	9561	7.4	69.52	5.14	6	MON	APR	W	10066	8.81	61.47	5.42	17	THU	OCT
07	210	LA	R	42.66	761	O	15	W	8832	6.88	51.19	3.52	11	SAT	AUG	E	8959	6.47	55.21	3.57	15	TUE	MAY
07	210	LA	R	46.21	128	O	17	W	7473	6.3	60.77	3.83	7	TUE	MAY	W	6836	6.9	50.74	3.5	13	SUN	APR
07	210	LA	R	51.85	495	B	15	W	6965	6.39	62.97	4.03	7	THU	SEP	E	7255	6.64	63.19	4.19	16	THU	NOV
08	210	SBD		0	200	A	17	W	7078	6.38	62.1	3.96	7	FRI	FEB	E	6755	6.48	58.36	3.78	15	WED	DEC
08	210	SBD	R	31.7	757	A	17	E	3793	7.17	53.81	3.86	7	FRI	APR	E	3547	7.18	50.27	3.61	17	TUE	OCT
01	211	HUM	R	77.05	148	A	16	N	308	9.76	55.6	5.43	8	WED	APR	S	331	9.96	58.58	5.83	13	SAT	OCT
08	215	RIV	R	15.52	603	B	17	S	4887	6.76	61	4.12	7	WED	JUN	N	4938	7.58	55	4.17	17	FRI	JUN
08	215	RIV	R	38.34	803	A	17	N	8269	6.04	57.98	3.5	12	SAT	JUL	N	8997	6.34	60.14	3.81	17	THU	MAR
08	215	SBD		14.10	606	A	17	S	3132	7.09	65.21	4.62	7	THU	MAR	N	3068	7.75	58.45	4.53	17	TUE	APR
06	216	TUL	R	.488	142	A	17	W	697	9.21	54.88	5.05	7	TUE	APR	E	828	9.95	60.31	6	17	TUE	OCT
06	216	TUL		2.46	171	A	17	W	317	12.68	59.92	7.6	11	SUN	FEB	W	224	9.01	59.57	5.37	13	SUN	JAN
06	216	TUL		11.73	831	B	17	W	229	9.33	61.73	5.76	7	THU	OCT	E	221	9.66	57.55	5.56	16	THU	OCT
06	216	TUL		14.01	143	B	17	W	301	9.51	59.72	5.68	7	THU	APR	E	301	9.76	58.22	5.68	16	THU	APR
06	216	TUL		14.01	144	A	17	W	265	10.02	57.48	5.76	7	TUE	JAN	E	280	11.52	52.83	6.09	16	THU	APR
06	216	TUL		19.25	145	B	17	E	64	8.2	63.37	5.19	7	THU	JUL	E	80	10.63	61.07	6.49	17	WED	APR
05	217	SB		.464	126	A	17	W	1053	10.57	81.82	8.65	8	WED	OCT	E	1086	11.71	76.16	8.92	17	MON	JAN
05	218	MON	R	0	269	A	16	E	1087	8.26	52.34	4.32	8	TUE	NOV	W	1299	8.19	63.12	5.17	16	FRI	FEB
03	220	SAC		3.114	922	B	17	E	97	22.37	59.15	13.23	12	SAT	JUL	W	60	14.6	56.08	8.19	15	FRI	JUL
01	222	MEN		.96	733	A	15	E	349	9.34	51.25	4.79	12	TUE	APR	E	410	11.03	51	5.62	16	WED	APR

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14:59:55				PEAK HOUR VOLUME DATA																						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK				1 WAY	Dir	PM PEAK				1 WAY	Dir	PM	CS	LEG	YR	Dir	
									PHV	%	%	%			PHV	%	%	%								
									K	D	KD	HR	DAY	MNTH		K	D	KD	HR	DAY	MNTH					
06	223	KER		1.85	161	A	15	W	121	10.18	82.88	8.44	5	WED	JUN	E	136	12.27	77.27	9.48	16	TUE	DEC			
06	223	KER	R	10.94	146	A	15	W	261	6.64	62.89	4.18	12	SUN	SEP	E	340	8.57	63.55	5.44	17	MON	DEC			
06	223	KER	R	16.01	224	B	15	E	353	8.66	61.39	5.32	5	WED	JUN	E	349	10.12	51.94	5.26	16	FRI	NOV			
06	223	KER	R	16.01	225	A	15	W	371	6.74	70.67	4.77	5	TUE	SEP	E	423	9.74	55.81	5.43	16	FRI	SEP			
06	223	KER		20.91	147	B	15	W	423	8.25	51.27	4.23	12	FRI	MAR	E	500	9.06	55.19	5	17	FRI	SEP			
06	223	KER		31.92	148	B	15	W	121	9.53	86.43	8.24	7	SAT	DEC	E	109	12.19	60.89	7.42	15	FRI	SEP			
05	227	SLO		7.12	148	A	17	N	1099	11.09	76.37	8.47	6	WED	APR	S	1341	13.14	78.65	10.34	15	THU	JUN			
06	233	MAD		.005	149	A	16	S	179	7.09	72.18	5.11	6	WED	APR	N	215	9.91	61.96	6.14	16	FRI	APR			
06	233	MAD		3.586	150	B	16	N	612	8.91	53.08	4.73	8	MON	APR	N	641	9.72	50.95	4.95	18	WED	JAN			
12	241	ORA		14.60	934	A	17	N	731	13.23	71.67	9.48	7	MON	MAY	S	644	11.79	70.85	8.35	17	TUE	NOV			
12	241	ORA		20.08	921	A	17	S	2616	61.41	60.94	37.42	8	THU	OCT	S	2274	39.71	81.92	32.53	16	WED	OCT			
12	241	ORA		27.38	922	B	17	S	3398	12.94	60.68	7.85	7	MON	SEP	S	3313	11.28	67.88	7.66	17	WED	MAY			
12	241	ORA		32.54	924	A	16	S	5714	13.18	76.71	10.11	7	THU	FEB	N	3851	9.61	70.92	6.81	17	WED	APR			
04	242	CC	R	0	149	A	15	N	3901	6.34	56.68	3.59	12	FRI	DEC	N	5116	8.68	54.28	4.71	16	FRI	DEC			
04	242	CC	R	3.398	36	B	15	N	4961	5.07	85.45	4.33	5	WED	SEP	N	4945	6.78	63.73	4.32	17	MON	MAR			
06	245	TUL		7.066	88	A	17	N	276	7.71	59.36	4.58	7	FRI	APR	N	338	9.99	56.15	5.61	15	FRI	OCT			
06	245	TUL		7.066	406	B	17	N	252	9.2	52.94	4.87	12	SAT	OCT	N	276	9.53	55.98	5.33	16	THU	APR			
06	245	TUL		12.00	89	A	17	N	49	10.71	74.24	7.95	12	SAT	OCT	N	55	12.5	71.43	8.93	18	SAT	JUL			
06	245	TUL		12.00	407	B	17	S	75	10.72	66.96	7.18	11	SUN	JUL	S	64	9.38	65.31	6.12	17	SAT	OCT			
05	246	SB		9.55	203	B	17	W	508	7.31	59	4.31	12	SAT	MAY	W	687	9.68	60.21	5.83	16	FRI	MAY			
05	246	SB		9.56	205	A	16	E	468	7.02	66.38	4.66	6	TUE	AUG	W	632	9.71	64.82	6.29	16	TUE	MAY			
05	246	SB		26.07	209	A	17	E	1045	7.29	57.54	4.2	8	FRI	MAY	W	1213	6.78	71.86	4.87	16	THU	AUG			
05	246	SB	R	34.60	211	B	16	E	434	6.32	81.12	5.13	11	TUE	SEP	E	526	8.31	74.82	6.21	17	SAT	SEP			
01	253	MEN		17.18	762	B	17	E	178	9.09	63.12	5.74	11	SAT	SEP	W	216	9.84	70.82	6.97	17	SUN	SEP			
01	254	HUM		16.84	129	B	17	N	88	19.08	68.75	13.11	11	WED	AUG	N	89	20.12	65.93	13.26	14	MON	MAY			
01	255	HUM		2	515	O	17	S	478	8.77	75.28	6.6	12	SAT	FEB	S	564	10.8	72.12	7.79	15	MON	MAR			
01	255	HUM		8.75	805	A	17	S	830	8.87	57.72	5.12	12	MON	DEC	S	984	11.05	54.94	6.07	17	THU	DEC			
12	261	ORA		0	938	A	15	S	4803	8.25	81.84	6.75	8	FRI	SEP	N	5606	10.31	76.46	7.88	17	FRI	OCT			
02	265	SIS		20.33	185	B	17	S	90	10.09	52.02	5.25	12	THU	SEP	N	101	10.73	54.89	5.89	14	FRI	AUG			
09	266	MNO		0	977	A	17	N	38	21.5	60.32	12.97	12	THU	OCT	N	42	19.45	73.68	14.33	13	THU	JUL			
09	266	MNO		4.3	985	A	17	N	19	16.67	63.33	10.56	12	WED	OCT	N	23	17.78	71.88	12.78	16	FRI	AUG			
03	267	NEV	M	1.419	928	B	16	E	805	10.18	56.25	5.72	11	SAT	JUL	W	1045	12.11	61.36	7.43	16	FRI	JUL			
03	267	NEV	M	1.419	929	A	16	E	955	10.48	56.95	5.97	11	FRI	JUL	W	1082	10.66	63.42	6.76	16	MON	JUL			

OTM32420				CALTRANS TRAFFIC VOLUMES																PAGE #		40	
08/15/2018				LATEST TRAFFIC YEAR SELECTED																			
14:59:55				PEAK HOUR VOLUME DATA																			
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
06	269	KIN		0	930	A	17	S	207	12.18	83.81	10.21	5	FRI	SEP	S	113	9.47	58.85	5.57	17	MON	SEP
06	269	FRE		.082	935	B	16	N	274	9.23	55.8	5.15	6	TUE	OCT	S	298	8.12	68.98	5.6	16	WED	NOV
06	269	FRE		12.75	306	B	17	N	390	11.38	75.44	8.58	5	WED	JUN	S	339	10.96	68.07	7.46	16	TUE	SEP
06	269	FRE		24.76	940	B	17	S	217	11.86	70	8.3	5	THU	JUN	N	216	11.66	70.82	8.26	15	THU	JUN
09	270	MNO		0	978	A	17	E	66	27.11	89.19	24.18	9	WED	AUG	W	63	35.9	64.29	23.08	13	THU	AUG
01	271	MEN		6.28	198	B	17	S	38	13.95	53.52	7.47	11	MON	JUL	S	38	13.56	55.07	7.47	13	WED	APR
01	271	MEN		7.29	196	B	17	N	85	19.54	52.15	10.19	11	WED	AUG	S	85	19.31	52.8	10.19	13	MON	JUN
02	273	SHA		3.812	155	A	15	S	418	8.93	59.04	5.27	11	MON	MAY	S	476	8.76	68.59	6.01	14	MON	MAY
02	273	SHA		11.1	203	O	17	N	1053	8.07	64.48	5.2	7	WED	APR	S	1089	8.91	60.4	5.38	17	WED	SEP
02	273	SHA		14.18	156	A	17	N	1143	9.59	62.26	5.97	7	TUE	SEP	S	1087	9.65	58.82	5.67	15	THU	DEC
02	273	SHA		17.39	204	B	17	S	838	9.51	54.84	5.22	7	THU	MAY	N	980	11.07	55.12	6.1	14	THU	NOV
02	273	SHA		18.92	315	B	15	N	608	9.07	53.85	4.88	12	WED	FEB	N	689	9.41	58.84	5.53	17	TUE	NOV
02	273	SHA		20.03	157	B	15	S	396	8.41	67.46	5.67	7	FRI	NOV	N	455	10.12	64.45	6.52	17	TUE	NOV
04	280	SM	R	5.6	904	B	17	S	7495	10.58	59.41	6.28	8	WED	MAR	N	7247	10.61	57.25	6.08	16	THU	MAR
04	280	SF	R	0	112	A	17	N	6420	7.49	60.81	4.55	7	THU	OCT	S	6544	8.68	53.51	4.64	15	FRI	OCT
01	281	LAK		15.3	281	A	15	E	496	11.84	80.78	9.56	7	THU	JAN	W	420	11.22	72.17	8.1	17	WED	JAN
11	282	SD		0	894	A	17	W	2282	8.05	84.86	6.83	6	WED	NOV	E	1873	8.37	67.01	5.61	14	WED	APR
02	284	PLU		0	186	A	16	S	99	26.84	60.37	16.2	12	MON	MAY	S	72	20.3	58.07	11.78	15	SUN	MAY
01	299	HUM		0	192	A	17	W	678	9.1	59.32	5.4	8	TUE	JAN	W	717	10.68	53.43	5.71	16	THU	AUG
01	299	HUM	R	7.6	475	O	15	W	238	11.36	53.13	6.03	12	FRI	AUG	E	272	13.13	52.51	6.9	16	FRI	AUG
02	299	TRI		52.07	292	O	15	E	611	11.09	50.62	5.62	12	FRI	MAY	E	599	10.47	52.59	5.51	15	FRI	NOV
02	299	TRI	R	58.11	208	B	17	W	281	9.11	65.2	5.94	10	TUE	JUL	E	307	12.43	52.21	6.49	16	FRI	JUN
02	299	TRI		72.25	159	O	15	E	179	7.54	60.27	4.54	12	SUN	MAY	W	250	10.61	59.81	6.35	16	THU	FEB
02	299	SHA		0	159	O	15	E	179	7.54	60.27	4.54	12	SUN	MAY	W	250	10.61	59.81	6.35	16	THU	FEB
02	299	SHA		21.65	209	O	17	W	612	10.31	56.88	5.86	12	SAT	JUL	E	658	10.91	57.77	6.3	15	SAT	JUN
02	299	SHA		23.81	301	B	17	W	1054	9.93	52.2	5.18	7	THU	NOV	E	1076	10.41	50.83	5.29	14	FRI	MAR
02	299	SHA		24.02	316	A	15	W	966	9.1	53.05	4.83	7	WED	NOV	W	1020	9.61	53.04	5.1	14	MON	AUG
02	299	SHA		24.09	317	A	15	W	1118	8.69	51.59	4.48	12	MON	AUG	E	1273	9.63	52.98	5.1	17	THU	FEB
02	299	SHA		24.82	162	A	17	W	1126	9.22	58.4	5.38	12	THU	NOV	W	1170	9.27	60.34	5.59	14	MON	AUG
02	299	SHA		27.24	191	A	17	W	574	9.33	63.71	5.95	7	TUE	OCT	E	539	8.71	64.09	5.58	17	FRI	JUN
02	299	SHA		31.69	213	A	17	W	250	9.42	54.95	5.18	7	WED	AUG	E	285	9.77	60.38	5.9	17	FRI	SEP
02	299	SHA		73.13	163	O	17	E	149	9.23	53.99	4.98	12	WED	AUG	E	169	9.77	57.88	5.65	15	TUE	NOV
02	299	SHA		75.63	244	O	17	E	429	9.85	52.19	5.14	12	FRI	MAY	E	457	10.82	50.61	5.47	15	WED	AUG

OTM32420			CALTRANS TRAFFIC VOLUMES															PAGE #		41			
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					1 WAY	%	%					
									PHV	K	D	KD				PHV	K	D	KD				
02	299	SHA		80.09	164	B	17	W	238	9.88	53.6	5.3	11	SAT	AUG	W	264	11.02	53.33	5.88	15	WED	AUG
02	299	SHA		80.09	214	A	17	W	177	10.17	54.46	5.54	11	MON	JUL	E	204	12.14	52.58	6.38	15	THU	MAY
02	299	SHA		91.56	165	B	17	W	175	9.47	56.27	5.33	11	FRI	AUG	W	191	11.32	51.34	5.81	13	WED	AUG
02	299	SHA		95.24	319	B	17	W	204	10.1	52.04	5.26	12	FRI	MAY	E	226	9.59	60.75	5.82	17	MON	MAY
02	299	LAS		3.9	166	B	17	W	86	9.74	63.24	6.16	9	TUE	AUG	W	89	10.09	63.12	6.37	14	MON	AUG
02	299	MOD		.332	167	B	17	W	56	9.03	65.12	5.88	10	THU	MAY	E	61	10.19	62.89	6.41	17	FRI	MAY
02	299	MOD		40.64	171	A	17	W	61	10.37	69.32	7.18	11	THU	SEP	W	61	10.48	68.54	7.18	15	TUE	SEP
08	395	SBD		11.18	975	A	15	N	796	6.13	59.9	3.67	7	FRI	SEP	N	1001	8.37	55.18	4.62	15	THU	JUN
08	395	SBD		45.95	977	A	15	N	291	10.56	63.4	6.7	10	SAT	DEC	S	368	10.96	77.31	8.47	16	MON	SEP
09	395	KER	R	1.152	654	B	17	S	357	12.33	62.85	7.75	12	SUN	JUL	S	357	11.83	65.51	7.75	14	SUN	JUL
09	395	KER	R	23.48	919	B	17	S	287	12.92	59.18	7.65	11	SUN	JUN	S	318	12.76	66.39	8.47	14	SUN	JUN
09	395	INY	R	3.022	110	A	17	S	668	15.65	64.73	10.13	11	SUN	AUG	S	864	17.44	75.13	13.1	14	SUN	AUG
09	395	INY		29.43	700	B	17	S	700	14.88	66.1	9.84	12	SUN	AUG	S	871	15.43	79.33	12.24	15	SUN	NOV
09	395	INY		34.67	903	A	17	S	654	12.24	77.03	9.42	9	MON	SEP	S	816	14.74	79.77	11.76	16	SUN	JAN
09	395	INY		55.83	305	A	17	S	718	14.4	62.33	8.97	12	SUN	MAR	S	765	14.6	65.5	9.56	13	SUN	AUG
09	395	INY		55.83	972	B	17	S	666	13.34	69.89	9.32	12	SUN	SEP	S	816	15.2	75.14	11.42	15	SUN	FEB
09	395	INY	R	58.81	660	A	17	S	770	13.69	76.62	10.49	12	SUN	MAR	S	730	14.61	68.03	9.94	14	SUN	AUG
09	395	INY		73.5	644	A	17	S	816	15.95	66.78	10.65	12	SUN	AUG	S	766	13.83	72.33	10	14	SUN	JAN
09	395	INY		96.4	846	B	17	S	712	12.15	80.63	9.8	12	SUN	JAN	N	789	17.76	61.16	10.86	16	MON	DEC
09	395	INY		96.5	905	A	17	S	801	13.62	81.49	11.1	11	SUN	FEB	S	726	16.28	61.79	10.06	14	SUN	MAR
09	395	INY		112.7	692	B	17	S	862	13.57	70.43	9.55	10	SUN	AUG	S	754	12.34	67.75	8.36	15	SUN	MAR
09	395	INY		115.2		B	17	S	875	10.38	72.55	7.53	11	MON	FEB	S	812	11.17	62.61	6.99	14	MON	FEB
09	395	INY		115.4	106	B	17	N	1011	11.34	64.35	7.3	12	SAT	JUL	N	854	10.09	61.09	6.16	14	FRI	SEP
09	395	INY		115.4	993	A	17	N	962	9.74	61.99	6.04	12	FRI	MAY	N	971	10.21	59.72	6.1	15	MON	DEC
09	395	INY		116.3	994	B	17	S	988	10.27	56.91	5.84	11	SUN	AUG	N	1027	9.53	63.71	6.07	14	SAT	MAY
09	395	INY		117.3	646	O	17	S	946	11.24	59.84	6.73	11	MON	DEC	N	839	9.9	60.23	5.96	15	TUE	DEC
09	395	INY		121.0	906	A	17	S	760	15.2	65.12	9.9	9	SUN	JUL	N	645	13.18	63.74	8.4	16	FRI	SEP
09	395	MNO	R	13.93	310	B	17	S	813	12.51	84.69	10.59	11	SUN	JAN	S	653	11.92	71.37	8.51	13	SUN	JAN
09	395	MNO	R	25.75	308	B	17	S	866	11.88	75.7	8.99	9	MON	JAN	S	758	12.67	62.13	7.87	14	SUN	APR
09	395	MNO		40.34	987	A	17	N	492	20.19	55.53	11.21	10	SUN	AUG	S	405	15.09	61.18	9.23	13	WED	AUG
09	395	MNO		50.74	988	B	17	N	531	16.25	69.59	11.31	10	SUN	OCT	S	446	18.93	50.17	9.5	13	SAT	JUL
09	395	MNO		58.24	989	A	17	S	340	16.76	57.43	9.62	12	WED	JUL	S	327	16.47	56.19	9.26	13	FRI	AUG
09	395	MNO		76.3	526	B	17	N	377	18.58	52.51	9.76	11	SUN	AUG	N	324	16.3	51.43	8.38	13	SUN	AUG

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE # 42				
08/15/2018			LATEST TRAFFIC YEAR SELECTED																				
14:59:55			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
09	395	MNO		76.3	527	A	17	S	384	18.5	54.47	10.08	11	SUN	JUL	S	323	16.53	51.27	8.48	14	FRI	AUG
09	395	MNO		80.61	909	A	17	N	322	18.42	53.05	9.77	12	SUN	AUG	N	316	18.11	52.93	9.59	14	SUN	AUG
09	395	MNO		93.7	528	A	17	S	294	12.02	70.5	8.48	11	SAT	NOV	S	299	15.98	53.97	8.62	15	MON	SEP
09	395	MNO		117.0	530	B	17	S	351	15.86	55.02	8.73	10	SUN	JUL	N	328	13.53	60.29	8.16	14	SUN	JUL
09	395	MNO		120.5	991	B	17	S	325	14.67	56.62	8.3	11	SAT	JUL	N	302	14.33	53.83	7.72	14	FRI	JUN
02	395	LAS	R	4.615	198	A	16	N	343	6.58	88.4	5.82	5	THU	SEP	S	434	12.38	59.45	7.36	16	MON	MAY
02	395	LAS		29.84	289	A	16	N	324	12.66	52.68	6.67	12	SUN	AUG	S	401	13.83	59.67	8.25	13	MON	MAY
02	395	LAS	R	61.09	175	B	16	N	441	7.39	73.5	5.43	7	FRI	MAY	S	481	11.6	51.06	5.92	14	FRI	MAY
02	395	LAS	R	61.09	176	A	16	S	195	9.93	52.99	5.26	8	THU	MAY	S	237	11.04	57.95	6.4	14	FRI	MAY
02	395	LAS		70.12	261	A	16	N	92	9.3	66.19	6.15	11	MON	SEP	S	104	11.44	60.82	6.96	15	THU	SEP
02	395	MOD		3.216	246	B	17	S	135	17.36	77.14	13.39	11	TUE	AUG	S	224	25.99	85.5	22.22	16	MON	AUG
02	395	MOD		22.07	177	B	17	S	380	11.26	57.49	6.47	11	TUE	AUG	S	436	10.57	70.21	7.42	18	MON	AUG
02	395	MOD		28.29	178	A	17	S	184	17.95	87.62	15.73	10	TUE	AUG	S	465	42.91	92.63	39.74	16	MON	AUG
12	405	ORA		.949	939	B	16	N	8073	6.45	70.24	4.53	6	THU	JUL	S	7699	8.3	52.01	4.32	16	MON	MAY
12	405	ORA		6.178	915	A	16	N	11839	8.18	51.16	4.18	7	THU	MAY	S	11641	7.53	54.67	4.11	15	WED	JUN
12	405	ORA		15.9	208	B	16	N	9723	5.68	61.64	3.5	7	THU	FEB	N	10019	6.88	52.42	3.61	16	TUE	JAN
12	405	ORA		19.16	659	B	17	S	9156	6.91	51.72	3.57	11	SAT	SEP	S	9208	6	59.82	3.59	18	WED	FEB
12	405	ORA		21.2	434	A	16	N	12887	6.45	51.44	3.32	6	WED	AUG	S	13649	7.01	50.12	3.51	15	FRI	JAN
07	405	LA		.4	210	A	15	N	9007	6.57	52.64	3.46	6	TUE	JUL	S	9919	6.85	55.56	3.81	15	THU	OCT
07	405	LA		6.81	211	B	17	N	11025	6.2	60.46	3.75	7	TUE	MAY	N	10162	6.33	54.61	3.46	16	FRI	MAY
07	405	LA		14.92	213	A	16	N	8571	6.23	53.59	3.34	11	SAT	NOV	N	8769	6.64	51.4	3.41	13	SAT	OCT
07	405	LA		25.27	490	B	16	N	9802	5.33	59.57	3.17	6	THU	MAR	N	9544	5.85	52.8	3.09	16	SAT	APR
07	405	LA		40.6	730	A	17	S	9027	6.91	58.25	4.03	12	SAT	OCT	N	8440	6.33	59.45	3.77	15	MON	JAN
07	405	LA		47.6	218	B	16	S	6135	6.62	63.65	4.22	6	MON	AUG	N	5154	6.35	55.82	3.54	15	TUE	MAR
04	505	SOL	R	3.058	903	B	17	S	1817	8.3	60.83	5.05	10	SUN	JUN	S	2160	9.41	63.75	6	14	SUN	SEP
03	505	YOL		.396	955	B	17	S	1432	9.54	61.28	5.85	12	SAT	SEP	N	1751	11.22	63.74	7.15	15	FRI	JUL
03	505	YOL		10.62	342	B	17	N	1083	7.46	77.08	5.75	7	SAT	JUL	N	1270	10.49	64.27	6.74	13	FRI	AUG
03	505	YOL		10.62	964	A	17	N	920	10.62	70.66	7.5	11	THU	AUG	N	1041	13.08	64.9	8.49	15	FRI	JUN
03	505	YOL	R	22.36	965	B	17	S	812	14.21	51.04	7.25	11	SUN	NOV	N	969	12.73	68	8.66	17	FRI	AUG
10	580	SJ		8.149	421	X	16	W	2519	8.06	86.45	6.97	6	WED	MAY	E	2282	9.1	69.36	6.31	17	FRI	SEP
04	580	ALA		10.69	532	A	17	E	8430	6.06	62.18	3.77	7	THU	AUG	W	10713	7.22	66.33	4.79	14	WED	AUG
04	580	ALA		30.35	535	A	17	E	7364	6.94	52.19	3.62	7	MON	MAY	E	7477	6.88	53.43	3.67	16	MON	FEB
12	605	ORA	R	1.1	219	A	16	N	7464	6.4	58.28	3.73	8	TUE	JUN	N	8444	7.27	58.03	4.22	16	TUE	OCT

DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK						PM PEAK								
									1 WAY	%	%	%	1 WAY	%	%	%							
									PHV	K	D	KD	HR	DAY	MNTH	Dir	PHV	K	D	KD	HR	DAY	MNTH
07	605	LA	R	2.31	220	O	16	N	7651	7.42	50.43	3.74	7	WED	APR	N	8860	7.52	57.66	4.34	17	MON	OCT
07	605	LA	R	8.9	485	B	15	S	9482	5.88	54.85	3.22	6	THU	APR	S	9636	5.8	56.48	3.28	17	WED	APR
07	605	LA		22.92	547	O	15	S	5933	6.63	54.69	3.62	7	WED	MAY	N	5701	6.85	50.83	3.48	14	SAT	OCT
04	680	ALA	M	1.961	39	A	15	S	6856	8.98	56.75	5.1	9	THU	AUG	S	5717	7.88	53.96	4.25	17	TUE	SEP
04	680	ALA	R	20.06	157	A	15	N	6867	7.28	55.93	4.07	9	WED	NOV	N	7978	7.91	59.85	4.73	18	TUE	NOV
04	680	CC	R	.01	557	A	15	S	6653	7.57	51.37	3.89	8	TUE	AUG	S	7380	7.48	57.68	4.31	16	FRI	MAY
04	680	CC	R	.02	900	O	17	S	6272	6.37	53.58	3.41	7	THU	AUG	S	6632	6.41	56.35	3.61	16	THU	DEC
04	680	CC	R	6.764	419	O	15	S	6575	7.89	55.32	4.37	7	THU	FEB	N	6055	7.6	52.88	4.02	14	FRI	MAY
04	680	CC	R	18.71	301	B	15	S	9880	5.64	70.94	4	6	TUE	MAY	N	10782	6.5	67.15	4.37	17	THU	MAY
07	710	LA		7.6	37	A	17	N	8515	10.82	55.66	6.02	6	TUE	OCT	N	8299	11.51	51.01	5.87	16	FRI	OCT
07	710	LA		10.31	38	A	15	S	7252	7.47	52.77	3.94	7	MON	APR	N	6714	7.1	51.39	3.65	16	MON	MAY
07	710	LA	R	27.11	436	A	16	S	2258	8.12	61.03	4.95	7	WED	FEB	N	1971	7.36	58.77	4.32	17	WED	MAR
04	780	SOL		6.656	341	A	15	E	2665	8.03	55.25	4.44	7	WED	MAR	W	2883	8.77	54.72	4.8	17	THU	FEB
11	805	SD		.647	922	A	17	S	2947	6.79	65.5	4.45	10	SAT	DEC	S	3495	8.05	65.47	5.27	15	THU	DEC
11	805	SD		1.805	681	A	17	N	9517	8.33	67.46	5.62	12	SAT	JUL	N	10511	9.18	67.59	6.21	17	THU	JUL
11	805	SD		5.542	684	O	17	N	6908	5.99	63.95	3.83	6	MON	SEP	S	8092	7.93	56.53	4.48	15	THU	AUG
11	805	SD		8.854	924	B	17	N	10576	6.52	68.11	4.44	6	TUE	APR	S	11609	7.53	64.81	4.88	16	FRI	SEP
11	805	SD		8.854	944	A	17	N	9833	6.34	70.87	4.49	6	FRI	MAR	S	9770	7.8	57.29	4.47	15	FRI	OCT
11	805	SD		11.10	925	B	17	N	9576	5.77	73.35	4.23	6	WED	JAN	S	10077	7.21	61.85	4.46	15	THU	JAN
11	805	SD		16.43	927	B	17	N	7628	5.41	73.66	3.98	6	MON	JUN	S	9183	7.8	61.47	4.8	14	FRI	APR
11	805	SD		23.65	929	B	17	N	7754	5.75	70.64	4.06	6	WED	MAY	S	8756	7.94	57.8	4.59	14	FRI	JUN
11	805	SD		24.44	683	X	17	N	8892	6.98	65.45	4.57	6	WED	JUL	S	9221	7.75	61.15	4.74	14	FRI	MAY
11	805	SD		28.50	930	B	17	S	7327	7.27	61.61	4.48	8	WED	NOV	N	6906	6.94	60.89	4.22	16	WED	JUN
11	905	SD		3.207	932	A	17	W	2533	8.17	52.31	4.28	7	WED	APR	E	2872	8.87	54.66	4.85	15	THU	FEB
11	905	SD		5.164	942	A	17	E	4089	7.81	63.72	4.97	7	MON	DEC	W	4200	9.29	54.98	5.11	16	THU	DEC
11	905	SD	R	11.37	127	A	17	W	1531	5.72	75.09	4.29	7	THU	NOV	E	1748	7.57	64.79	4.9	16	TUE	JAN



Appendix B

Vehicular Operations Technical Report

Wildomar Mobility Plan

Vehicular Operations
Technical Report

June 2021

Prepared for



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Suite 201

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Appendix A	Intersection Level of Service Calculation Worksheets
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1.0 Introduction

The purpose of this technical report is to document the Future Year 2040 vehicular operations conditions as part of the Wildomar Mobility Element development.

Maintaining efficient vehicular operations is vital to the economy. Local roadways and the regional freeway system provide an interconnected network used to move people and goods throughout the region. This technical report describes the key study roadways, intersections, and freeways that support Wildomar's vehicular mobility, including an assessment of physical characteristics and level of service conditions.

2.0 Vehicular Mobility

This section describes information such as the development of Future Year 2040 traffic forecast volumes as well as the vehicular classification system developed as a component of the City of Wildomar Mobility Element.

2.1 Vehicular Demand

The Future Year 2040 travel demand model forecasting process utilized to project the future travel patterns within the City of Wildomar. Future Year 2040 traffic volumes were derived from the calculated growth between RIVTAM 2012 and 2040 forecast volumes, with manual adjustments to include recently approved projects as well as to reflect more realistic travel patterns. Additionally, SCAG regional model 2040 forecasts and the City's General Plan zoning were taken into consideration to fine tune the projected volumes.

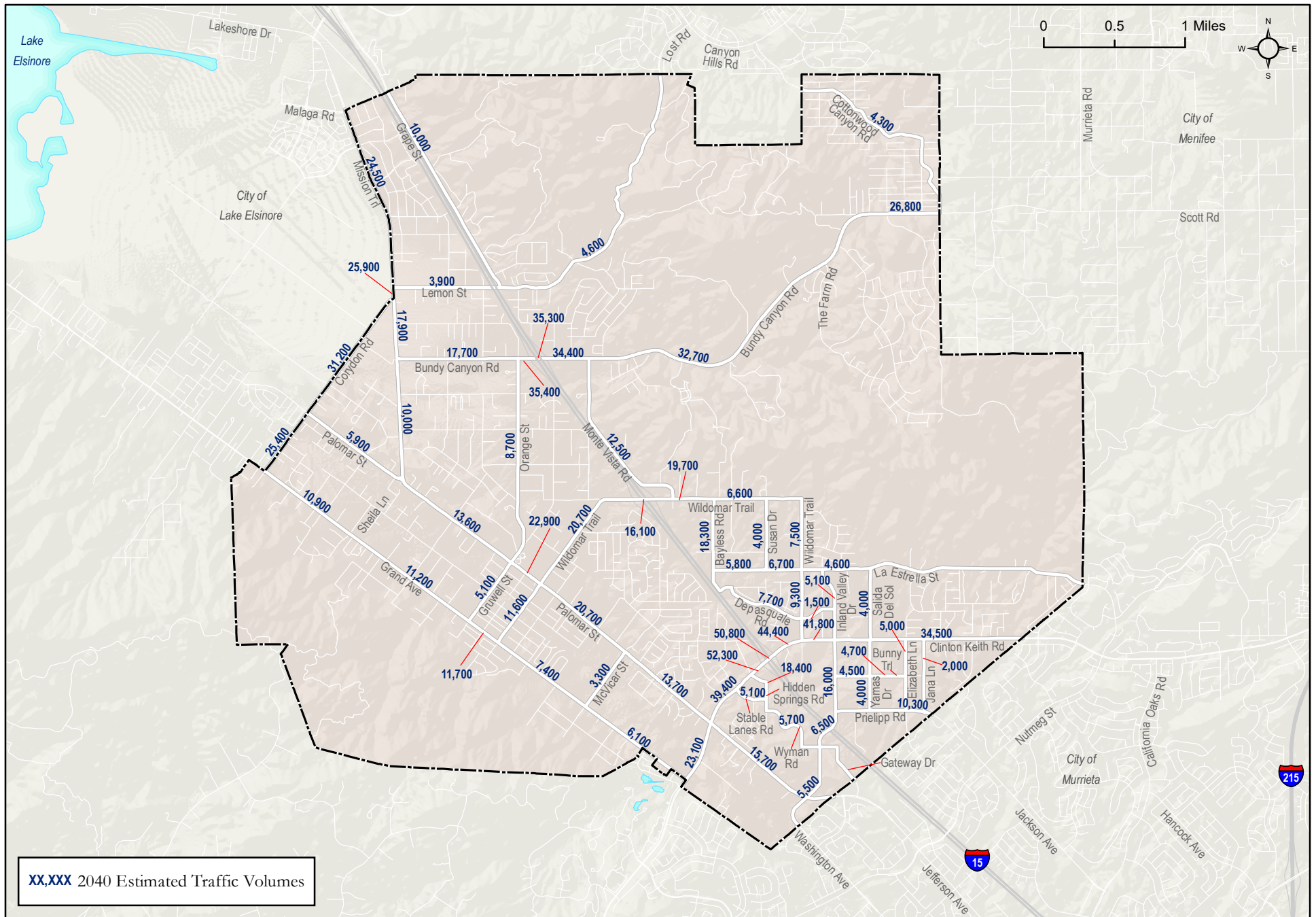
Future Year 2040 intersection peak hour turning movement volumes were developed by utilizing the National Cooperative Highway Research Program (NCHRP) Report 255 methodology for estimating intersection turning movements. This methodology describes the use of growth factors, based on the comparison of existing daily roadway segment volumes and estimated daily roadway segment volumes, which are applied to existing peak hour intersection approach and departure volumes. Manual adjustments were also made to ensure that traffic volumes among adjacent intersections were reasonably balanced.

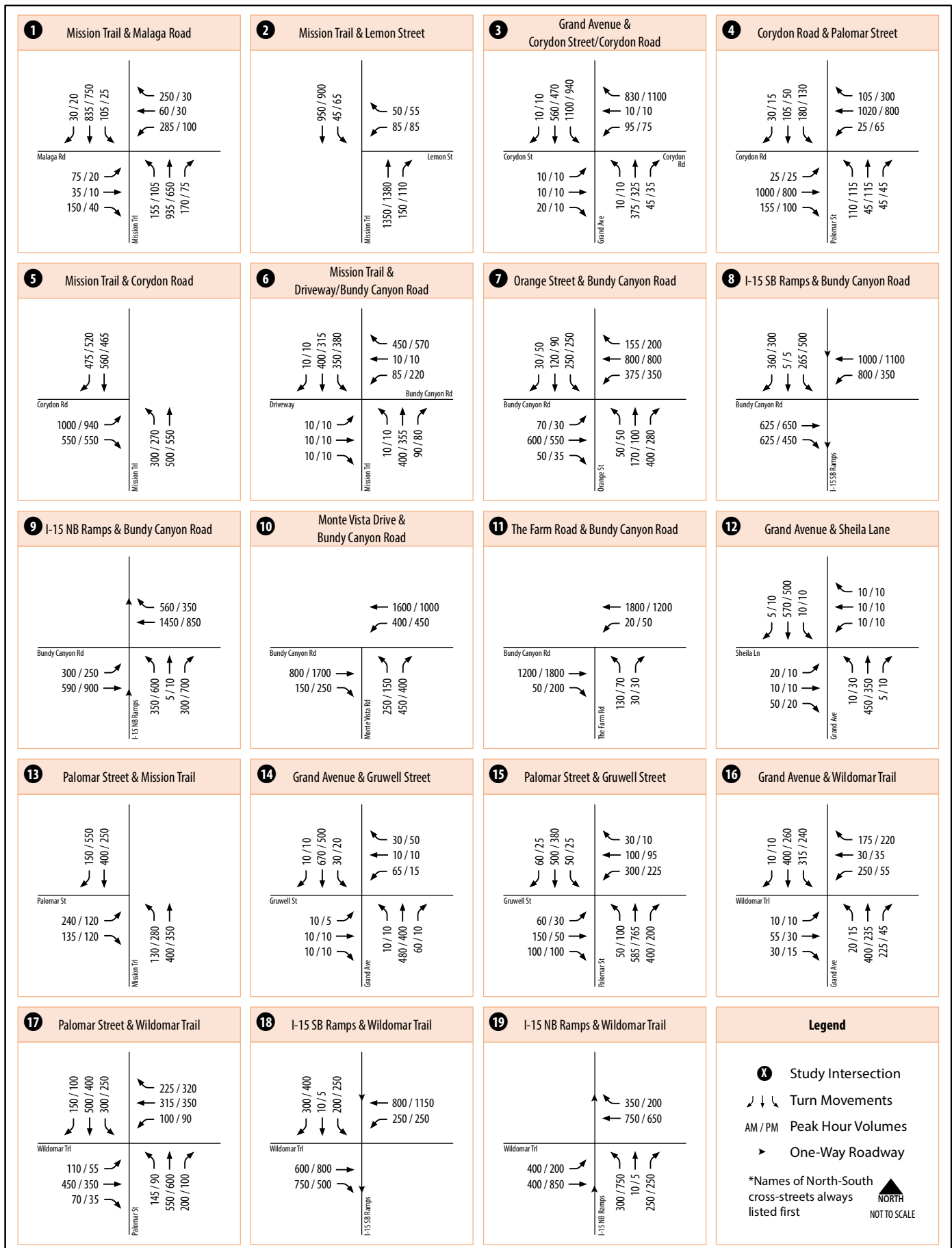
Figures 2.1 and 2.2 present the future year 2040 estimated forecast traffic volumes for all Mobility Element roadways as well as key intersections network, respectively.

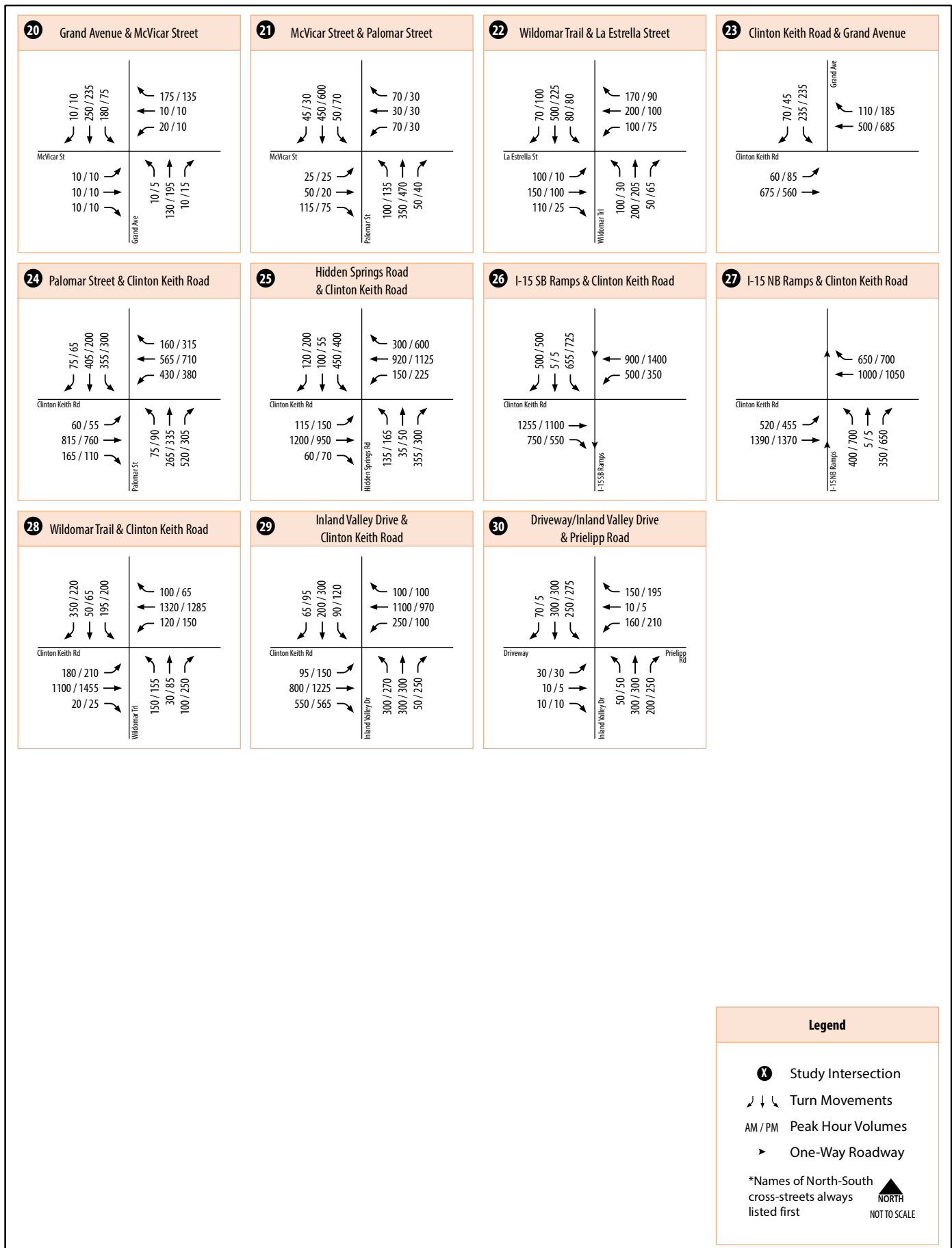
2.2 Vehicular Classification System

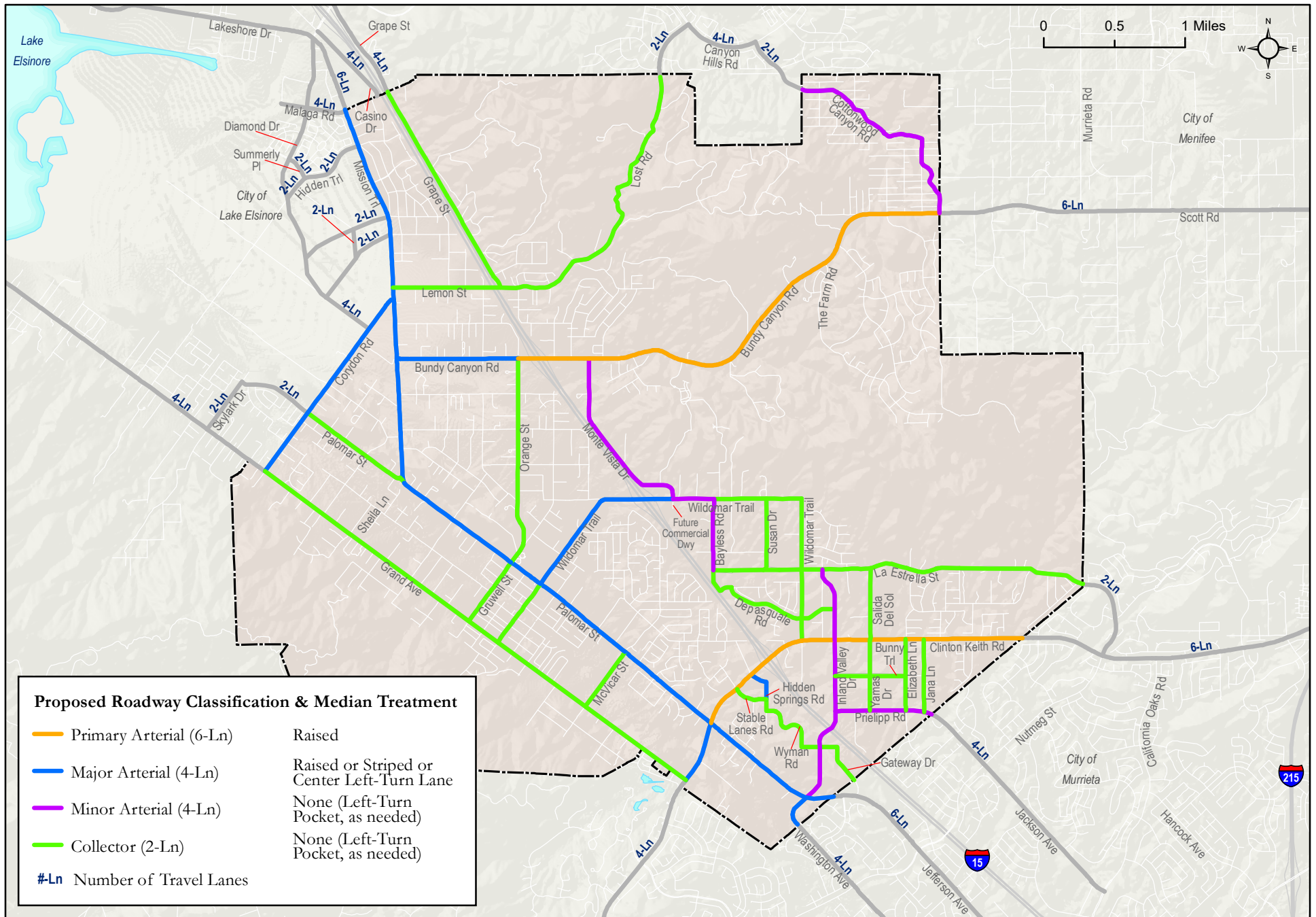
The vehicular classification system was developed based on the City's current "Circulation Plan" and future travel demand described in Section 2.1. The Mobility Element roadway classifications include Prime Arterial (6-lane), Major Arterial (4-lane), Minor Arterial (4-lane), and Collector (2-lane). The classification for roadways adjacent to another jurisdiction was recommended by also considering that respective city's Circulation Element roadway classification designations.

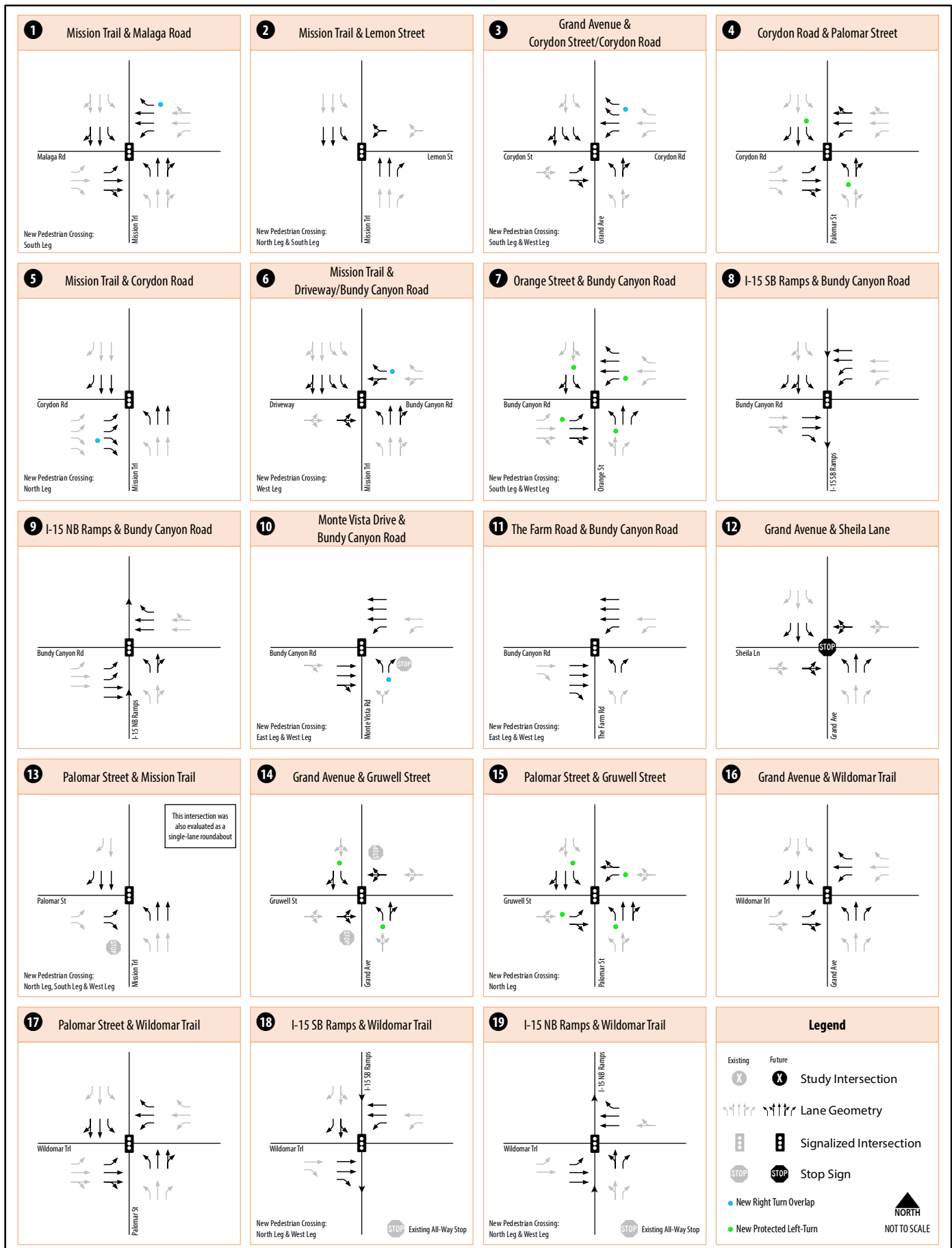
Figure 2.3 presents the future year 2040 proposed Mobility Element roadway network, while **Figure 2.4** displays Future Year 2040 intersection geometrics reflecting the proposed roadway network.

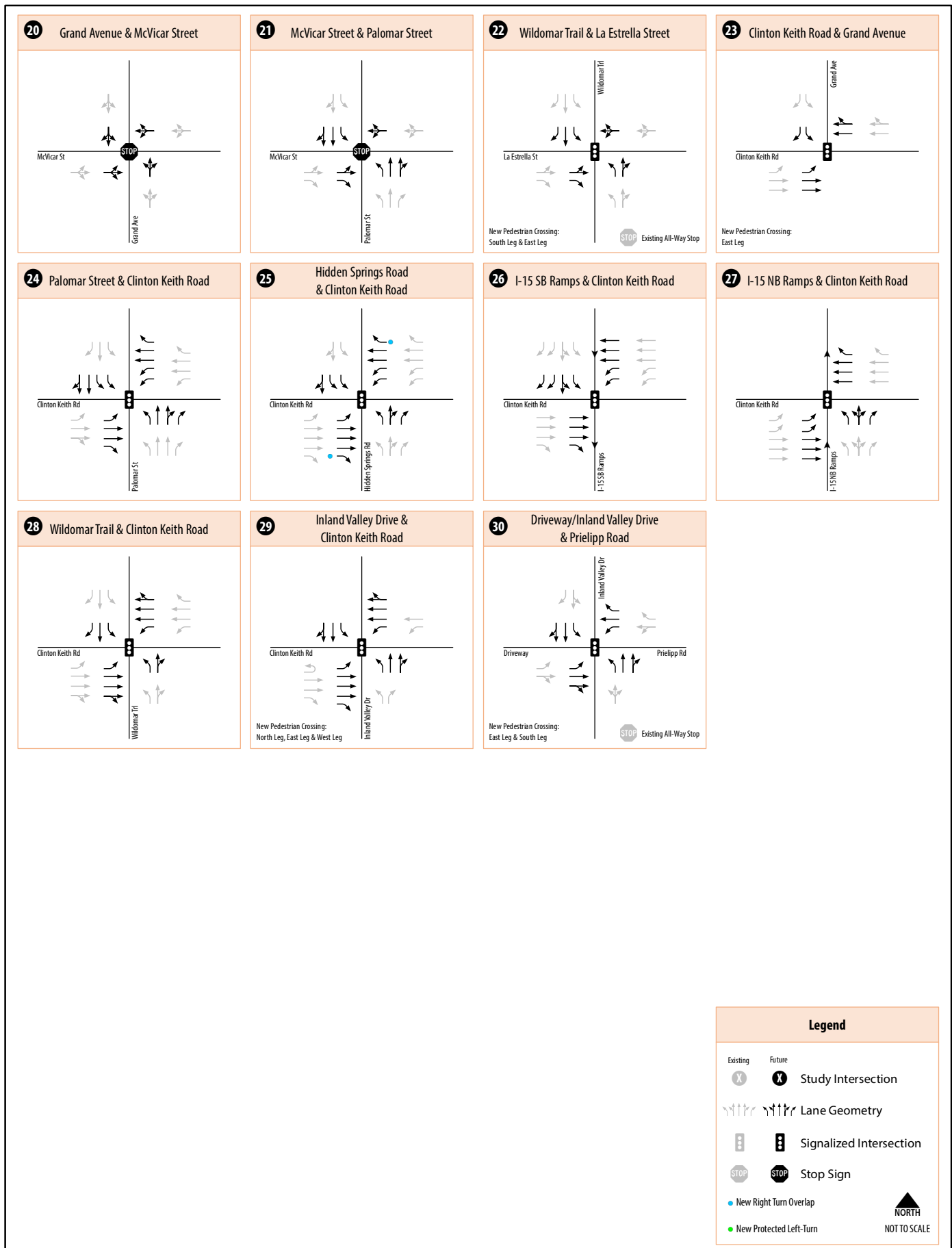














3.0 Analysis Methodology

The vehicular analysis provides an evaluation of vehicular operations along roadway segments (daily) and at intersections (commute peak hours). A description of the methodologies employed to evaluate vehicular travel is outlined throughout this section.

3.1 Level of Service

Vehicular LOS is a quantitative measure describing how well a transportation facility operates from a driver's perspective. These conditions are generally described in terms of speed, travel time, freedom to maneuver, comfort, convenience, and safety. LOS A represents optimum operating conditions from a driver's perspective, while LOS F represents the worst. **Table 3.1** describes generalized definitions of vehicular LOS A through F.

Table 3.1 **Vehicular Level of Service Definitions**

LOS	Characteristics
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections have a volume-to-capacity ratio greater than 1.0.

Source: Highway Capacity Manual (6th Edition)



3.2 Roadway Segment Level of Service Standards and Thresholds

Roadway segment level of service standards and thresholds provide the basis for analysis of arterial roadway segment and intersections performance. The analysis of roadway segment level of service is based on the functional classification of the roadway, maximum capacity, roadway geometrics, and existing or forecasted average daily traffic (ADT) volumes. **Table 3.2** presents the roadway segment capacity and LOS standards utilized to analyze roadways evaluated in this report.

Table 3.2 City of Wildomar Roadway Segment Daily Capacity (ADT) and Level of Service Standards

Roadway Functional Classification	Lanes	Level of Service		
		C or Better	D	E
6-Lane Major Arterial	6	43,100	48,500	53,900
4-Lane Major Arterial	4	28,700	32,300	35,900
4-Lane Minor Arterial	4	20,700	23,300	25,900
2-Lane Collector	2	10,400	11,700	13,000

Source: City of Wildomar Mobility Element (2021)

As per Mobility Element Policy 5.3, *Level of Service (LOS) D shall be the threshold for all Mobility Element roadways and intersections, with the exception of Clinton Keith Road, between Hidden Springs Road and I-15 Northbound Ramps, where LOS E would be acceptable due to right-of-way constraints, unless otherwise approved by the City Engineer.*

3.3 Peak Hour Intersection Level of Service Standards and Thresholds

This section presents the methodologies used to perform weekday peak hour intersection capacity analysis, for both signalized and unsignalized intersections. The following assumptions were utilized in conducting all intersection level of service analyses:

- *Pedestrian Calls per Hour*: An assumption of 20 pedestrian calls per hour at all intersections;
- *Heavy Vehicle Factor*: A 2% heavy vehicle factor was assumed for all intersections;
- *Peak Hour Factor*: 0.92 was assumed at all intersections; and
- *Signal Timing*: Signal timing optimization was assumed at all intersections.

Signalized Intersection Analysis

The signalized intersection analysis utilized in this study conforms to the operational analysis methodology outlined in *Highway Capacity Manual (HCM) 6th Edition*. This method defines LOS in terms of delay, or more specifically, average control delay per vehicle (seconds/vehicle).

The *HCM 6th Edition* methodology sets 1,900 passenger-cars per hour per lane (pcphpl) as the ideal saturation flow rate at signalized intersections based upon the minimum headway that can be sustained between departing vehicles at a signalized intersection. The service saturation flow rate, which reflects the saturation flow rate specific to the study facility, is determined by adjusting the ideal saturation flow



rate for lane width, on-street parking, bus stops, pedestrian volume, traffic composition (or percentage of heavy vehicles), and shared lane movements (e.g. through and right-turn movements sharing the same lane). The LOS criteria used for this technique are described in **Table 3.3**. The computerized analysis of intersection operations was performed utilizing the *Synchro 10.3.122.0 (HCM 6th Edition methodology)* traffic analysis software (by Trafficware, 2019).

The HCM 6th Edition analysis methodology requires strict adherence to standard dual ring NEMA phasing. Conflicting phase overlaps, clustered intersections, or other non-compliant phasing sequences cannot be analyzed using this method. **Figure 3.1** depicts a NEMA phasing diagram, which assigns numbers to each of the four left-turn movements and four through movements, and provides a logical process through which each of the movements is served in turn. Each movement is controlled by a phase, with the eight phase numbers accounting for the basis of a NEMA phasing plan. Phases in the diagram that are located above/below each other operate concurrently (i.e. Phase 1 and Phase 5), hence they do not conflict with each other. Phases that are next to each other (i.e. Phase 1 and Phase 2) operate sequentially (i.e. when Phase 1 ends, Phase 2 begins).

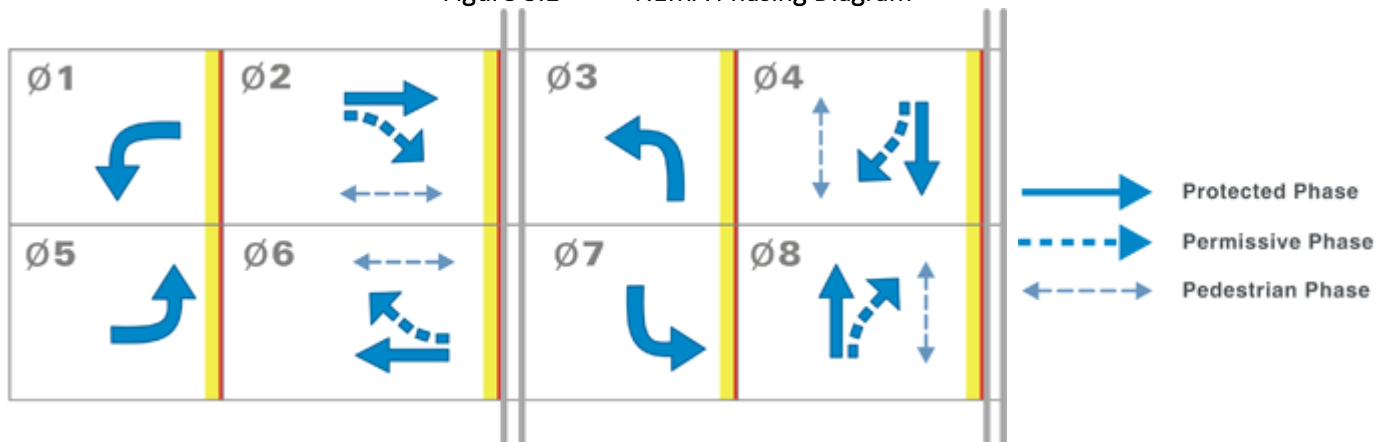
Table 3.3 **Signalized Intersection Level of Service HCM Operational Analysis Method**

Average Control Delay Per Vehicle (seconds)	Level of Service (LOS) Characteristics
≤10.0	<i>LOS A</i> occurs when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
10.1 – 20.0	<i>LOS B</i> occurs when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with <i>LOS A</i> .
20.1 – 35.0	<i>LOS C</i> occurs when progression is favorable or the cycle length is moderate. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
35.1 – 55.0	<i>LOS D</i> occurs when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
55.1 – 80.0	<i>LOS E</i> occurs when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
>80.0	<i>LOS F</i> occurs when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual 6th Edition



Figure 3.1 NEMA Phasing Diagram



Unsignalized Intersection Analysis

Unsignalized intersections, including two-way and all-way stop controlled intersections were analyzed using the *HCM 6th Edition* unsignalized intersection analysis methodology. The Synchro 10.2.0.45 software supports this methodology and was utilized to produce LOS results. The LOS for a two-way stop controlled (TWSC) or a side-street stop controlled (SSSC) intersection is determined by the computed or measured control delay and is defined for each minor movement, and the worst movement is reported. The LOS for an all-way stop controlled (AWSC) intersection is determined by the computed or measured average control delay of all movements, and intersection-level LOS is reported. **Table 3.4** summarizes the level of service criteria for unsignalized intersections. Consistent with City policy, LOS D was used in this study as the minimum acceptable LOS for peak hour intersection operations.

Table 3.4 Level of Service Criteria for Stop Controlled Unsignalized Intersections

Average Control Delay (sec/veh)	Level of Service (LOS)
≤10.0	A
10.1 – 15.0	B
15.1 – 25.0	C
25.1 – 35.0	D
35.1 – 50.0	E
>50.0	F

Source: Highway Capacity Manual (6th Edition)



3.4 Freeway Segment Level of Service Standards and Thresholds

Freeway LOS analysis is based upon procedures developed by Highway Capacity Manual 6th Edition. The procedure for calculating freeway LOS involves estimating the vehicle speed (mi/h) and density/flow (pc/mi/ln).

HCS7 software, developed by McTrans, was used to calculate both the vehicle speed and density/flow along the study area freeway segments. The HCS7 software required the following inputs to complete the speed and density/flow calculations:

- AADT – Caltrans Traffic Census 2017 AADT Volumes Report
- K (peak hour percentage) – Caltrans Traffic Census 2017 AADT Volumes Report
- D (directional split) – Caltrans Traffic Census 2017 AADT Volumes Report
- PHV – Peak Hour Volume
 - Calculated using equation $PHV = AADT * K * D$
- PHF – Assumed to be a typical value of 0.95
- P_T (% Trucks, RVs, and Busses) – Caltrans Traffic Census 2016 AADT Truck Volumes Report
- General Terrain – Assumed to be less than 2% grade and therefore Level Terrain (HCM 6th Edition 12-35)
- f_p – Driver population factor assumed one as traffic is largely commuter traffic
- E_T – Value of 1.5 as terrain is Level (HCM 6th Edition 12-35)
- Lane Width – Assumed 12' maximum value by Google Earth survey
- Rt-Side Lat. Clearance – Assumed 10' maximum value by Google Earth survey
- Total Ramp Density, TRD
 - Density calculated by total number of on/off ramps in both directions of the segment midpoint, divided by the total length (6 miles)
- Base free-flow Speed, BFFS – Assumed 75.4 mph (HCM 6th Edition 12-28)

The above methodology applies to freeway segments of Interstate 15 within Wildomar.



4.0 Vehicular Traffic Operations

4.1 Roadway Segment Level of Service Analysis

Figure 4.1 displays Wildomar's Mobility Element roadway levels of service, and **Table 4.1** presents roadway classification designations, capacity threshold, estimated daily traffic volume, volume to capacity ratio and resulting level of service. For comparison purposes, information on existing (2019) roadway volumes and LOS were also included in Table 4.1. Detailed analysis for existing conditions can be found in the *City of Wildomar Mobility Plan Existing Conditions Report* (June 2020).

As shown in Table 4.1, all of the Mobility Element roadway segments are anticipated to operate at LOS D or better under Future Year 2040 conditions, with the follow two (2) exceptions along Clinton Keith Road which would operate at LOS E:

- Clinton Keith Road, from Hidden Springs Road to I-15 SB Ramps (LOS E)
- Clinton Keith Road, from I-15 SB Ramps to I-15 NB Ramps (LOS E)

However, according to Mobility Element Policy 5.3, *Level of Service (LOS) D shall be the threshold for all Mobility Element roadways and intersections, with the exception of Clinton Keith Road, between Hidden Springs Road and I-15 Northbound Ramps, where LOS E would be acceptable due to right-of-way constraints, unless otherwise approved by the City Engineer.* Hence, all Mobility Element roadways are projected to operate at acceptable levels.

**Table 4.1 Roadway Segment Analysis Results**

Roadway	Segment	Classification	Future Year 2040				Existing Conditions	
			Capacity (LOS E)	ADT	V/C	LOS	ADT	LOS
Corydon Road	Grand Avenue to Palomar Street	4-Lane Major Arterial	35,900	25,400	0.708	C	13,791	C
Corydon Road	Palomar Street to Mission Trail	4-Lane Major Arterial	35,900	31,200	0.869	D	15,565	F
Lemon Street	Mission Trail to I-15	2-Lane Collector	13,000	3,900	0.300	C	3,276	C
Lemon Street	I-15 to Lost Road	2-Lane Collector	13,000	4,600	0.354	C	3,613	C
Bundy Canyon Road	Mission Trail to Orange Street	4-Lane Major Arterial	35,900	17,700	0.493	C	10,685	D
Bundy Canyon Road	Orange Street to I-15 SB Ramps	6-Lane Primary Arterial	53,900	35,400	0.657	C	21,443	C
Bundy Canyon Road	I-15 SB Ramps to I-15 NB Ramps	6-Lane Primary Arterial	53,900	35,300	0.655	C	21,367	C
Bundy Canyon Road	I-15 NB Ramps to Monte Vista Road	6-Lane Primary Arterial	53,900	34,400	0.638	C	19,099	F
Bundy Canyon Road	Monte Vista Road to The Farm Road	6-Lane Primary Arterial	53,900	32,700	0.607	C	18,152	F
Bundy Canyon Road	The Farm Road to City Limits	6-Lane Primary Arterial	53,900	26,800	0.497	C	14,869	F
Gruwell Street	Grand Avenue to Palomar Street	2-Lane Collector	13,000	5,100	0.392	C	2,584	C
Gruwell Street	Palomar Street to Orange Avenue	2-Lane Collector	13,000	8,700	0.669	C	3,037	C
Wildomar Trail	Grand Avenue to Palomar Street	2-Lane Collector	13,000	11,600	0.892	D	9,627	C
Wildomar Trail	Palomar Street to I-15 SB Ramps	4-Lane Major Arterial	35,900	20,700	0.577	C	14,229	F
Wildomar Trail	I-15 SB Ramps to Monte Vista Road	4-Lane Major Arterial	35,900	16,100	0.448	C	11,099	D
Wildomar Trail	Monte Vista Road to Bayless Road	4-Lane Minor Arterial	25,900	19,700	0.761	C	3,559	C
Wildomar Trail	Bayless Road to Wildomar Trail	2-Lane Collector	13,000	6,600	0.508	C	3,559	C
Wildomar Trail	Wildomar Trail to La Estrella Street	2-Lane Collector	13,000	7,500	0.577	C	3,065	C
Wildomar Trail	La Estrella Street to Clinton Keith Road	2-Lane Collector	13,000	9,300	0.715	C	4,001	C
La Estrella Street	Bayless Road to Susan Drive	2-Lane Collector	13,000	5,800	0.446	C	DNE	N/A
La Estrella Street	Susan Drive to Wildomar Trail	2-Lane Collector	13,000	6,700	0.515	C	DNE	N/A
La Estrella Street	Wildomar Trail to City Limits	2-Lane Collector	13,000	4,600	0.354	C	1,227	C
McVicar Street	Grand Avenue to Palomar Street	2-Lane Collector	13,000	3,300	0.254	C	2,458	C
Clinton Keith Road	Grand Avenue to Palomar Street	4-Lane Major Arterial	35,900	23,100	0.643	C	17,051	C
Clinton Keith Road	Palomar Street to Hidden Springs Road	6-Lane Primary Arterial	53,900	39,400	0.731	C	28,119	C
Clinton Keith Road	Hidden Springs Road to I-15 SB Ramps	6-Lane Primary Arterial	53,900	52,300	0.970	E	37,356	C



Table 4.1 Roadway Segment Analysis Results

Roadway	Segment	Classification	Future Year 2040				Existing Conditions	
			Capacity (LOS E)	ADT	V/C	LOS	ADT	LOS
Clinton Keith Road	I-15 SB Ramps to I-15 NB Ramps	6-Lane Primary Arterial	53,900	50,800	0.942	E	36,262	C
Clinton Keith Road	I-15 NB Ramps to Wildomar Trail ⁴	6-Lane Primary Arterial	53,900	44,400	0.824	D	31,650	C
Clinton Keith Road	Wildomar Trail ⁴ to Inland Valley Drive	6-Lane Primary Arterial	53,900	41,800	0.776	C	29,793	D
Clinton Keith Road	Inland Valley Drive to City Limits	6-Lane Primary Arterial	53,900	34,500	0.640	C	23,439	F
Bunny Trail	Inland Valley Drive to Yamas Drive	2-Lane Collector	13,000	4,500	0.346	C	DNE	N/A
Bunny Trail	Yamas Drive to Elizabeth Lane	2-Lane Collector	13,000	4,700	0.362	C	DNE	N/A
Prielipp Road	Inland Valley Drive to City Limits	4-Lane Minor Arterial	25,900	10,300	0.398	C	6,859	C
Grand Avenue	Corydon Road to Sheila Lane	2-Lane Collector	13,000	10,900	0.838	D	10,378	C
Grand Avenue	Sheila Lane to Gruwell Street	2-Lane Collector	13,000	11,200	0.862	D	10,635	D
Grand Avenue	Gruwell Street to Wildomar Trail ¹	2-Lane Collector	13,000	11,700	0.900	D	10,572	D
Grand Avenue	Wildomar Trail ¹ to McVicar Street	2-Lane Collector	13,000	7,400	0.569	C	6,123	C
Grand Avenue	McVicar Street to Clinton Keith Road	2-Lane Collector	13,000	6,100	0.469	C	5,047	C
Palomar Street	Corydon Road to Mission Trail	2-Lane Collector	13,000	5,900	0.454	C	3,796	C
Palomar Street	Mission Trail to Orange Street/Gruwell Street	4-Lane Major Arterial	35,900	13,600	0.379	C	8,808	C
Palomar Street	Orange Street/Gruwell Street to Wildomar Trail ¹	4-Lane Major Arterial	35,900	22,900	0.638	C	12,020	E
Palomar Street	Wildomar Trail ¹ to McVicar Street	4-Lane Major Arterial	35,900	20,700	0.577	C	8,254	C
Palomar Street	McVicar Street to Clinton Keith Road	4-Lane Major Arterial	35,900	13,700	0.382	C	9,625	C
Palomar Street	Clinton Keith Road to City Limits	4-Lane Major Arterial	35,900	15,700	0.437	C	11,571	D
Washington Avenue	Palomar Street to City Limits	4-Lane Major Arterial	35,900	15,700	0.437	C	11,571	D
Mission Trail	City Limits to Lemon Street	4-Lane Major Arterial	35,900	24,500	0.682	C	20,363	C
Mission Trail	Lemon Street to Corydon Road	4-Lane Major Arterial	35,900	25,900	0.721	C	21,501	C
Mission Trail	Corydon Road to Bundy Canyon Road	4-Lane Major Arterial	35,900	17,900	0.499	C	14,848	C
Mission Trail	Bundy Canyon Road to Palomar Street	4-Lane Major Arterial	35,900	10,000	0.279	C	8,322	C
Orange Street	Bundy Canyon Road to Gruwell Street	2-Lane Collector	13,000	8,700	0.669	C	3,037	C
Monte Vista Road	Bundy Canyon Road to Wildomar Trail ²	4-Lane Minor Arterial	25,900	12,500	0.483	C	2,533	C
Hidden Springs Road	Clinton Keith Road to South of Clinton Keith Road	4-Lane Major Arterial	35,900	18,400	0.513	C	10,574	C



Table 4.1 Roadway Segment Analysis Results

Roadway	Segment	Classification	Future Year 2040				Existing Conditions	
			Capacity (LOS E)	ADT	V/C	LOS	ADT	LOS
Wyman Road	Stable Lanes Road to Jefferson Avenue	2-Lane Collector	13,000	5,700	0.438	C	DNE	N/A
Stable Lanes Road	Clinton Keith Road to Hidden Springs Road	2-Lane Collector	13,000	5,100	0.392	C	DNE	N/A
Bayless Road	Wildomar Trail to La Estrella Street	4-Lane Minor Arterial	25,900	18,300	0.707	C	Not Analyzed	N/A
Susan Drive	Wildomar Trail to La Estrella Street	2-Lane Collector	13,000	4,000	0.308	C	Not Analyzed	N/A
Depasqualle Road	La Estrella Street to Wildomar Trail	2-Lane Collector	13,000	7,700	0.592	C	Not Analyzed	N/A
Inland Valley Drive	La Estrella Street to Depasqualle Road	4-Lane Minor Arterial	25,900	5,100	0.197	C	DNE	N/A
Inland Valley Drive	Depasqualle Road to Clinton Keith Road	4-Lane Minor Arterial	25,900	5,100	0.197	C	DNE	N/A
Inland Valley Drive	Clinton Keith Road to Prielipp Road	4-Lane Minor Arterial	25,900	16,000	0.618	C	11,756	E
Inland Valley Drive	Prielipp Road to Wyman Road	4-Lane Minor Arterial	25,900	6,500	0.251	C	DNE	N/A
Inland Valley Drive	Wyman Road to Palomar Street	4-Lane Minor Arterial	25,900	5,500	0.212	C	DNE	N/A
Salida Del Sol	La Estrella Street to Clinton Keith Road	2-Lane Collector	13,000	4,000	0.308	C	845	C
Yamas Drive	Clinton Keith Road to Bunny Trail	2-Lane Collector	13,000	4,000	0.308	C	DNE	N/A
Yamas Drive	Bunny Trail to Prielipp Road	2-Lane Collector	13,000	4,000	0.308	C	Not Analyzed	N/A
Elizabeth Lane	Clinton Keith Road to Yamas Drive	2-Lane Collector	13,000	5,000	0.385	C	Not Analyzed	N/A
Elizabeth Lane	Yamas Drive to Prielipp Road	2-Lane Collector	13,000	5,000	0.385	C	DNE	N/A
Jana Lane	Clinton Keith Road to Prielipp Road	2-Lane Collector	13,000	2,000	0.154	C	Not Analyzed	N/A
Cottonwood Canyon Road	City Limits to Bundy Canyon Road	4-Lane Minor Arterial	25,900	4,300	0.166	C	Not Analyzed	N/A
Grape Street	City Limits to Lemon Street	2-Lane Collector	13,000	10,000	0.769	C	Not Analyzed	N/A

Notes:

Bold letter indicates LOS E or F.

DNE = Does Not Exist.

N/A = Not Applicable.



4.2 Intersection Level of Service Analysis

An analysis of the peak vehicular traffic operations was conducted for the same 30 study intersections identified and analyzed under existing conditions, as described in the *City of Wildomar Mobility Plan Existing Conditions Report* (June 2020). **Figure 4.2** presents the intersection level of service analysis results under Future Year 2040.

Table 4.2 identifies the traffic control type, provides the intersection level of service results, and presents the average intersection delay for AM and PM peak hours for all study intersections. Intersection level of service calculation worksheets are provided in **Appendix A**. For comparison purposes, information on existing (2019) intersection peak hour delay and LOS were also included in Table 4.2. Detailed analysis for existing conditions can be found in the *City of Wildomar Mobility Plan Existing Conditions Report* (June 2020).

As shown in Table 4.2, all of the 30 analyzed intersections are anticipated to operate at LOS D or better under Future Year 2040 with the proposed Mobility Element roadway classifications and intersection geometrics.

According to Mobility Element Policy 5.3, *Level of Service (LOS) D shall be the threshold for all Mobility Element roadways and intersections, with the exception of Clinton Keith Road, between Hidden Springs Road and I-15 Northbound Ramps, where LOS E would be acceptable due to right-of-way constraints, unless otherwise approved by the City Engineer*. Hence, all analyzed key intersections are projected to operate at acceptable levels under Future Year 2040.

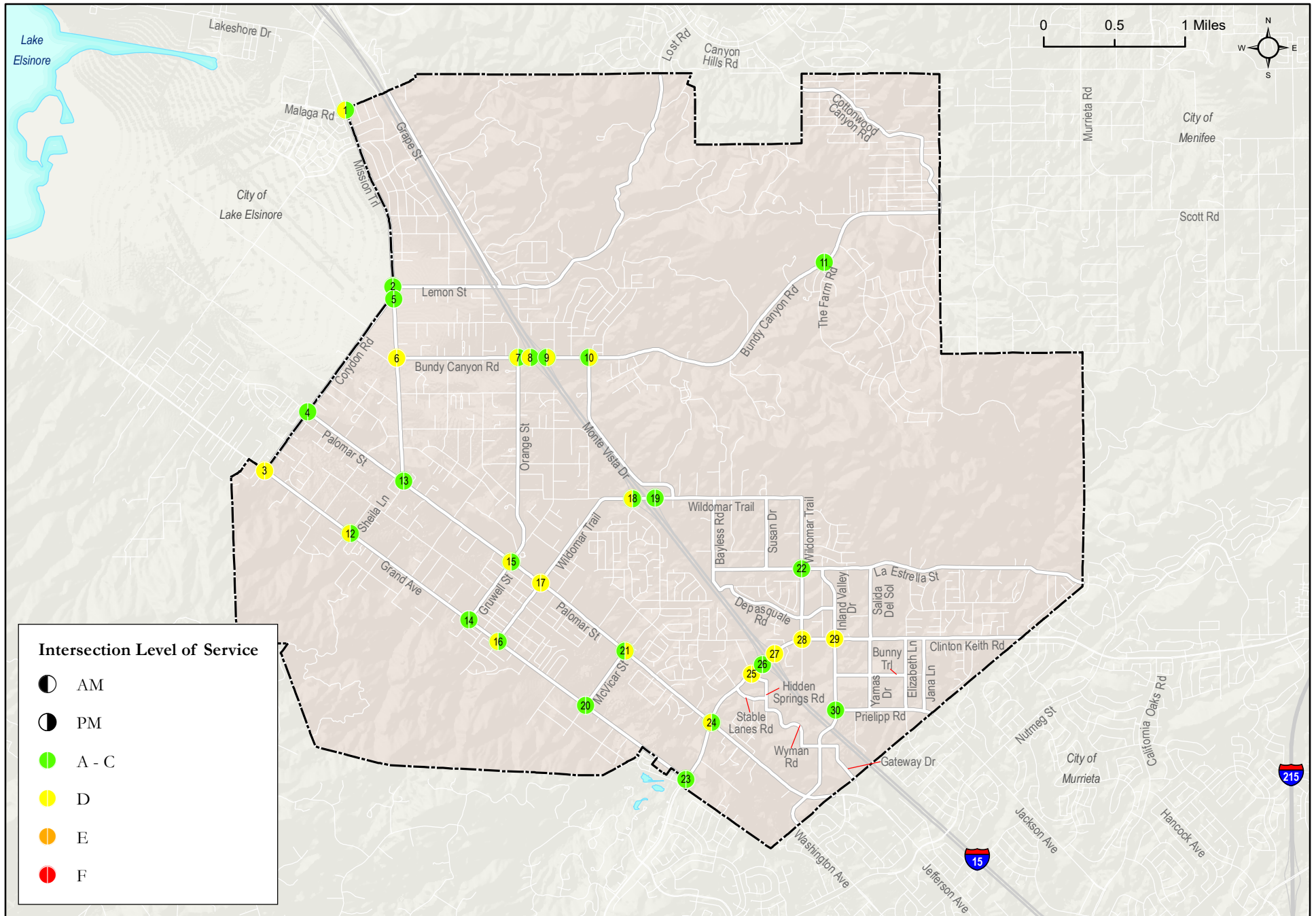




Table 4.2 Intersection Level of Service Results

Intersection	Peak Hour	Traffic Control	Future Year 2040 Conditions		Existing Conditions		Delay Change	Notes
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS		
1. Mission Trail & Malaga Road	AM	Signal	40.2	D	10.8	B	29.4	Geometry consistent with Lake Elsinore GP, except for the north leg due to the south leg only having two receiving lanes. Additionally, the forecasted volumes do not justify dual left turns. A WBR overlap was assumed as well as a new pedestrian crosswalk at the south leg.
	PM		15.2	B	12.1	B	3.1	
2. Mission Trail & Lemon Street	AM	Signal	10.0	A	6.8	A	3.2	New pedestrian crosswalk at south and north leg.
	PM		9.5	A	7.5	A	2.0	
3. Grand Avenue & Corydon Street/Corydon Road	AM	Signal	47.0	D	21.3	C	25.3	All left turns were coded with protected phasing. A WBR overlap was assumed as well as new pedestrian crosswalks at west leg and south leg.
	PM		40.8	D	18.2	B	22.6	
4. Corydon Road & Palomar Street	AM	Signal	21.7	C	11.5	B	10.2	Eastbound and Westbound approaches (Corydon Road) geometry were modified from a two-lane roadway to a four-lane major arterial. Northbound and Southbound (Palomar Street) left turns were coded with protected phasing.
	PM		23.1	C	11.1	B	12.0	
5. Mission Trail & Corydon Road	AM	Signal	26.6	C	15.9	B	10.7	An EBR overlap was assumed as well as a new pedestrian crosswalk at the north leg. Bike clearance was coded at the southbound through movement.
	PM		23.1	C	13.2	B	9.9	
6. Mission Trail & Driveway/Bundy Canyon Road	AM	Signal	44.6	D	17.2	B	27.4	Westbound approach (Bundy Canyon Road) geometry was modified from a two-lane roadway to a four-lane major arterial. A WBR overlap was assumed as well as a new pedestrian crosswalk at the south and west legs. Bike clearance was coded at the northbound and southbound through movements.
	PM		46.4	D	12.4	B	34.0	
7. Orange Street & Bundy Canyon Road	AM	Signal	52.4	D	18.7	B	33.7	Eastbound approach (Bundy Canyon Road) geometry was modified from a two-lane roadway to a four-lane major arterial. Westbound approach (Bundy Canyon Road) geometry was modified from a four-lane roadway to a six-lane major arterial. All left turns were coded with protected phasing. Bike clearance was coded at the eastbound and westbound through movements.
	PM		34.4	C	13.8	B	20.6	



Table 4.2 Intersection Level of Service Results

Intersection	Peak Hour	Traffic Control	Future Year 2040 Conditions		Existing Conditions		Delay Change	Notes
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS		
8. I-15 SB Ramps & Bundy Canyon Road	AM	Signal	46.9	D	33.4	C	13.5	Eastbound and westbound approaches (Bundy Canyon Road) geometry was modified from a four-lane roadway to a six-lane major arterial. Bike clearance was coded at the eastbound and westbound through movements. No RTOR was coded at all movements.
	PM		28.1	C	15.2	B	12.9	
9. I-15 NB Ramps & Bundy Canyon Road	AM	Signal	31.4	C	23.2	C	8.2	Eastbound and westbound approaches (Bundy Canyon Road) geometry was modified from a four-lane roadway to a six-lane major arterial. Bike clearance was coded at the eastbound and westbound through movements. No RTOR was coded at all movements.
	PM		44.4	D	21.8	C	22.6	
10. Monte Vista Drive & Bundy Canyon Road	AM	Signal	17.2	B	19.3	A	-2.1	Eastbound and westbound approaches (Bundy Canyon Road) were modified from a two-lane roadway to a six-lane major arterial. Northbound approach (Monte Vista Drive) was modified from a two-lane roadway to a four-lane major arterial. This intersection met the traffic signal warrant and it was assumed to be signalized. Bike clearance was coded at the eastbound through movement. No RTOR was coded at the eastbound and northbound movements. New pedestrian crosswalks were assumed at the east and west legs.
	PM		45.5	D	22.0	C	23.5	
11. The Farm Road & Bundy Canyon Road	AM	Signal	6.4	A	9.6	A	-3.2	Eastbound and westbound approaches (Bundy Canyon Road) were modified from a two-lane roadway to a six-lane major arterial. New pedestrian crosswalks were assumed at the east and west legs.
	PM		6.6	A	8.8	A	-2.2	
12. Grand Avenue & Sheila Lane	AM	AWSC	33.9	D	33.7	D	0.2	Same geometry as existing conditions was assumed.
	PM		18.4	C	17.3	C	1.1	
13. Palomar Street & Mission Trail	AM	Signal	10.4	B	16.0	C	-5.6	Northbound and southbound approaches (Mission Trail) were modified from a two-lane roadway to a four-lane major arterial. This intersection met the traffic signal warrant it was assumed to be signalized. New pedestrian crosswalks were assumed at all legs.
	PM		28.9	C	13.0	B	15.9	
	AM	Roundabout	9.9	A	16.0	C	-6.1	A roundabout was assumed at this intersection.
	PM		18.0	C	13.0	B	5.0	



Table 4.2 Intersection Level of Service Results

Intersection	Peak Hour	Traffic Control	Future Year 2040 Conditions		Existing Conditions		Delay Change	Notes
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS		
14. Grand Avenue & Gruwell Street	AM	Signal	10.5	B	67.9	F	-57.4	This intersection met the traffic signal warrant and it was assumed to be signalized. Northbound and southbound (Grand Avenue) movements were coded as protected left-turns by adding exclusive left turn lanes. Bike clearance was coded at northbound and southbound movements. No RTOR was coded at the WBR movement.
	PM		9.9	A	15.8	C	-5.9	
15. Palomar Street & Gruwell Street	AM	Signal	41.5	D	11.6	B	29.9	Northbound and southbound (Palomar Street) were modified from a two-lane roadway to a four-lane major arterial. All left turns were coded with protected phasing. Bike clearance was coded at all movements. A new pedestrian crosswalk as assumed at the north leg.
	PM		27.2	C	7.7	A	19.5	
16. Grand Avenue & Wildomar Trail	AM	Signal	40.8	D	33.9	C	6.9	Same geometry as existing conditions was assumed.
	PM		22.0	C	14.8	B	7.2	
17. Palomar Street & Wildomar Trail	AM	Signal	43.8	D	37.4	D	6.4	Northbound and southbound (Palomar Street) were modified from a two-lane roadway to a four-lane major arterial.
	PM		41.9	D	33.3	C	8.6	
18. I-15 SB-Ramps & Wildomar Trail	AM	Signal	48.6	D	30.5	D	18.1	Eastbound and westbound approaches (Wildomar Trail) were modified from a two-lane roadway to a four-lane major arterial. This intersection met the traffic signal warrant and it was assumed to be signalized. Bike clearance was coded at the eastbound through movement. New pedestrian crosswalks were assumed at the north and west legs.
	PM		32.3	C	35.2	E	-2.9	
19. I-15 NB Ramps & Wildomar Trail	AM	Signal	27.2	C	26.1	D	1.1	Eastbound and westbound approaches (Wildomar Trail) were modified from a two-lane roadway to a four-lane major arterial. This intersection met the traffic signal warrant and it was assumed to be signalized. Bike clearance was coded at the westbound through movement. No RTOR was coded a the WBR and NBR movements. New pedestrian crosswalks were assumed at the north and east legs.
	PM		34.9	C	39.5	E	-4.6	
20. Grand Avenue & McVicar Street	AM	AWSC	13.8	B	11.9	B	1.9	Same geometry as existing conditions was assumed.
	PM		10.6	B	9.6	A	1.0	



Table 4.2 Intersection Level of Service Results

Intersection	Peak Hour	Traffic Control	Future Year 2040 Conditions		Existing Conditions		Delay Change	Notes
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS		
21. McVicar Street & Palomar Street	AM	AWSC	20.1	C	49.3	E	-29.2	Northbound and southbound (Palomar Street) were modified from a two-lane roadway to a four-lane major arterial
	PM		26.7	D	14.7	B	12.0	
22. Wildomar Trail & La Estrella Street	AM	Signal	20.4	C	14.3	B	6.1	This intersection met the traffic signal warrant and it was assumed to be signalized. Bike clearance was coded at the northbound and southbound through movements. No RTOR was coded at all legs. New pedestrian crosswalks were assumed at the east and south legs.
	PM		11.2	B	8.6	A	2.6	
23. Clinton Keith Road & Grand Avenue	AM	Signal	10.5	B	9.4	A	1.1	Bike clearance was coded at the southbound movement. No RTOR was coded at the WBR movement. New pedestrian crosswalk was assumed at the east leg.
	PM		12.0	B	14.1	B	-2.1	
24. Palomar Street & Clinton Keith Road	AM	Signal	40.6	D	61.5	E	-20.9	Northbound and southbound approaches (Palomar Street) were modified from a two-lane roadway to a four-lane major arterial. Eastbound and westbound approaches (Clinton Keith Road) were modified from a four-lane roadway to a six-lane major arterial. Bike clearance was coded at all legs.
	PM		33.0	C	31.9	C	1.1	
25. Hidden Springs Road & Clinton Keith Road	AM	Signal	49.5	D	72.2	E	-22.7	EBR and WBR overlaps were coded. Northbound and southbound left turns were coded as protected. Bike clearance was coded at all legs except the south leg.
	PM		40.7	D	48.9	D	-8.2	
26. I-15 SB Ramps & Clinton Keith Road	AM	Signal	33.2	C	27.0	C	6.2	Bike clearance was coded at the eastbound through movement.
	PM		27.9	C	20.5	C	7.4	
27. I-15 NB Ramps & Clinton Keith Road	AM	Signal	38.3	D	21.6	C	16.7	Bike clearance was coded at the westbound through movement.
	PM		52.6	D	26.8	C	25.8	



Table 4.2 Intersection Level of Service Results

Intersection	Peak Hour	Traffic Control	Future Year 2040 Conditions		Existing Conditions		Delay Change	Notes
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS		
28. Wildomar Trail & Clinton Keith Road	AM	Signal	46.1	D	19.4	B	26.7	Westbound approach (Clinton Keith Road) was modified from a five-lane roadway to a six-lane major arterial. Bike clearance was coded at the eastbound, westbound, and southbound through movements.
	PM		51.6	D	30.5	C	21.1	
29. Inland Valley Drive & Clinton Keith Road	AM	Signal	50.1	D	20.8	C	29.3	North leg was added. Northbound and southbound approaches (Inland Valley Drive) were modified from a two-lane roadway to a four-lane major arterial. Bike clearance was coded at the eastbound, westbound, and southbound movements. New pedestrian crosswalks were assumed at the north, east, and west legs.
	PM		42.0	D	37.8	D	4.2	
30. Driveway/Inland Valley Drive & Prielipp Road	AM	Signal	22.3	C	11.3	B	11.0	South leg was added. Northbound and southbound approaches (Inland Valley Drive) were modified from a two-lane roadway to a four-lane major arterial. Eastbound and westbound approaches (Prielipp Road) were modified from a two-lane roadway to a four-lane major arterial. New pedestrian crosswalks were assumed at the east and south legs.
	PM		23.4	C	12.6	B	10.8	

Note:

Bold letter indicates LOS E or F.



4.3 Freeway Segment Level of Service Analysis

Interstate 15 (I-15) runs through the City of Wildomar, carrying significant traffic volumes and providing local access and regional mobility. A description of Interstate 15 within the City of Wildomar study area context is provided below, followed by an operational analysis of freeway segments.

Interstate 15

I-15 is a north-south facility running from San Diego County to San Bernardino County. The freeway is maintained and operated by Caltrans. In the City of Wildomar, I-15 is currently and will remain as a six-lane (3 northbound lanes, 3 southbound lanes) facility with no auxiliary lanes within the study area. SCAG's Connect SoCal 2020-2045 RTP/SCS does not include a plan to construct additional general purpose lanes, however, it does include a plan to construct High Occupancy Vehicle (HOV) lanes in each direction at I-15 between the SR-74 and the I-15/I-215 interchange by the year 2039. Within the City of Wildomar, I-15 is accessible at Clinton Keith Road, Wildomar Trail (formerly Baxter Road), and Bundy Canyon Road. Freeway volumes were obtained from the RIVTAM 2040 sub-regional model and it is estimated that I-15 will carry between 154,000 and 159,700 Annual Average Daily Traffic (AADT) along segments within the City of Wildomar study area.

Table 4.3 presents freeway characteristics and the level of service analysis results for segments within the vicinity of the City of Wildomar during AM and PM peak periods, respectively. It is important to note that only General-Purpose Lanes AADT is taken into consideration in the analysis. Detailed freeway analysis information is provided in **Appendix B**. As shown, all mainline freeway segments currently operate at LOS D or better under Future Year 2040 conditions, except for the following eight (8) freeway segments:

- I-15, California Oaks Road to Clinton Keith Road – LOS E in the AM peak hour (SB direction);
- I-15, Clinton Keith Road to Wildomar Trail – LOS E in the AM peak hour (SB direction);
- I-15, Wildomar Trail to Bundy Canyon Road – LOS E in the AM peak hour (SB direction); and
- I-15, Bundy Canyon Road to Diamond Drive/Railroad Canyon Road – LOS E in the AM peak hour (SB direction).



Table 4.3 Freeway Segment Level of Service Results

Freeway	Segment	Peak Hour	Direction	Lanes ¹	D ²	K ³	HVF ⁴	Total AADT	HOV %	Future Year 2040 Conditions					Existing Conditions	
										General Purpose Lanes AADT	Peak Hr. Volume	Speed	Density	LOS	ADT	LOS
I-15	California Oaks Road to Clinton Keith Road	AM	NB	3M + 1HOV	39.07%	6.65%	8.70%	154,000	10%	138,600	3,601	70.7	19.4	C	133,000	C
			SB	3M + 1HOV	60.93%	6.65%	8.70%	154,000	10%	138,600	5,616	59.9	35.8	E	133,000	D
		PM	NB	3M + 1HOV	56.59%	6.59%	8.70%	154,000	10%	138,600	5,169	63.5	31.0	D	133,000	D
			SB	3M + 1HOV	43.41%	6.59%	8.70%	154,000	10%	138,600	3,965	69.5	21.8	C	133,000	C
	Clinton Keith Road to Wildomar Trail	AM	NB	3M + 1HOV	39.07%	6.65%	8.70%	159,700	10%	143,800	3,736	71.1	20.0	C	132,000	C
			SB	3M + 1HOV	60.93%	6.65%	8.70%	159,700	10%	143,800	5,827	58.2	38.2	E	132,000	D
		PM	NB	3M + 1HOV	56.59%	6.59%	8.70%	159,700	10%	143,800	5,363	62.3	32.8	D	132,000	D
			SB	3M + 1HOV	43.41%	6.59%	8.70%	159,700	10%	143,800	4,114	69.8	22.5	C	132,000	C
	Wildomar Trail to Bundy Canyon Road	AM	NB	3M + 1HOV	39.07%	6.65%	8.70%	158,800	10%	143,000	3,715	71.1	19.9	C	127,000	B
			SB	3M + 1HOV	60.93%	6.65%	8.70%	158,800	10%	143,000	5,794	58.5	37.8	E	127,000	D
		PM	NB	3M + 1HOV	56.59%	6.59%	8.70%	158,800	10%	143,000	5,333	62.5	32.5	D	127,000	D
			SB	3M + 1HOV	43.41%	6.59%	8.70%	158,800	10%	143,000	4,091	69.9	22.3	C	127,000	C
	Bundy Canyon Road to Diamond Drive/Railroad Canyon Road	AM	NB	3M + 1HOV	39.07%	6.65%	8.70%	155,100	10%	139,600	3,627	71.0	19.5	C	120,000	B
			SB	3M + 1HOV	60.93%	6.65%	8.70%	155,100	10%	139,600	5,656	59.7	36.1	E	120,000	D
		PM	NB	3M + 1HOV	56.59%	6.59%	8.70%	155,100	10%	139,600	5,206	63.4	31.3	D	120,000	C
			SB	3M + 1HOV	43.41%	6.59%	8.70%	155,100	10%	139,600	3,994	70.0	21.8	C	120,000	C

Source: Caltrans (2017). Connect SoCal 2020-2045 RTP/SCS (2020)

Notes:

Bold letter indicates LOS E or F.

¹ M = Mainline.

² Directional Split.

³ Peak Hour Percentage.

⁴ Heavy Vehicle Factor.
























Appendix A

Intersection Level of Service Calculation Worksheets

HCM 6th Signalized Intersection Summary

1: Mission Trail & Malaga Road

04/29/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	35	150	285	60	250	155	935	170	105	835	30
Future Volume (veh/h)	75	35	150	285	60	250	155	935	170	105	835	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
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	82	38	158	310	65	270	168	1016	176	114	908	32
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	264	234	342	1001	560	193	1110	192	128	1159	41
Arrive On Green	0.06	0.15	0.15	0.19	0.28	0.28	0.11	0.37	0.37	0.07	0.33	0.33
Sat Flow, veh/h	1781	1777	1572	1781	3554	1582	1781	3023	523	1781	3499	123
Grp Volume(v), veh/h	82	38	158	310	65	270	168	597	595	114	461	479
Grp Sat Flow(s),veh/h/ln	1781	1777	1572	1781	1777	1582	1781	1777	1768	1781	1777	1845
Q Serve(g_s), s	3.8	1.5	7.9	14.2	1.1	11.1	7.7	26.6	26.7	5.3	19.5	19.5
Cycle Q Clear(g_c), s	3.8	1.5	7.9	14.2	1.1	11.1	7.7	26.6	26.7	5.3	19.5	19.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		0.07
Lane Grp Cap(c), veh/h	105	264	234	342	1001	560	193	652	649	128	588	611
V/C Ratio(X)	0.78	0.14	0.68	0.91	0.06	0.48	0.87	0.91	0.92	0.89	0.78	0.78
Avail Cap(c_a), veh/h	214	576	510	342	1409	741	193	698	695	128	634	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	30.8	33.5	32.9	21.9	21.0	36.6	25.1	25.1	38.3	25.1	25.1
Incr Delay (d2), s/veh	4.6	0.4	4.8	25.9	0.0	0.2	31.6	15.4	15.8	46.1	5.2	5.1
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	0.7	3.3	8.3	0.4	3.9	4.8	12.5	12.6	3.8	8.3	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	31.2	38.3	58.8	21.9	21.2	68.1	40.5	41.0	84.4	30.4	30.2
LnGrp LOS	D	C	D	E	C	C	E	D	D	F	C	C
Approach Vol, veh/h		278			645			1360			1054	
Approach Delay, s/veh		38.8			39.3			44.1			36.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	36.3	20.0	17.0	13.0	33.3	8.9	28.1				
Change Period (Y+Rc), s	4.0	5.7	4.0	4.6	4.0	5.7	4.0	4.6				
Max Green Setting (Gmax), s	6.0	32.7	16.0	27.0	9.0	29.7	10.0	33.0				
Max Q Clear Time (g_c+l1), s	7.3	28.7	16.2	9.9	9.7	21.5	5.8	13.1				
Green Ext Time (p_c), s	0.0	1.8	0.0	1.4	0.0	2.3	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			40.2									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

2: Mission Trail & Lemon Street

04/29/2021



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↕	↰	↱	↕
Traffic Volume (veh/h)	85	50	1350	150	45	950
Future Volume (veh/h)	85	50	1350	150	45	950
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.98		0.97	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	50	1467	142	49	1033
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	166	90	1888	817	86	2322
Arrive On Green	0.15	0.15	0.53	0.53	0.05	0.65
Sat Flow, veh/h	1091	593	3647	1538	1781	3647
Grp Volume(v), veh/h	143	0	1467	142	49	1033
Grp Sat Flow(s), veh/h/ln	695	0	1777	1538	1781	1777
Q Serve(g_s), s	4.2	0.0	17.8	2.6	1.5	7.7
Cycle Q Clear(g_c), s	4.2	0.0	17.8	2.6	1.5	7.7
Prop In Lane	0.64	0.35		1.00	1.00	
Lane Grp Cap(c), veh/h	259	0	1888	817	86	2322
V/C Ratio(X)	0.55	0.00	0.78	0.17	0.57	0.44
Avail Cap(c_a), veh/h	909	0	2070	896	165	2661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	10.1	6.5	25.2	4.6
Incr Delay (d2), s/veh	1.8	0.0	1.9	0.1	2.2	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	1.6	0.0	4.6	0.6	0.6	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.1	0.0	12.1	6.7	27.4	4.8
LnGrp LOS	C	A	B	A	C	A
Approach Vol, veh/h	143		1609			1082
Approach Delay, s/veh	23.1		11.6			5.8
Approach LOS	C		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.6	34.7			41.3	12.7
Change Period (Y+Rc), s	4.0	6.0			6.0	4.5
Max Green Setting (Gmax), s	31.5				40.5	29.0
Max Q Clear Time (g_c+I), s	19.8				9.7	6.2
Green Ext Time (p_c), s	0.0	8.9			10.9	0.4

Intersection Summary

HCM 6th Ctrl Delay	10.0
HCM 6th LOS	A

Notes











User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

3: Grand Avenue & Corydon Street/Corydon Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	20	95	10	830	10	375	45	1100	560	10
Future Volume (veh/h)	10	10	20	95	10	830	10	375	45	1100	560	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		0.98	1.00		0.99
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	11	11	22	103	11	902	11	408	45	1196	609	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	96	192	118	423	1621	22	426	47	1226	1102	20
Arrive On Green	0.01	0.17	0.17	0.07	0.23	0.23	0.01	0.26	0.26	0.35	0.60	0.60
Sat Flow, veh/h	1781	557	1113	1781	1870	2790	1781	1651	182	3456	1831	33
Grp Volume(v), veh/h	11	0	33	103	11	902	11	0	453	1196	0	620
Grp Sat Flow(s),veh/h/ln	1781	0	1670	1781	1870	1395	1781	0	1833	1728	0	1864
Q Serve(g_s), s	0.9	0.0	2.3	8.0	0.6	28.0	0.9	0.0	34.1	47.8	0.0	27.8
Cycle Q Clear(g_c), s	0.9	0.0	2.3	8.0	0.6	28.0	0.9	0.0	34.1	47.8	0.0	27.8
Prop In Lane	1.00		0.67	1.00		1.00	1.00		0.10	1.00		0.02
Lane Grp Cap(c), veh/h	22	0	287	118	423	1621	22	0	473	1226	0	1122
V/C Ratio(X)	0.50	0.00	0.11	0.87	0.03	0.56	0.50	0.00	0.96	0.98	0.00	0.55
Avail Cap(c_a), veh/h	64	0	346	118	455	1669	64	0	474	1226	0	1122
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	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.7	0.0	49.0	64.8	42.2	18.2	68.7	0.0	51.2	44.6	0.0	16.6
Incr Delay (d2), s/veh	16.2	0.0	0.2	45.7	0.0	0.4	16.2	0.0	30.9	19.9	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.0	5.1	0.3	8.6	0.5	0.0	19.1	23.1	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.9	0.0	49.1	110.5	42.2	18.6	84.9	0.0	82.1	64.4	0.0	17.4
LnGrp LOS	F	A	D	F	D	B	F	A	F	E	A	B
Approach Vol, veh/h	44			1016			464			1816		
Approach Delay, s/veh	58.1			28.1			82.1			48.4		
Approach LOS	E			C			F			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.2	90.5	13.8	29.5	54.4	42.3	6.2	37.1				
Change Period (Y+Rc), s	4.5	* 6.2	4.5	5.4	* 4.7	6.2	4.5	* 5.4				
Max Green Setting (Gmax),s	82	* 82	9.3	29.0	* 50	36.2	5.0	* 34				
Max Q Clear Time (g_c+I_T),s	29.8	10.0	4.3	49.8	36.1	2.9	30.0					
Green Ext Time (p_c), s	0.0	6.6	0.0	0.1	0.0	0.0	0.0	1.6				

Intersection Summary

HCM 6th Ctrl Delay 47.0

HCM 6th LOS D

Notes










* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Corydon Road & Palomar Street

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1000	155	25	1020	105	110	45	45	180	105	30
Future Volume (veh/h)	25	1000	155	25	1020	105	110	45	45	180	105	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	1087	150	27	1109	109	120	49	46	196	114	29
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	1457	201	52	1514	149	154	82	77	241	264	224
Arrive On Green	0.03	0.46	0.46	0.03	0.46	0.46	0.09	0.09	0.09	0.14	0.14	0.14
Sat Flow, veh/h	1781	3137	432	1781	3261	320	1781	886	832	1781	1870	1585
Grp Volume(v), veh/h	27	615	622	27	604	614	120	0	95	196	114	29
Grp Sat Flow(s),veh/h/ln	1781	1777	1793	1781	1777	1804	1781	0	1717	1781	1870	1585
Q Serve(g_s), s	1.0	19.0	19.1	1.0	18.5	18.6	4.4	0.0	3.6	7.2	3.7	1.1
Cycle Q Clear(g_c), s	1.0	19.0	19.1	1.0	18.5	18.6	4.4	0.0	3.6	7.2	3.7	1.1
Prop In Lane	1.00		0.24	1.00		0.18	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	52	825	832	52	825	838	154	0	159	241	264	224
V/C Ratio(X)	0.51	0.75	0.75	0.51	0.73	0.73	0.78	0.00	0.60	0.81	0.43	0.13
Avail Cap(c_a), veh/h	133	933	942	133	933	948	268	0	741	318	860	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	14.7	14.8	32.1	14.6	14.6	30.1	0.0	29.3	28.2	26.4	25.2
Incr Delay (d2), s/veh	2.9	3.9	3.9	2.9	3.6	3.6	8.1	0.0	3.6	11.4	1.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.9	7.0	0.4	6.7	6.8	2.1	0.0	1.5	3.7	1.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	18.6	18.7	35.0	18.2	18.2	38.2	0.0	32.8	39.6	27.5	25.5
LnGrp LOS	D	B	B	D	B	B	D	A	C	D	C	C
Approach Vol, veh/h	1264					1245		215		339		
Approach Delay, s/veh	19.0					18.5		35.8		34.4		
Approach LOS	B					B		D		C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	36.1	13.6	11.5	6.0	36.1	10.3	14.8				
Change Period (Y+Rc), s	4.0	4.9	4.5	5.3	4.0	4.9	4.5	5.3				
Max Green Setting (Gmax), s	35.3	35.3	12.0	29.0	5.0	35.3	10.1	30.9				
Max Q Clear Time (g_c+I), s	21.1	21.1	9.2	5.6	3.0	20.6	6.4	5.7				
Green Ext Time (p_c), s	0.0	10.1	0.1	0.4	0.0	10.2	0.1	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			21.7									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

5: Mission Trail & Corydon Road

04/29/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1000	550	300	500	560	475
Future Volume (veh/h)	1000	550	300	500	560	475
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1870	1870	1870	1870	1870	1653
Adj Flow Rate, veh/h	1087	598	326	543	609	516
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1163	1504	361	1949	1035	870
Arrive On Green	0.34	0.34	0.20	0.55	0.29	0.29
Sat Flow, veh/h	3456	2790	1781	3647	3647	1369
Grp Volume(v), veh/h	1087	598	326	543	609	516
Grp Sat Flow(s),veh/h/ln	1728	1395	1781	1777	1777	1369
Q Serve(g_s), s	27.8	11.5	16.3	7.4	13.4	20.6
Cycle Q Clear(g_c), s	27.8	11.5	16.3	7.4	13.4	20.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1163	1504	361	1949	1035	870
V/C Ratio(X)	0.93	0.40	0.90	0.28	0.59	0.59
Avail Cap(c_a), veh/h	1171	1511	565	2467	1146	913
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	29.4	12.4	35.6	11.0	27.7	10.2
Incr Delay (d2), s/veh	13.6	0.2	8.6	0.1	0.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.7	11.1	7.4	2.5	5.4	11.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.0	12.6	44.2	11.1	28.6	11.4
LnGrp LOS	D	B	D	B	C	B
Approach Vol, veh/h	1685			869	1125	
Approach Delay, s/veh	32.2			23.5	20.7	
Approach LOS	C			C	C	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	55.7			35.8	23.5	32.1
Change Period (Y+Rc), s	5.5			5.0	5.0	5.5
Max Green Setting (Gmax), s	63.5			31.0	29.0	29.5
Max Q Clear Time (g_c+l1), s	9.4			29.8	18.3	22.6
Green Ext Time (p_c), s	5.3			0.9	0.2	4.1
Intersection Summary						
HCM 6th Ctrl Delay			26.6			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary

6: Mission Trail & Driveway/Bundy Canyon Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (veh/h)	10	10	10	85	10	450	10	400	90	350	400	10
Future Volume (veh/h)	10	10	10	85	10	450	10	400	90	350	400	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		0.99	1.00		0.96	1.00		0.99
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	1694	1870	1870	1694
Adj Flow Rate, veh/h	11	11	11	92	11	489	11	435	98	380	435	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	47	47	518	62	659	24	610	136	329	1044	26
Arrive On Green	0.08	0.08	0.08	0.32	0.32	0.32	0.01	0.21	0.21	0.10	0.29	0.29
Sat Flow, veh/h	579	579	579	1599	191	1569	1781	2860	638	3456	3540	89
Grp Volume(v), veh/h	33	0	0	103	0	489	11	269	264	380	218	228
Grp Sat Flow(s),veh/h/ln	737	0	0	1790	0	1569	1781	1777	1720	1728	1777	1853
Q Serve(g_s), s	1.3	0.0	0.0	3.0	0.0	19.3	0.5	10.3	10.5	7.0	7.2	7.3
Cycle Q Clear(g_c), s	1.3	0.0	0.0	3.0	0.0	19.3	0.5	10.3	10.5	7.0	7.2	7.3
Prop In Lane	0.33		0.33	0.89		1.00	1.00		0.37	1.00		0.05
Lane Grp Cap(c), veh/h	142	0	0	580	0	659	24	379	367	329	524	547
V/C Ratio(X)	0.23	0.00	0.00	0.18	0.00	0.74	0.45	0.71	0.72	1.15	0.42	0.42
Avail Cap(c_a), veh/h	686	0	0	707	0	770	121	580	562	329	629	656
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	0.0	0.0	17.8	0.0	18.0	36.0	26.8	26.9	33.2	20.8	20.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	3.5	4.8	2.4	2.7	98.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.1	0.0	7.0	0.2	4.1	4.1	7.2	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	0.0	0.0	18.0	0.0	21.5	40.7	29.2	29.5	131.6	21.3	21.3
LnGrp LOS	C	A	A	B	A	C	D	C	C	F	C	C
Approach Vol, veh/h	33			592			544			826		
Approach Delay, s/veh	31.9			20.9			29.6			72.1		
Approach LOS	C			C			C			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.0	21.7		28.8	6.0	27.7		11.0				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	24.0			29.0	5.0	26.0		29.0				
Max Q Clear Time (g_c+I_T),s	12.5			21.3	2.5	9.3		3.3				
Green Ext Time (p_c), s	0.0	2.2		1.8	0.0	2.0		0.1				
























Intersection Summary

HCM 6th Ctrl Delay 44.6
 HCM 6th LOS D

HCM 6th Signalized Intersection Summary

7: Orange Street & Bundy Canyon Road

06/04/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	600	50	375	800	155	50	170	400	250	120	30
Future Volume (veh/h)	70	600	50	375	800	155	50	170	400	250	120	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.91	1.00		0.99	1.00		0.94
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	1675	1870	1870	1675	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	652	54	408	870	168	54	185	435	272	130	33
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	708	59	429	1423	516	70	441	753	294	512	130
Arrive On Green	0.05	0.21	0.21	0.24	0.40	0.40	0.04	0.24	0.24	0.16	0.36	0.36
Sat Flow, veh/h	1781	3318	274	1781	3554	1289	1781	1870	1573	1781	1417	360
Grp Volume(v), veh/h	76	349	357	408	870	168	54	185	435	272	0	163
Grp Sat Flow(s),veh/h/ln	1781	1777	1816	1781	1777	1289	1781	1870	1573	1781	0	1776
Q Serve(g_s), s	5.5	25.0	25.1	29.4	25.3	11.7	3.9	10.9	26.1	19.6	0.0	8.4
Cycle Q Clear(g_c), s	5.5	25.0	25.1	29.4	25.3	11.7	3.9	10.9	26.1	19.6	0.0	8.4
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	96	379	387	429	1423	516	70	441	753	294	0	642
V/C Ratio(X)	0.79	0.92	0.92	0.95	0.61	0.33	0.77	0.42	0.58	0.93	0.00	0.25
Avail Cap(c_a), veh/h	171	393	401	435	1423	516	135	560	853	294	0	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.9	50.2	50.2	48.7	31.0	26.9	62.1	42.3	24.7	53.6	0.0	29.3
Incr Delay (d2), s/veh	5.4	26.1	26.1	30.2	0.8	0.4	16.5	0.5	0.6	33.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	13.6	13.9	16.3	10.6	3.7	2.1	5.1	9.9	11.6	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	76.3	76.3	78.9	31.8	27.3	78.6	42.7	25.3	87.3	0.0	29.4
LnGrp LOS	E	E	E	E	C	C	E	D	C	F	A	C
Approach Vol, veh/h		782			1446			674			435	
Approach Delay, s/veh		75.3			44.6			34.3			65.6	
Approach LOS		E			D			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.6	33.1	26.0	35.6	11.2	57.5	9.6	52.0				
Change Period (Y+Rc), s	* 4.2	5.3	4.5	4.9	* 4.2	5.3	4.5	4.9				
Max Green Setting (Gmax), s	* 32	28.8	21.5	39.0	* 13	48.1	9.9	50.6				
Max Q Clear Time (g_c+l1), s	31.4	27.1	21.6	28.1	7.5	27.3	5.9	10.4				
Green Ext Time (p_c), s	0.0	0.7	0.0	1.6	0.0	6.3	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			52.4									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary 8: I-15 SB Ramps & Bundy Canyon Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	625	625	800	1000	0	0	0	0	265	5	360
Future Volume (veh/h)	0	625	625	800	1000	0	0	0	0	265	5	360
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		0.99
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	1710	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	679	679	870	1087	0				288	0	394
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	2	2	2	0				2	2	2
Cap, veh/h	0	1389	564	949	2527	0				328	0	578
Arrive On Green	0.00	0.39	0.39	0.27	0.71	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	3647	1445	3456	3647	0				1781	0	3139
Grp Volume(v), veh/h	0	679	679	870	1087	0				288	0	394
Grp Sat Flow(s),veh/h/ln	0	1777	1445	1728	1777	0				1781	0	1570
Q Serve(g_s), s	0.0	14.5	39.5	24.7	12.9	0.0				15.9	0.0	11.8
Cycle Q Clear(g_c), s	0.0	14.5	39.5	24.7	12.9	0.0				15.9	0.0	11.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1389	564	949	2527	0				328	0	578
V/C Ratio(X)	0.00	0.49	1.20	0.92	0.43	0.00				0.88	0.00	0.68
Avail Cap(c_a), veh/h	0	1389	564	1108	2689	0				403	0	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.2	30.8	35.5	6.1	0.0				40.1	0.0	38.5
Incr Delay (d2), s/veh	0.0	0.1	107.4	9.9	0.0	0.0				14.7	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	5.7	29.4	11.1	3.6	0.0				7.8	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.3	138.2	45.5	6.1	0.0				54.9	0.0	39.7
LnGrp LOS	A	C	F	D	A	A				D	A	D
Approach Vol, veh/h		1358			1957						682	
Approach Delay, s/veh		80.7			23.6						46.1	
Approach LOS		F			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	32.4	44.8		23.9		77.2						
Change Period (Y+Rc), s	4.6	5.3		5.3		5.3						
Max Green Setting (Gmax), s	30.4	39.5		22.9		76.5						
Max Q Clear Time (g_c+20),s	20.7	41.5		17.9		14.9						
Green Ext Time (p_c), s	1.1	0.0		0.7		5.3						

Intersection Summary

HCM 6th Ctrl Delay 46.9
HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary 9: I-15 NB Ramps & Bundy Canyon Road

04/29/2021

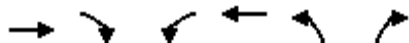


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔	↔	↑				
Traffic Volume (veh/h)	300	590	0	0	1450	560	350	5	300	0	0	0
Future Volume (veh/h)	300	590	0	0	1450	560	350	5	300	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1710	1870	1870	1870			
Adj Flow Rate, veh/h	326	641	0	0	1576	609	380	5	326			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	392	2337	0	0	1769	710	420	6	367			
Arrive On Green	0.11	0.66	0.00	0.00	0.50	0.50	0.24	0.24	0.24			
Sat Flow, veh/h	3456	3647	0	0	3647	1426	1781	24	1559			
Grp Volume(v), veh/h	326	641	0	0	1576	609	380	0	331			
Grp Sat Flow(s),veh/h/ln	728	1777	0	0	1777	1426	1781	0	1583			
Q Serve(g_s), s	9.2	7.5	0.0	0.0	39.7	37.2	20.6	0.0	20.1			
Cycle Q Clear(g_c), s	9.2	7.5	0.0	0.0	39.7	37.2	20.6	0.0	20.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.98			
Lane Grp Cap(c), veh/h	392	2337	0	0	1769	710	420	0	373			
V/C Ratio(X)	0.83	0.27	0.00	0.00	0.89	0.86	0.91	0.00	0.89			
Avail Cap(c_a), veh/h	432	2603	0	0	1994	800	479	0	426			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.1	7.1	0.0	0.0	22.5	21.8	36.9	0.0	36.7			
Incr Delay (d2), s/veh	10.9	0.0	0.0	0.0	4.7	7.7	17.9	0.0	16.9			
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	4.4	2.3	0.0	0.0	15.7	12.4	10.3	0.0	8.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	7.1	0.0	0.0	27.2	29.5	54.8	0.0	53.5			
LnGrp LOS	D	A	A	A	C	C	D	A	D			
Approach Vol, veh/h	967		2185			711						
Approach Delay, s/veh	22.9		27.8			54.2						
Approach LOS	C		C			D						
Timer - Assigned Phs	2		5			6		8				
Phs Duration (G+Y+Rc), s	70.6		15.9			54.7		28.7				
Change Period (Y+Rc), s	5.3		4.6			5.3		5.3				
Max Green Setting (Gmax), s	72.7		12.4			55.7		26.7				
Max Q Clear Time (g_c+l1), s	9.5		11.2			41.7		22.6				
Green Ext Time (p_c), s	2.7		0.1			7.7		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			31.4									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

10: Monte Vista Drive & Bundy Canyon Road

04/29/2021

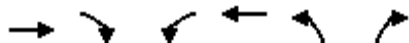


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖	↑↑↑	↖	↖
Traffic Volume (veh/h)	800	150	400	1600	250	450
Future Volume (veh/h)	800	150	400	1600	250	450
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1599	1870	1870	1870	1870
Adj Flow Rate, veh/h	870	163	435	1739	272	489
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1172	218	493	3117	470	857
Arrive On Green	0.27	0.27	0.28	0.61	0.26	0.26
Sat Flow, veh/h	4492	806	1781	5274	1781	1585
Grp Volume(v), veh/h	684	349	435	1739	272	489
Grp Sat Flow(s), veh/h/ln	1702	1725	1781	1702	1781	1585
Q Serve(g_s), s	13.1	13.3	16.8	14.4	9.5	14.7
Cycle Q Clear(g_c), s	13.1	13.3	16.8	14.4	9.5	14.7
Prop In Lane		0.47	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	923	468	493	3117	470	857
V/C Ratio(X)	0.74	0.75	0.88	0.56	0.58	0.57
Avail Cap(c_a), veh/h	1163	590	770	4273	770	1124
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	23.8	23.9	24.8	8.2	22.9	10.9
Incr Delay (d2), s/veh	1.9	3.9	7.6	0.2	1.1	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.9	5.3	7.3	3.7	3.6	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.8	27.8	32.4	8.4	24.1	11.5
LnGrp LOS	C	C	C	A	C	B
Approach Vol, veh/h	1033			2174	761	
Approach Delay, s/veh	26.5			13.2	16.0	
Approach LOS	C			B	B	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	24.3	23.9		48.3	23.4	
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	
Max Green Setting (Gmax), s	30.0	24.5		60.0	31.0	
Max Q Clear Time (g_c+10), s	19.8	15.3		16.4	16.7	
Green Ext Time (p_c), s	1.1	4.2		17.8	2.2	
Intersection Summary						
HCM 6th Ctrl Delay			17.2			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary

11: The Farm Road & Bundy Canyon Road

04/29/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑↑	↑	↑
Traffic Volume (veh/h)	1200	50	20	1800	130	30
Future Volume (veh/h)	1200	50	20	1800	130	30
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1304	49	22	1957	141	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3043	944	46	3540	196	174
Arrive On Green	0.60	0.60	0.03	0.69	0.11	0.11
Sat Flow, veh/h	5274	1584	1781	5274	1781	1585
Grp Volume(v), veh/h	1304	49	22	1957	141	29
Grp Sat Flow(s), veh/h/ln	1702	1584	1781	1702	1781	1585
Q Serve(g_s), s	7.8	0.7	0.7	10.7	4.3	0.9
Cycle Q Clear(g_c), s	7.8	0.7	0.7	10.7	4.3	0.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3043	944	46	3540	196	174
V/C Ratio(X)	0.43	0.05	0.48	0.55	0.72	0.17
Avail Cap(c_a), veh/h	3043	944	987	5294	987	878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.1	4.7	26.9	4.3	24.1	22.6
Incr Delay (d2), s/veh	0.1	0.0	2.8	0.2	3.7	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	1.6	0.1	0.3	1.3	1.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.2	4.7	29.7	4.4	27.7	22.9
LnGrp LOS	A	A	C	A	C	C
Approach Vol, veh/h	1353			1979	170	
Approach Delay, s/veh	6.2			4.7	26.9	
Approach LOS	A			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s	45.8			10.2	5.4	40.3
Change Period (Y+Rc), s	7.0			4.0	4.0	7.0
Max Green Setting (Gmax), s	58.0			31.0	31.0	23.0
Max Q Clear Time (g_c+l1), s	12.7			6.3	2.7	9.8
Green Ext Time (p_c), s	26.1			0.3	0.0	7.9
Intersection Summary						
HCM 6th Ctrl Delay			6.4			
HCM 6th LOS			A			

HCM 6th AWSC
12: Grand Avenue & Sheila Lane

04/29/2021

Intersection

Intersection Delay, s/veh33.9

Intersection LOS D








Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	20	10	50	10	10	10	10	450	5	10	570	5
Future Vol, veh/h	20	10	50	10	10	10	10	450	5	10	570	5
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	11	54	11	11	11	11	489	5	11	620	5
Number of Lanes	0	1	0	0	1	0	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	11.3	10.8	24.1	46
HCM LOS	B	B	C	E

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	25%	33%	100%	0%	0%
Vol Thru, %	0%	100%	0%	12%	33%	0%	100%	0%
Vol Right, %	0%	0%	100%	62%	33%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	450	5	80	30	10	570	5
LT Vol	10	0	0	20	10	10	0	0
Through Vol	0	450	0	10	10	0	570	0
RT Vol	0	0	5	50	10	0	0	5
Lane Flow Rate	11	489	5	87	33	11	620	5
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.019	0.767	0.007	0.17	0.068	0.018	0.95	0.007
Departure Headway (Hd)	6.15	5.645	4.938	7.052	7.499	6.026	5.522	4.815
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	583	641	724	508	476	595	657	743
Service Time	3.882	3.377	2.67	4.808	5.265	3.757	3.252	2.545
HCM Lane V/C Ratio	0.019	0.763	0.007	0.171	0.069	0.018	0.944	0.007
HCM Control Delay	9	24.6	7.7	11.3	10.8	8.9	47	7.6
HCM Lane LOS	A	C	A	B	B	A	E	A
HCM 95th-tile Q	0.1	7.1	0	0.6	0.2	0.1	13.3	0

HCM 6th Signalized Intersection Summary 13: Palomar Street & Mission Trail

Future Year
AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	240	135	130	400	400	150
Future Volume (veh/h)	240	135	130	400	400	150
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	261	147	141	435	435	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	408	363	195	1782	915	407
Arrive On Green	0.23	0.23	0.11	0.50	0.26	0.26
Sat Flow, veh/h	1781	1585	1781	3647	3647	1582
Grp Volume(v), veh/h	261	147	141	435	435	163
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1582
Q Serve(g_s), s	4.4	2.6	2.6	2.3	3.5	2.8
Cycle Q Clear(g_c), s	4.4	2.6	2.6	2.3	3.5	2.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	408	363	195	1782	915	407
V/C Ratio(X)	0.64	0.40	0.72	0.24	0.48	0.40
Avail Cap(c_a), veh/h	1627	1447	1573	6969	3352	1492
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	11.6	10.9	14.4	4.7	10.5	10.3
Incr Delay (d2), s/veh	1.7	0.7	5.1	0.1	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.7	1.0	0.2	0.8	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.3	11.7	19.4	4.8	10.9	10.9
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	408			576	598	
Approach Delay, s/veh	12.7			8.4	10.9	
Approach LOS	B			A	B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.1	13.1		12.2		21.2
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	29.5	31.5		30.5		65.5
Max Q Clear Time (g_c+l1), s	4.6	5.5		6.4		4.3
Green Ext Time (p_c), s	0.3	3.1		1.2		2.7
Intersection Summary						
HCM 6th Ctrl Delay			10.4			
HCM 6th LOS			B			

HCM 6th Roundabout
13: Palomar Street & Mission Trail

04/29/2021

Intersection

Intersection Delay, s/veh 9.9

Intersection LOS A

Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	408	576	598
Demand Flow Rate, veh/h	416	588	610
Vehicles Circulating, veh/h	444	266	144
Vehicles Exiting, veh/h	310	594	710
Ped Vol Crossing Leg, #/h	1	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.3	10.6	8.8
Approach LOS	B	B	A

Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	416	588	610
Cap Entry Lane, veh/h	877	1052	1191
Entry HV Adj Factor	0.981	0.980	0.981
Flow Entry, veh/h	408	576	598
Cap Entry, veh/h	860	1031	1169
V/C Ratio	0.474	0.559	0.512
Control Delay, s/veh	10.3	10.6	8.8
LOS	B	B	A
95th %tile Queue, veh	3	4	3

HCM 6th Signalized Intersection Summary

14: Grand Avenue & Gruwell Street

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	10	10	10	65	10	30	10	480	60	30	670	10
Future Volume (veh/h)	10	10	10	65	10	30	10	480	60	30	670	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		0.98	1.00		0.98
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	1628	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	11	11	71	11	33	11	522	65	33	728	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	107	75	267	33	58	26	759	94	69	902	14
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.01	0.47	0.47	0.04	0.49	0.49
Sat Flow, veh/h	324	798	561	836	246	435	1781	1626	203	1781	1837	28
Grp Volume(v), veh/h	33	0	0	115	0	0	11	0	587	33	0	739
Grp Sat Flow(s),veh/h/ln	684	0	0	1517	0	0	1781	0	1829	1781	0	1865
Q Serve(g_s), s	0.0	0.0	0.0	2.0	0.0	0.0	0.2	0.0	9.4	0.7	0.0	12.5
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.6	0.0	0.0	0.2	0.0	9.4	0.7	0.0	12.5
Prop In Lane	0.33		0.33	0.62		0.29	1.00		0.11	1.00		0.01
Lane Grp Cap(c), veh/h	353	0	0	358	0	0	26	0	853	69	0	915
V/C Ratio(X)	0.09	0.00	0.00	0.32	0.00	0.00	0.43	0.00	0.69	0.48	0.00	0.81
Avail Cap(c_a), veh/h	907	0	0	876	0	0	243	0	1384	243	0	1411
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	0.00	1.00
Uniform Delay (d), s/veh	14.3	0.0	0.0	15.1	0.0	0.0	18.3	0.0	7.8	17.6	0.0	8.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	10.8	0.0	1.0	5.0	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.8	0.0	0.0	0.1	0.0	1.8	0.3	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	0.0	0.0	15.6	0.0	0.0	29.1	0.0	8.8	22.6	0.0	10.1
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	B
Approach Vol, veh/h	33			115			598			772		
Approach Delay, s/veh	14.4			15.6			9.2			10.6		
Approach LOS	B			B			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	22.0		9.5	5.0	22.9		9.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	28.3			18.1	5.1	28.3		18.1				
Max Q Clear Time (g_c+I_T), s	11.4			2.6	2.2	14.5		4.6				
Green Ext Time (p_c), s	0.0	3.1		0.1	0.0	3.9		0.4				









Intersection Summary

HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary 15: Palomar Street & Gruwell Street

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	150	100	300	100	30	50	585	400	50	500	60
Future Volume (veh/h)	60	150	100	300	100	30	50	585	400	50	500	60
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	1870	1710	1870	1870	1710	1870	1870	1710	1870	1870	1710
Adj Flow Rate, veh/h	65	163	109	326	109	33	54	636	435	54	543	65
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	197	132	364	471	143	70	715	489	70	1144	136
Arrive On Green	0.05	0.19	0.19	0.20	0.34	0.34	0.04	0.36	0.36	0.04	0.36	0.36
Sat Flow, veh/h	1781	1045	699	1781	1378	417	1781	1999	1366	1781	3196	382
Grp Volume(v), veh/h	65	0	272	326	0	142	54	565	506	54	301	307
Grp Sat Flow(s),veh/h/ln	1781	0	1743	1781	0	1795	1781	1777	1588	1781	1777	1801
Q Serve(g_s), s	3.5	0.0	14.6	17.4	0.0	5.5	2.9	29.2	29.3	2.9	12.8	12.9
Cycle Q Clear(g_c), s	3.5	0.0	14.6	17.4	0.0	5.5	2.9	29.2	29.3	2.9	12.8	12.9
Prop In Lane	1.00		0.40	1.00		0.23	1.00		0.86	1.00		0.21
Lane Grp Cap(c), veh/h	91	0	329	364	0	613	70	636	568	70	636	644
V/C Ratio(X)	0.72	0.00	0.83	0.90	0.00	0.23	0.77	0.89	0.89	0.77	0.47	0.48
Avail Cap(c_a), veh/h	274	0	518	420	0	681	166	683	611	91	636	644
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	38.1	37.8	0.0	22.9	46.4	29.5	29.5	46.4	24.2	24.2
Incr Delay (d2), s/veh	13.9	0.0	8.2	20.5	0.0	0.3	16.0	13.3	14.8	24.8	0.7	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	9	0.0	6.8	9.3	0.0	2.3	1.5	13.6	12.4	1.7	5.1	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	0.0	46.2	58.3	0.0	23.2	62.4	42.8	44.3	71.2	24.9	24.9
LnGrp LOS	E	A	D	E	A	C	E	D	D	E	C	C
Approach Vol, veh/h	337		468			1125			662			
Approach Delay, s/veh	48.8		47.7			44.4			28.7			
Approach LOS	D		D			D			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.9	40.9	24.9	23.4	8.3	40.9	10.0	38.3				
Change Period (Y+Rc), s	4.5	6.0	5.0	5.0	4.5	6.0	5.0	5.0				
Max Green Setting (Gmax), s	37.5	37.5	23.0	29.0	9.1	33.4	15.0	37.0				
Max Q Clear Time (g_c+I1), s	31.3	31.3	19.4	16.6	4.9	14.9	5.5	7.5				
Green Ext Time (p_c), s	0.0	3.6	0.5	1.6	0.0	3.7	0.1	1.1				












Intersection Summary

HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary 16: Grand Avenue & Wildomar Trail

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	55	30	250	30	175	20	400	225	315	400	10
Future Volume (veh/h)	10	55	30	250	30	175	20	400	225	315	400	10
Initial Q (Ob), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	60	30	272	33	161	22	435	205	342	435	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	110	55	308	476	391	42	485	407	372	831	704
Arrive On Green	0.01	0.10	0.10	0.17	0.25	0.25	0.02	0.26	0.26	0.21	0.44	0.44
Sat Flow, veh/h	1781	1160	580	1781	1870	1536	1781	1870	1570	1781	1870	1585
Grp Volume(v), veh/h	11	0	90	272	33	161	22	435	205	342	435	10
Grp Sat Flow(s),veh/h/ln	1781	0	1740	1781	1870	1536	1781	1870	1570	1781	1870	1585
Q Serve(g_s), s	0.5	0.0	4.3	12.9	1.2	7.5	1.1	19.4	9.6	16.2	14.5	0.3
Cycle Q Clear(g_c), s	0.5	0.0	4.3	12.9	1.2	7.5	1.1	19.4	9.6	16.2	14.5	0.3
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	24	0	165	308	476	391	42	485	407	372	831	704
V/C Ratio(X)	0.46	0.00	0.54	0.88	0.07	0.41	0.52	0.90	0.50	0.92	0.52	0.01
Avail Cap(c_a), veh/h	103	0	403	320	661	543	103	514	431	372	831	704
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	0.0	37.2	34.8	24.4	26.8	41.6	30.8	27.2	33.4	17.4	13.4
Incr Delay (d2), s/veh	13.1	0.0	2.1	23.5	0.0	0.5	3.6	18.3	1.4	27.1	0.8	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	0.3	0.0	1.8	7.3	0.5	2.7	0.5	10.5	3.5	9.2	5.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	0.0	39.3	58.4	24.5	27.3	45.2	49.1	28.6	60.5	18.2	13.4
LnGrp LOS	E	A	D	E	C	C	D	D	C	E	B	B
Approach Vol, veh/h	101					466		662		787		
Approach Delay, s/veh	41.1					45.2		42.6		36.5		
Approach LOS	D					D		D		D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	28.7	19.4	14.2	8.0	44.6	5.7	27.9				
Change Period (Y+Rc), s	6.0	6.3	4.5	6.0	6.0	6.3	4.5	6.0				
Max Green Setting (G_max), s	10.0	23.7	15.5	20.0	5.0	36.7	5.0	30.5				
Max Q Clear Time (g_c+10.0), s	10.0	21.4	14.9	6.3	3.1	16.5	2.5	9.5				
Green Ext Time (p_c), s	0.0	1.0	0.1	0.2	0.0	3.3	0.0	0.5				

Intersection Summary










HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary

17: Palomar Street & Wildomar Trail

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	450	70	100	315	225	145	550	200	300	500	150
Future Volume (veh/h)	110	450	70	100	315	225	145	550	200	300	500	150
Initial Q (Ob), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		1.00	1.00		0.99	1.00		0.85
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	120	489	76	109	342	245	158	598	217	326	543	163
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	801	123	127	491	415	191	729	264	322	930	277
Arrive On Green	0.07	0.26	0.26	0.07	0.26	0.26	0.11	0.29	0.29	0.18	0.36	0.36
Sat Flow, veh/h	1781	3025	466	1781	1870	1580	1781	2545	922	1781	2583	769
Grp Volume(v), veh/h	120	286	279	109	342	245	158	417	398	326	372	334
Grp Sat Flow(s),veh/h/ln	1781	1777	1714	1781	1870	1580	1781	1777	1690	1781	1777	1575
Q Serve(g_s), s	6.2	13.0	13.2	5.6	15.3	12.5	8.0	20.3	20.3	16.7	15.7	15.9
Cycle Q Clear(g_c), s	6.2	13.0	13.2	5.6	15.3	12.5	8.0	20.3	20.3	16.7	15.7	15.9
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.55	1.00		0.49
Lane Grp Cap(c), veh/h	131	471	454	127	491	415	191	509	484	322	639	567
V/C Ratio(X)	0.92	0.61	0.62	0.86	0.70	0.59	0.83	0.82	0.82	1.01	0.58	0.59
Avail Cap(c_a), veh/h	131	504	486	127	526	444	229	525	499	322	639	567
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	29.8	29.9	42.5	30.8	29.7	40.4	30.8	30.8	37.9	24.0	24.0
Incr Delay (d2), s/veh	52.8	1.9	2.1	39.0	3.7	1.8	16.2	10.3	10.9	53.6	1.6	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	4.6	5.5	5.5	3.8	7.0	4.7	4.2	9.4	9.0	11.6	6.2	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.4	31.6	32.0	81.5	34.4	31.6	56.6	41.0	41.7	91.4	25.6	26.0
LnGrp LOS	F	C	C	F	C	C	E	D	D	F	C	C
Approach Vol, veh/h	685			696			973			1032		
Approach Delay, s/veh	42.9			40.8			43.8			46.5		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.7	31.8	10.6	29.4	13.9	38.6	10.8	29.2				
Change Period (Y+Rc), s	4.0	5.3	4.0	4.9	4.0	5.3	4.0	4.9				
Max Green Setting (Gmax), s	10.7	27.3	6.6	26.2	11.9	32.1	6.8	26.0				
Max Q Clear Time (g_c+10),s	19.7	22.3	7.6	15.2	10.0	17.9	8.2	17.3				
Green Ext Time (p_c), s	0.0	2.6	0.0	2.4	0.0	4.7	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay	43.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary

18: I-15 SB Ramps & Wildomar Trail

04/29/2021









Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	600	750	250	800	0	0	0	0	200	10	300
Future Volume (veh/h)	0	600	750	250	800	0	0	0	0	200	10	300
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	1713	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	652	815	272	870	0				217	11	326
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	2	2	2	0				2	2	2
Cap, veh/h	0	1955	798	261	2589	0				352	18	328
Arrive On Green	0.00	0.55	0.55	0.15	0.73	0.00				0.21	0.21	0.21
Sat Flow, veh/h	0	3647	1452	1781	3647	0				1699	86	1585
Grp Volume(v), veh/h	0	652	815	272	870	0				228	0	326
Grp Sat Flow(s),veh/h/ln	0	1777	1452	1781	1777	0				1785	0	1585
Q Serve(g_s), s	0.0	14.2	77.0	20.5	12.3	0.0				16.3	0.0	28.7
Cycle Q Clear(g_c), s	0.0	14.2	77.0	20.5	12.3	0.0				16.3	0.0	28.7
Prop In Lane	0.00		1.00	1.00		0.00				0.95		1.00
Lane Grp Cap(c), veh/h	0	1955	798	261	2589	0				370	0	328
V/C Ratio(X)	0.00	0.33	1.02	1.04	0.34	0.00				0.62	0.00	0.99
Avail Cap(c_a), veh/h	0	1955	798	261	2589	0				370	0	328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.4	31.5	59.8	6.8	0.0				50.4	0.0	55.4
Incr Delay (d2), s/veh	0.0	0.1	37.2	67.3	0.1	0.0				3.1	0.0	47.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.7	33.4	14.0	4.2	0.0				7.3	0.0	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.5	68.7	127.1	6.9	0.0				53.5	0.0	103.0
LnGrp LOS	A	B	F	F	A	A				D	A	F
Approach Vol, veh/h		1467			1142						554	
Approach Delay, s/veh		45.9			35.5						82.7	
Approach LOS		D			D						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	25.0	81.5		33.5		106.5						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	20.5	77.0		29.0		102.0						
Max Q Clear Time (g_c+20),s	20.5	79.0		30.7		14.3						
Green Ext Time (p_c), s	0.0	0.0		0.0		7.0						
Intersection Summary												
HCM 6th Ctrl Delay			48.6									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

19: I-15 NB Ramps & Wildomar Trail

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	400	400	0	0	750	350	300	10	250	0	0	0
Future Volume (veh/h)	400	400	0	0	750	350	300	10	250	0	0	0
Initial Q (Ob), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1713	1870	1870	1870			
Adj Flow Rate, veh/h	435	435	0	0	815	380	326	11	272			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	480	2279	0	0	1103	451	407	14	374			
Arrive On Green	0.27	0.64	0.00	0.00	0.31	0.31	0.24	0.24	0.24			
Sat Flow, veh/h	1781	3647	0	0	3647	1452	1726	58	1585			
Grp Volume(v), veh/h	435	435	0	0	815	380	337	0	272			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1452	1784	0	1585			
Q Serve(g_s), s	17.3	3.7	0.0	0.0	15.1	18.0	13.1	0.0	11.6			
Cycle Q Clear(g_c), s	17.3	3.7	0.0	0.0	15.1	18.0	13.1	0.0	11.6			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	480	2279	0	0	1103	451	421	0	374			
V/C Ratio(X)	0.91	0.19	0.00	0.00	0.74	0.84	0.80	0.00	0.73			
Avail Cap(c_a), veh/h	546	2516	0	0	1210	494	704	0	626			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	25.9	5.4	0.0	0.0	22.7	23.7	26.4	0.0	25.9			
Incr Delay (d2), s/veh	17.4	0.0	0.0	0.0	2.2	11.7	3.6	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	1.0	0.0	0.0	6.0	7.0	5.2	0.0	4.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	5.4	0.0	0.0	24.9	35.4	30.0	0.0	28.6			
LnGrp LOS	D	A	A	A	C	D	C	A	C			
Approach Vol, veh/h	870		1195			609						
Approach Delay, s/veh	24.4		28.2			29.3						
Approach LOS	C		C			C						
Timer - Assigned Phs	2		5			6		8				
Phs Duration (G+Y+Rc), s	51.6		24.3			27.3		21.8				
Change Period (Y+Rc), s	4.5		4.5			4.5		4.5				
Max Green Setting (Gmax), s	52.0		22.5			25.0		29.0				
Max Q Clear Time (g_c+l1), s	5.7		19.3			20.0		15.1				
Green Ext Time (p_c), s	3.0		0.5			2.8		2.3				
Intersection Summary												
HCM 6th Ctrl Delay	27.2											
HCM 6th LOS	C											

HCM 6th AWSC
20: Grand Avenue & McVicar Street

04/29/2021

Intersection

Intersection Delay, s/veh13.8

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	10	10	10	20	10	175	10	130	10	180	250	10
Future Vol, veh/h	10	10	10	20	10	175	10	130	10	180	250	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	11	11	22	11	190	11	141	11	196	272	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.2	10.5	9.9	17
HCM LOS	A	B	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	33%	10%	41%
Vol Thru, %	87%	33%	5%	57%
Vol Right, %	7%	33%	85%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	30	205	440
LT Vol	10	10	20	180
Through Vol	130	10	10	250
RT Vol	10	10	175	10
Lane Flow Rate	163	33	223	478
Geometry Grp	1	1	1	1
Degree of Util (X)	0.238	0.053	0.317	0.659
Departure Headway (Hd)	5.256	5.837	5.12	4.957
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	683	612	702	732
Service Time	3.287	3.884	3.157	2.957
HCM Lane V/C Ratio	0.239	0.054	0.318	0.653
HCM Control Delay	9.9	9.2	10.5	17
HCM Lane LOS	A	A	B	C
HCM 95th-tile Q	0.9	0.2	1.4	5

HCM 6th AWSC
21: McVicar Street & Palomar Street

04/29/2021

Intersection

Intersection Delay, s/veh20.1

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔		↔	↔	
Traffic Vol, veh/h	25	50	115	70	30	70	100	350	50	50	450	45
Future Vol, veh/h	25	50	115	70	30	70	100	350	50	50	450	45
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	54	125	76	33	76	109	380	54	54	489	49
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	14.7	19.4	18.3	23.8
HCM LOS	B	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	33%	0%	41%	100%	0%	0%
Vol Thru, %	0%	100%	70%	67%	0%	18%	0%	100%	77%
Vol Right, %	0%	0%	30%	0%	100%	41%	0%	0%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	233	167	75	115	170	50	300	195
LT Vol	100	0	0	25	0	70	50	0	0
Through Vol	0	233	117	50	0	30	0	300	150
RT Vol	0	0	50	0	115	70	0	0	45
Lane Flow Rate	109	254	181	82	125	185	54	326	212
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.263	0.577	0.401	0.212	0.295	0.463	0.13	0.731	0.466
Departure Headway (Hd)	8.71	8.193	7.977	9.37	8.482	9.016	8.591	8.075	7.909
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	413	441	451	383	424	399	418	447	456
Service Time	6.456	5.94	5.723	7.123	6.235	6.769	6.335	5.82	5.653
HCM Lane V/C Ratio	0.264	0.576	0.401	0.214	0.295	0.464	0.129	0.729	0.465
HCM Control Delay	14.6	21.6	16	14.6	14.8	19.4	12.6	29.9	17.4
HCM Lane LOS	B	C	C	B	B	C	B	D	C
HCM 95th-tile Q	1	3.5	1.9	0.8	1.2	2.4	0.4	5.9	2.4

HCM 6th Signalized Intersection Summary

22: Wildomar Trail & La Estrella Street

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱		↰	↱	↱
Traffic Volume (veh/h)	100	150	110	100	200	170	100	200	50	80	500	70
Future Volume (veh/h)	100	150	110	100	200	170	100	200	50	80	500	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.96	1.00		0.98	1.00		0.94
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	1674	1870	1870	1674
Adj Flow Rate, veh/h	109	163	120	109	217	185	109	217	54	87	543	76
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	578	459	0	281	240	139	504	125	125	640	458
Arrive On Green	0.00	0.31	0.31	0.00	0.31	0.31	0.08	0.35	0.35	0.07	0.34	0.34
Sat Flow, veh/h	0	1870	1488	0	911	777	1781	1441	358	1781	1870	1340
Grp Volume(v), veh/h	0	163	120	0	0	402	109	0	271	87	543	76
Grp Sat Flow(s),veh/h/ln	0	1870	1488	0	0	1689	1781	0	1799	1781	1870	1340
Q Serve(g_s), s	0.0	3.3	3.0	0.0	0.0	10.8	3.0	0.0	5.7	2.4	13.4	2.0
Cycle Q Clear(g_c), s	0.0	3.3	3.0	0.0	0.0	10.8	3.0	0.0	5.7	2.4	13.4	2.0
Prop In Lane	0.00		1.00	0.00		0.46	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	0	578	459	0	0	521	139	0	629	125	640	458
V/C Ratio(X)	0.00	0.28	0.26	0.00	0.00	0.77	0.78	0.00	0.43	0.70	0.85	0.17
Avail Cap(c_a), veh/h	0	676	538	0	0	610	179	0	654	211	714	511
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	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.0	12.9	0.0	0.0	15.6	22.5	0.0	12.4	22.6	15.2	11.4
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.0	0.0	5.1	15.6	0.0	0.5	6.8	8.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.8	0.0	0.0	4.0	1.7	0.0	1.9	1.1	6.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.3	13.2	0.0	0.0	20.8	38.1	0.0	12.9	29.4	24.0	11.6
LnGrp LOS	A	B	B	A	A	C	D	A	B	C	C	B
Approach Vol, veh/h	283			402			380			706		
Approach Delay, s/veh	13.3			20.8			20.1			23.3		
Approach LOS	B			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	21.9	0.0	19.9	8.4	21.5	0.0	19.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.1	18.1	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1),s	7.7	7.7	0.0	5.3	5.0	15.4	0.0	12.8				
Green Ext Time (p_c), s	0.0	1.0	0.0	1.1	0.0	1.2	0.0	1.1				

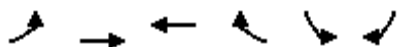
Intersection Summary

HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary

23: Clinton Keith Road & Grand Avenue

04/29/2021















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	675	500	110	235	70
Future Volume (veh/h)	60	675	500	110	235	70
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	1870	1870	1870	1870	1674	1870
Adj Flow Rate, veh/h	65	734	543	120	255	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	116	1724	910	200	377	375
Arrive On Green	0.07	0.49	0.31	0.31	0.24	0.24
Sat Flow, veh/h	1781	3647	2986	637	1595	1585
Grp Volume(v), veh/h	65	734	333	330	255	64
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1752	1595	1585
Q Serve(g_s), s	1.3	5.1	6.0	6.1	5.5	1.2
Cycle Q Clear(g_c), s	1.3	5.1	6.0	6.1	5.5	1.2
Prop In Lane	1.00			0.36	1.00	1.00
Lane Grp Cap(c), veh/h	116	1724	559	551	377	375
V/C Ratio(X)	0.56	0.43	0.60	0.60	0.68	0.17
Avail Cap(c_a), veh/h	1264	5630	1368	1349	1219	1212
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	17.3	6.4	11.0	11.0	13.2	11.6
Incr Delay (d2), s/veh	1.6	0.2	1.0	1.0	2.1	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	0.5	0.8	1.7	1.6	1.6	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.8	6.5	12.0	12.1	15.3	11.8
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		799	663		319	
Approach Delay, s/veh		7.5	12.0		14.6	
Approach LOS		A	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		24.2		13.9	6.5	17.7
Change Period (Y+Rc), s		5.7		4.9	4.0	5.7
Max Green Setting (Gmax), s		60.3		29.1	27.0	29.3
Max Q Clear Time (g_c+l1), s		7.1		7.5	3.3	8.1
Green Ext Time (p_c), s		5.1		0.9	0.1	3.7
Intersection Summary						
HCM 6th Ctrl Delay			10.5			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary

24: Palomar Street & Clinton Keith Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	815	165	430	565	160	75	265	520	355	405	75
Future Volume (veh/h)	60	815	165	430	565	160	75	265	520	355	405	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
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	1656	1870	1870	1656	1870	1870	1656	1870	1870	1656
Adj Flow Rate, veh/h	65	886	179	467	614	174	82	288	565	386	440	82
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	993	387	530	1370	541	105	453	670	443	929	172
Arrive On Green	0.05	0.28	0.28	0.15	0.39	0.39	0.06	0.24	0.24	0.13	0.31	0.31
Sat Flow, veh/h	1781	3554	1385	3456	3554	1403	1781	1870	2770	3456	2986	552
Grp Volume(v), veh/h	65	886	179	467	614	174	82	288	565	386	260	262
Grp Sat Flow(s),veh/h/ln	1781	1777	1385	1728	1777	1403	1781	1870	1385	1728	1777	1762
Q Serve(g_s), s	3.7	24.3	10.8	13.4	13.0	8.8	4.6	14.0	19.7	11.1	12.0	12.2
Cycle Q Clear(g_c), s	3.7	24.3	10.8	13.4	13.0	8.8	4.6	14.0	19.7	11.1	12.0	12.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	84	993	387	530	1370	541	105	453	670	443	553	548
V/C Ratio(X)	0.77	0.89	0.46	0.88	0.45	0.32	0.78	0.64	0.84	0.87	0.47	0.48
Avail Cap(c_a), veh/h	158	1051	410	545	1370	541	193	572	847	443	578	573
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	35.1	30.2	42.0	23.1	21.9	47.1	34.5	36.6	43.4	28.2	28.3
Incr Delay (d2), s/veh	14.0	9.4	0.9	15.3	0.2	0.3	11.6	1.5	6.3	17.0	0.6	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	1.9	11.2	3.6	6.7	5.3	2.8	2.3	6.3	7.0	5.6	4.9	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	44.5	31.1	57.3	23.4	22.2	58.7	36.0	42.9	60.4	28.8	28.9
LnGrp LOS	E	D	C	E	C	C	E	D	D	E	C	C
Approach Vol, veh/h	1130			1255			935			908		
Approach Delay, s/veh	43.4			35.8			42.2			42.3		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc),s	20.5	33.4	11.0	36.5	9.8	44.1	18.0	29.5				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax),s	10.0	30.0	11.0	33.0	9.0	37.0	13.0	31.0				
Max Q Clear Time (g_c+1),s	15.4	26.3	6.6	14.2	5.7	15.0	13.1	21.7				
Green Ext Time (p_c), s	0.1	2.1	0.1	2.6	0.0	4.7	0.0	2.8				

Intersection Summary

HCM 6th Ctrl Delay 40.6

HCM 6th LOS D

Notes













User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

25: Hidden Springs Road & Clinton Keith Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	1200	60	150	920	300	135	35	355	450	100	120
Future Volume (veh/h)	115	1200	60	150	920	300	135	35	355	450	100	120
Initial Q (Ob), 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		0.99	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	1870	1870	1728	1870	1870	1728	1870	1870	1870	1870	1870	1728
Adj Flow Rate, veh/h	125	1304	65	163	1000	326	147	0	411	489	109	130
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	518	1577	590	1004	1098	680	170	0	372	543	140	167
Arrive On Green	0.29	0.31	0.31	0.58	0.62	0.62	0.10	0.00	0.12	0.16	0.18	0.18
Sat Flow, veh/h	1781	5106	1459	3456	3554	1458	1781	0	3130	3456	775	924
Grp Volume(v), veh/h	125	1304	65	163	1000	326	147	0	411	489	0	239
Grp Sat Flow(s),veh/h/ln	1781	1702	1459	1728	1777	1458	1781	0	1565	1728	0	1699
Q Serve(g_s), s	8.0	35.6	1.5	3.3	36.9	5.1	12.2	0.0	10.7	20.8	0.0	20.1
Cycle Q Clear(g_c), s	8.0	35.6	1.5	3.3	36.9	5.1	12.2	0.0	10.7	20.8	0.0	20.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	518	1577	590	1004	1098	680	170	0	372	543	0	307
V/C Ratio(X)	0.24	0.83	0.11	0.16	0.91	0.48	0.86	0.00	1.11	0.90	0.00	0.78
Avail Cap(c_a), veh/h	518	1712	629	1004	1189	718	297	0	876	714	0	544
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)	0.47	0.47	0.47	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.6	48.1	11.5	23.0	26.9	5.9	66.9	0.0	24.0	62.1	0.0	58.6
Incr Delay (d2), s/veh	0.0	2.5	0.2	0.0	11.9	2.2	5.0	0.0	56.7	10.3	0.0	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	13.6	15.4	0.7	1.3	12.9	2.6	5.8	0.0	7.0	10.0	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	50.6	11.6	23.0	38.8	8.1	71.9	0.0	80.7	72.3	0.0	62.9
LnGrp LOS	D	D	B	C	D	A	E	A	F	E	A	E
Approach Vol, veh/h	1494			1489			558			728		
Approach Delay, s/veh	48.1			30.3			78.4			69.2		
Approach LOS	D			C			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	47.6	52.1	18.3	32.0	47.6	52.1	27.6	22.7				
Change Period (Y+Rc), s	4.0	5.8	4.0	4.9	4.0	5.8	4.0	4.9				
Max Green Setting (Gmax), s	50.2	50.2	25.0	48.0	8.0	50.3	31.0	42.0				
Max Q Clear Time (g_c+10),s	38.9	38.9	14.2	22.1	5.3	37.6	22.8	12.7				
Green Ext Time (p_c), s	0.0	7.4	0.1	1.6	0.1	8.8	0.7	1.8				

Intersection Summary

HCM 6th Ctrl Delay 49.5
 HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

26: I-15 SB Ramps & Clinton Keith Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑	↑↑
Traffic Volume (veh/h)	0	1255	750	500	900	0	0	0	0	655	5	500
Future Volume (veh/h)	0	1255	750	500	900	0	0	0	0	655	5	500
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	1748	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1364	815	543	978	0				716	0	543
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	2	2	2	0				2	2	2
Cap, veh/h	0	2562	740	576	3569	0				797	0	708
Arrive On Green	0.00	1.00	1.00	0.33	1.00	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	5274	1475	3456	5274	0				3563	0	3166
Grp Volume(v), veh/h	0	1364	815	543	978	0				716	0	543
Grp Sat Flow(s),veh/h/ln	0	1702	1475	1728	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	0.0	75.3	22.9	0.0	0.0				29.3	0.0	24.1
Cycle Q Clear(g_c), s	0.0	0.0	75.3	22.9	0.0	0.0				29.3	0.0	24.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2562	740	576	3569	0				797	0	708
V/C Ratio(X)	0.00	0.53	1.10	0.94	0.27	0.00				0.90	0.00	0.77
Avail Cap(c_a), veh/h	0	2562	740	585	3569	0				1026	0	912
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.70	0.70	0.85	0.85	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	49.3	0.0	0.0				56.6	0.0	54.6
Incr Delay (d2), s/veh	0.0	0.6	59.9	21.0	0.2	0.0				7.6	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	12.3	10.2	0.1	0.0				13.5	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.6	59.9	70.3	0.2	0.0				64.2	0.0	56.7
LnGrp LOS	A	A	F	E	A	A				E	A	E
Approach Vol, veh/h		2179			1521						1259	
Approach Delay, s/veh		22.7			25.2						60.9	
Approach LOS		C			C						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.6	81.1		39.3		110.7						
Change Period (Y+Rc), s	4.6	5.8		5.8		5.8						
Max Green Setting (Gmax), s	20.4	65.2		43.2		95.2						
Max Q Clear Time (g_c+20.4), s	20.4	77.3		31.3		2.0						
Green Ext Time (p_c), s	0.1	0.0		2.3		5.2						

Intersection Summary

HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

27: I-15 NB Ramps & Clinton Keith Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↑↑↑			↑↑↑	↰	↰	↰	↰			
Traffic Volume (veh/h)	520	1390	0	0	1000	650	400	5	350	0	0	0
Future Volume (veh/h)	520	1390	0	0	1000	650	400	5	350	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		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1748	1870	1870	1870			
Adj Flow Rate, veh/h	565	1511	0	0	1087	707	555	0	255			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	621	3784	0	0	2692	781	647	0	284			
Arrive On Green	0.12	0.50	0.00	0.00	0.53	0.53	0.18	0.00	0.18			
Sat Flow, veh/h	3456	5274	0	0	5274	1482	3563	0	1561			
Grp Volume(v), veh/h	565	1511	0	0	1087	707	555	0	255			
Grp Sat Flow(s),veh/h/ln	728	1702	0	0	1702	1482	1781	0	1561			
Q Serve(g_s), s	24.2	27.9	0.0	0.0	19.2	64.7	22.7	0.0	24.0			
Cycle Q Clear(g_c), s	24.2	27.9	0.0	0.0	19.2	64.7	22.7	0.0	24.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	621	3784	0	0	2692	781	647	0	284			
V/C Ratio(X)	0.91	0.40	0.00	0.00	0.40	0.91	0.86	0.00	0.90			
Avail Cap(c_a), veh/h	758	3784	0	0	2692	781	931	0	408			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.74	0.74	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	64.8	16.8	0.0	0.0	21.3	32.1	59.5	0.0	60.0			
Incr Delay (d2), s/veh	9.3	0.2	0.0	0.0	0.5	16.0	4.1	0.0	13.5			
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	11.8	12.0	0.0	0.0	7.8	25.9	10.3	0.0	10.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.1	17.0	0.0	0.0	21.7	48.0	63.6	0.0	73.5			
LnGrp LOS	E	B	A	A	C	D	E	A	E			
Approach Vol, veh/h	2076			1794			810					
Approach Delay, s/veh	32.6			32.1			66.7					
Approach LOS	C			C			E					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	117.0			32.1			84.9			33.0		
Change Period (Y+Rc), s	5.8			5.1			5.8			5.8		
Max Green Setting (Gmax), s	99.2			32.9			61.2			39.2		
Max Q Clear Time (g_c+l1), s	29.9			26.2			66.7			26.0		
Green Ext Time (p_c), s	9.9			0.7			0.0			1.3		

Intersection Summary

HCM 6th Ctrl Delay 38.3

HCM 6th LOS D

Notes










User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

28: Wildomar Trail & Clinton Keith Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	1100	20	120	1320	100	150	30	100	195	50	350
Future Volume (veh/h)	180	1100	20	120	1320	100	150	30	100	195	50	350
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	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	1870	1870	1740	1870	1870	1740	1870	1870	1870	1870	1870	1740
Adj Flow Rate, veh/h	196	1196	22	130	1435	109	163	33	109	212	54	380
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	2053	38	151	1739	132	185	86	286	234	476	375
Arrive On Green	0.12	0.40	0.40	0.17	0.72	0.72	0.10	0.23	0.23	0.13	0.25	0.25
Sat Flow, veh/h	1781	5159	95	1781	4831	367	1781	380	1256	1781	1870	1473
Grp Volume(v), veh/h	196	789	429	130	1011	533	163	0	142	212	54	380
Grp Sat Flow(s),veh/h/ln	1781	1702	1850	1781	1702	1794	1781	0	1636	1781	1870	1473
Q Serve(g_s), s	16.3	27.3	27.3	10.6	30.7	30.7	13.5	0.0	11.0	17.6	3.3	38.2
Cycle Q Clear(g_c), s	16.3	27.3	27.3	10.6	30.7	30.7	13.5	0.0	11.0	17.6	3.3	38.2
Prop In Lane	1.00		0.05	1.00		0.20	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	218	1354	736	151	1225	646	185	0	372	234	476	375
V/C Ratio(X)	0.90	0.58	0.58	0.86	0.83	0.83	0.88	0.00	0.38	0.91	0.11	1.01
Avail Cap(c_a), veh/h	272	1354	736	272	1225	646	217	0	382	255	476	375
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)	1.00	1.00	1.00	0.57	0.57	0.57	1.00	0.00	1.00	0.64	0.64	0.64
Uniform Delay (d), s/veh	64.9	35.4	35.4	61.4	17.7	17.7	66.3	0.0	49.0	64.2	42.9	55.9
Incr Delay (d2), s/veh	23.4	1.8	3.4	3.2	3.8	6.9	28.2	0.0	0.6	22.6	0.1	40.4
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	18.8	11.6	13.0	4.6	7.4	8.4	7.5	0.0	4.5	9.4	1.5	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.3	37.2	38.8	64.7	21.5	24.6	94.4	0.0	49.7	86.9	43.0	96.3
LnGrp LOS	F	D	D	E	C	C	F	A	D	F	D	F
Approach Vol, veh/h	1414			1674			305			646		
Approach Delay, s/veh	44.8			25.9			73.6			88.8		
Approach LOS	D			C			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.8	66.5	20.1	44.6	24.5	60.8	24.2	40.5				
Change Period (Y+Rc), s	6.1	6.8	4.5	6.4	6.1	6.8	4.5	6.4				
Max Green Setting (Gmax), s	20.9	46.8	18.3	38.2	22.9	46.8	21.5	35.0				
Max Q Clear Time (g_c+10), s	12.6	29.3	15.5	40.2	18.3	32.7	19.6	13.0				
Green Ext Time (p_c), s	0.1	12.6	0.1	0.0	0.1	11.7	0.1	0.7				

Intersection Summary

HCM 6th Ctrl Delay 46.1
 HCM 6th LOS D

Notes













User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

29: Inland Valley Drive & Clinton Keith Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	800	550	250	1100	100	300	300	50	90	200	65
Future Volume (veh/h)	95	800	550	250	1100	100	300	300	50	90	200	65
Initial Q (Ob), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1753	1870	1870	1753	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	870	598	272	1196	109	326	326	54	98	217	71
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	2011	578	236	2179	199	347	717	117	119	283	90
Arrive On Green	0.14	0.79	0.79	0.13	0.46	0.46	0.19	0.23	0.23	0.07	0.11	0.11
Sat Flow, veh/h	1781	5106	1467	1781	4762	434	1781	3056	501	1781	2651	844
Grp Volume(v), veh/h	103	870	598	272	855	450	326	188	192	98	143	145
Grp Sat Flow(s),veh/h/ln	1781	1702	1467	1781	1702	1792	1781	1777	1780	1781	1777	1718
Q Serve(g_s), s	8.5	8.2	59.1	19.9	27.3	27.3	27.1	13.6	13.9	8.1	11.8	12.3
Cycle Q Clear(g_c), s	8.5	8.2	59.1	19.9	27.3	27.3	27.1	13.6	13.9	8.1	11.8	12.3
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.28	1.00		0.49
Lane Grp Cap(c), veh/h	123	2011	578	236	1558	820	347	417	417	119	189	183
V/C Ratio(X)	0.84	0.43	1.03	1.15	0.55	0.55	0.94	0.45	0.46	0.82	0.76	0.79
Avail Cap(c_a), veh/h	236	2011	578	236	1558	820	405	503	504	344	462	447
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)	0.77	0.77	0.77	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.8	10.5	15.9	65.1	29.5	29.5	59.5	49.2	49.3	69.1	65.1	65.4
Incr Delay (d2), s/veh	4.4	0.5	42.1	105.4	1.4	2.6	23.6	0.8	0.8	5.2	6.1	7.4
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	13.7	2.5	13.9	15.8	11.2	12.0	14.4	6.1	6.3	3.9	5.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	11.0	58.0	170.4	30.9	32.1	83.1	49.9	50.1	74.3	71.2	72.7
LnGrp LOS	E	B	F	F	C	C	F	D	D	E	E	E
Approach Vol, veh/h	1571			1577			706			386		
Approach Delay, s/veh	32.7			55.3			65.3			72.6		
Approach LOS	C			E			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.0	66.6	35.3	22.1	16.5	76.1	16.1	41.3				
Change Period (Y+Rc), s	6.1	7.5	6.1	* 6.1	6.1	7.5	6.1	6.1				
Max Green Setting (Gmax), s	19.9	32.8	34.1	* 39	19.9	32.8	29.0	42.5				
Max Q Clear Time (g_c+2t),s	21.9	61.1	29.1	14.3	10.5	29.3	10.1	15.9				
Green Ext Time (p_c), s	0.0	0.0	0.2	1.7	0.0	2.1	0.1	2.7				

Intersection Summary

HCM 6th Ctrl Delay 50.1

HCM 6th LOS D

Notes










User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary 30: Driveway/Inland Valley Drive & Prielipp Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	10	10	160	10	150	50	300	200	250	300	70
Future Volume (veh/h)	30	10	10	160	10	150	50	300	200	250	300	70
Initial Q (Ob), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	11	11	174	11	163	54	326	217	272	326	76
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	208	176	220	378	315	90	535	348	328	1128	259
Arrive On Green	0.04	0.11	0.11	0.12	0.20	0.20	0.05	0.26	0.26	0.18	0.39	0.39
Sat Flow, veh/h	1781	1810	1537	1781	1870	1557	1781	2058	1339	1781	2867	659
Grp Volume(v), veh/h	33	11	11	174	11	163	54	280	263	272	200	202
Grp Sat Flow(s),veh/h/ln	1781	1777	1570	1781	1870	1557	1781	1777	1620	1781	1777	1749
Q Serve(g_s), s	1.0	0.3	0.4	5.4	0.3	5.3	1.7	7.9	8.1	8.3	4.4	4.5
Cycle Q Clear(g_c), s	1.0	0.3	0.4	5.4	0.3	5.3	1.7	7.9	8.1	8.3	4.4	4.5
Prop In Lane	1.00		0.98	1.00		1.00	1.00		0.83	1.00		0.38
Lane Grp Cap(c), veh/h	64	204	180	220	378	315	90	462	421	328	699	688
V/C Ratio(X)	0.52	0.05	0.06	0.79	0.03	0.52	0.60	0.61	0.62	0.83	0.29	0.29
Avail Cap(c_a), veh/h	192	911	804	299	1071	892	271	942	859	425	1096	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	22.3	22.3	24.1	18.1	20.1	26.3	18.4	18.5	22.2	11.7	11.8
Incr Delay (d2), s/veh	6.4	0.1	0.1	9.8	0.0	1.3	6.3	1.3	1.5	10.2	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	0.5	0.1	0.1	2.6	0.1	1.7	0.8	3.1	3.0	4.1	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	22.4	22.5	33.9	18.1	21.4	32.6	19.7	20.0	32.5	12.0	12.0
LnGrp LOS	C	C	C	C	B	C	C	B	C	C	B	B
Approach Vol, veh/h	55			348			597			674		
Approach Delay, s/veh	28.9			27.5			21.0			20.2		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	19.2	11.5	11.0	7.4	26.8	6.5	15.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	30.0	30.0	9.5	29.0	8.6	34.9	6.1	32.4				
Max Q Clear Time (g_c+10), s	10.1	10.1	7.4	2.4	3.7	6.5	3.0	7.3				
Green Ext Time (p_c), s	0.3	3.5	0.1	0.1	0.0	2.4	0.0	0.5				






















Intersection Summary

HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary

1: Mission Trail & Malaga Road

04/29/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	40	100	30	30	105	650	75	25	750	20
Future Volume (veh/h)	20	10	40	100	30	30	105	650	75	25	750	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
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	22	11	35	109	33	30	114	707	75	27	815	20
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	227	201	143	645	332	146	1224	130	56	1160	28
Arrive On Green	0.03	0.13	0.13	0.08	0.18	0.18	0.08	0.38	0.38	0.03	0.33	0.33
Sat Flow, veh/h	1781	1777	1570	1781	3554	1556	1781	3241	344	1781	3543	87
Grp Volume(v), veh/h	22	11	35	109	33	30	114	387	395	27	409	426
Grp Sat Flow(s),veh/h/ln	1781	1777	1570	1781	1777	1556	1781	1777	1808	1781	1777	1853
Q Serve(g_s), s	0.6	0.3	1.0	2.9	0.4	0.7	3.0	8.3	8.3	0.7	9.6	9.6
Cycle Q Clear(g_c), s	0.6	0.3	1.0	2.9	0.4	0.7	3.0	8.3	8.3	0.7	9.6	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.05
Lane Grp Cap(c), veh/h	47	227	201	143	645	332	146	671	683	56	582	607
V/C Ratio(X)	0.47	0.05	0.17	0.76	0.05	0.09	0.78	0.58	0.58	0.48	0.70	0.70
Avail Cap(c_a), veh/h	186	1078	953	224	2231	1027	224	1179	1199	186	1141	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	18.3	18.6	21.5	16.2	15.1	21.5	11.8	11.8	22.8	14.0	14.0
Incr Delay (d2), s/veh	2.6	0.1	0.6	3.2	0.0	0.0	4.2	0.3	0.3	2.4	0.6	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	0.3	0.1	0.3	1.2	0.1	0.2	1.2	2.3	2.3	0.3	2.9	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	18.4	19.2	24.7	16.2	15.1	25.7	12.1	12.1	25.1	14.6	14.6
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		68			172			896			862	
Approach Delay, s/veh		21.1			21.4			13.9			14.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	23.7	7.8	10.7	7.9	21.3	5.3	13.3				
Change Period (Y+Rc), s	4.0	5.7	4.0	4.6	4.0	5.7	4.0	4.6				
Max Green Setting (Gmax), s	5.0	31.7	6.0	29.0	6.0	30.7	5.0	30.0				
Max Q Clear Time (g_c+l1), s	2.7	10.3	4.9	3.0	5.0	11.6	2.6	2.7				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.3	0.0	2.8	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			15.2									
HCM 6th LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

2: Mission Trail & Lemon Street

04/29/2021



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y	Y	↑↑	↑	↑	↑↑
Traffic Volume (veh/h)	85	55	1380	110	65	900
Future Volume (veh/h)	85	55	1380	110	65	900
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	55	1500	99	71	978
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	131	78	2052	895	103	2494
Arrive On Green	0.12	0.12	0.58	0.58	0.06	0.70
Sat Flow, veh/h	1059	633	3647	1550	1781	3647
Grp Volume(v), veh/h	148	0	1500	99	71	978
Grp Sat Flow(s), veh/h/ln	703	0	1777	1550	1781	1777
Q Serve(g_s), s	5.0	0.0	18.5	1.7	2.3	6.8
Cycle Q Clear(g_c), s	5.0	0.0	18.5	1.7	2.3	6.8
Prop In Lane	0.62	0.37		1.00	1.00	
Lane Grp Cap(c), veh/h	210	0	2052	895	103	2494
V/C Ratio(X)	0.70	0.00	0.73	0.11	0.69	0.39
Avail Cap(c_a), veh/h	823	0	2456	1071	148	2988
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	0.0	9.3	5.7	27.8	3.7
Incr Delay (d2), s/veh	4.3	0.0	1.1	0.1	3.0	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	2.2	0.0	4.5	0.5	1.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.6	0.0	10.4	5.8	30.8	3.8
LnGrp LOS	C	A	B	A	C	A
Approach Vol, veh/h	148		1599			1049
Approach Delay, s/veh	29.6		10.1			5.7
Approach LOS	C		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.5	40.7			48.2	11.9
Change Period (Y+Rc), s	4.0	6.0			6.0	4.5
Max Green Setting (Gmax), s	41.5				50.5	29.0
Max Q Clear Time (g_c+I), s	20.5				8.8	7.0
Green Ext Time (p_c), s	0.0	14.2			11.1	0.4

Intersection Summary

HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes










User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

3: Grand Avenue & Corydon Street/Corydon Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	75	10	1100	10	325	35	940	470	10
Future Volume (veh/h)	10	10	10	75	10	1100	10	325	35	940	470	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		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	11	11	82	11	1196	11	353	35	1022	511	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	201	201	97	515	1620	23	369	37	1056	940	20
Arrive On Green	0.01	0.23	0.23	0.05	0.28	0.28	0.01	0.22	0.22	0.31	0.52	0.52
Sat Flow, veh/h	1781	858	858	1781	1870	2790	1781	1671	166	3456	1824	39
Grp Volume(v), veh/h	11	0	22	82	11	1196	11	0	388	1022	0	522
Grp Sat Flow(s),veh/h/ln	1781	0	1716	1781	1870	1395	1781	0	1836	1728	0	1863
Q Serve(g_s), s	0.7	0.0	1.1	5.1	0.5	30.9	0.7	0.0	23.4	32.7	0.0	21.2
Cycle Q Clear(g_c), s	0.7	0.0	1.1	5.1	0.5	30.9	0.7	0.0	23.4	32.7	0.0	21.2
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.09	1.00		0.02
Lane Grp Cap(c), veh/h	23	0	401	97	515	1620	23	0	406	1056	0	960
V/C Ratio(X)	0.48	0.00	0.05	0.85	0.02	0.74	0.48	0.00	0.96	0.97	0.00	0.54
Avail Cap(c_a), veh/h	79	0	443	97	515	1620	79	0	406	1056	0	960
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	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	33.4	52.6	29.7	17.3	55.0	0.0	43.2	38.4	0.0	18.3
Incr Delay (d2), s/veh	14.5	0.0	0.1	46.7	0.0	1.8	14.5	0.0	33.7	20.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	3.5	0.2	10.4	0.4	0.0	13.9	16.1	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.6	0.0	33.4	99.3	29.7	19.1	69.6	0.0	76.9	58.7	0.0	19.1
LnGrp LOS	E	A	C	F	C	B	E	A	E	E	A	B
Approach Vol, veh/h	33		1289				399		1544			
Approach Delay, s/veh	45.5		24.3				76.7		45.3			
Approach LOS	D		C				E		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	64.0	64.0	10.6	31.7	39.0	31.0	6.0	36.3				
Change Period (Y+Rc), s	4.5	* 6.2	4.5	5.4	* 4.7	6.2	4.5	* 5.4				
Max Green Setting (Gmax), s	* 55	* 55	6.1	29.0	* 34	24.8	5.0	* 31				
Max Q Clear Time (g_c+I), s	23.2	23.2	7.1	3.1	34.7	25.4	2.7	32.9				
Green Ext Time (p_c), s	0.0	4.9	0.0	0.1	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 40.8

HCM 6th LOS D

Notes










* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Corydon Road & Palomar Street

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	800	100	65	800	300	115	115	45	130	50	15
Future Volume (veh/h)	25	800	100	65	800	300	115	115	45	130	50	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	870	97	71	870	309	125	125	46	141	54	14
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	1303	145	100	1101	390	160	185	68	179	286	242
Arrive On Green	0.03	0.40	0.40	0.06	0.43	0.43	0.09	0.14	0.14	0.10	0.15	0.15
Sat Flow, veh/h	1781	3223	359	1781	2556	905	1781	1297	477	1781	1870	1582
Grp Volume(v), veh/h	27	480	487	71	604	575	125	0	171	141	54	14
Grp Sat Flow(s),veh/h/ln	1781	1777	1805	1781	1777	1683	1781	0	1775	1781	1870	1582
Q Serve(g_s), s	0.9	13.9	13.9	2.5	18.5	18.6	4.3	0.0	5.8	4.9	1.6	0.5
Cycle Q Clear(g_c), s	0.9	13.9	13.9	2.5	18.5	18.6	4.3	0.0	5.8	4.9	1.6	0.5
Prop In Lane	1.00		0.20	1.00		0.54	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	53	719	730	100	766	726	160	0	253	179	286	242
V/C Ratio(X)	0.51	0.67	0.67	0.71	0.79	0.79	0.78	0.00	0.68	0.79	0.19	0.06
Avail Cap(c_a), veh/h	141	828	841	141	828	784	217	0	816	223	866	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	15.3	15.3	29.3	15.5	15.5	28.1	0.0	25.7	27.7	23.3	22.8
Incr Delay (d2), s/veh	2.8	2.7	2.7	3.6	5.9	6.3	12.0	0.0	3.1	13.9	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.1	5.1	1.1	7.1	6.9	2.3	0.0	2.5	2.7	0.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	18.0	18.0	32.8	21.3	21.8	40.2	0.0	28.8	41.6	23.6	22.9
LnGrp LOS	C	B	B	C	C	C	D	A	C	D	C	C
Approach Vol, veh/h	994			1250			296			209		
Approach Delay, s/veh	18.4			22.2			33.6			35.7		
Approach LOS	B			C			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	30.4	10.8	14.3	5.9	32.1	10.2	15.0				
Change Period (Y+Rc), s	4.0	4.9	4.5	5.3	4.0	4.9	4.5	5.3				
Max Green Setting (Gmax), s	29.4	7.9	29.0	5.0	29.4	7.7	29.2					
Max Q Clear Time (g_c+I1),s	15.9	6.9	7.8	2.9	20.6	6.3	3.6					
Green Ext Time (p_c), s	0.0	7.8	0.0	0.9	0.0	6.6	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary

5: Mission Trail & Corydon Road

04/29/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←	→→	←	→→	→→	←
Traffic Volume (veh/h)	940	550	270	550	465	520
Future Volume (veh/h)	940	550	270	550	465	520
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	1870	1870	1870	1870	1870	1625
Adj Flow Rate, veh/h	1022	598	293	598	505	565
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1158	1450	329	1946	1091	882
Arrive On Green	0.34	0.34	0.18	0.55	0.31	0.31
Sat Flow, veh/h	3456	2790	1781	3647	3647	1371
Grp Volume(v), veh/h	1022	598	293	598	505	565
Grp Sat Flow(s), veh/h/ln	1728	1395	1781	1777	1777	1371
Q Serve(g_s), s	25.0	11.7	14.4	8.2	10.3	22.5
Cycle Q Clear(g_c), s	25.0	11.7	14.4	8.2	10.3	22.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1158	1450	329	1946	1091	882
V/C Ratio(X)	0.88	0.41	0.89	0.31	0.46	0.64
Avail Cap(c_a), veh/h	1196	1481	577	2520	1171	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	13.1	35.6	11.0	25.1	9.8
Incr Delay (d2), s/veh	8.1	0.3	3.9	0.1	0.4	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	10.7	11.1	6.1	2.7	4.0	12.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	36.2	13.4	39.5	11.1	25.5	11.5
LnGrp LOS	D	B	D	B	C	B
Approach Vol, veh/h	1620			891	1070	
Approach Delay, s/veh	27.8			20.5	18.1	
Approach LOS	C			C	B	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	54.6			35.0	21.5	33.0
Change Period (Y+Rc), s	5.5			5.0	5.0	5.5
Max Green Setting (Gmax), s	63.5			31.0	29.0	29.5
Max Q Clear Time (g_c+l1), s	10.2			27.0	16.4	24.5
Green Ext Time (p_c), s	6.0			3.0	0.2	3.0
Intersection Summary						
HCM 6th Ctrl Delay			23.1			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary

6: Mission Trail & Driveway/Bundy Canyon Road

04/29/2021


























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (veh/h)	10	10	10	220	10	570	10	355	80	380	315	10
Future Volume (veh/h)	10	10	10	220	10	570	10	355	80	380	315	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		0.99	1.00		0.99
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	1694	1870	1870	1694
Adj Flow Rate, veh/h	11	11	11	239	11	620	11	386	87	413	342	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	45	45	620	29	739	24	525	117	359	956	31
Arrive On Green	0.08	0.08	0.08	0.36	0.36	0.36	0.01	0.18	0.18	0.10	0.27	0.27
Sat Flow, veh/h	579	579	579	1706	79	1581	1781	2884	643	3456	3512	113
Grp Volume(v), veh/h	33	0	0	250	0	620	11	236	237	413	173	180
Grp Sat Flow(s),veh/h/ln	737	0	0	1785	0	1581	1781	1777	1750	1728	1777	1848
Q Serve(g_s), s	1.4	0.0	0.0	8.0	0.0	26.5	0.5	9.7	9.9	8.0	6.0	6.1
Cycle Q Clear(g_c), s	1.4	0.0	0.0	8.0	0.0	26.5	0.5	9.7	9.9	8.0	6.0	6.1
Prop In Lane	0.33		0.33	0.96		1.00	1.00		0.37	1.00		0.06
Lane Grp Cap(c), veh/h	135	0	0	649	0	739	24	323	318	359	484	503
V/C Ratio(X)	0.24	0.00	0.00	0.39	0.00	0.84	0.45	0.73	0.74	1.15	0.36	0.36
Avail Cap(c_a), veh/h	654	0	0	649	0	739	116	554	546	359	623	648
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	0.0	0.0	18.1	0.0	18.0	37.7	29.7	29.8	34.5	22.6	22.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.5	0.0	8.6	4.8	3.2	3.4	95.0	0.4	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	0.6	0.0	0.0	3.0	0.0	10.4	0.2	4.0	4.1	7.8	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	0.0	0.0	18.6	0.0	26.6	42.5	32.9	33.2	129.5	23.0	23.0
LnGrp LOS	C	A	A	B	A	C	D	C	C	F	C	C
Approach Vol, veh/h	33			870			484			766		
Approach Delay, s/veh	33.7			24.3			33.3			80.4		
Approach LOS	C			C			C			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	20.0		33.0	6.0	27.0		11.0				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	24.0			28.0	5.0	27.0		29.0				
Max Q Clear Time (g_c+1),s	11.9			28.5	2.5	8.1		3.4				
Green Ext Time (p_c), s	0.0	1.9		0.0	0.0	1.6		0.1				
Intersection Summary												
HCM 6th Ctrl Delay	46.4											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

7: Orange Street & Bundy Canyon Road

06/04/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	550	35	350	800	200	50	100	280	250	90	50
Future Volume (veh/h)	30	550	35	350	800	200	50	100	280	250	90	50
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		0.98
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	1658	1870	1870	1658	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	598	36	380	870	188	54	109	252	272	98	50
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	710	43	414	1455	562	75	311	631	309	345	176
Arrive On Green	0.03	0.21	0.21	0.23	0.41	0.41	0.04	0.17	0.17	0.17	0.30	0.30
Sat Flow, veh/h	1781	3405	205	1781	3554	1374	1781	1870	1576	1781	1160	592
Grp Volume(v), veh/h	33	312	322	380	870	188	54	109	252	272	0	148
Grp Sat Flow(s),veh/h/ln	1781	1777	1832	1781	1777	1374	1781	1870	1576	1781	0	1752
Q Serve(g_s), s	1.6	14.5	14.6	18.0	16.5	8.1	2.6	4.5	9.9	12.9	0.0	5.6
Cycle Q Clear(g_c), s	1.6	14.5	14.6	18.0	16.5	8.1	2.6	4.5	9.9	12.9	0.0	5.6
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	56	370	382	414	1455	562	75	311	631	309	0	522
V/C Ratio(X)	0.58	0.84	0.84	0.92	0.60	0.33	0.72	0.35	0.40	0.88	0.00	0.28
Avail Cap(c_a), veh/h	103	428	442	471	1590	615	184	672	935	341	0	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.2	32.8	32.8	32.3	19.9	17.4	40.8	31.8	18.6	34.8	0.0	23.2
Incr Delay (d2), s/veh	3.5	12.6	12.5	20.1	0.5	0.3	12.2	0.5	0.3	21.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.1	7.4	9.5	6.2	2.6	1.3	2.0	3.6	7.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	45.4	45.3	52.4	20.5	17.8	53.0	32.3	18.9	55.8	0.0	23.5
LnGrp LOS	D	D	D	D	C	B	D	C	B	E	A	C
Approach Vol, veh/h	667		1438			415			420			
Approach Delay, s/veh	45.3		28.6			26.8			44.4			
Approach LOS	D		C			C			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.3	23.3	19.5	19.3	6.9	40.6	8.1	30.6				
Change Period (Y+Rc), s	* 4.2	5.3	4.5	4.9	* 4.2	5.3	4.5	4.9				
Max Green Setting (Gmax), s	* 23	20.8	16.5	31.0	* 5	38.6	8.9	38.6				
Max Q Clear Time (g_c+l1), s	20.0	16.6	14.9	11.9	3.6	18.5	4.6	7.6				
Green Ext Time (p_c), s	0.1	1.4	0.1	1.0	0.0	6.2	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			34.4									
HCM 6th LOS			C									
Notes												

HCM 6th Signalized Intersection Summary 8: I-15 SB Ramps & Bundy Canyon Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	650	450	350	1100	0	0	0	0	500	5	300
Future Volume (veh/h)	0	650	450	350	1100	0	0	0	0	500	5	300
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	1694	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	707	489	380	1196	0				543	0	329
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	2	2	2	0				2	2	2
Cap, veh/h	0	1216	491	471	1903	0				594	0	1056
Arrive On Green	0.00	0.34	0.34	0.14	0.54	0.00				0.33	0.00	0.33
Sat Flow, veh/h	0	3647	1436	3456	3647	0				1781	0	3164
Grp Volume(v), veh/h	0	707	489	380	1196	0				543	0	329
Grp Sat Flow(s),veh/h/ln	0	1777	1436	1728	1777	0				1781	0	1582
Q Serve(g_s), s	0.0	13.2	27.5	8.6	19.1	0.0				23.6	0.0	6.3
Cycle Q Clear(g_c), s	0.0	13.2	27.5	8.6	19.1	0.0				23.6	0.0	6.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1216	491	471	1903	0				594	0	1056
V/C Ratio(X)	0.00	0.58	0.99	0.81	0.63	0.00				0.91	0.00	0.31
Avail Cap(c_a), veh/h	0	1216	491	700	2139	0				896	0	1592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.8	26.5	33.9	13.2	0.0				25.8	0.0	20.1
Incr Delay (d2), s/veh	0.0	0.5	39.2	2.5	0.3	0.0				7.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	13.7	3.5	6.3	0.0				9.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.3	65.7	36.4	13.5	0.0				33.3	0.0	20.1
LnGrp LOS	A	C	E	D	B	A				C	A	C
Approach Vol, veh/h		1196			1576						872	
Approach Delay, s/veh		40.1			19.0						28.3	
Approach LOS		D			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	15.6	33.0		32.3		48.6						
Change Period (Y+Rc), s	4.6	5.3		5.3		5.3						
Max Green Setting (Gmax), s	10.4	27.7		40.7		48.7						
Max Q Clear Time (g_c+10),s	10.6	29.5		25.6		21.1						
Green Ext Time (p_c), s	0.4	0.0		1.3		5.8						

Intersection Summary

HCM 6th Ctrl Delay 28.1
HCM 6th LOS C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary 9: I-15 NB Ramps & Bundy Canyon Road

04/29/2021

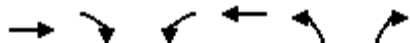


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↑↑			↑↑	↰	↰	↑				
Traffic Volume (veh/h)	250	900	0	0	850	350	600	10	700	0	0	0
Future Volume (veh/h)	250	900	0	0	850	350	600	10	700	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1694	1870	1870	1870			
Adj Flow Rate, veh/h	272	978	0	0	924	380	652	11	761			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	312	1508	0	0	1022	407	836	11	734			
Arrive On Green	0.09	0.42	0.00	0.00	0.29	0.29	0.47	0.47	0.47			
Sat Flow, veh/h	3456	3647	0	0	3647	1416	1781	23	1565			
Grp Volume(v), veh/h	272	978	0	0	924	380	652	0	772			
Grp Sat Flow(s),veh/h/ln	728	1777	0	0	1777	1416	1781	0	1588			
Q Serve(g_s), s	7.7	21.8	0.0	0.0	24.9	26.0	30.5	0.0	46.7			
Cycle Q Clear(g_c), s	7.7	21.8	0.0	0.0	24.9	26.0	30.5	0.0	46.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.99			
Lane Grp Cap(c), veh/h	312	1508	0	0	1022	407	836	0	745			
V/C Ratio(X)	0.87	0.65	0.00	0.00	0.90	0.93	0.78	0.00	1.04			
Avail Cap(c_a), veh/h	312	1525	0	0	1039	414	836	0	745			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	44.7	22.8	0.0	0.0	34.1	34.5	22.1	0.0	26.4			
Incr Delay (d2), s/veh	21.5	0.7	0.0	0.0	10.6	27.4	4.4	0.0	42.8			
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	4.1	8.5	0.0	0.0	11.6	11.5	12.0	0.0	23.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.2	23.5	0.0	0.0	44.7	61.9	26.5	0.0	69.2			
LnGrp LOS	E	C	A	A	D	E	C	A	F			
Approach Vol, veh/h	1250				1304				1424			
Approach Delay, s/veh	32.8				49.7				49.6			
Approach LOS	C				D				D			
Timer - Assigned Phs	2				5		6		8			
Phs Duration (G+Y+Rc), s	47.5				13.6		33.9		52.0			
Change Period (Y+Rc), s	5.3				4.6		5.3		5.3			
Max Green Setting (Gmax), s	42.7				9.0		29.1		46.7			
Max Q Clear Time (g_c+l1), s	23.8				9.7		28.0		48.7			
Green Ext Time (p_c), s	4.1				0.0		0.6		0.0			
Intersection Summary												
HCM 6th Ctrl Delay			44.4									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

10: Monte Vista Drive & Bundy Canyon Road

04/29/2021

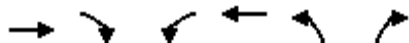


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	↵
Traffic Volume (veh/h)	1700	250	450	1000	150	400
Future Volume (veh/h)	1700	250	450	1000	150	400
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1674	1870	1870	1870	1870
Adj Flow Rate, veh/h	1848	272	489	1087	163	435
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1995	291	460	3736	370	739
Arrive On Green	0.44	0.44	0.26	0.73	0.21	0.21
Sat Flow, veh/h	4669	656	1781	5274	1781	1585
Grp Volume(v), veh/h	1393	727	489	1087	163	435
Grp Sat Flow(s), veh/h/ln	1702	1752	1781	1702	1781	1585
Q Serve(g_s), s	57.5	58.8	38.5	10.8	11.9	30.1
Cycle Q Clear(g_c), s	57.5	58.8	38.5	10.8	11.9	30.1
Prop In Lane		0.37	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1509	777	460	3736	370	739
V/C Ratio(X)	0.92	0.94	1.06	0.29	0.44	0.59
Avail Cap(c_a), veh/h	1530	788	460	3768	370	739
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	39.1	39.5	55.3	6.8	51.5	29.3
Incr Delay (d2), s/veh	9.7	18.2	59.7	0.0	0.8	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh	25.0	28.1	24.5	3.5	5.2	11.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	48.8	57.6	115.0	6.9	52.3	30.5
LnGrp LOS	D	E	F	A	D	C
Approach Vol, veh/h	2120			1576	598	
Approach Delay, s/veh	51.8			40.4	36.4	
Approach LOS	D			D	D	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	43.0	70.6		113.6	35.5	
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	
Max Green Setting (Gmax), s	30.5	67.0		110.0	31.0	
Max Q Clear Time (g_c+10), s	40.5	60.8		12.8	32.1	
Green Ext Time (p_c), s	0.0	5.3		9.1	0.0	
Intersection Summary						
HCM 6th Ctrl Delay			45.5			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary

11: The Farm Road & Bundy Canyon Road

04/29/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑↑	↑	↑
Traffic Volume (veh/h)	1800	200	50	1200	70	30
Future Volume (veh/h)	1800	200	50	1200	70	30
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1957	195	54	1304	76	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3115	967	89	3719	149	133
Arrive On Green	0.61	0.61	0.05	0.73	0.08	0.08
Sat Flow, veh/h	5274	1585	1781	5274	1781	1585
Grp Volume(v), veh/h	1957	195	54	1304	76	28
Grp Sat Flow(s), veh/h/ln	1702	1585	1781	1702	1781	1585
Q Serve(g_s), s	14.2	3.2	1.7	5.5	2.4	1.0
Cycle Q Clear(g_c), s	14.2	3.2	1.7	5.5	2.4	1.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3115	967	89	3719	149	133
V/C Ratio(X)	0.63	0.20	0.61	0.35	0.51	0.21
Avail Cap(c_a), veh/h	3753	1165	944	6807	944	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.2	5.1	27.2	2.9	25.7	25.0
Incr Delay (d2), s/veh	0.3	0.1	2.5	0.1	2.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.8	0.9	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.5	5.2	29.7	3.0	27.7	25.6
LnGrp LOS	A	A	C	A	C	C
Approach Vol, veh/h	2152			1358	104	
Approach Delay, s/veh	7.3			4.0	27.1	
Approach LOS	A			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		49.6		8.9	6.9	42.7
Change Period (Y+Rc), s		7.0		4.0	4.0	7.0
Max Green Setting (Gmax), s		78.0		31.0	31.0	43.0
Max Q Clear Time (g_c+l1), s		7.5		4.4	3.7	16.2
Green Ext Time (p_c), s		17.7		0.2	0.1	19.5

Intersection Summary

HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

User approved changes to right turn type.

HCM 6th AWSC
12: Grand Avenue & Sheila Lane

04/29/2021

Intersection

Intersection Delay, s/veh18.4

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	10	10	20	10	10	10	30	350	10	10	500	10
Future Vol, veh/h	10	10	20	10	10	10	30	350	10	10	500	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	11	22	11	11	11	33	380	11	11	543	11
Number of Lanes	0	1	0	0	1	0	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	9.9	10	13.8	22.9
HCM LOS	A	A	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	25%	33%	100%	0%	0%
Vol Thru, %	0%	100%	0%	25%	33%	0%	100%	0%
Vol Right, %	0%	0%	100%	50%	33%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	350	10	40	30	10	500	10
LT Vol	30	0	0	10	10	10	0	0
Through Vol	0	350	0	10	10	0	500	0
RT Vol	0	0	10	20	10	0	0	10
Lane Flow Rate	33	380	11	43	33	11	543	11
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.052	0.554	0.014	0.08	0.062	0.017	0.776	0.013
Departure Headway (Hd)	5.745	5.243	4.539	6.664	6.853	5.644	5.142	4.439
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	619	685	781	541	526	631	701	799
Service Time	3.517	3.014	2.31	4.366	4.555	3.41	2.908	2.204
HCM Lane V/C Ratio	0.053	0.555	0.014	0.079	0.063	0.017	0.775	0.014
HCM Control Delay	8.8	14.4	7.4	9.9	10	8.5	23.5	7.3
HCM Lane LOS	A	B	A	A	A	A	C	A
HCM 95th-tile Q	0.2	3.4	0	0.3	0.2	0.1	7.5	0

HCM 6th Signalized Intersection Summary

13: Palomar Street & Mission Trail

04/29/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	120	280	350	250	550
Future Volume (veh/h)	120	120	280	350	250	550
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	130	304	380	272	598
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	237	211	388	2431	1334	581
Arrive On Green	0.13	0.13	0.22	0.68	0.38	0.38
Sat Flow, veh/h	1781	1585	1781	3647	3647	1549
Grp Volume(v), veh/h	130	130	304	380	272	598
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1549
Q Serve(g_s), s	3.4	3.8	7.9	1.9	2.6	18.5
Cycle Q Clear(g_c), s	3.4	3.8	7.9	1.9	2.6	18.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	237	211	388	2431	1334	581
V/C Ratio(X)	0.55	0.62	0.78	0.16	0.20	1.03
Avail Cap(c_a), veh/h	1048	933	1048	3749	1334	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	20.2	18.2	2.8	10.4	15.4
Incr Delay (d2), s/veh	2.0	2.9	3.5	0.0	0.1	44.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.4	2.9	0.1	0.7	11.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.9	23.1	21.7	2.8	10.5	60.3
LnGrp LOS	C	C	C	A	B	F
Approach Vol, veh/h	260			684	870	
Approach Delay, s/veh	22.5			11.2	44.7	
Approach LOS	C			B	D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.2	23.0		11.1		38.2
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	29.0	18.5		29.0		52.0
Max Q Clear Time (g_c+l1), s	9.9	20.5		5.8		3.9
Green Ext Time (p_c), s	0.8	0.0		0.8		2.3
Intersection Summary						
HCM 6th Ctrl Delay			28.9			
HCM 6th LOS			C			

HCM 6th Roundabout
13: Palomar Street & Mission Trail

04/29/2021

Intersection			
Intersection Delay, s/veh18.0			
Intersection LOS C			
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	260	684	870
Demand Flow Rate, veh/h	266	698	887
Vehicles Circulating, veh/h	277	133	310
Vehicles Exiting, veh/h	920	410	521
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.0	10.1	27.9
Approach LOS	A	B	D
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	266	698	887
Cap Entry Lane, veh/h	1040	1205	1006
Entry HV Adj Factor	0.977	0.981	0.980
Flow Entry, veh/h	260	684	870
Cap Entry, veh/h	1017	1181	986
V/C Ratio	0.256	0.579	0.882
Control Delay, s/veh	6.0	10.1	27.9
LOS	A	B	D
95th %tile Queue, veh	1	4	12

HCM 6th Signalized Intersection Summary

14: Grand Avenue & Gruwell Street

04/29/2021











Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Volume (veh/h)	5	10	10	15	10	50	10	400	10	20	500	10
Future Volume (veh/h)	5	10	10	15	10	50	10	400	10	20	500	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	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	1870	1870	1870	1870	1608	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	11	11	16	11	54	11	435	11	22	543	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	139	112	166	57	175	26	701	18	49	729	15
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.01	0.39	0.39	0.03	0.40	0.40
Sat Flow, veh/h	149	847	685	187	348	1069	1781	1815	46	1781	1827	37
Grp Volume(v), veh/h	27	0	0	81	0	0	11	0	446	22	0	554
Grp Sat Flow(s),veh/h/ln	1681	0	0	1604	0	0	1781	0	1861	1781	0	1864
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	6.2	0.4	0.0	8.1
Cycle Q Clear(g_c), s	0.4	0.0	0.0	1.4	0.0	0.0	0.2	0.0	6.2	0.4	0.0	8.1
Prop In Lane	0.19		0.41	0.20		0.67	1.00		0.02	1.00		0.02
Lane Grp Cap(c), veh/h	409	0	0	398	0	0	26	0	718	49	0	744
V/C Ratio(X)	0.07	0.00	0.00	0.20	0.00	0.00	0.42	0.00	0.62	0.44	0.00	0.74
Avail Cap(c_a), veh/h	1063	0	0	1028	0	0	284	0	1357	284	0	1359
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	0.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	11.7	0.0	0.0	15.6	0.0	7.9	15.3	0.0	8.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	10.6	0.0	0.9	6.2	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	0.1	0.0	0.0	0.4	0.0	0.0	0.1	0.0	1.2	0.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	12.0	0.0	0.0	26.2	0.0	8.8	21.4	0.0	9.7
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h	27			81			457			576		
Approach Delay, s/veh	11.4			12.0			9.2			10.2		
Approach LOS	B			B			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	16.8		9.7	5.0	17.3		9.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	23.3			18.1	5.1	23.3		18.1				
Max Q Clear Time (g_c+I),s	8.2			2.4	2.2	10.1		3.4				
Green Ext Time (p_c), s	0.0	2.1		0.1	0.0	2.6		0.3				
Intersection Summary												
HCM 6th Ctrl Delay	9.9											
HCM 6th LOS	A											

HCM 6th Signalized Intersection Summary 15: Palomar Street & Gruwell Street

04/29/2021














Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	50	100	225	95	10	100	765	200	25	380	25
Future Volume (veh/h)	30	50	100	225	95	10	100	765	200	25	380	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.98
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	1710	1870	1870	1710	1870	1870	1710	1870	1870	1710
Adj Flow Rate, veh/h	33	54	109	245	103	11	109	832	217	27	413	27
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	77	156	292	449	48	140	1018	265	53	1067	70
Arrive On Green	0.03	0.14	0.14	0.16	0.27	0.27	0.08	0.36	0.36	0.03	0.32	0.32
Sat Flow, veh/h	1781	548	1106	1781	1661	177	1781	2789	727	1781	3381	220
Grp Volume(v), veh/h	33	0	163	245	0	114	109	530	519	27	216	224
Grp Sat Flow(s),veh/h/ln	1781	0	1653	1781	0	1838	1781	1777	1739	1781	1777	1824
Q Serve(g_s), s	1.2	0.0	6.2	8.9	0.0	3.2	4.0	18.0	18.0	1.0	6.3	6.4
Cycle Q Clear(g_c), s	1.2	0.0	6.2	8.9	0.0	3.2	4.0	18.0	18.0	1.0	6.3	6.4
Prop In Lane	1.00		0.67	1.00		0.10	1.00		0.42	1.00		0.12
Lane Grp Cap(c), veh/h	61	0	233	292	0	497	140	649	635	53	561	576
V/C Ratio(X)	0.54	0.00	0.70	0.84	0.00	0.23	0.78	0.82	0.82	0.51	0.39	0.39
Avail Cap(c_a), veh/h	161	0	721	343	0	989	238	753	737	134	649	666
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	0.0	27.2	27.0	0.0	18.9	30.1	19.1	19.1	31.8	17.7	17.8
Incr Delay (d2), s/veh	7.2	0.0	5.3	14.9	0.0	0.3	8.8	6.5	6.6	7.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.6	4.6	0.0	1.3	1.9	7.2	7.0	0.5	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	0.0	32.5	41.8	0.0	19.2	38.9	25.6	25.7	39.4	18.3	18.3
LnGrp LOS	D	A	C	D	A	B	D	C	C	D	B	B
Approach Vol, veh/h	196		359			1158			467			
Approach Delay, s/veh	33.6		34.7			26.9			19.5			
Approach LOS	C		C			C			B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.3	15.4	14.4	9.7	27.0	6.8	23.0					
Change Period (Y+Rc), s	4.5	6.0	4.5	5.0	4.5	6.0	4.5	5.0				
Max Green Setting (Gmax), s	28.2	12.8	29.0	8.9	24.3	6.0	35.8					
Max Q Clear Time (g_c+I), s	20.0	10.9	8.2	6.0	8.4	3.2	5.2					
Green Ext Time (p_c), s	0.0	4.3	0.1	1.1	0.1	2.4	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			27.2									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

16: Grand Avenue & Wildomar Trail

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	30	15	55	35	220	15	235	45	240	260	10
Future Volume (veh/h)	10	30	15	55	35	220	15	235	45	240	260	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	11	33	15	60	38	203	16	255	40	261	283	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	160	73	99	325	274	35	367	311	315	661	560
Arrive On Green	0.01	0.13	0.13	0.06	0.17	0.17	0.02	0.20	0.20	0.18	0.35	0.35
Sat Flow, veh/h	1781	1214	552	1781	1870	1580	1781	1870	1581	1781	1870	1583
Grp Volume(v), veh/h	11	0	48	60	38	203	16	255	40	261	283	11
Grp Sat Flow(s),veh/h/ln	1781	0	1766	1781	1870	1580	1781	1870	1581	1781	1870	1583
Q Serve(g_s), s	0.3	0.0	1.3	1.7	0.9	6.3	0.5	6.6	1.1	7.3	6.0	0.2
Cycle Q Clear(g_c), s	0.3	0.0	1.3	1.7	0.9	6.3	0.5	6.6	1.1	7.3	6.0	0.2
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	25	0	233	99	325	274	35	367	311	315	661	560
V/C Ratio(X)	0.44	0.00	0.21	0.60	0.12	0.74	0.45	0.69	0.13	0.83	0.43	0.02
Avail Cap(c_a), veh/h	171	0	680	171	720	609	171	727	615	412	980	829
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	0.0	20.1	24.0	18.1	20.4	25.2	19.4	17.2	20.6	12.8	10.9
Incr Delay (d2), s/veh	11.5	0.0	0.3	5.8	0.1	2.9	3.3	3.3	0.3	8.2	0.6	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	0.2	0.0	0.5	0.8	0.3	2.2	0.2	2.7	0.4	3.2	2.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	20.4	29.7	18.2	23.3	28.5	22.8	17.5	28.8	13.4	10.9
LnGrp LOS	D	A	C	C	B	C	C	C	B	C	B	B
Approach Vol, veh/h	59			301			311			555		
Approach Delay, s/veh	23.5			23.9			22.4			20.6		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	16.5	7.4	12.8	7.0	24.7	5.2	15.0				
Change Period (Y+Rc), s	6.0	6.3	4.5	6.0	6.0	6.3	4.5	6.0				
Max Green Setting (Gmax), s	10.0	20.2	5.0	20.0	5.0	27.2	5.0	20.0				
Max Q Clear Time (g_c+I),s	10.0	8.6	3.7	3.3	2.5	8.0	2.3	8.3				
Green Ext Time (p_c), s	0.1	1.5	0.0	0.1	0.0	1.9	0.0	0.5				

Intersection Summary










HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary

17: Palomar Street & Wildomar Trail

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	350	35	90	350	320	90	600	100	250	400	100
Future Volume (veh/h)	55	350	35	90	350	320	90	600	100	250	400	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.96
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	60	380	38	98	380	348	98	652	109	272	435	109
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	836	83	125	518	438	126	898	150	206	951	236
Arrive On Green	0.05	0.26	0.26	0.07	0.28	0.28	0.07	0.30	0.30	0.12	0.34	0.34
Sat Flow, veh/h	1781	3262	324	1781	1870	1580	1781	3039	507	1781	2796	693
Grp Volume(v), veh/h	60	206	212	98	380	348	98	381	380	272	275	269
Grp Sat Flow(s),veh/h/ln	1781	1777	1809	1781	1870	1580	1781	1777	1770	1781	1777	1713
Q Serve(g_s), s	2.3	6.8	6.8	3.8	12.8	14.1	3.7	13.3	13.4	8.0	8.4	8.5
Cycle Q Clear(g_c), s	2.3	6.8	6.8	3.8	12.8	14.1	3.7	13.3	13.4	8.0	8.4	8.5
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.29	1.00		0.40
Lane Grp Cap(c), veh/h	88	455	464	125	518	438	126	525	523	206	604	583
V/C Ratio(X)	0.68	0.45	0.46	0.78	0.73	0.79	0.78	0.73	0.73	1.32	0.45	0.46
Avail Cap(c_a), veh/h	141	667	679	141	702	593	190	700	697	206	715	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	21.7	21.7	31.7	22.7	23.2	31.7	21.9	21.9	30.6	17.8	17.9
Incr Delay (d2), s/veh	3.4	0.7	0.7	18.8	2.6	5.3	5.2	3.3	3.3	175.0	0.8	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	2.7	2.1	5.3	5.3	1.6	5.2	5.2	13.1	3.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	22.4	22.4	50.5	25.3	28.5	36.9	25.2	25.2	205.6	18.6	18.7
LnGrp LOS	D	C	C	D	C	C	D	C	C	F	B	B
Approach Vol, veh/h	478		826			859			816			
Approach Delay, s/veh	24.1		29.7			26.5			81.0			
Approach LOS	C		C			C			F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	25.8	8.9	22.7	8.9	28.9	7.4	24.1				
Change Period (Y+Rc), s	4.0	5.3	4.0	4.9	4.0	5.3	4.0	4.9				
Max Green Setting (Gmax), s	27.3	27.3	5.5	26.0	7.4	27.9	5.5	26.0				
Max Q Clear Time (g_c+10),s	15.4	15.4	5.8	8.8	5.7	10.5	4.3	16.1				
Green Ext Time (p_c), s	0.0	4.5	0.0	2.0	0.0	3.8	0.0	2.4				
Intersection Summary												
HCM 6th Ctrl Delay			41.9									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

18: I-15 SB Ramps & Wildomar Trail

04/29/2021









Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	800	500	250	1150	0	0	0	0	250	5	400
Future Volume (veh/h)	0	800	500	250	1150	0	0	0	0	250	5	400
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	1681	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	870	543	272	1250	0				272	5	435
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	2	2	2	0				2	2	2
Cap, veh/h	0	1385	555	276	2118	0				527	10	477
Arrive On Green	0.00	0.39	0.39	0.15	0.60	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	3647	1425	1781	3647	0				1751	32	1585
Grp Volume(v), veh/h	0	870	543	272	1250	0				277	0	435
Grp Sat Flow(s),veh/h/ln	0	1777	1425	1781	1777	0				1783	0	1585
Q Serve(g_s), s	0.0	17.3	32.8	13.3	19.1	0.0				11.2	0.0	23.1
Cycle Q Clear(g_c), s	0.0	17.3	32.8	13.3	19.1	0.0				11.2	0.0	23.1
Prop In Lane	0.00		1.00	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	1385	555	276	2118	0				537	0	477
V/C Ratio(X)	0.00	0.63	0.98	0.99	0.59	0.00				0.52	0.00	0.91
Avail Cap(c_a), veh/h	0	1385	555	276	2118	0				592	0	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.5	26.3	36.8	11.0	0.0				25.2	0.0	29.4
Incr Delay (d2), s/veh	0.0	0.9	32.5	50.5	0.4	0.0				0.8	0.0	19.1
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	6.6	14.9	9.3	6.1	0.0				4.3	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.4	58.8	87.3	11.4	0.0				26.0	0.0	48.5
LnGrp LOS	A	C	E	F	B	A				C	A	D
Approach Vol, veh/h		1413			1522						712	
Approach Delay, s/veh		36.4			25.0						39.8	
Approach LOS		D			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	18.0	38.5		30.8		56.5						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	10.5	34.0		29.0		52.0						
Max Q Clear Time (g_c+1),s	11.3	34.8		25.1		21.1						
Green Ext Time (p_c), s	0.0	0.0		1.2		10.2						
Intersection Summary												
HCM 6th Ctrl Delay			32.3									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

19: I-15 NB Ramps & Wildomar Trail

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	850	0	0	650	200	750	5	250	0	0	0
Future Volume (veh/h)	200	850	0	0	650	200	750	5	250	0	0	0
Initial Q (Ob), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1681	1870	1870	1870			
Adj Flow Rate, veh/h	217	924	0	0	707	217	815	5	272			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	235	1473	0	0	802	322	836	5	748			
Arrive On Green	0.13	0.41	0.00	0.00	0.23	0.23	0.47	0.47	0.47			
Sat Flow, veh/h	1781	3647	0	0	3647	1425	1771	11	1585			
Grp Volume(v), veh/h	217	924	0	0	707	217	820	0	272			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1425	1782	0	1585			
Q Serve(g_s), s	9.6	16.3	0.0	0.0	15.3	11.0	35.8	0.0	8.7			
Cycle Q Clear(g_c), s	9.6	16.3	0.0	0.0	15.3	11.0	35.8	0.0	8.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	235	1473	0	0	802	322	841	0	748			
V/C Ratio(X)	0.92	0.63	0.00	0.00	0.88	0.67	0.97	0.00	0.36			
Avail Cap(c_a), veh/h	235	1499	0	0	828	332	841	0	748			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.1	18.4	0.0	0.0	29.7	28.1	20.5	0.0	13.4			
Incr Delay (d2), s/veh	38.0	0.8	0.0	0.0	10.7	5.1	24.9	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.3	6.0	0.0	0.0	7.1	3.9	17.4	0.0	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	19.2	0.0	0.0	40.4	33.2	45.4	0.0	13.7			
LnGrp LOS	E	B	A	A	D	C	D	A	B			
Approach Vol, veh/h	1141					924		1092				
Approach Delay, s/veh	29.3					38.7		37.5				
Approach LOS	C					D		D				
Timer - Assigned Phs	2					5		6		8		
Phs Duration (G+Y+Rc), s	37.4					15.0		22.4		42.0		
Change Period (Y+Rc), s	4.5					4.5		4.5		4.5		
Max Green Setting (Gmax), s	33.5					10.5		18.5		37.5		
Max Q Clear Time (g_c+l1), s	18.3					11.6		17.3		37.8		
Green Ext Time (p_c), s	5.2					0.0		0.7		0.0		
Intersection Summary												
HCM 6th Ctrl Delay	34.9											
HCM 6th LOS	C											

HCM 6th AWSC
20: Grand Avenue & McVicar Street

04/29/2021

Intersection

Intersection Delay, s/veh10.6

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	10	10	10	10	10	135	5	195	15	75	235	10
Future Vol, veh/h	10	10	10	10	10	135	5	195	15	75	235	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	11	11	11	11	147	5	212	16	82	255	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	9.3	10	11.8
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	33%	6%	23%
Vol Thru, %	91%	33%	6%	73%
Vol Right, %	7%	33%	87%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	30	155	320
LT Vol	5	10	10	75
Through Vol	195	10	10	235
RT Vol	15	10	135	10
Lane Flow Rate	234	33	168	348
Geometry Grp	1	1	1	1
Degree of Util (X)	0.311	0.049	0.225	0.457
Departure Headway (Hd)	4.798	5.403	4.816	4.73
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	743	655	740	758
Service Time	2.866	3.5	2.889	2.791
HCM Lane V/C Ratio	0.315	0.05	0.227	0.459
HCM Control Delay	10	8.8	9.3	11.8
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.3	0.2	0.9	2.4

HCM 6th AWSC
21: McVicar Street & Palomar Street

04/29/2021

Intersection

Intersection Delay, s/veh26.7

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔		↔	↔	
Traffic Vol, veh/h	25	20	75	30	30	30	135	470	40	70	600	30
Future Vol, veh/h	25	20	75	30	30	30	135	470	40	70	600	30
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	22	82	33	33	33	147	511	43	76	652	33
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	13.7	15.3	21.7	35
HCM LOS	B	C	C	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	56%	0%	33%	100%	0%	0%
Vol Thru, %	0%	100%	80%	44%	0%	33%	0%	100%	87%
Vol Right, %	0%	0%	20%	0%	100%	33%	0%	0%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	135	313	197	45	75	90	70	400	230
LT Vol	135	0	0	25	0	30	70	0	0
Through Vol	0	313	157	20	0	30	0	400	200
RT Vol	0	0	40	0	75	30	0	0	30
Lane Flow Rate	147	341	214	49	82	98	76	435	250
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.332	0.722	0.444	0.132	0.198	0.256	0.169	0.907	0.515
Departure Headway (Hd)	8.139	7.629	7.484	9.748	8.755	9.412	8.018	7.508	7.415
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	440	473	479	370	413	383	446	483	485
Service Time	5.921	5.41	5.265	7.455	6.455	7.118	5.798	5.287	5.194
HCM Lane V/C Ratio	0.334	0.721	0.447	0.132	0.199	0.256	0.17	0.901	0.515
HCM Control Delay	15	28	16.2	13.9	13.6	15.3	12.4	48.8	17.9
HCM Lane LOS	B	D	C	B	B	C	B	E	C
HCM 95th-tile Q	1.4	5.8	2.2	0.5	0.7	1	0.6	10.2	2.9

HCM 6th Signalized Intersection Summary

22: Wildomar Trail & La Estrella Street

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↖		↗	↕	↖
Traffic Volume (veh/h)	10	100	25	75	100	90	30	205	65	80	225	100
Future Volume (veh/h)	10	100	25	75	100	90	30	205	65	80	225	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
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	1674	1870	1870	1674
Adj Flow Rate, veh/h	11	109	27	82	109	98	33	223	71	87	245	109
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	395	332	0	191	172	71	353	112	152	571	430
Arrive On Green	0.00	0.21	0.21	0.00	0.21	0.21	0.04	0.26	0.26	0.09	0.31	0.31
Sat Flow, veh/h	0	1870	1570	0	905	814	1781	1358	432	1781	1870	1410
Grp Volume(v), veh/h	0	109	27	0	0	207	33	0	294	87	245	109
Grp Sat Flow(s),veh/h/ln	0	1870	1570	0	0	1719	1781	0	1791	1781	1870	1410
Q Serve(g_s), s	0.0	1.5	0.4	0.0	0.0	3.3	0.6	0.0	4.4	1.4	3.2	1.8
Cycle Q Clear(g_c), s	0.0	1.5	0.4	0.0	0.0	3.3	0.6	0.0	4.4	1.4	3.2	1.8
Prop In Lane	0.00		1.00	0.00		0.47	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	0	395	332	0	0	363	71	0	465	152	571	430
V/C Ratio(X)	0.00	0.28	0.08	0.00	0.00	0.57	0.46	0.00	0.63	0.57	0.43	0.25
Avail Cap(c_a), veh/h	0	1106	929	0	0	1017	299	0	1112	299	1162	876
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	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.1	9.6	0.0	0.0	10.8	14.3	0.0	10.0	13.4	8.5	8.0
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.0	0.0	1.4	4.6	0.0	1.4	3.3	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.1	0.0	0.0	0.9	0.2	0.0	1.1	0.5	0.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.4	9.7	0.0	0.0	12.2	18.9	0.0	11.4	16.7	9.0	8.3
LnGrp LOS	A	B	A	A	A	B	B	A	B	B	A	A
Approach Vol, veh/h	136			207			327			441		
Approach Delay, s/veh	10.3			12.2			12.2			10.3		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	12.4	0.0	10.9	5.7	13.8	0.0	10.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.9	5.0	18.0	5.1	18.9	5.0	18.0					
Max Q Clear Time (g_c+I),s	6.4	0.0	3.5	2.6	5.2	0.0	5.3					
Green Ext Time (p_c), s	0.0	1.2	0.0	0.5	0.0	1.3	0.0	0.8				

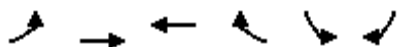
Intersection Summary

HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary

23: Clinton Keith Road & Grand Avenue

04/29/2021















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	85	560	685	185	235	45
Future Volume (veh/h)	85	560	685	185	235	45
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	1870	1870	1870	1870	1674	1870
Adj Flow Rate, veh/h	92	609	745	201	255	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	135	1973	1082	292	337	335
Arrive On Green	0.08	0.56	0.39	0.39	0.21	0.21
Sat Flow, veh/h	1781	3647	2859	746	1595	1585
Grp Volume(v), veh/h	92	609	479	467	255	41
Grp Sat Flow(s), veh/h/ln	1781	1777	1777	1735	1595	1585
Q Serve(g_s), s	2.3	4.2	10.2	10.2	6.8	1.0
Cycle Q Clear(g_c), s	2.3	4.2	10.2	10.2	6.8	1.0
Prop In Lane	1.00			0.43	1.00	1.00
Lane Grp Cap(c), veh/h	135	1973	695	679	337	335
V/C Ratio(X)	0.68	0.31	0.69	0.69	0.76	0.12
Avail Cap(c_a), veh/h	1060	4889	1230	1201	949	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	5.4	11.5	11.5	16.8	14.5
Incr Delay (d2), s/veh	2.3	0.1	1.2	1.3	3.5	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	0.8	0.7	2.9	2.9	2.3	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.7	5.5	12.7	12.8	20.3	14.7
LnGrp LOS	C	A	B	B	C	B
Approach Vol, veh/h		701	946		296	
Approach Delay, s/veh		7.8	12.7		19.5	
Approach LOS		A	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.9		14.5	7.4	23.4
Change Period (Y+Rc), s		5.7		4.9	4.0	5.7
Max Green Setting (Gmax), s		62.4		27.0	27.0	31.4
Max Q Clear Time (g_c+l1), s		6.2		8.8	4.3	12.2
Green Ext Time (p_c), s		4.0		0.8	0.1	5.5
Intersection Summary						
HCM 6th Ctrl Delay			12.0			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary

24: Palomar Street & Clinton Keith Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	760	110	380	710	315	90	335	305	300	200	65
Future Volume (veh/h)	55	760	110	380	710	315	90	335	305	300	200	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		0.98	1.00		0.99
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	1656	1870	1870	1656	1870	1870	1656	1870	1870	1656
Adj Flow Rate, veh/h	60	826	120	413	772	342	98	514	232	326	217	71
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1022	402	459	1333	526	125	858	316	376	708	225
Arrive On Green	0.05	0.29	0.29	0.13	0.38	0.38	0.07	0.23	0.23	0.11	0.27	0.27
Sat Flow, veh/h	1781	3554	1399	3456	3554	1403	1781	3741	1378	3456	2644	840
Grp Volume(v), veh/h	60	826	120	413	772	342	98	514	232	326	144	144
Grp Sat Flow(s),veh/h/ln	1781	1777	1399	1728	1777	1403	1781	1870	1378	1728	1777	1706
Q Serve(g_s), s	2.8	17.9	5.5	9.7	14.4	16.7	4.5	10.2	12.9	7.7	5.3	5.6
Cycle Q Clear(g_c), s	2.8	17.9	5.5	9.7	14.4	16.7	4.5	10.2	12.9	7.7	5.3	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	81	1022	402	459	1333	526	125	858	316	376	476	457
V/C Ratio(X)	0.75	0.81	0.30	0.90	0.58	0.65	0.78	0.60	0.73	0.87	0.30	0.32
Avail Cap(c_a), veh/h	129	1245	490	459	1459	576	172	1401	516	376	687	660
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	27.4	23.0	35.4	20.7	21.4	37.9	28.5	29.6	36.3	24.1	24.2
Incr Delay (d2), s/veh	12.7	3.4	0.4	20.4	0.5	2.3	14.6	0.7	3.3	18.9	0.4	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	4.4	7.4	1.8	5.2	5.6	5.3	2.4	4.4	4.3	4.0	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	30.8	23.4	55.7	21.1	23.6	52.4	29.2	32.9	55.2	24.5	24.6
LnGrp LOS	D	C	C	E	C	C	D	C	C	E	C	C
Approach Vol, veh/h	1006			1527			844			614		
Approach Delay, s/veh	31.1			31.1			32.9			40.9		
Approach LOS	C			C			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	28.8	10.8	27.2	8.7	36.1	14.0	24.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	29.0	29.0	8.0	32.0	6.0	34.0	9.0	31.0				
Max Q Clear Time (g_c+11),s	19.9	19.9	6.5	7.6	4.8	18.7	9.7	14.9				
Green Ext Time (p_c), s	0.0	3.7	0.0	1.4	0.0	5.8	0.0	3.7				

Intersection Summary

HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Notes













User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

25: Hidden Springs Road & Clinton Keith Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	950	70	225	1125	600	165	50	300	400	55	200
Future Volume (veh/h)	150	950	70	225	1125	600	165	50	300	400	55	200
Initial Q (Ob), 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	1728	1870	1870	1728	1870	1870	1870	1870	1870	1728
Adj Flow Rate, veh/h	163	1033	76	245	1223	652	179	0	362	435	60	217
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	348	1402	567	1022	1333	753	202	0	524	481	68	246
Arrive On Green	0.20	0.27	0.27	0.59	0.75	0.75	0.11	0.00	0.17	0.14	0.19	0.19
Sat Flow, veh/h	1781	5106	1461	3456	3554	1464	1781	0	3161	3456	355	1283
Grp Volume(v), veh/h	163	1033	76	245	1223	652	179	0	362	435	0	277
Grp Sat Flow(s),veh/h/ln	1781	1702	1461	1728	1777	1464	1781	0	1580	1728	0	1637
Q Serve(g_s), s	12.2	27.6	1.8	5.1	41.4	48.5	14.9	0.0	9.3	18.6	0.0	24.7
Cycle Q Clear(g_c), s	12.2	27.6	1.8	5.1	41.4	48.5	14.9	0.0	9.3	18.6	0.0	24.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	348	1402	567	1022	1333	753	202	0	524	481	0	314
V/C Ratio(X)	0.47	0.74	0.13	0.24	0.92	0.87	0.89	0.00	0.69	0.90	0.00	0.88
Avail Cap(c_a), veh/h	348	1947	723	1022	1355	762	273	0	908	530	0	470
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)	0.53	0.53	0.53	0.84	0.84	0.84	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.5	49.5	12.2	22.6	16.9	4.9	65.6	0.0	19.4	63.6	0.0	59.0
Incr Delay (d2), s/veh	0.2	1.9	0.3	0.0	9.9	11.0	18.8	0.0	1.6	17.1	0.0	12.4
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	15.5	12.0	0.9	1.9	10.0	4.8	7.9	0.0	3.7	9.4	0.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	51.3	12.5	22.7	26.8	15.9	84.4	0.0	21.1	80.7	0.0	71.4
LnGrp LOS	D	D	B	C	C	B	F	A	C	F	A	E
Approach Vol, veh/h	1272					2120		541		712		
Approach Delay, s/veh	49.3					23.0		42.0		77.0		
Approach LOS	D					C		D		E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.3	62.1	21.0	33.7	48.4	47.0	24.9	29.8				
Change Period (Y+Rc), s	4.0	5.8	4.0	4.9	4.0	5.8	4.0	4.9				
Max Green Setting (Gmax), s	30.0	57.2	23.0	43.1	8.0	57.2	23.0	43.1				
Max Q Clear Time (g_c+14), s	11.2	50.5	16.9	26.7	7.1	29.6	20.6	11.3				
Green Ext Time (p_c), s	0.0	5.8	0.1	1.6	0.0	11.6	0.3	1.5				

Intersection Summary

HCM 6th Ctrl Delay 40.7

HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

26: I-15 SB Ramps & Clinton Keith Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑	↑↑
Traffic Volume (veh/h)	0	1100	550	350	1400	0	0	0	0	725	5	500
Future Volume (veh/h)	0	1100	550	350	1400	0	0	0	0	725	5	500
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	1748	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1196	598	380	1522	0				792	0	543
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	2	2	2	0				2	2	2
Cap, veh/h	0	2657	770	433	3453	0				878	0	781
Arrive On Green	0.00	1.00	1.00	0.08	0.45	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	5274	1480	3456	5274	0				3563	0	3170
Grp Volume(v), veh/h	0	1196	598	380	1522	0				792	0	543
Grp Sat Flow(s),veh/h/ln	0	1702	1480	1728	1702	0				1781	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	16.3	30.6	0.0				32.3	0.0	23.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	16.3	30.6	0.0				32.3	0.0	23.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2657	770	433	3453	0				878	0	781
V/C Ratio(X)	0.00	0.45	0.78	0.88	0.44	0.00				0.90	0.00	0.69
Avail Cap(c_a), veh/h	0	2657	770	585	3453	0				1287	0	1145
HCM Platoon Ratio	1.00	2.00	2.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.71	0.71	0.66	0.66	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	67.6	21.6	0.0				54.8	0.0	51.4
Incr Delay (d2), s/veh	0.0	0.4	5.5	6.3	0.3	0.0				5.0	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	0.1	1.2	7.8	13.2	0.0				14.6	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.4	5.5	73.9	21.9	0.0				59.7	0.0	51.8
LnGrp LOS	A	A	A	E	C	A				E	A	D
Approach Vol, veh/h		1794			1902						1335	
Approach Delay, s/veh		2.1			32.3						56.5	
Approach LOS		A			C						E	
Timer - Assigned Phs	1	2		4	6							
Phs Duration (G+Y+Rc), s	23.4	83.8		42.8	107.2							
Change Period (Y+Rc), s	4.6	5.8		5.8	5.8							
Max Green Setting (Gmax), s	20.4	54.2		54.2	84.2							
Max Q Clear Time (g_c+10), s	10.3	2.0		34.3	32.6							
Green Ext Time (p_c), s	0.5	8.8		2.7	9.8							

Intersection Summary

HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

27: I-15 NB Ramps & Clinton Keith Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↑↑↑			↑↑↑	↰	↰	↰↱	↰			
Traffic Volume (veh/h)	455	1370	0	0	1050	700	700	5	650	0	0	0
Future Volume (veh/h)	455	1370	0	0	1050	700	700	5	650	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1748	1870	1870	1870			
Adj Flow Rate, veh/h	495	1489	0	0	1141	761	983	0	473			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	536	3071	0	0	2106	611	1144	0	508			
Arrive On Green	0.31	1.00	0.00	0.00	0.41	0.41	0.32	0.00	0.32			
Sat Flow, veh/h	3456	5274	0	0	5274	1481	3563	0	1581			
Grp Volume(v), veh/h	495	1489	0	0	1141	761	983	0	473			
Grp Sat Flow(s), veh/h/ln	728	1702	0	0	1702	1481	1781	0	1581			
Q Serve(g_s), s	20.8	0.0	0.0	0.0	25.4	61.9	38.8	0.0	43.5			
Cycle Q Clear(g_c), s	20.8	0.0	0.0	0.0	25.4	61.9	38.8	0.0	43.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	536	3071	0	0	2106	611	1144	0	508			
V/C Ratio(X)	0.92	0.48	0.00	0.00	0.54	1.25	0.86	0.00	0.93			
Avail Cap(c_a), veh/h	620	3071	0	0	2106	611	1501	0	666			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.79	0.79	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	50.9	0.0	0.0	0.0	33.3	44.1	47.7	0.0	49.3			
Incr Delay (d2), s/veh	14.4	0.4	0.0	0.0	1.0	124.1	3.3	0.0	15.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%), veh/ln	8.9	0.1	0.0	0.0	10.7	43.3	17.0	0.0	18.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.3	0.4	0.0	0.0	34.3	168.2	51.0	0.0	64.4			
LnGrp LOS	E	A	A	A	C	F	D	A	E			
Approach Vol, veh/h	1984			1902			1456					
Approach Delay, s/veh	16.6			87.9			55.4					
Approach LOS	B			F			E					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	96.0			28.3			67.7			54.0		
Change Period (Y+Rc), s	5.8			5.1			5.8			5.8		
Max Green Setting (Gmax), s	75.2			26.9			43.2			63.2		
Max Q Clear Time (g_c+l1), s	2.0			22.8			63.9			45.5		
Green Ext Time (p_c), s	9.6			0.5			0.0			2.7		

Intersection Summary

HCM 6th Ctrl Delay 52.6

HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary 28: Wildomar Trail & Clinton Keith Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↲			↰ ↱ ↲			↰ ↱			↰ ↱		↰
Traffic Volume (veh/h)	210	1455	25	150	1285	65	155	85	250	200	65	220
Future Volume (veh/h)	210	1455	25	150	1285	65	155	85	250	200	65	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1740	1870	1870	1740	1870	1870	1870	1870	1870	1740
Adj Flow Rate, veh/h	228	1582	27	163	1397	71	168	92	272	217	71	239
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	1993	34	183	1729	88	191	97	287	213	459	362
Arrive On Green	0.14	0.39	0.39	0.21	0.70	0.70	0.11	0.23	0.23	0.12	0.25	0.25
Sat Flow, veh/h	1781	5168	88	1781	4976	253	1781	415	1228	1781	1870	1473
Grp Volume(v), veh/h	228	1042	567	163	956	512	168	0	364	217	71	239
Grp Sat Flow(s),veh/h/ln	1781	1702	1852	1781	1702	1824	1781	0	1644	1781	1870	1473
Q Serve(g_s), s	18.9	40.7	40.7	13.3	29.3	29.3	13.9	0.0	32.7	17.9	4.5	21.9
Cycle Q Clear(g_c), s	18.9	40.7	40.7	13.3	29.3	29.3	13.9	0.0	32.7	17.9	4.5	21.9
Prop In Lane	1.00		0.05	1.00		0.14	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	251	1313	714	183	1183	634	191	0	384	213	459	362
V/C Ratio(X)	0.91	0.79	0.79	0.89	0.81	0.81	0.88	0.00	0.95	1.02	0.15	0.66
Avail Cap(c_a), veh/h	367	1313	714	260	1183	634	239	0	397	213	459	362
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)	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	63.5	40.8	40.8	58.7	19.4	19.4	66.0	0.0	56.6	66.1	44.4	50.9
Incr Delay (d2), s/veh	15.6	5.0	8.9	12.5	3.9	7.0	25.2	0.0	31.7	65.7	0.1	4.2
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	17.6	17.8	20.1	6.0	7.7	8.8	7.6	0.0	16.6	11.9	2.1	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.1	45.8	49.7	71.2	23.2	26.3	91.2	0.0	88.3	131.7	44.5	55.1
LnGrp LOS	E	D	D	E	C	C	F	A	F	F	D	E
Approach Vol, veh/h	1837		1631				532		527			
Approach Delay, s/veh	51.1		29.0				89.2		85.2			
Approach LOS	D		C				F		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.5	64.6	20.6	43.2	27.2	58.9	22.4	41.4				
Change Period (Y+Rc), s	6.1	6.8	4.5	6.4	6.1	6.8	4.5	6.4				
Max Green Setting (Gmax), s	20.9	50.2	20.1	34.0	30.9	41.2	17.9	36.2				
Max Q Clear Time (g_c+1.5), s	42.7	42.7	15.9	23.9	20.9	31.3	19.9	34.7				
Green Ext Time (p_c), s	0.1	6.9	0.1	0.8	0.2	8.3	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	51.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

29: Inland Valley Drive & Clinton Keith Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑		↰	↑↱		↰	↑↱	
Traffic Volume (veh/h)	150	1225	565	100	970	100	270	300	250	120	300	95
Future Volume (veh/h)	150	1225	565	100	970	100	270	300	250	120	300	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	1870	1870	1753	1870	1870	1753	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	1332	542	109	1054	109	293	326	272	130	326	103
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	2236	650	130	1291	133	316	449	367	153	401	125
Arrive On Green	0.45	0.88	0.88	0.07	0.27	0.27	0.18	0.24	0.24	0.09	0.15	0.15
Sat Flow, veh/h	1781	5106	1486	1781	4701	486	1781	1857	1517	1781	2669	829
Grp Volume(v), veh/h	163	1332	542	109	763	400	293	312	286	130	215	214
Grp Sat Flow(s),veh/h/ln	1781	1702	1486	1781	1702	1783	1781	1777	1597	1781	1777	1721
Q Serve(g_s), s	9.2	10.2	25.2	9.1	31.4	31.5	24.3	24.2	24.8	10.8	17.6	18.1
Cycle Q Clear(g_c), s	9.2	10.2	25.2	9.1	31.4	31.5	24.3	24.2	24.8	10.8	17.6	18.1
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.95	1.00		0.48
Lane Grp Cap(c), veh/h	404	2236	650	130	935	490	316	430	386	153	267	259
V/C Ratio(X)	0.40	0.60	0.83	0.84	0.82	0.82	0.93	0.73	0.74	0.85	0.81	0.83
Avail Cap(c_a), veh/h	404	2236	650	153	935	490	362	578	520	227	462	447
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)	0.46	0.46	0.46	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	5.9	6.8	68.6	50.9	50.9	60.7	52.3	52.5	67.6	61.6	61.8
Incr Delay (d2), s/veh	0.3	0.5	5.9	25.0	7.8	14.0	23.5	2.8	3.5	17.4	5.7	6.6
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	13.6	2.2	3.7	5.0	14.1	15.7	13.0	11.1	10.3	5.7	8.4	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	6.4	12.7	93.6	58.6	64.9	84.2	55.0	56.0	85.0	67.3	68.5
LnGrp LOS	C	A	B	F	E	E	F	E	E	F	E	E
Approach Vol, veh/h	2037		1272				891			559		
Approach Delay, s/veh	10.3		63.6				64.9			71.9		
Approach LOS	B		E				E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	71.1	73.2	31.1	28.6	41.5	48.7	17.4	42.4				
Change Period (Y+Rc), s	6.1	7.5	4.5	* 6.1	7.5	* 7.5	4.5	6.1				
Max Green Setting (Gmax), s	45.0	45.0	30.5	* 39	18.3	* 41	19.1	48.8				
Max Q Clear Time (g_c+11),s	27.2	27.2	26.3	20.1	11.2	33.5	12.8	26.8				
Green Ext Time (p_c), s	0.0	9.3	0.3	2.5	0.2	3.6	0.2	4.4				

Intersection Summary

HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary 30: Driveway/Inland Valley Drive & Prielipp Road

04/29/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	5	10	210	5	195	50	300	250	275	300	5
Future Volume (veh/h)	30	5	10	210	5	195	50	300	250	275	300	5
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	33	5	11	228	5	212	54	326	272	299	326	5
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	148	132	281	385	326	88	480	393	359	1472	23
Arrive On Green	0.04	0.08	0.08	0.16	0.21	0.21	0.05	0.26	0.26	0.20	0.41	0.41
Sat Flow, veh/h	1781	1777	1585	1781	1870	1585	1781	1857	1517	1781	3582	55
Grp Volume(v), veh/h	33	5	11	228	5	212	54	312	286	299	162	169
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1777	1597	1781	1777	1860
Q Serve(g_s), s	1.1	0.2	0.4	7.4	0.1	7.4	1.8	9.5	9.7	9.7	3.5	3.6
Cycle Q Clear(g_c), s	1.1	0.2	0.4	7.4	0.1	7.4	1.8	9.5	9.7	9.7	3.5	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.03
Lane Grp Cap(c), veh/h	63	148	132	281	385	326	88	460	413	359	730	764
V/C Ratio(X)	0.53	0.03	0.08	0.81	0.01	0.65	0.61	0.68	0.69	0.83	0.22	0.22
Avail Cap(c_a), veh/h	186	856	763	429	1156	979	263	879	791	553	1169	1224
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	25.4	25.5	24.5	19.0	21.9	28.1	20.1	20.2	23.1	11.5	11.5
Incr Delay (d2), s/veh	6.7	0.1	0.3	6.8	0.0	2.2	6.8	1.8	2.1	6.4	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	0.6	0.1	0.2	3.3	0.1	2.6	0.9	3.9	3.6	4.3	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	25.5	25.8	31.2	19.1	24.1	34.8	21.8	22.2	29.5	11.6	11.6
LnGrp LOS	D	C	C	C	B	C	C	C	C	C	B	B
Approach Vol, veh/h	49		445			652			630			
Approach Delay, s/veh	32.1		27.7			23.1			20.1			
Approach LOS	C		C			C			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	20.1	14.0	9.5	7.5	29.2	6.6	16.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.7	29.8	14.5	29.0	8.9	39.6	6.3	37.2				
Max Q Clear Time (g_c+11),s	11.7	11.7	9.4	2.4	3.8	5.6	3.1	9.4				
Green Ext Time (p_c), s	0.5	3.8	0.3	0.0	0.0	1.9	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			23.4									
HCM 6th LOS			C									



Appendix B

Freeway Analysis Worksheets

HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2040
Jurisdiction	City of Wildomar	Time Period Analyzed	Future Year Conditions
Project Description	AM I-15 NB California Oaks Road to Clinton Keith Road	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.33
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.3
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3601	Heavy Vehicle Adjustment Factor (fhv)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1373
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (flw)	0.0	Average Speed (S), mi/h	70.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.4
Total Ramp Density Adjustment	4.1	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	71.3		

HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2040
Jurisdiction	City of Wildomar	Time Period Analyzed	Future Year Conditions
Project Description	AM I-15 SB California Oaks Road to Clinton Keith Road	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.9
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5616	Heavy Vehicle Adjustment Factor (fHV)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2142
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.89
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	35.8
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	70.9		

HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2040
Jurisdiction	City of Wildomar	Time Period Analyzed	Future Year Conditions
Project Description	PM I-15 NB California Oaks Road to Clinton Keith Road	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.33
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.3
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5169	Heavy Vehicle Adjustment Factor (fHV)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1971
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.0
Total Ramp Density Adjustment	4.1	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	71.3		

HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2040
Jurisdiction	City of Wildomar	Time Period Analyzed	Future Year Conditions
Project Description	PM I-15 SB California Oaks Road to Clinton Keith Road	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.9
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3965	Heavy Vehicle Adjustment Factor (fHV)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1512
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	69.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	21.8
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.9		

HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2040
Jurisdiction	City of Wildomar	Time Period Analyzed	Future Year Conditions
Project Description	AM I-15 NB Clinton Keith Road to Baxter Road	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3736	Heavy Vehicle Adjustment Factor (fhv)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1425
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (flw)	0.0	Average Speed (S), mi/h	71.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.0
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	72.2		

HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2040
Jurisdiction	City of Wildomar	Time Period Analyzed	Future Year Conditions
Project Description	AM I-15 SB Clinton Keith Road to Baxter Road	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5827	Heavy Vehicle Adjustment Factor (fhv)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2222
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.93
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	38.2
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	72.2		

HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2040
Jurisdiction	City of Wildomar	Time Period Analyzed	Future Year Conditions
Project Description	PM I-15 NB Clinton Keith Road to Baxter Road	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5363	Heavy Vehicle Adjustment Factor (fhv)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2045
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (flw)	0.0	Average Speed (S), mi/h	62.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.8
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	72.2		

HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2040
Jurisdiction	City of Wildomar	Time Period Analyzed	Future Year Conditions
Project Description	PM I-15 SB Clinton Keith Road to Baxter Road	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4114	Heavy Vehicle Adjustment Factor (fhv)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1569
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (Et)	2.000		

Speed and Density

Lane Width Adjustment (flw)	0.0	Average Speed (S), mi/h	69.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	72.2		

HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2040
Jurisdiction	City of Wildomar	Time Period Analyzed	Future Year Conditions
Project Description	AM I-15 NB Baxter Road to Bundy Canyon Road	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3715	Heavy Vehicle Adjustment Factor (fhv)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1417
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (flw)	0.0	Average Speed (S), mi/h	71.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.9
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	72.2		

HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2040
Jurisdiction	City of Wildomar	Time Period Analyzed	Future Year Conditions
Project Description	AM I-15 SB Baxter Road to Bundy Canyon Road	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5794	Heavy Vehicle Adjustment Factor (fhv)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2210
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.92
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (flw)	0.0	Average Speed (S), mi/h	58.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	37.8
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	72.2		

HCS7 Basic Freeway Report

Project Information

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Project Description	PM I-15 NB Baxter Road to Bundy Canyon Road	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5333	Heavy Vehicle Adjustment Factor (fhv)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2034
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	72.2		

HCS7 Basic Freeway Report

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Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4091	Heavy Vehicle Adjustment Factor (fhv)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1560
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	69.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.3
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	72.2		

HCS7 Basic Freeway Report

Project Information

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Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.17
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3627	Heavy Vehicle Adjustment Factor (fHV)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1383
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	71.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.5
Total Ramp Density Adjustment	3.7	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	71.7		

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Project Description	AM I-15 SB Bundy Canyon Road to Railroad Canyon Road	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.17
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5656	Heavy Vehicle Adjustment Factor (fHV)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2157
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.90
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	36.1
Total Ramp Density Adjustment	3.7	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	71.7		

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Project Information

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Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.17
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5206	Heavy Vehicle Adjustment Factor (fHV)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1986
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.83
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.3
Total Ramp Density Adjustment	3.7	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	71.7		

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Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.17
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3994	Heavy Vehicle Adjustment Factor (fHV)	0.920
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1523
Total Trucks, %	8.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	21.8
Total Ramp Density Adjustment	3.7	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	71.7		