Transportation Impact Study

for the Proposed

# Locust Gateway Logistics Center

## In the City of Rialto

Prepared for:

Brookfield Properties

December 2025

Kimley»Horn

# TRAFFIC IMPACT ANALYSIS
# FOR THE PROPOSED
# LOCUST GATEWAY LOGISTICS CENTER
# IN THE CITY OF RIALTO

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# TRAFFIC IMPACT STUDY
# FOR THE PROPOSED
# LOCUST GATEWAY LOGISTICS CENTER
# IN THE CITY OF RIALTO

## I. INTRODUCTION

### A. Purpose of the TIA and Study Objectives

This Traffic Impact Analysis has been prepared to address the traffic-related effects of the proposed warehouse project located at Lowell Street and Locust Avenue in the City of Rialto.

This study has been conducted in accordance with the traffic study requirements of the City of Rialto, based on the City's *Traffic Impact Analysis Report Guidelines and Requirements* (October 2021), and in accordance with San Bernardino Association of Governments (SANBAG) Congestion Management Program (CMP) requirements.

This report includes a description of existing traffic conditions in the surrounding area, estimated project trip generation and distribution, future traffic growth, and an assessment of project-related effect on the roadway system. Where necessary, circulation system improvements have been identified to achieve acceptable intersection operation within the vicinity of the project.

The project will be evaluated for the following study scenarios:

- Existing Conditions
- Opening Year 2026 (Existing Plus Growth)
- Opening Year 2026 (Existing Plus Growth) Plus Project
- Opening Year 2026 Cumulative
- Opening Year 2026 Cumulative Plus Project
- Horizon Year 2040
- Horizon Year 2040 Plus Project

### B. Site Plan Location and Study Area

The project is located at the southwest corner of the intersection of Lowell Street and Locust Avenue in the City of Rialto. The project site (approximately 40 acres) is bounded on all sides by industrial uses. The project site is shown in its regional setting on Figure 1. The project site is located within the Rialto Airport Specific Plan (RASP, Specific Plan) area.




**FIGURE 1**
**VICINITY MAP**

## C. Development Project Identification

Pending.

## D. Development Project Description

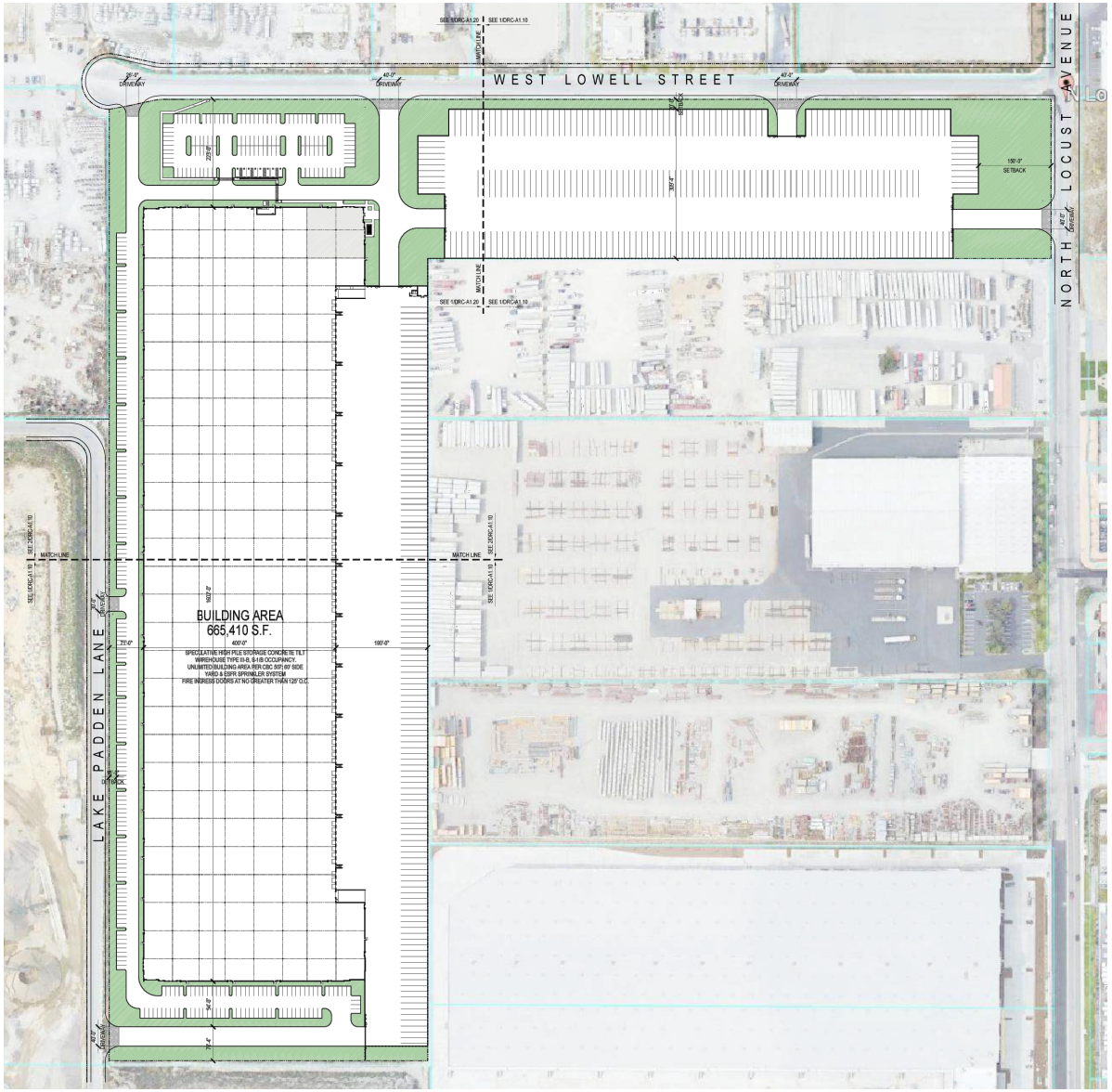
The project will involve the construction of a 665,410 square-feet (SF) warehouse building on a vacant parcel. A copy of the project site plan is provided on Figure 2.

The site is located within the Rialto Airport Specific Plan, which is generally bounded by Casa Grande Drive to the north with a small portion (east of Locust Avenue) extending north to Riverside Avenue, Base Line Road to the south, Locust and Cactus Avenues to the east, and Mango and Palmetto Avenues to the west. The Rialto Airport Specific Plan area covers 3,131 acres and is approved for a variety of land uses, including residential, commercial, mixed-use, industrial, public facilities, recreation, and open space uses. The Specific Plan was anticipated for build-out in phases, over a 30-year-plus period. The Specific Plan was approved in November 1997. Four amendments to the Specific Plan were approved, with the latest amendment in November 2010. The project site area is zoned for General Manufacturing (I-GM) in the Rialto Airport Specific Plan Land Use Map.

Vehicular access provisions for the project site would consist of the following:

- One proposed full-movement unsignalized passenger car driveway on Lowell Street, northwest corner of the site
- One proposed full-movement unsignalized passenger car and truck driveway on Lowell Street, north of the site
- One proposed full-movement unsignalized truck driveway on Lowell Street, northeast corner of the site
- One proposed full-movement unsignalized truck driveway on Locust Avenue, east of the site
- One proposed full-movement unsignalized passenger car driveway on Lake Padden Lane, west of the site, emergency access only
- One proposed full-movement unsignalized passenger car and truck driveway on Lake Padden Lane, southwest corner of the site, emergency access only

The proposed opening year for the project is Year 2026. The project will be developed in a single project phase. The project site is located approximately 1 mile from the City of Rialto's border with the City of Fontana.




NOT TO SCALE

**FIGURE 2**
**PROJECT SITE PLAN**

## E. Analysis Methodology

### 1. Intersection Analysis – HCM Methodology

Peak hour intersection operations at unsignalized intersections were evaluated using the methods prescribed in the Highway Capacity Manual (HCM) 7th Edition, consistent with the requirements of the City of Rialto and the San Bernardino County CMP.

The City of Rialto guidelines require analysis of traffic operations to be based on the vehicular delay methodologies of the HCM (Transportation Research Board Special Report 209). Intersection analysis for the proposed project has been accomplished using the Synchro traffic software program and using the specified input parameters outlined in the City's *Traffic Impact Analysis Report Guidelines and Requirements*.

Per the HCM Methodology, Level of Service (LOS) for signalized intersections is defined in terms of average vehicle delay. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The chart on the following page provides a description of the operating characteristics of each Level of Service and define the LOS in terms of average seconds of delay for signalized and unsignalized intersections.

### 2. Level of Service Standards and Measure of Significance

The City of Rialto, per the City of Rialto 2010 General Plan Update, establishes minimum Level of Service standards. According to Policy 4-1.20 of the General Plan document, the City requires that signalized intersections operate at LOS D or better during the morning and evening peak hours. The City's Traffic Study Guidelines require new developments to mitigate effects that cause the Level of Service to fall below LOS D, or cause the peak hour delay to increase as follows:

- LOS A/B – by 10.0 seconds
- LOS C – by 8.0 seconds
- LOS D – by 5.0 seconds
- LOS E – by 2.0 seconds
- LOS F – by 1.0 second

The City's traffic study guidelines require unsignalized intersections to operate with no vehicular movement having an average delay exceeding 120 seconds during the morning and evening peak hours.

| LEVEL OF SERVICE DESCRIPTIONS<br>HCM METHODOLOGY | | | |
|---|---|---|---|
| LOS | Average Delay<br>(sec / vehicle) | | Description |
| | Signalized | Unsignalized | |
| A | < 10.0 | < 10.0 | LOS A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. |
| B | > 10.0 - 20.0 | > 10.0 - 15.0 | LOS B represents stable flow, but the presence of others in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver. |
| C | > 20.0 - 35.0 | > 15.0 - 25.0 | LOS C is in the range of stable flow, but marks the beginning of operation in which individual users become affected by interaction with others in the traffic stream. |
| D | > 35.0 - 55.0 | > 25.0 - 35.0 | LOS D represents high-density, but stable flow. Speed and freedom to maneuver are restricted, and the driver experiences a generally poor level of comfort and convenience. |
| E | > 55.0 - 80.0 | > 35.0 - 50.0 | LOS E represents operating conditions at or near the capacity of the intersection. All speeds are reduced to a low, but relatively uniform level. Small increases in flow will cause breakdowns in traffic movement. |
| F | > 80.0 | > 50.0 | LOS F represents forced, or breakdown flow. This condition occurs when the amount of traffic approaching the intersection exceeds the volume which can pass through the intersection, resulting in queues and congestion. |

| LEVEL OF SERVICE CRITERIA<br>FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS | | |
|---|---|---|
| Level of Service | Signalized Intersection (Average delay per vehicle, in seconds) [1] | Unsignalized Intersections (Average delay per vehicle, in seconds) [2] |
| A | ≤ 10 | 0 – 10 |
| B | > 10 – 20 | > 10 – 15 |
| C | > 20 – 35 | > 15 – 25 |
| D | > 35 – 55 | > 25 – 35 |
| E | > 55 – 80 | > 35 – 50 |
| F | > 80 | > 50 |

[1] Source: Highway Capacity Manual (HCM 7th Edition), Exhibit 19-8.
[2] Source: Highway Capacity Manual (HCM 7th Edition), Exhibits 20-2.

## 3. Roadway Segment Analysis

The roadway segment analysis will address the project's effect on daily operating conditions on roadway segments within the project vicinity. Roadway segments are evaluated by comparing the daily traffic volume on a roadway segment to the daily capacity of that segment, to determine the volume-to-capacity (v/c) ratio. Daily capacity is based on the roadway classification, as shown in the following chart.

| CITY OF RIALTO ROADWAY CAPACITY (1) | | | | |
|---|---|---|---|---|
| Roadway Classification | No. of Lanes | Two-Way Traffic Volume (ADT)(2) | | |
| | | Service Level **C** | Service Level **D** | Service Level **E** |
| Local | 2 | 2,500-2,799 | 2,800-3,099 | 3,100 + |
| Collector (60' or 64') | 2 | 9,900-11,199 | 11,200-12,499 | 12,500 + |
| Industrial (45') | 2 | 9,900-11,199 | 11,200-12,499 | 12,500 + |
| Arterial(3) | 2 | 14,400-16,199 | 16,200-17,999 | 18,000 + |
| Secondary Highway | 4 | 16,900-19,399 | 19,400-21,999 | 22,000 + |
| Modified Arterial (100') | 4 | 26,200-29,599 | 29,600-32,999 | 33,000 + |
| Arterial (120') | 6 | 38,700-44,099 | 44,100-49,499 | 49,500 + |

Notes:
(1) All capacity figures are based on optimum conditions and are intended as guidelines for planning purposes only
(2) Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables.
(3) Two-lane roads designated as future arterials that conform to arterial design standards for vertical and horizontal alignments are analyzed as arterials.

Source: City of Rialto *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS)* (2021)

# II. AREA CONDITIONS

## A. Identify Study Area and Intersections

This traffic study includes documentation of existing conditions, analysis of cumulative traffic conditions, and identification of project-related effects at the following study intersections:

1. Locust Avenue at Riverside Avenue
2. Locust Avenue at Casa Grande Drive
3. Locust Avenue at Lowell Street
4. Locust Avenue at Casmalia Street
5. Locust Avenue at Renaissance Parkway
6. Alder Avenue at Casmalia Street
7. Alder Avenue at SR-210 WB Ramps
8. Alder Avenue at SR-210 EB Ramps

The analysis also evaluates the following future project driveways. It should be noted that there are six total driveways for this project. However, two unsignalized driveways along Lake Padden Lane will be emergency access only. To provide a conservative assessment of this project's traffic influence on Lowell Street and onto Locust Avenue, project trips were not assumed to have access onto Lake Padden Lane in the analysis.

D1. Lowell Street at Project Driveway 1
D2. Lowell Street at Project Driveway 2
D3. Lowell Street at Project Driveway 3
D4. Locust Avenue at Project Driveway 4

In addition, the following roadway segments were analyzed:

- Locust Avenue: Lowell Street to Persimmon Avenue
- Casmalia Street: Locust Avenue to Laurel Avenue
- Riverside Avenue: Alder Avenue to Locust Avenue

The study locations were established in conjunction with City staff through the Scoping Agreement process (Exhibit B of the City of Rialto *Traffic Impact Analysis Report Guidelines and Requirements*). A copy of the approved Scoping Agreement is provided in *Appendix A*.

## B. Description of Existing Roads, Traffic Control, and Intersection Geometrics

Regional access to the site is provided primarily by State Route 210 (SR-210) Freeway, approximately 1 mile to the south of the project site. In addition, the Interstate 15 (I-15) Freeway is located approximately 4.0 miles to the west of the site, the Interstate 215 (I-215) Freeway is approximately 4.0 miles to the east of the site, and Interstate 10 (I-10) Highway is approximately 6.0 miles to the south.

Existing lane configurations and intersection controls at the study intersections are shown on Figure 3. The following provides a description of the roadways surrounding the project site.

Casmalia Street – Casmalia Street is designated as a Secondary Arterial in the Renaissance Specific Plan Amendment, which provides four travel lanes with a bike lane in each direction and a raised median in the project vicinity. Casmalia Street extends in an east-west orientation through and beyond the boundaries of the City of Rialto. Casmalia Street is a truck route between Sierra Avenue and Ayala Drive, with truck access restricted to local deliveries to the west of Alder Avenue. The posted speed limit on Casmalia Street is 55 mph.

Alder Avenue – Alder Avenue is designated as a Major Arterial in the Renaissance Specific Plan Amendment, which provides four travel lanes, a bike lane in each direction, and a raised or painted median in the project vicinity. Alder Avenue extends in a north-south orientation through and beyond the boundaries of the City of Rialto. Alder Avenue is a truck route between Baseline Road to Casa Grande Drive. The posted speed limit on Alder Avenue is 50 mph.

Renaissance Parkway – Renaissance Parkway is located approximately 0.3-miles south of the project site, and is designated as a Major Arterial, with four travel lanes, a bike lane in each direction, and a raised center median. Renaissance Parkway extends in an east-west orientation through and beyond the boundaries of the City of Rialto, changing to Highland Avenue to the west and Easton Street to the east. Renaissance Parkway connects with a number of north-south streets that have interchanges with the SR-210 Freeway to the north, and the I-10 Freeway to the south. Renaissance Parkway is a truck route between Alder Avenue and Locust Avenue, and east of Ayala Drive; with truck access restricted to local deliveries between Locust Avenue and Ayala Drive, and west of Alder Avenue. The posted speed limit on Renaissance Parkway is 50 mph.

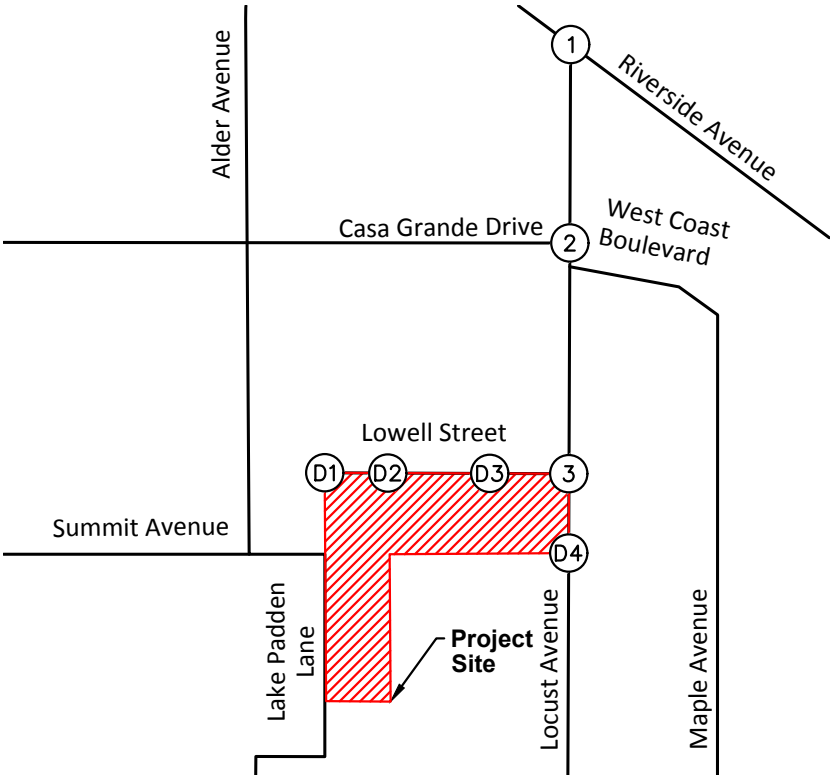
Locust Avenue – Locust Avenue is located approximately 0.5-miles east of the project site, and is designated as a Secondary Arterial, with four travel lanes and is undivided. Locust Avenue extends in a north-south orientation through and beyond the boundaries of the City of Rialto. Locust Avenue is a truck route between Baseline Road to Renaissance Parkway and from Casmalia Street to Riverside Avenue. The posted speed limit on Locust Avenue is 45 mph.

Laurel Avenue – Laurel Avenue is located approximately 0.2 miles east of the project site, and is designated as a Secondary Arterial, with two travel lanes and is undivided. Laurel Avenue extends in a north-south orientation through and beyond the boundaries of the City of Rialto. The posted speed limit is 30 mph.

Riverside Avenue – Riverside Avenue is currently a four- to six-lane north-south roadway divided by a painted median through the study area. The posted speed limit is 55 mph and on-street parking is prohibited on both sides of the roadway. Riverside Avenue is designated as a Modified Major Arterial II between San Bernardino Avenue and Slover Avenue, and a Modified Arterial I between Slover Avenue and the southern City boundary in the City's Circulation Element. The ultimate configuration will also accommodate a bike lane on each side of the roadway. Riverside Avenue is a designated truck route for its entire length within the Agua Mansa Specific Plan. Riverside Avenue provides direct access to the I-10 Freeway interchange to the north of the project site.

Casa Grande Drive – Casa Grande Drive is located approximately 0.5 miles north of the project site with two travel lanes divided by a painted median and bike lane in each direction. Casa Grande is designated as a Secondary Arterial and spans between N Locust Avenue and Citrus Avenue. The posted speed limited is 50 mph.

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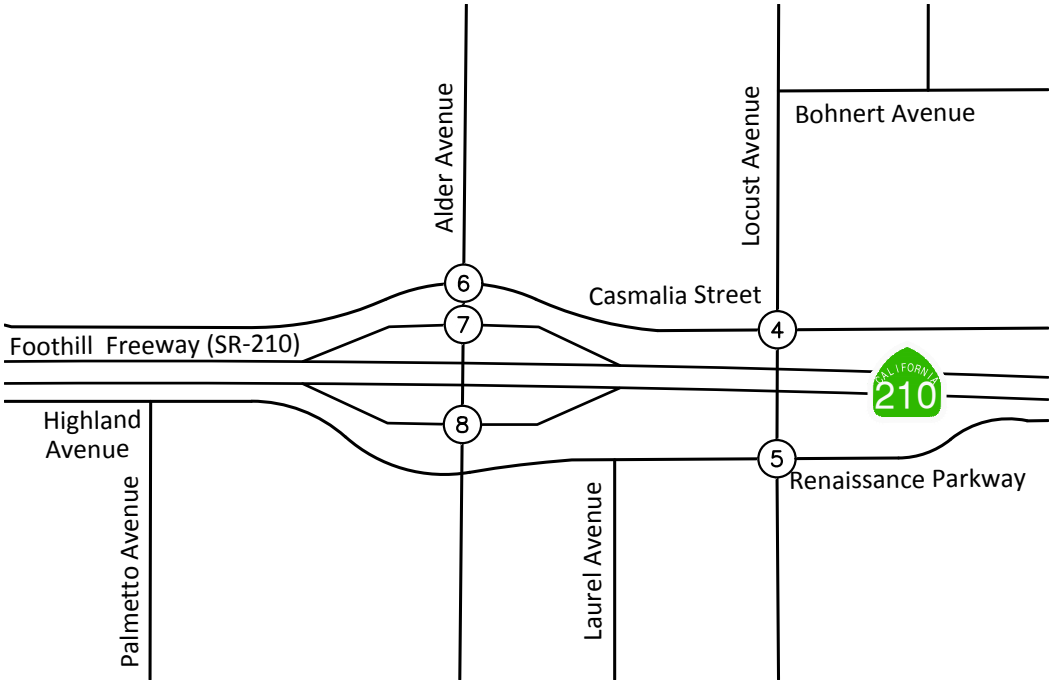

| 1. Locust Avenue at Riverside Avenue | 2. Locust Avenue at Casa Grande Drive | 3. Locust Avenue at Lowell Street | D1. Lowell Street at Project Driveway 1 |
|---|---|---|---|
| | | | FUTURE INTERSECTION |
| D2. Lowell Street at Project Driveway 2 | D3. Lowell Street at Project Driveway 3 | D4. Locust Avenue at Project Driveway 4 | |
| FUTURE INTERSECTION | FUTURE INTERSECTION | FUTURE INTERSECTION | |

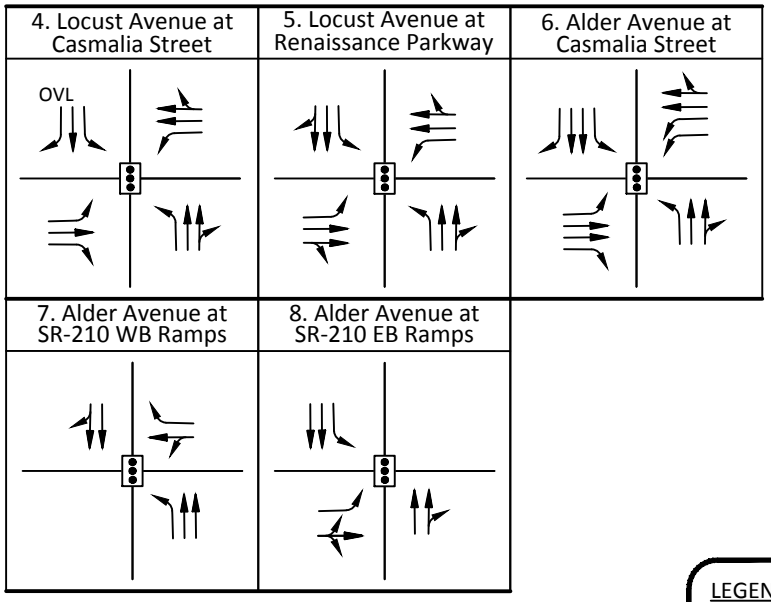
LEGEND:

- (X) = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign

**FIGURE 3A**
**EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL**

NOT TO SCALE




LEGEND:

- X = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign
- OVL = Right-Turn Overlap

**FIGURE 3B**
**EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL**

## C. Existing Traffic Volumes

Existing morning peak period (7:00 to 9:00 AM) and evening peak period (4:00 to 6:00 PM) turning movement counts, as well as 24-hour roadway segment counts, were collected for the study intersections and study roadway segments. The counts were completed on three consecutive weekdays (Tuesday to Thursday) in May of 2024 when area schools were in session. The three days of peak hour and 24-hour roadway segment counts were averaged to determine a typical weekday volume count for the AM peak hour, PM peak hour, and daily period. The intersection peak hour factors (PHF) from the counts were used across all study scenarios to model more consistent results with existing Conditions. Copies of the traffic count data worksheets are provided in *Appendix B*.

The PCE volumes were developed by applying a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. These factors are consistent with the City of Rialto's *Traffic Impact Analysis Guidelines and Requirements*. PCE adjusted volumes are provided in *Appendix C*. Existing morning and evening peak hour volumes with the PCE factors applied are presented on Figure 5.

## D. Existing Delay and Level of Service

### *Peak Hour Operating Conditions*

Intersection Level of Service analysis was conducted for the morning and evening peak hours using the analysis procedures and assumptions described previously in this report. The results of the intersection analysis for Existing Conditions are shown on Table 1.

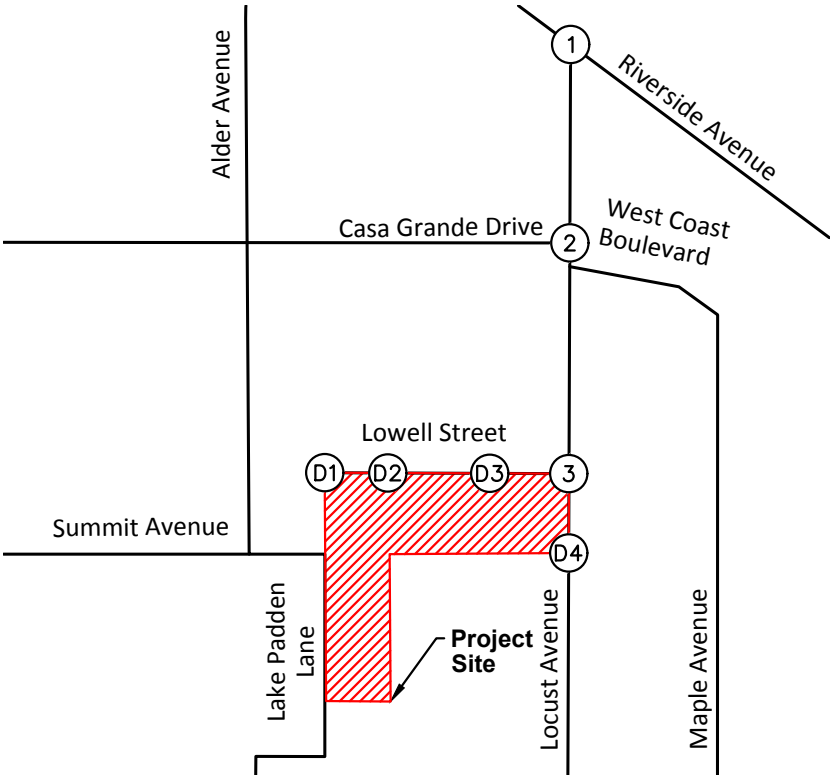
Review of this table indicates that the following study intersection is currently operating at an unacceptable Level of Service. Copies of the intersection analysis worksheets are provided in *Appendix D*.

- #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

### *Daily Roadway Operating Conditions*

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Existing Conditions are shown on Table 2.

Review of this table indicates that the study roadway segments are currently operating within their current Level of Service D capacity.




| 1. Locust Avenue at Riverside Avenue | 2. Locust Avenue at Casa Grande Drive | 3. Locust Avenue at Lowell Street | D1. Lowell Street at Project Driveway 1 |
|---|---|---|---|
| ←461(606)<br>←252(149)<br>635(516)→<br>129(101)↘<br>80(121)↑<br>173(141)↑ | 17(86)↘<br>372(183)↙<br>24(74)→<br>226(277)↘<br>117(233)↑<br>263(237)↑ | 15(4)↘<br>580(488)↙<br>8(12)→<br>15(47)↘<br>20(5)↑<br>387(455)↑ | FUTURE INTERSECTION |
| **D2. Lowell Street at Project Driveway 2** | **D3. Lowell Street at Project Driveway 3** | **D4. Locust Avenue at Project Driveway 4** | |
| FUTURE INTERSECTION | FUTURE INTERSECTION | FUTURE INTERSECTION | |

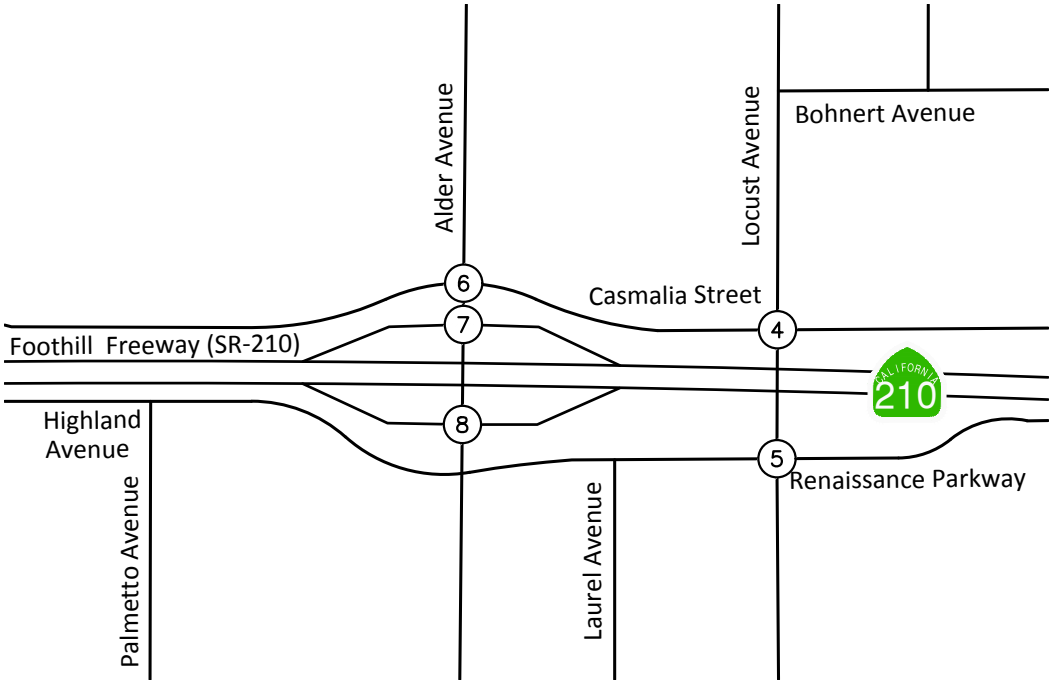
LEGEND:

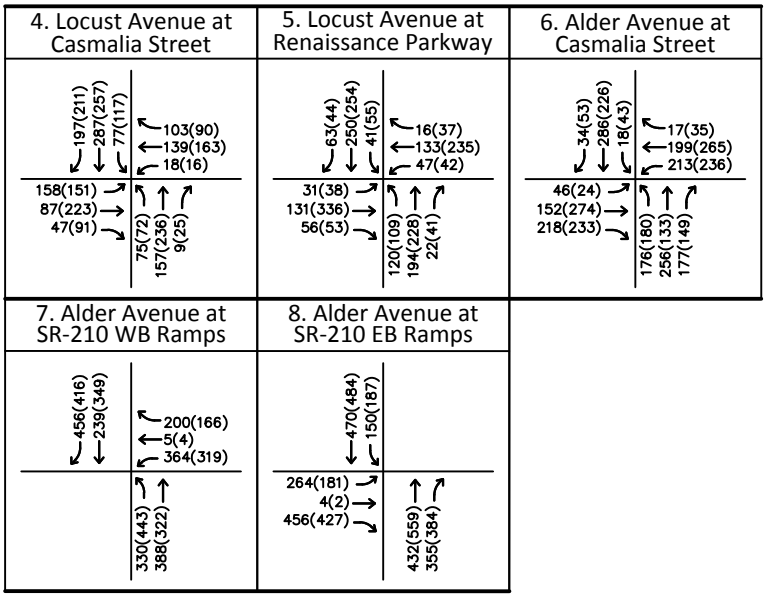
(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 4A**
**EXISTING PEAK HOUR TRAFFIC VOLUMES**

NOT TO SCALE




LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 4B**
**EXISTING PEAK HOUR TRAFFIC VOLUMES**

TABLE 1
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

| Int. # | Intersection | Traffic Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|
| | | | Delay | LOS | Delay | LOS |
| 1 | Locust Avenue at Riverside Avenue | S | 22.2 | C | 18.2 | B |
| 2 | Locust Avenue at Casa Grande Drive | U | 20.0 | C | 29.6 | D |
| 3 | Locust Avenue at Lowell Street | U | 20.8 | C | 18.4 | C |
| 4 | Locust Avenue at Casmalia Street | S | 22.7 | C | 23.2 | C |
| 5 | Locust Avenue at Renaissance Parkway | S | 21.5 | C | 23.5 | C |
| 6 | Alder Avenue at Casmalia Street | S | 25.5 | C | 27.2 | C |
| 7 | Alder Avenue at SR-210 WB Ramps | S | 29.0 | C | 33.2 | C |
| 8 | Alder Avenue at SR-210 EB Ramps | S | 38.7 | D | 55.3 | E |
| D1 | Lowell Street at Project Driveway 1 | U | Future Intersection | | | |
| D2 | Lowell Street at Project Driveway 2 | U | Future Intersection | | | |
| D3 | Lowell Street at Project Driveway 3 | U | Future Intersection | | | |
| D4 | Locust Avenue at Project Driveway 4 | U | Future Intersection | | | |

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- S = Unsignalized
- U = Unsignalized

TABLE 2
SUMMARY OF ROADWAY SEGMENT ANALYSIS
EXISTING CONDITIONS

| Roadway | Segment | Existing ADT | LOS **D** Capacity | LOS **D** or Better? |
|---|---|---|---|---|
| Locust Avenue | Lowell Street to Persimmon Avenue | 9,780 | 21,999 | Yes |
| Casmalia Street | Locust Avenue to Laurel Avenue | 10,393 | 21,999 | Yes |
| Riverside Avenue | Alder Avenue to Locust Avenue | 14,807 | 32,999 | Yes |

## E. General Plan Circulation Element

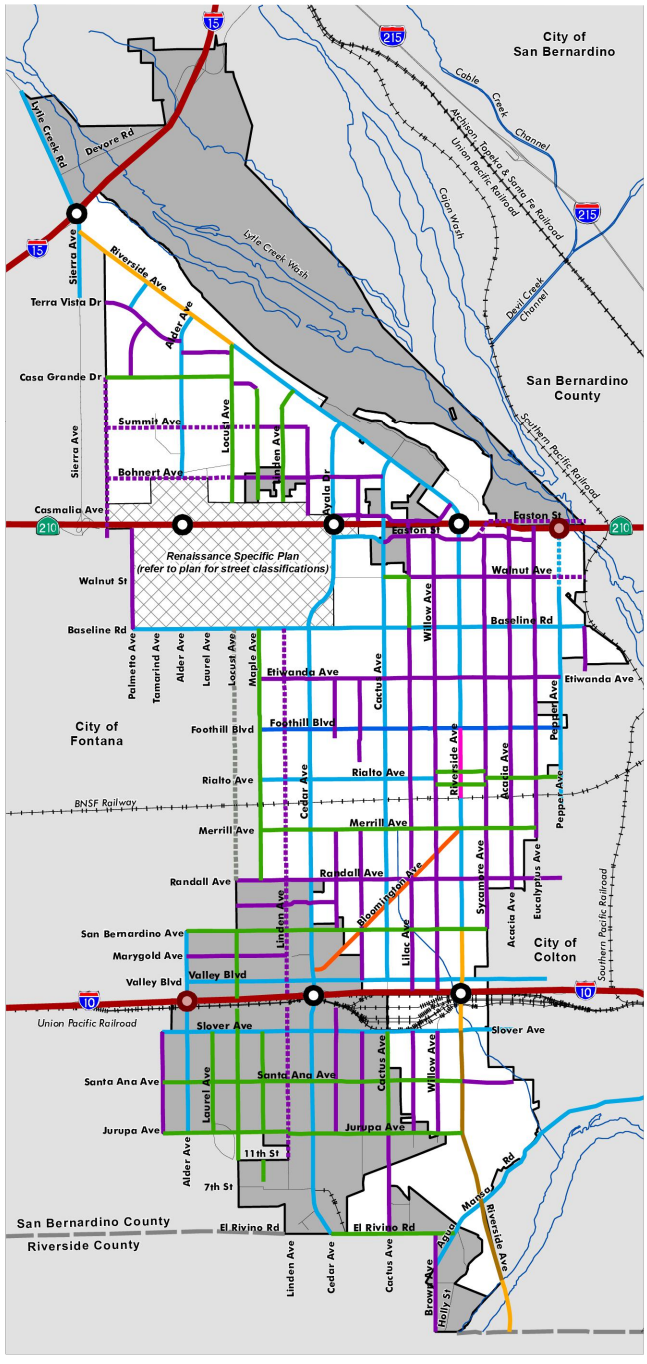
The General Plan Circulation Element references the Renaissance Specific Plan for roadway designations for the project site and the surrounding vicinity. The original Renaissance Specific Plan was approved in 2010. An amendment to the specific plan – the Renaissance Specific Plan Amendment (RSPA) was approved in December 2016. A copy of the RSPA Vehicular Circulation Plan is provided on Figure 5. Designated truck routes in the RSPA area are shown on Figure 6. Project truck traffic is assumed to use the designated truck route system to access the freeway. Beyond the Specific Plan area, Alder Avenue, Locust Avenue, and Ayala Drive continue as truck routes to the north, with only Ayala Drive continuing as a truck route to the south (changing name to Cedar Avenue at Baseline Road). Baseline Road and Casmalia Avenue continue to the west as truck routes outside the Specific Plan area, and Baseline Road continues as a truck route to the east.

## F. Transit Service

Transit service to the project area is provided via the OmniTrans transit lines and Riverside Transit Authority transit lines, which serve various cities in San Bernardino and Riverside. Bus stops in the project vicinity are located along Alder Avenue and Casa Grande Drive, approximately 0.5 mile to the north and Riverside Avenue and Cactus Avenue approximately 1.5 mile to the east. A description of the bus route serving the project area is provided below.

OmniTrans Route 22 operates between the City of Rialto and the City of Colton through Rialto along Riverside Avenue in the project vicinity. Route 22 operates on weekdays from 5:05 AM to 10:14 PM with approximately 1-hour headways, on Saturdays from 7:13 AM to 7:28 PM with approximately 1-hour headways, and on Sundays from 7:28 AM to 7:28 PM with approximately 1-hour headways. Route 22 has a transfer point with Route 312 at the intersection of W Renaissance Parkway and N Linden Avenue.

NOT TO SCALE




## Street Classification

Existing right-of-ways are indicated with a solid line, proposed right-of-ways are indicated with a dotted line, and right-of-ways outside the planning area are indicated with a gray line.

- Freeway
- Major Arterial Highway
- Major Arterial
- Major Arterial
- Modified Major Arterial I
- Modified Major Arterial II
- Modified Arterial I
- Modified Arterial II
- Secondary Arterial
- Secondary Arterial
- Secondary Arterial
- Collector Street
- Collector Street

## Freeway Interchanges

- Existing Interchange
- Planned Future Interchange

## Base Map Features

- Rialto Incorporated Area
- Rialto Sphere of Influence
- County Boundary
- Local Road
- Railroad
- Hydrological Feature

Source: Iteris, Inc. (2008)

0 0.5 1 1.5 2 Miles

# FIGURE 5
# CITY OF RIALTO GENERAL PLAN
# CIRCULATION ELEMENT

NOT TO SCALE

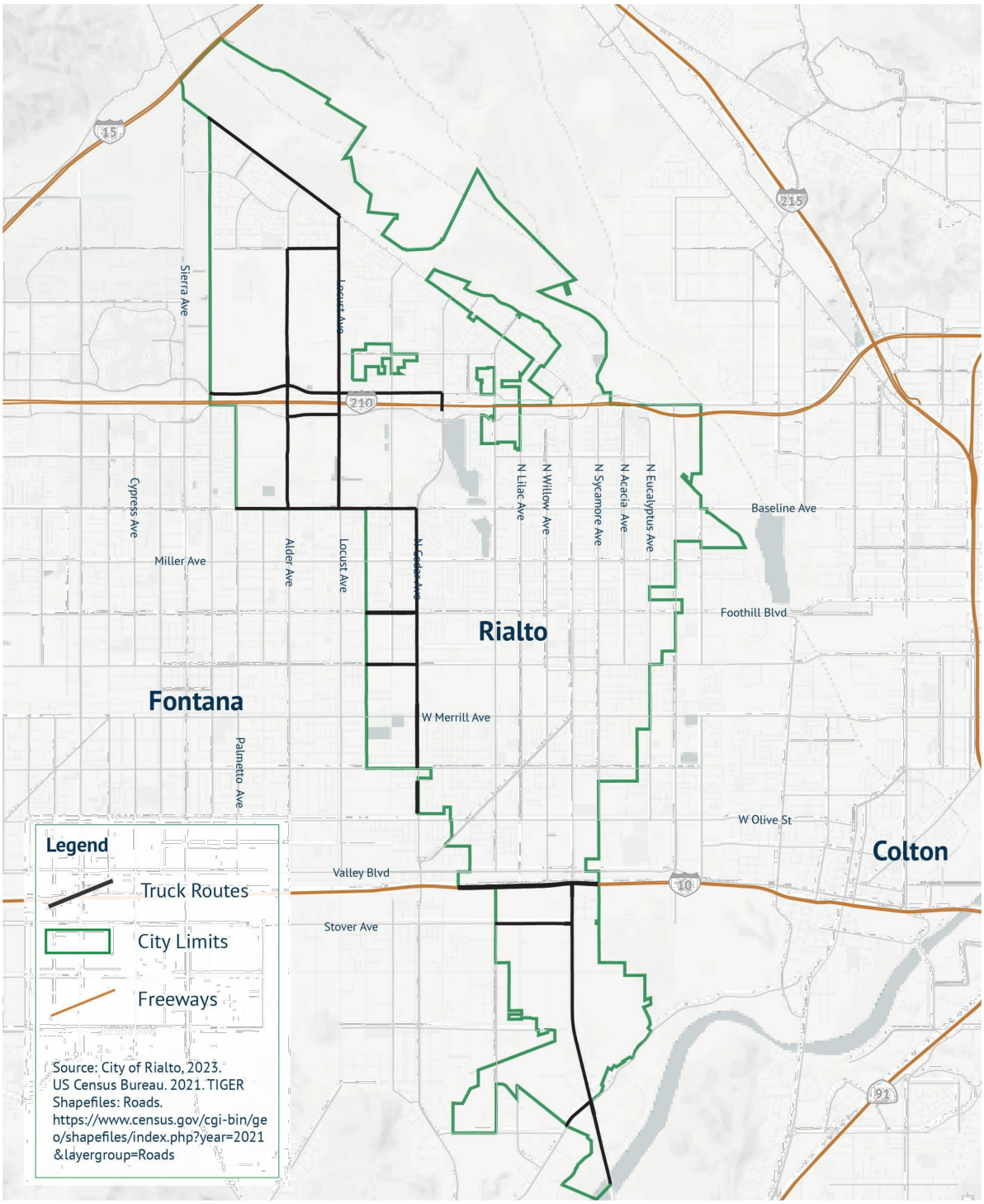



**FIGURE 6**
**CITY OF RIALTO TRUCK ROUTES**

# III. PROJECTED FUTURE TRAFFIC

## A. Opening Year 2026

An ambient growth rate of 2.0% per year to Opening Year 2026 was applied to existing peak hour traffic volumes to develop Opening Year 2026 forecasts. Peak hour traffic volumes for Opening Year 2026 are shown on Figure 7.

*Peak Hour Operating Conditions*

Intersection Level of Service analysis was conducted for Opening Year 2026 and the results are shown on Table 3. Intersection analysis worksheets for this scenario are provided in *Appendix D*.

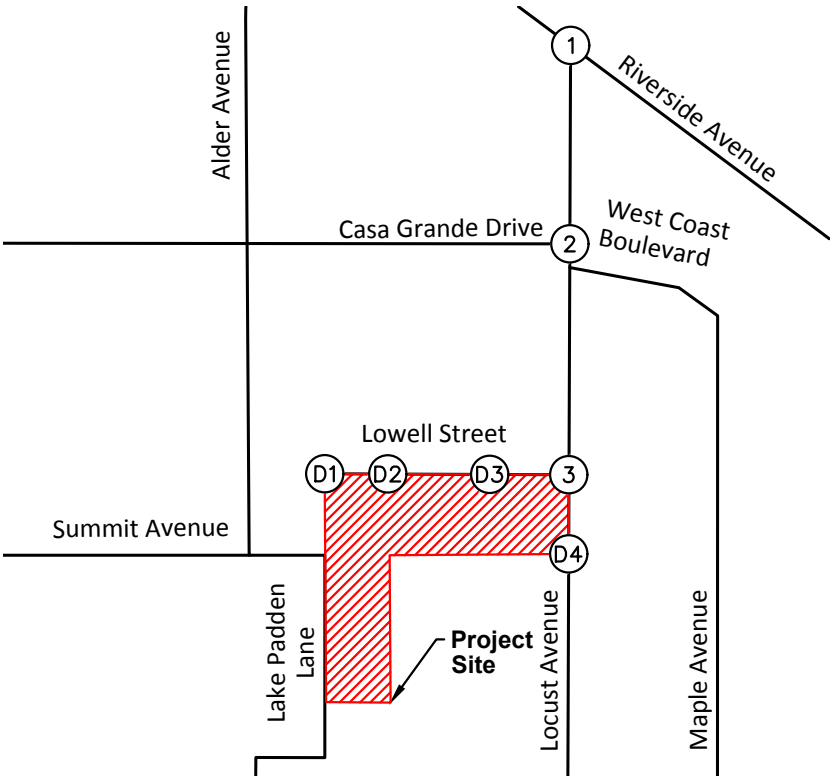
Review of this table indicates that with the addition of ambient growth, the following study intersection would operate at an unacceptable Level of Service:

- #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
- #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

*Daily Roadway Operating Conditions*

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Opening Year 2026 (Existing Plus Growth) conditions are shown on Table 4.

Review of this table indicates that the study roadway segments would continue to operate within their current Level of Service D capacity with the addition of ambient growth traffic.




| 1. Locust Avenue at Riverside Avenue | 2. Locust Avenue at Casa Grande Drive | 3. Locust Avenue at Lowell Street | D1. Lowell Street at Project Driveway 1 |
|---|---|---|---|
| 479(630) ← 263(155) ←<br>661(536) → 134(105) →<br>83(126) ↑ 180(147) ↑ | 18(89) → 387(190) →<br>25(77) → 235(289) →<br>122(243) ↑ 273(247) ↑ | 16(4) → 603(508) →<br>8(13) → 15(49) →<br>20(6) ↑ 403(473) ↑ | FUTURE INTERSECTION |
| D2. Lowell Street at Project Driveway 2 | D3. Lowell Street at Project Driveway 3 | D4. Locust Avenue at Project Driveway 4 | |
| FUTURE INTERSECTION | FUTURE INTERSECTION | FUTURE INTERSECTION | |

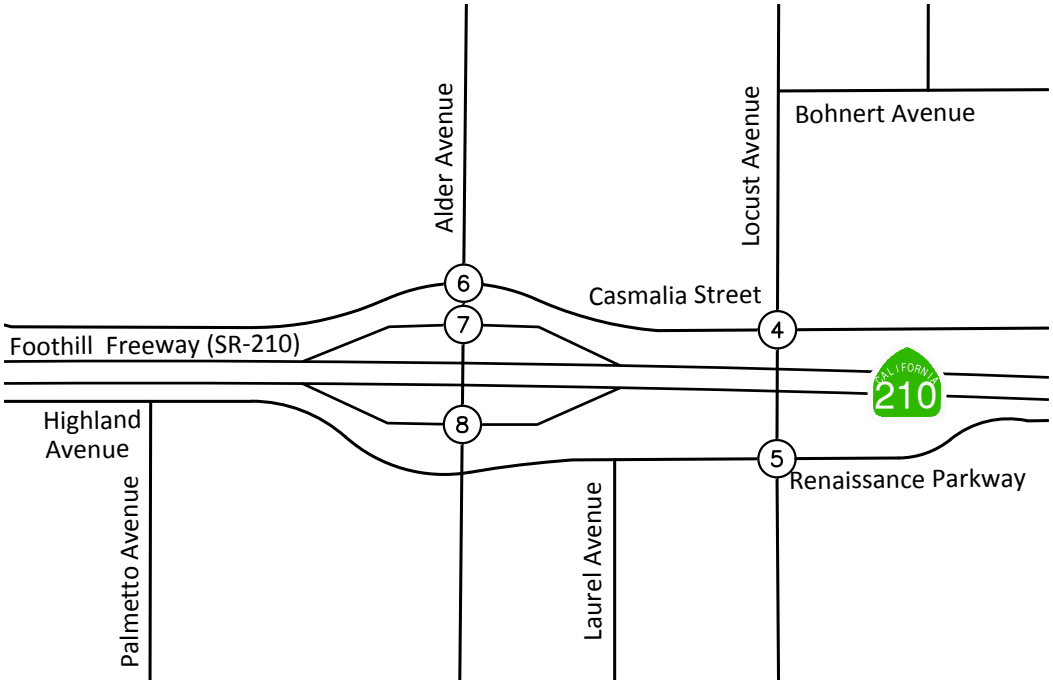
LEGEND:

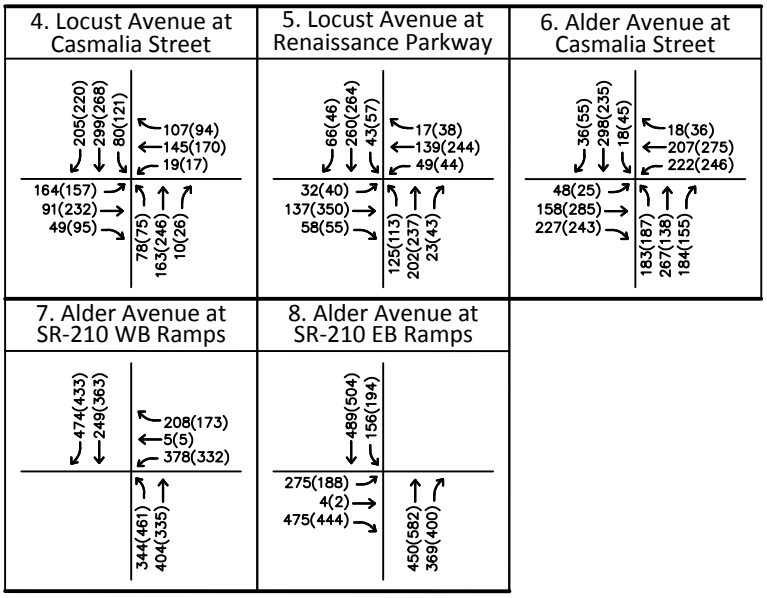
(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 7A**
**OPENING YEAR 2026**
**TRAFFIC VOLUMES**

NOT TO SCALE




LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 7B**
**OPENING YEAR 2026**
**TRAFFIC VOLUMES**

TABLE 3
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2026 WITHOUT PROJECT CONDITIONS

| Int. # | Intersection | Traffic Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|
| | | | Delay | LOS | Delay | LOS |
| 1 | Locust Avenue at Riverside Avenue | S | 24.5 | C | 18.6 | B |
| 2 | Locust Avenue at Casa Grande Drive | U | 21.8 | C | 36.2 | E |
| 3 | Locust Avenue at Lowell Street | U | 21.9 | C | 19.7 | C |
| 4 | Locust Avenue at Casmalia Street | S | 22.7 | C | 23.9 | C |
| 5 | Locust Avenue at Renaissance Parkway | S | 21.4 | C | 23.4 | C |
| 6 | Alder Avenue at Casmalia Street | S | 26.0 | C | 27.7 | C |
| 7 | Alder Avenue at SR-210 WB Ramps | S | 31.5 | C | 36.0 | D |
| 8 | Alder Avenue at SR-210 EB Ramps | S | 42.8 | D | 59.9 | E |
| D1 | Lowell Street at Project Driveway 1 | U | Future Intersection | | | |
| D2 | Lowell Street at Project Driveway 2 | U | Future Intersection | | | |
| D3 | Lowell Street at Project Driveway 3 | U | Future Intersection | | | |
| D4 | Locust Avenue at Project Driveway 4 | U | Future Intersection | | | |

Note:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- S = Unsignalized
- U = Unsignalized

TABLE 4
SUMMARY OF ROADWAY SEGMENT ANALYSIS
OPENING YEAR 2026 CONDITIONS

| Roadway | Segment | Existing ADT | Opening Year 2026 (Existing Plus Growth) Base ADT | LOS **D** Capacity | LOS **D** or Better? |
|---|---|---|---|---|---|
| Locust Avenue | Lowell Street to Persimmon Avenue | 9,780 | 10,200 | 21,999 | Yes |
| Casmalia Street | Locust Avenue to Laurel Avenue | 10,393 | 10,800 | 21,999 | Yes |
| Riverside Avenue | Alder Avenue to Locust Avenue | 14,807 | 15,400 | 32,999 | Yes |

## B. Project Traffic

### 1. Project Trip Generation

A trip generation analysis has been prepared to determine the estimated traffic to be generated by the proposed project. Trip generation estimates are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip generation rates for Warehousing (ITE 150). Trip generation rates and the resulting trip generation estimates for the proposed project are summarized on Table 5. The project is estimated to generate 683 passenger car (PC) trips on a daily basis with 68 PC trips in the morning peak hour and 72 PC trips in the evening peak hour; and 455 truck trips on a daily basis with 45 truck trips in the morning peak hour and 48 truck trips in the evening peak hour.

Passenger car equivalent (PCE) factors were then applied to the truck types, based on number of axles (1.5 for 2-axle trucks, 2.0 PCE for 3-axle trucks, and 3.0 for 4+ axle trucks) to determine the total PCE volumes generated by the project. The project is estimated to generate 1,908 daily PCE trips, with 189 PCE trips in the morning peak hour, and 200 PCE trips in the evening peak hour.

### 2. Trip Distribution and Assignment

Trip distribution assumptions for the project were developed by considering the proposed site use, and the routes to and from the freeway system for the warehouse trucks. Separate distribution patterns were assumed for passenger car trips and truck trips. Trip distribution patterns are shown on Figure 8. Trip distribution percentages at each study intersection were applied to the project trip generation to determine the project trips through each intersection. The resulting project-related peak hour trips at the study intersections are shown on Figure 9.

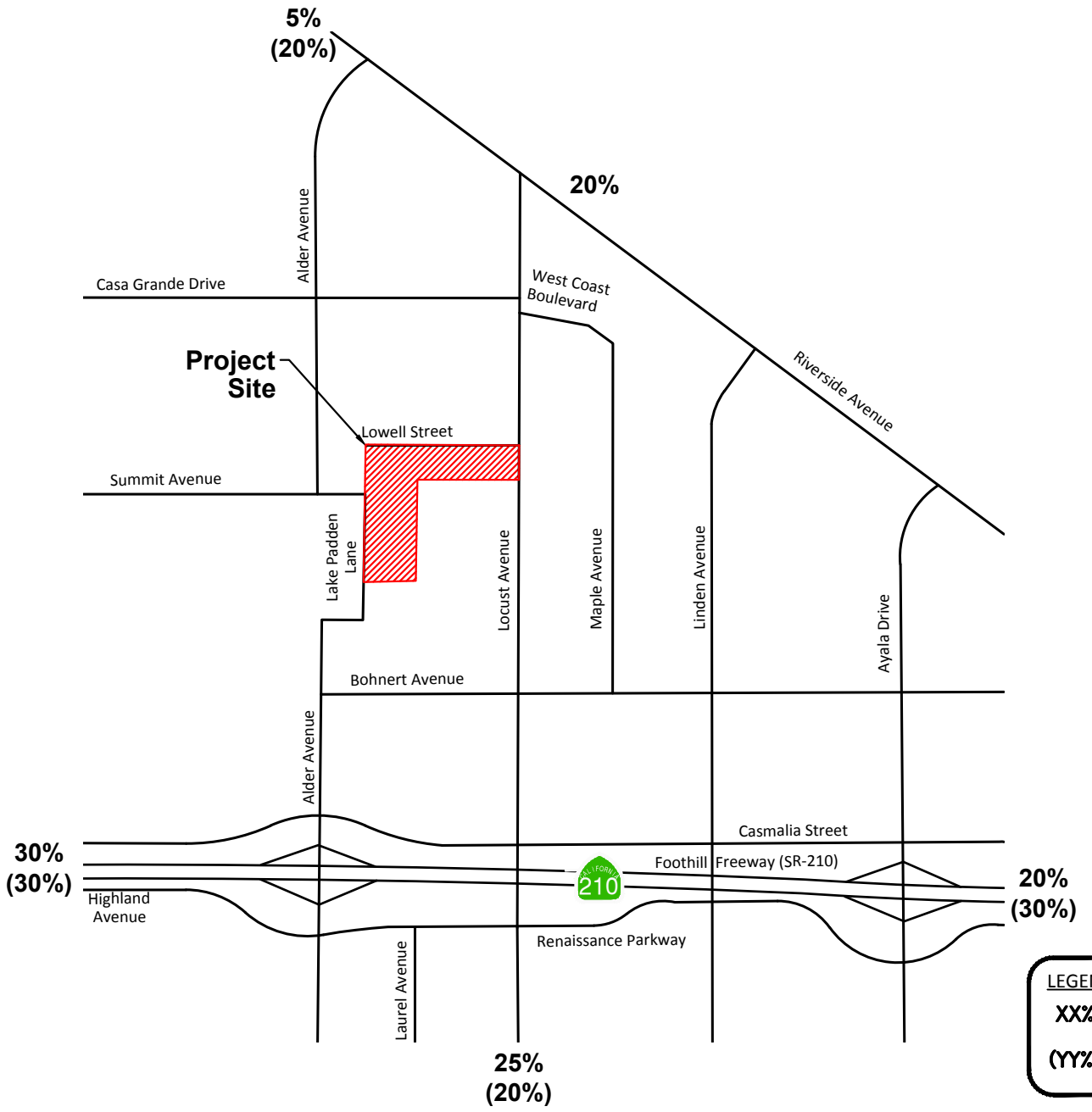
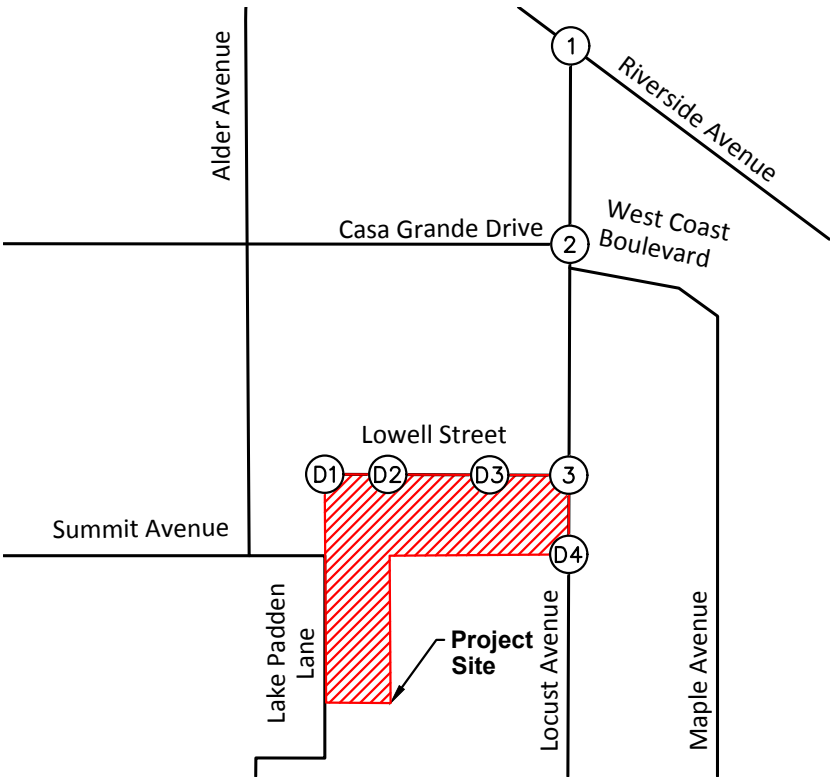
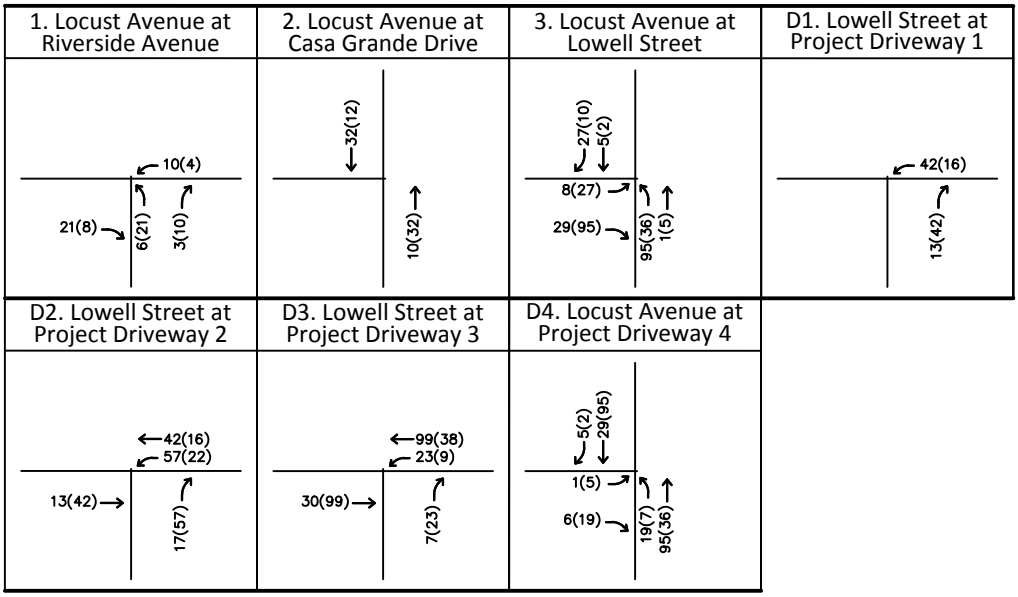



**FIGURE 8**
**PROJECT TRIP DITRIBUTION**



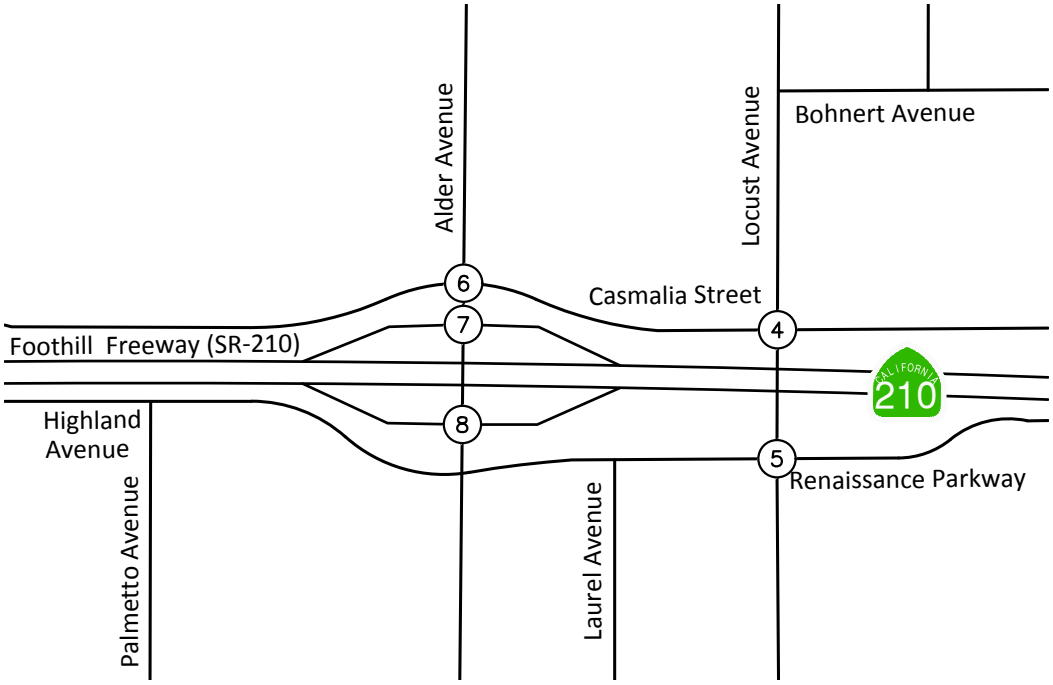

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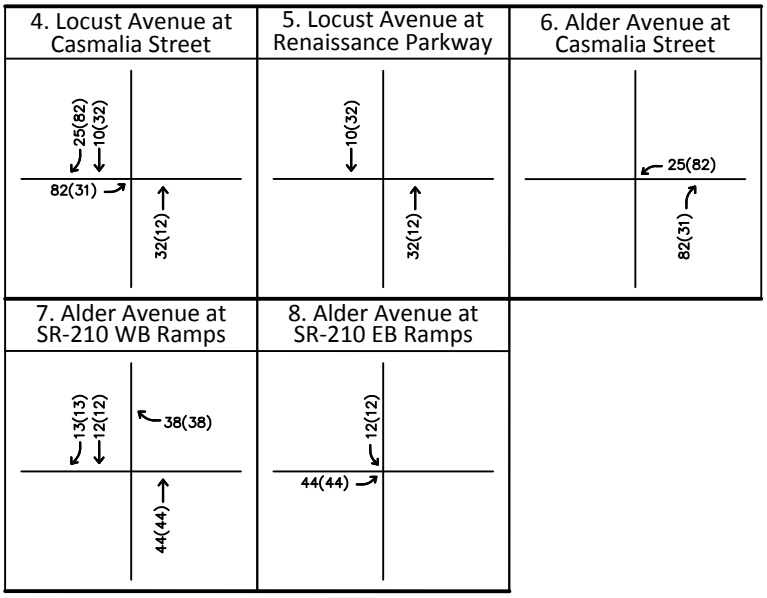
(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 9A**
**PROJECT-RELATED TRAFFIC VOLUMES**

NOT TO SCALE




LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 9B**
**PROJECT-RELATED TRAFFIC VOLUMES**

Kimley»Horn

TABLE 5
SUMMARY OF PROJECT TRIP GENERATION

| Land Use | ITE Code | Unit | Trip Generation Rates [1] | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Warehousing | 150 | KSF | 1.710 | 0.131 | 0.039 | 0.17 | 0.050 | 0.130 | 0.18 |

| Land Use | | Quantity | Unit | Trip Generation Estimates | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | | In | Out | Total | In | Out | Total |
| Warehousing | | 665.410 | KSF | 1,138 | 87 | 26 | 113 | 33 | 87 | 120 |
| Passenger Vehicles | 60.00% | | | 683 | 52 | 16 | 68 | 20 | 52 | 72 |
| Trucks | 40.00% | | | 455 | 35 | 10 | 45 | 13 | 35 | 48 |

WAREHOUSING PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

| Vehicle Type | Vehicle Mix [2] | Daily Vehicles | PCE Factor [2] | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Daily | In | Out | Total | In | Out | Total |
| Passenger Vehicles | 60.00% | 683 | 1.0 | 683 | 52 | 16 | 68 | 20 | 52 | 72 |
| 2-Axle Trucks | 0.80% | 9 | 1.5 | 14 | 1 | 0 | 1 | 0 | 1 | 1 |
| 3-Axle Trucks | 11.20% | 127 | 2.0 | 254 | 19 | 6 | 25 | 7 | 19 | 26 |
| 4+ Axle Trucks | 28.00% | 319 | 3.0 | 957 | 73 | 22 | 95 | 28 | 73 | 101 |
| Total Truck PCE Trips | | | | 1,225 | 93 | 28 | 121 | 35 | 93 | 128 |
| Total Project PCE Trips | | | | 1,908 | 145 | 44 | 189 | 55 | 145 | 200 |

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition
[2] Source: City of Rialto Traffic Impact Analysis Report Guidelines and Requirements

C. Opening Year 2026 Plus Project

*Peak Hour Operating Conditions*

Project-related trips were added to Opening Year 2026 traffic volumes to develop forecasts for the Opening Year 2026 Plus Project scenario. The resulting peak hour traffic volumes are shown on Figure 10. Intersection Level of Service analysis was conducted for the Opening Year 2026 Plus Project conditions. The results of the intersection analysis are shown on Table 6. Intersection analysis worksheets for this scenario are provided in *Appendix D*.

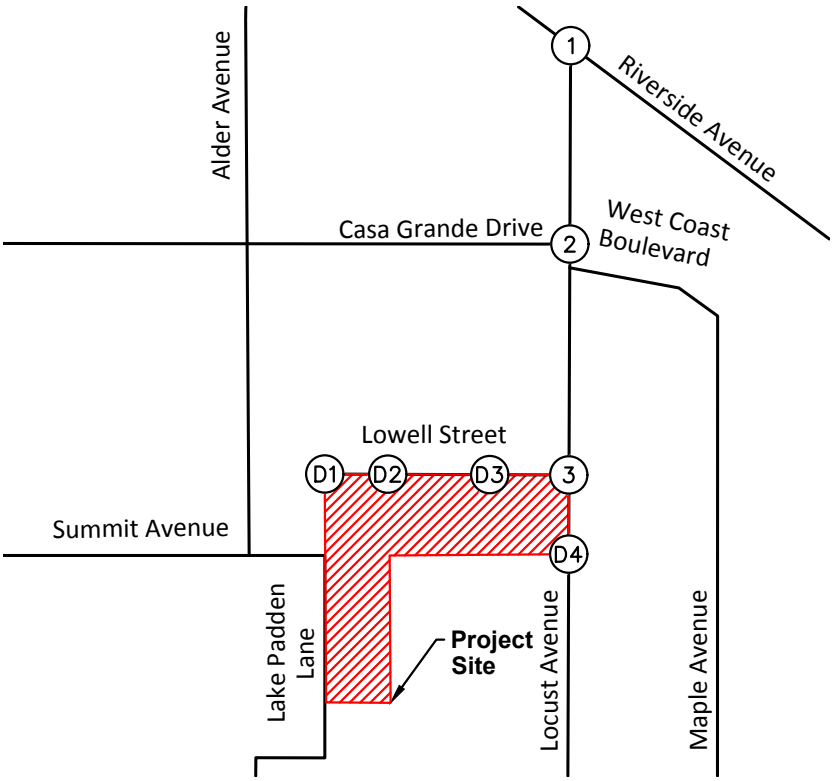
Review of this table indicates that with the addition of Project traffic, the following study intersections would operate at an unacceptable Level of Service:

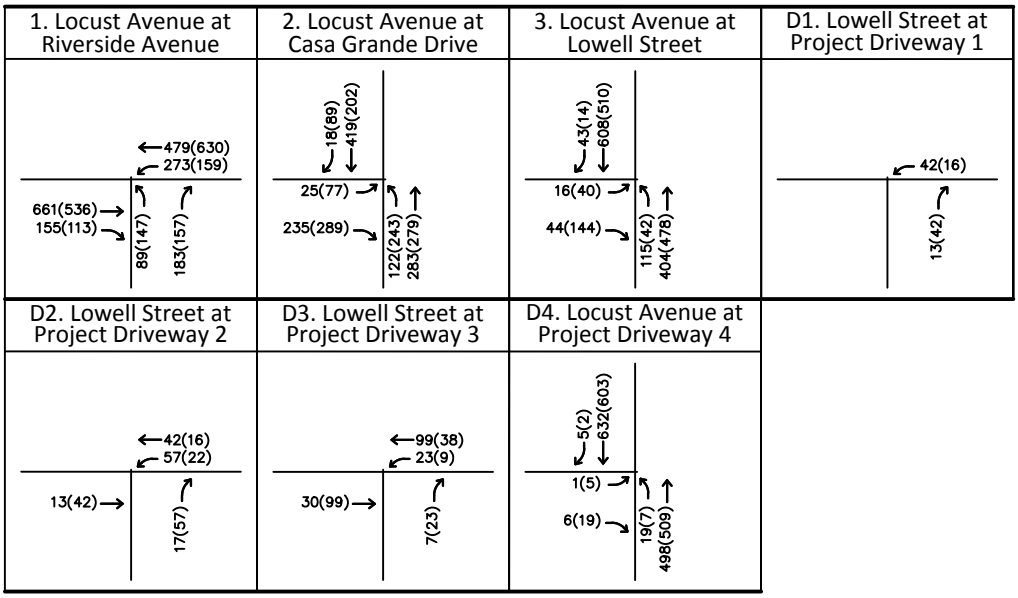
- #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
- #3 – Locust Avenue at Lowell Street: AM – LOS E; PM – LOS F
- #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

*Daily Roadway Operating Conditions*

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Opening Year 2026 Plus Project conditions are shown on Table 7.

Review of this table indicates that the study roadway segments would continue to operate within their current Level of Service D capacity with the addition of Project traffic.



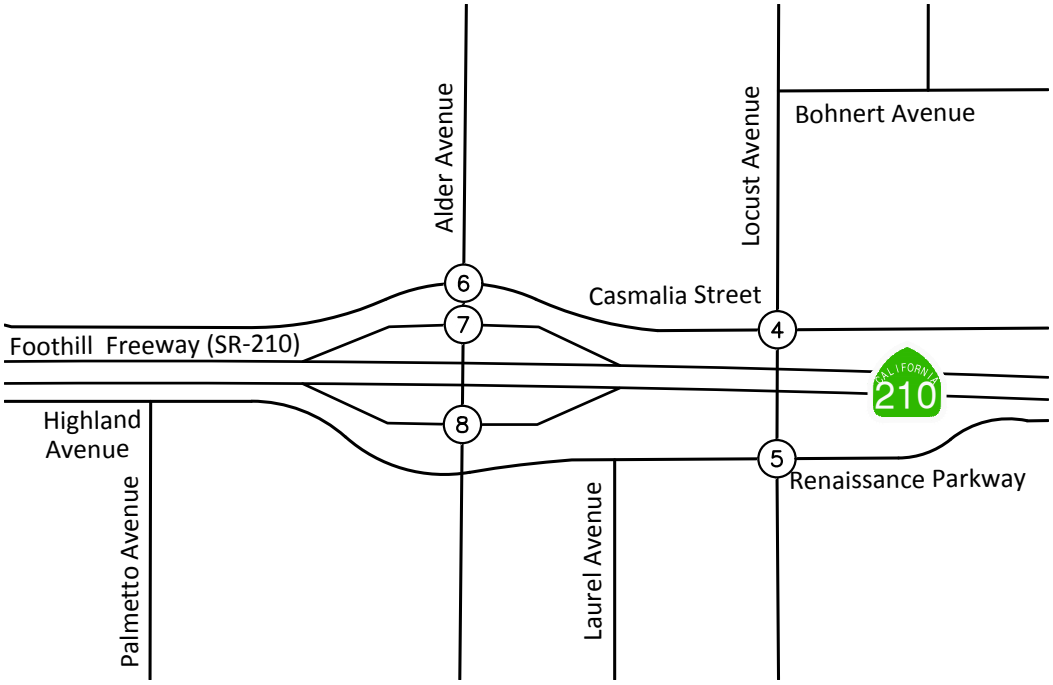

LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 10A**
**OPENING YEAR 2026 PLUS PROJECT TRAFFIC VOLUMES**

NOT TO SCALE



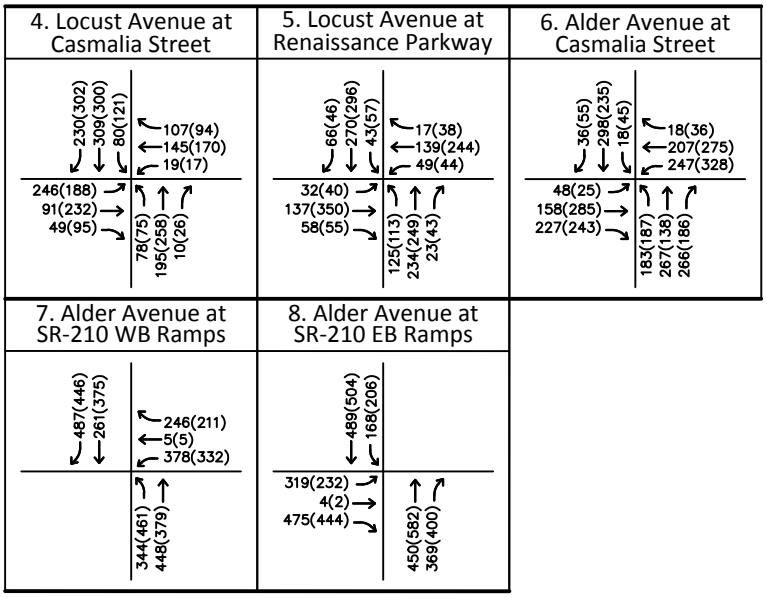




**FIGURE 10B**
**OPENING YEAR 2026 PLUS PROJECT TRAFFIC VOLUMES**

LEGEND:
(X) = Study Intersection
XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

TABLE 6
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2026 PLUS PROJECT CONDITIONS

| Int. # | Intersection | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Without Project | | With Project | | Change in Delay | Infrastructure Deficiency? | Without Project | | With Project | | Change in Delay | Infrastructure Deficiency? |
| | | Delay | LOS | Delay | LOS | | | Delay | LOS | Delay | LOS | | |
| 1 | Locust Avenue at Riverside Avenue | 24.5 | C | 25.6 | C | 1.1 | No | 18.6 | B | 18.9 | B | 0.3 | No |
| 2 | Locust Avenue at Casa Grande Drive | 21.8 | C | 24.1 | C | 2.3 | No | 36.2 | E | 43.3 | E | 7.1 | Yes |
| 3 | Locust Avenue at Lowell Street | 21.9 | C | 40.5 | E | 18.6 | Yes | 19.7 | C | 62.9 | F | 43.2 | Yes |
| 4 | Locust Avenue at Casmalia Street | 22.7 | C | 25.0 | C | 2.3 | No | 23.9 | C | 24.5 | C | 0.6 | No |
| 5 | Locust Avenue at Renaissance Parkway | 21.4 | C | 21.0 | C | -0.4 | No | 23.4 | C | 23.2 | C | -0.2 | No |
| 6 | Alder Avenue at Casmalia Street | 26.0 | C | 26.1 | C | 0.1 | No | 27.7 | C | 29.3 | C | 1.6 | No |
| 7 | Alder Avenue at SR-210 WB Ramps | 31.5 | C | 32.0 | C | 0.5 | No | 36.0 | D | 36.4 | D | 0.4 | No |
| 8 | Alder Avenue at SR-210 EB Ramps | 42.8 | D | 43.2 | D | 0.4 | No | 59.9 | E | 60.1 | E | 0.2 | No |
| D1 | Lowell Street at Project Driveway 1 | - | - | 8.4 | A | - | - | - | - | 8.5 | A | - | - |
| D2 | Lowell Street at Project Driveway 2 | - | - | 8.4 | A | - | - | - | - | 8.7 | A | - | - |
| D3 | Lowell Street at Project Driveway 3 | - | - | 8.5 | A | - | - | - | - | 8.9 | A | - | - |
| D4 | Locust Avenue at Project Driveway 4 | - | - | 14.6 | B | - | - | - | - | 15.3 | C | - | - |

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 7
SUMMARY OF ROADWAY SEGMENT ANALYSIS
OPENING YEAR 2026 PLUS PROJECT CONDITIONS

| Roadway | Segment | Opening Year 2026 (Existing Plus Growth) Base ADT | Project ADT | Opening Year (Existing Plus Growth) Plus Project ADT | LOS **D** Capacity | LOS **D** or Better? |
|---|---|---|---|---|---|---|
| Locust Avenue | Lowell Street to Persimmon Avenue | 10,200 | 1,494 | 11,694 | 21,999 | Yes |
| Casmalia Street | Locust Avenue to Laurel Avenue | 10,800 | 1,078 | 11,878 | 21,999 | Yes |
| Riverside Avenue | Alder Avenue to Locust Avenue | 15,400 | 280 | 15,680 | 32,999 | Yes |

## D. Opening Year 2026 Cumulative Conditions

### 1. Cumulative Projects

In addition to ambient growth, traffic volumes for cumulative projects (approved and pending projects) were added to the Opening Year 2026 peak hour traffic volumes. Cumulative Projects consist of any project that has been approved and is not yet occupied, and projects that are in various stages of the application and approval process, but have not yet been approved.

### 2. Cumulative Projects Trip Generation

Trip generation information for the Cumulative Projects was derived either from approved traffic studies, where available; or developed by Kimley-Horn if approved traffic studies were not available. Project information and trip generation assumptions for Cumulative Projects are provided in *Appendix E*.

### 3. Cumulative Projects Trip Distribution and Assignment

Likewise, trip distribution and assignment for the Cumulative Projects were either derived from approved traffic studies, where available; or were developed by Kimley-Horn if approved traffic studies were not available. Trip distribution assumptions for Cumulative Projects are provided in *Appendix E*.

A summary of Cumulative Projects in the project vicinity and the trip generation associated with each is provided on Table 8. The locations of the Cumulative Projects are shown on Figure 11. Cumulative Project volumes are shown on Figures 12.

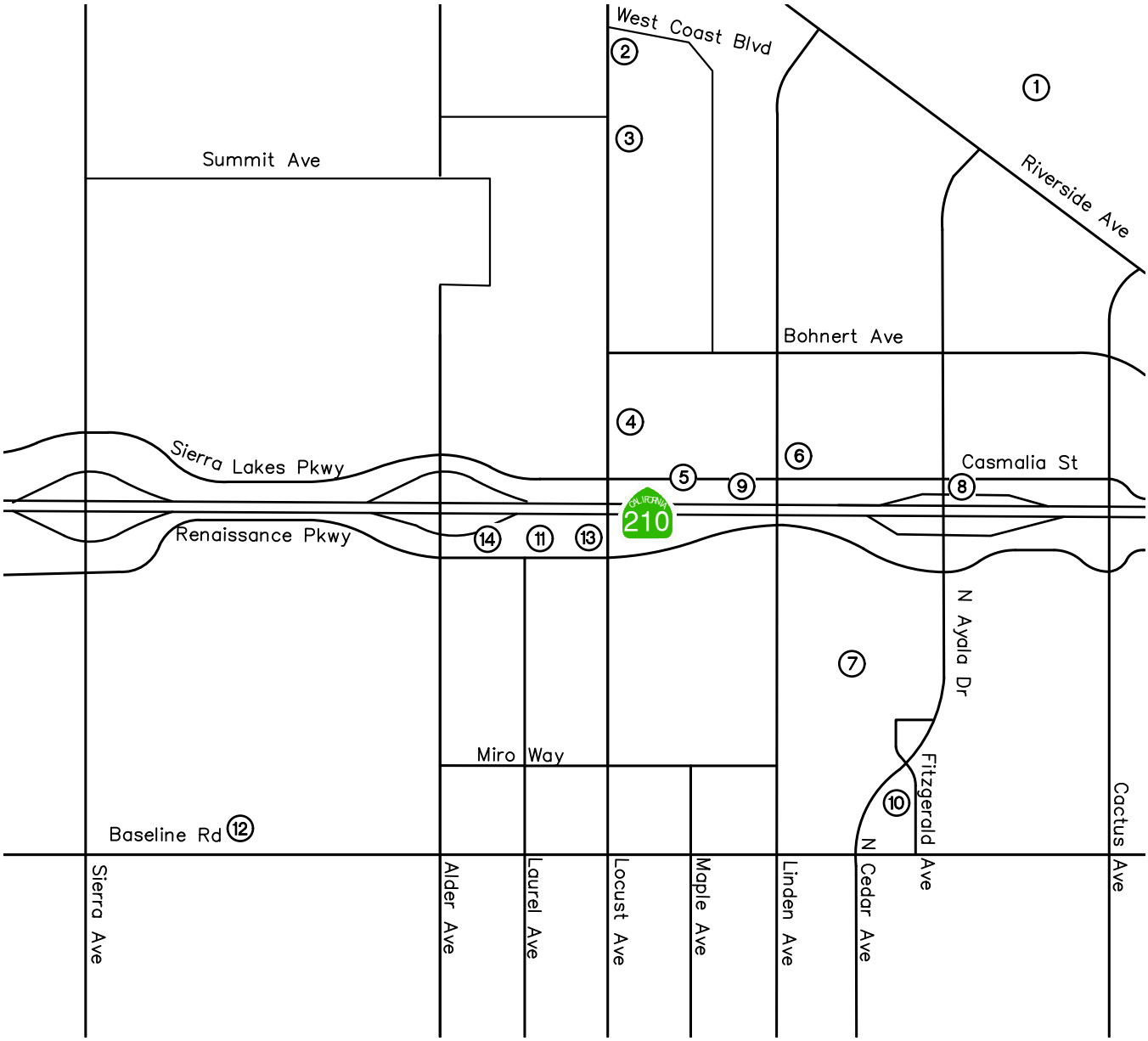
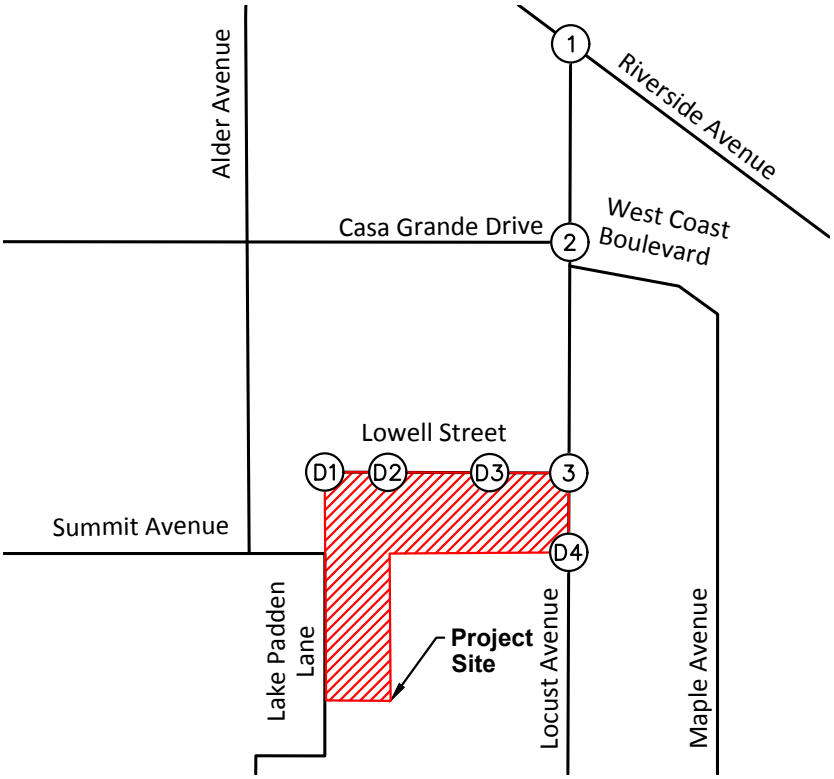
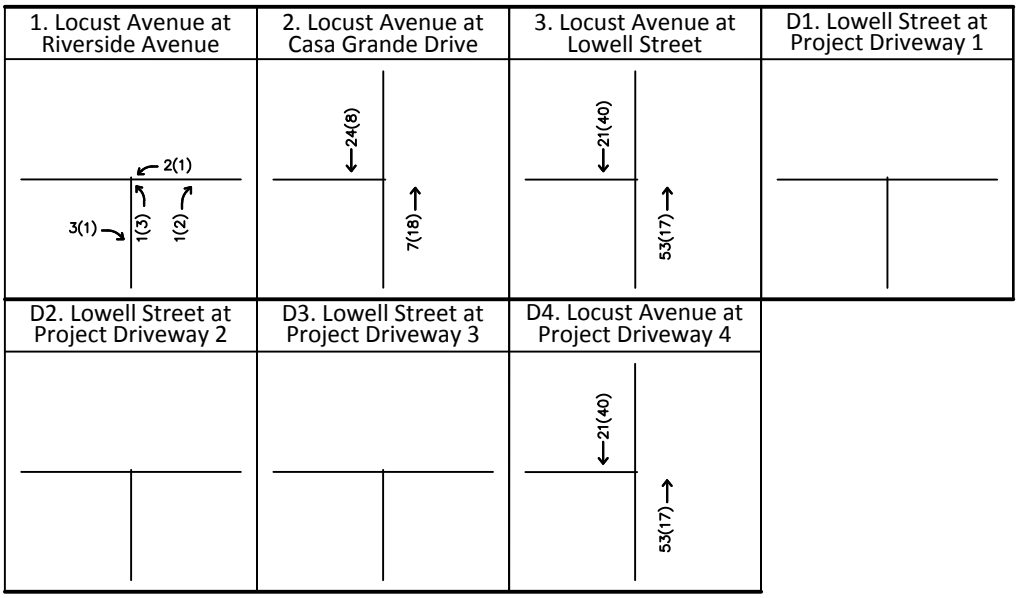



**FIGURE 11**
**LOCATION OF CUMULATIVE PROJECTS**



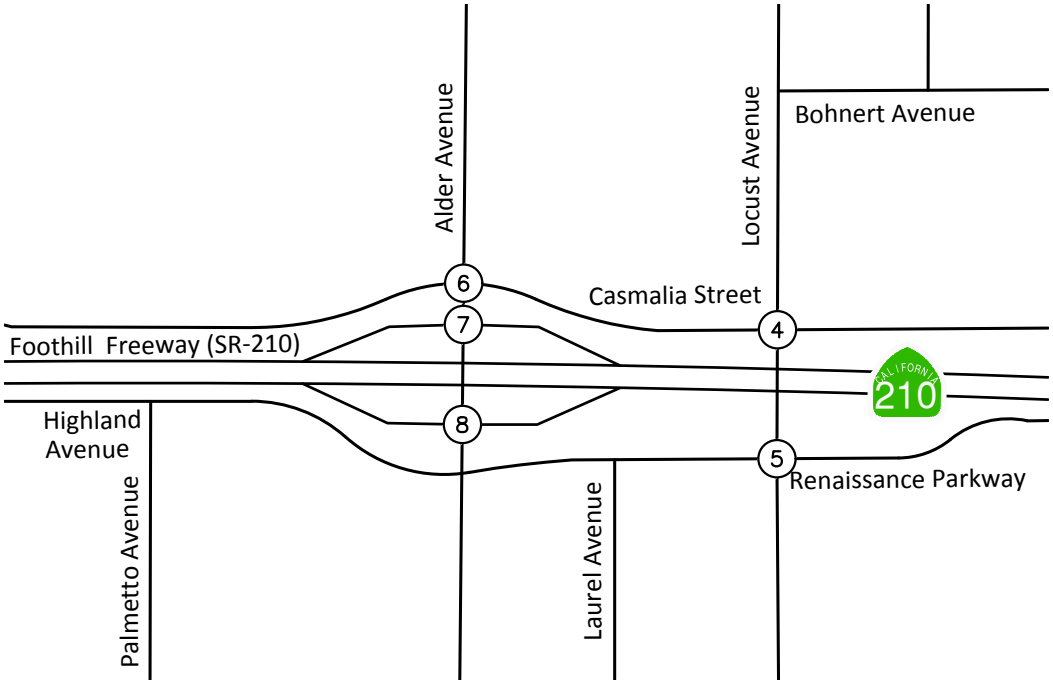

LEGEND:

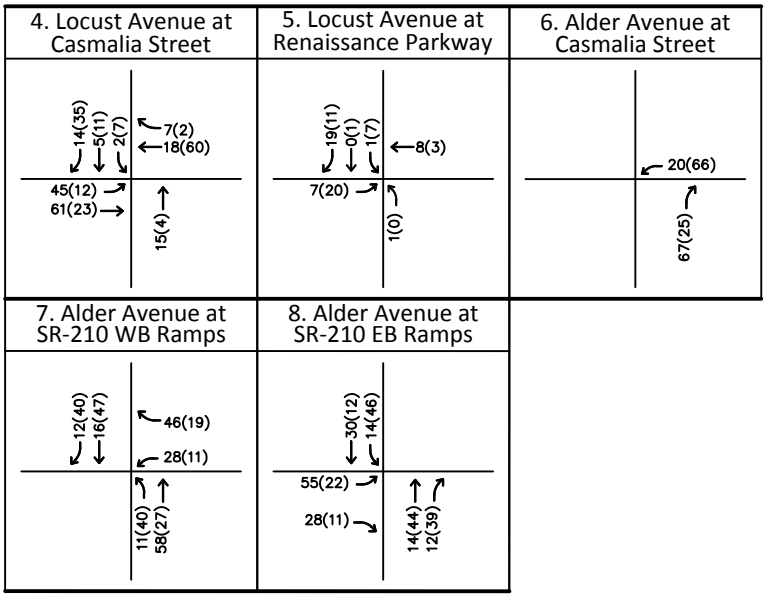
(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 12A**
**CUMULATIVE PROJECT TRAFFIC VOLUMES**

NOT TO SCALE




LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 12B**
**CUMULATIVE PROJECT TRAFFIC VOLUMES**

TABLE 8
SUMMARY OF CUMULATIVE PROJECTS

| Project # | Land Use | Quantity | Units | Trip Generation Estimates | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | AM Peak Hour | | | PM Peak Hour | | |
| | | | | Daily | In | Out | Total | In | Out | Total |
| 1 | Single-Family Detached Housing (River Ranch) | 250 | DU | 2,358 | 46 | 130 | 176 | 148 | 87 | 235 |
| 2 | Warehouse (SEC Locust / West Coast) | 225.173 | KSF | 385 | 29 | 9 | 38 | 11 | 29 | 40 |
| 3 | Warehouse (SEC Locust / Lowell) | 99.636 | KSF | 170 | 13 | 4 | 17 | 5 | 13 | 18 |
| 4 | Warehouse (SEC Locust / Vineyard) | 191.000 | KSF | 327 | 25 | 7 | 32 | 10 | 25 | 35 |
| 5 | Warehouses (N/S & S/S Casmalia Btwn. Locust & Linden | 226.970 | KSF | 388 | 30 | 9 | 39 | 11 | 30 | 41 |
| 6 | Warehouse (NEC Casmalia / Linden) | 386.312 | KSF | 661 | 51 | 15 | 66 | 19 | 50 | 69 |
| 7 | Single-Family Detached Housing (Renaissance) | 429.000 | DU | 4,045 | 78 | 222 | 300 | 254 | 149 | 403 |
| 8 | Warehouse (SEC Casmalia / Cedar) | 53.873 | KSF | 92 | 7 | 2 | 9 | 3 | 7 | 10 |
| 9 | Warehouse (SWC Casmalia/Linden) | 116.429 | KSF | 199 | 15 | 5 | 20 | 6 | 15 | 21 |
| 10 | Crow Holdings (N/S Baseline E/O Ayala) | 668.524 | KSF | 1,163 | 88 | 26 | 114 | 34 | 93 | 127 |
| 11 | Orbis (NEC Renaissance and Laurel) | 135.408 | KSF | 236 | 18 | 5 | 23 | 7 | 19 | 26 |
| 12 | Warehouse II (Baseline and Palmetto NEC) | 90.726 | KSF | 158 | 12 | 4 | 16 | 5 | 13 | 18 |
| 13 | Orbis Rialto II (PCE) | 117.255 | KSF | 704 | 49 | 14 | 63 | 18 | 49 | 67 |
| 14 | Renaissance Planning Area 19 Warehouse | 168.143 | KSF | 1,005 | 65 | 20 | 85 | 23 | 65 | 88 |
| Total Project Trips | | | | 12,061 | 539 | 476 | 1,015 | 559 | 657 | 1,216 |

DU = Dwelling Units, KSF = 1,000 square feet

*Peak Hour Operating Conditions*

Cumulative Project peak hour traffic volumes were added to Opening Year 2026 traffic volumes to develop Opening Year 2026 Cumulative traffic volumes, which are shown on Figure 13. Intersection Level of Service analysis was conducted for the Opening Year 2026 Cumulative conditions. The results of the intersection analysis are shown on Table 9. Intersection analysis worksheets for this scenario are provided in *Appendix D.*

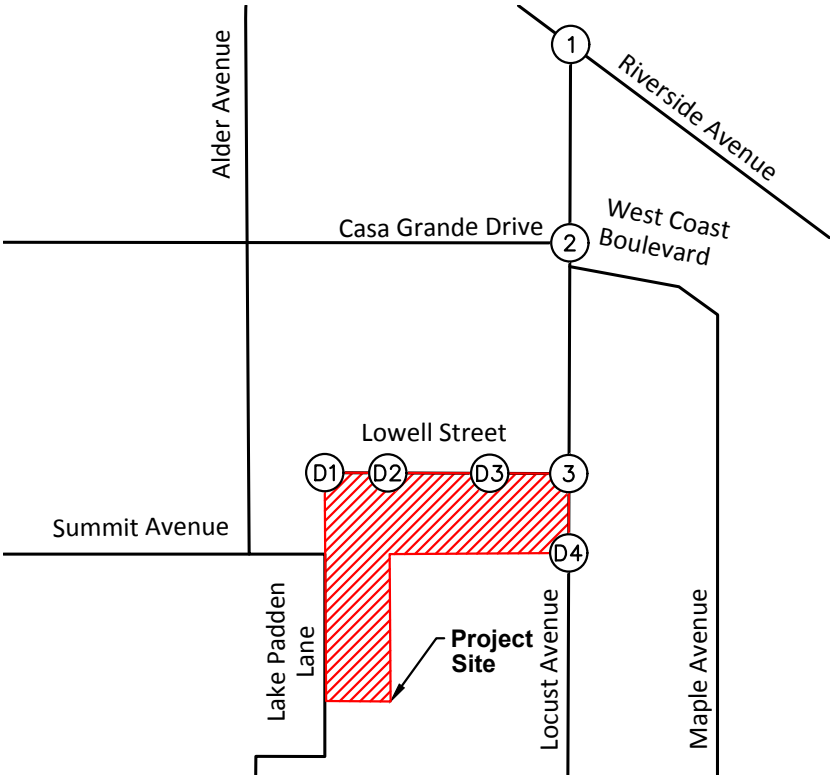
Review of this table indicates that with the addition of Cumulative Project traffic, the following study intersections would operate at an unacceptable Level of Service:

- #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
- #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

*Daily Roadway Operating Conditions*

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Opening Year 2026 Cumulative conditions are shown on Table 10.

Review of this table indicates that the study roadway segments would continue to operate within their current Level of Service D capacity with the addition of Project growth traffic.




| 1. Locust Avenue at Riverside Avenue | 2. Locust Avenue at Casa Grande Drive | 3. Locust Avenue at Lowell Street | D1. Lowell Street at Project Driveway 1 |
|---|---|---|---|
| ←479(630)<br>←265(156)<br>661(536)→<br>137(106)↘<br>84(129)↑<br>181(149)↑ | 18(89)↘<br>411(198)←<br>25(77)→<br>235(289)↘<br>122(243)↑<br>280(265)↑ | 16(4)↘<br>624(548)←<br>8(13)→<br>15(49)↘<br>20(6)↑<br>456(490)↑ | FUTURE INTERSECTION |
| **D2. Lowell Street at Project Driveway 2** | **D3. Lowell Street at Project Driveway 3** | **D4. Locust Avenue at Project Driveway 4** | |
| FUTURE INTERSECTION | FUTURE INTERSECTION | FUTURE INTERSECTION | |

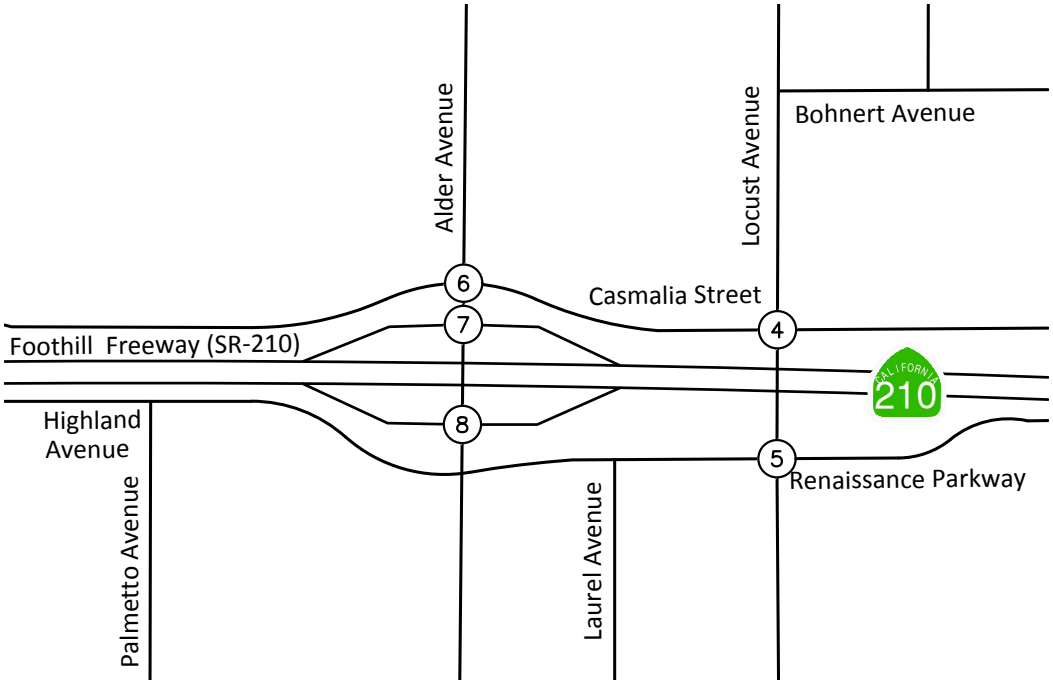
LEGEND:

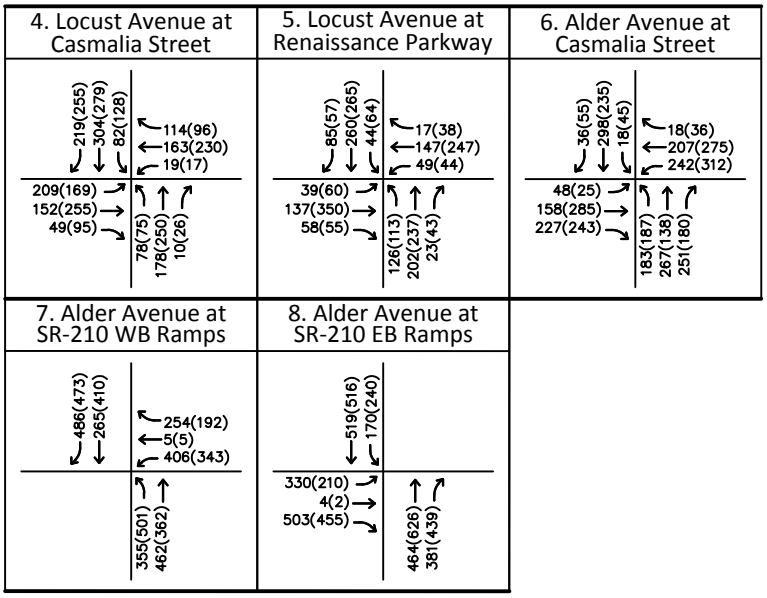
(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 13A**
**OPENING YEAR 2026 CUMULATIVE TRAFFIC VOLUMES**

NOT TO SCALE




LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 13B**
**OPENING YEAR 2026 CUMULATIVE TRAFFIC VOLUMES**

TABLE 9
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2026 CUMULATIVE WITHOUT PROJECT CONDITIONS

| Int. # | Intersection | Traffic Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|
| | | | Delay | LOS | Delay | LOS |
| 1 | Locust Avenue at Riverside Avenue | S | 24.6 | C | 18.6 | B |
| 2 | Locust Avenue at Casa Grande Drive | U | 23.4 | C | 40.2 | E |
| 3 | Locust Avenue at Lowell Street | U | 24.0 | C | 21.5 | C |
| 4 | Locust Avenue at Casmalia Street | S | 23.8 | C | 25.1 | C |
| 5 | Locust Avenue at Renaissance Parkway | S | 21.5 | C | 23.7 | C |
| 6 | Alder Avenue at Casmalia Street | S | 25.7 | C | 28.8 | C |
| 7 | Alder Avenue at SR-210 WB Ramps | S | 35.5 | D | 45.1 | D |
| 8 | Alder Avenue at SR-210 EB Ramps | S | 40.7 | D | 59.6 | E |
| D1 | Lowell Street at Project Driveway 1 | U | Future Intersection | | | |
| D2 | Lowell Street at Project Driveway 2 | U | Future Intersection | | | |
| D3 | Lowell Street at Project Driveway 3 | U | Future Intersection | | | |
| D4 | Locust Avenue at Project Driveway 4 | U | Future Intersection | | | |

Note:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- S = Unsignalized
- U = Unsignalized

TABLE 10
SUMMARY OF ROADWAY SEGMENT ANALYSIS
OPENING YEAR 2026 CUMULATIVE CONDITIONS

| Roadway | Segment | Opening Year 2026 (Existing Plus Growth) ADT | Cumulative Projects ADT | Opening Year 2026 Cumulative ADT | LOS **D** Capacity | LOS **D** or Better? |
|---|---|---|---|---|---|---|
| Locust Avenue | Lowell Street to Persimmon Avenue | 10,200 | 1,038 | 11,238 | 21,999 | Yes |
| Casmalia Street | Locust Avenue to Laurel Avenue | 10,800 | 1,564 | 12,364 | 21,999 | Yes |
| Riverside Avenue | Alder Avenue to Locust Avenue | 15,400 | 47 | 15,447 | 32,999 | Yes |

## E. Opening Year 2026 Cumulative Plus Project Conditions

*Peak Hour Operating Conditions*

Project-related trips were added to Opening Year 2026 Cumulative traffic volumes to develop forecasts for the Opening Year 2026 Cumulative Plus Project scenario. The resulting peak hour traffic volumes are shown on Figure 14. Intersection Level of Service analysis was conducted for the Opening Year 2026 Plus Project conditions. The results of the intersection analysis are shown on Table 11. Intersection analysis worksheets for this scenario are provided in *Appendix D*.

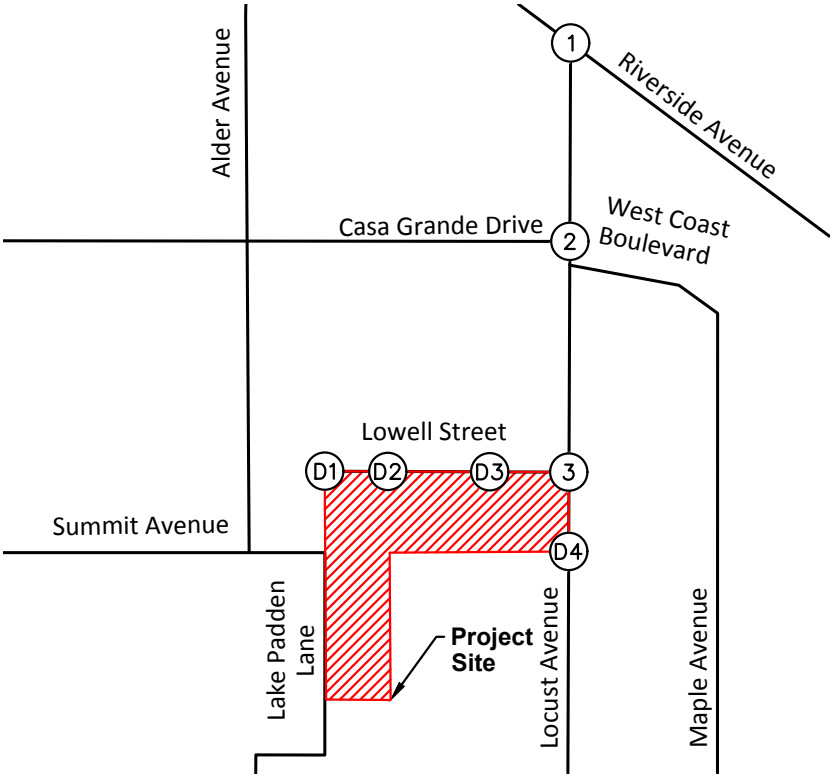
Review of this table indicates that with the addition of Project traffic, the following study intersections would operate at an unacceptable Level of Service:

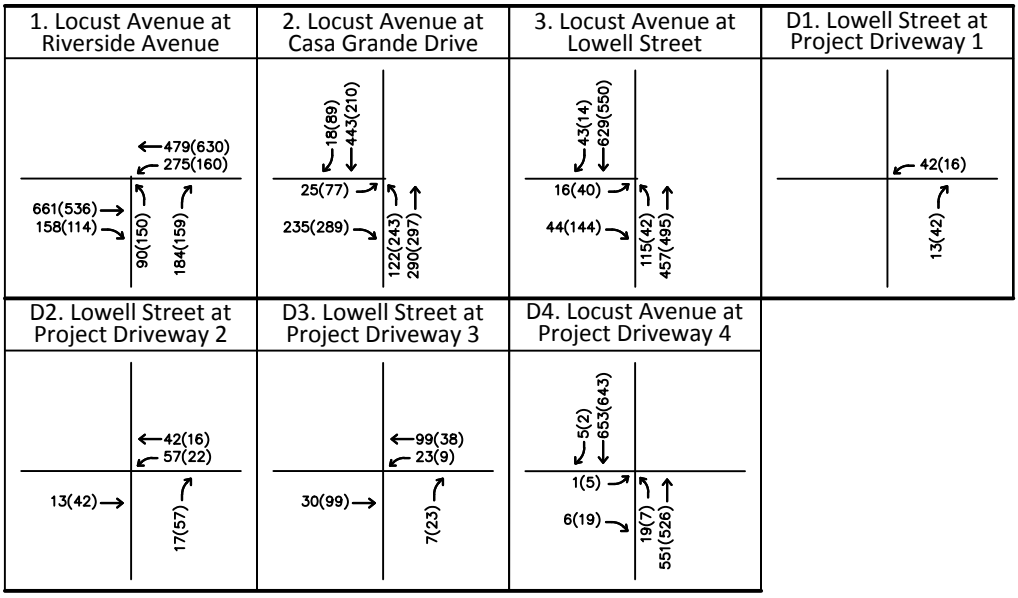
- #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
- #3 – Locust Avenue at Lowell Street: AM – LOS E; PM – LOS F
- #8 – Alder Avenue at SR-210 WB Ramps: PM – LOS E

*Daily Roadway Operating Conditions*

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Opening Year 2026 Cumulative Plus Project conditions are shown on Table 12.

Review of this table indicates that the study roadway segments would continue to operate within their current Level of Service D capacity with the addition of Project growth traffic.



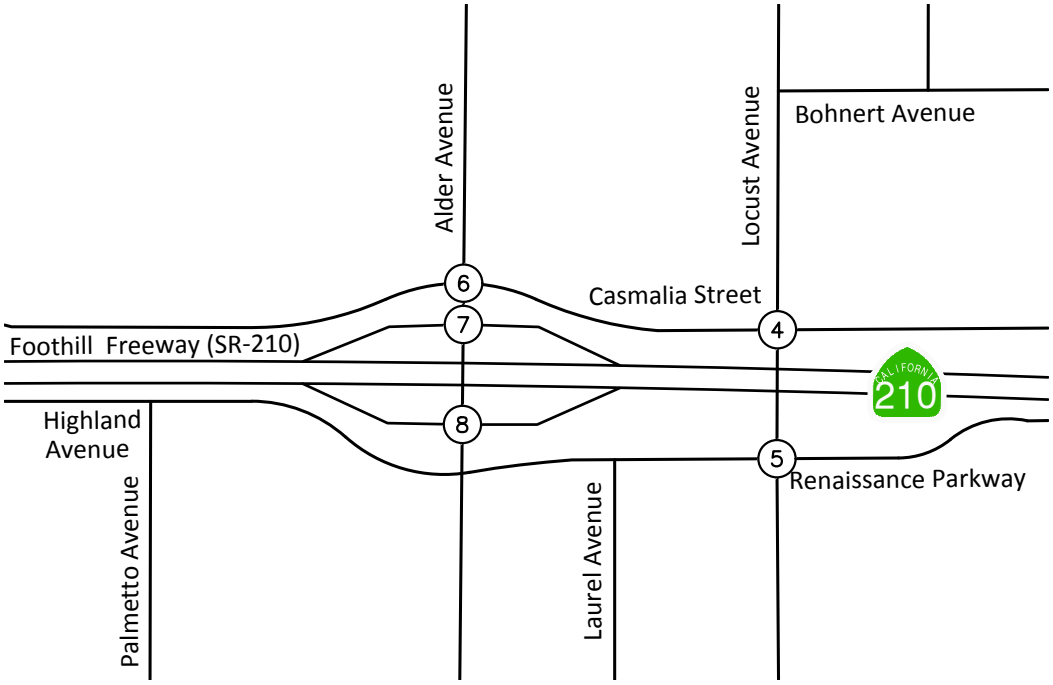

LEGEND:

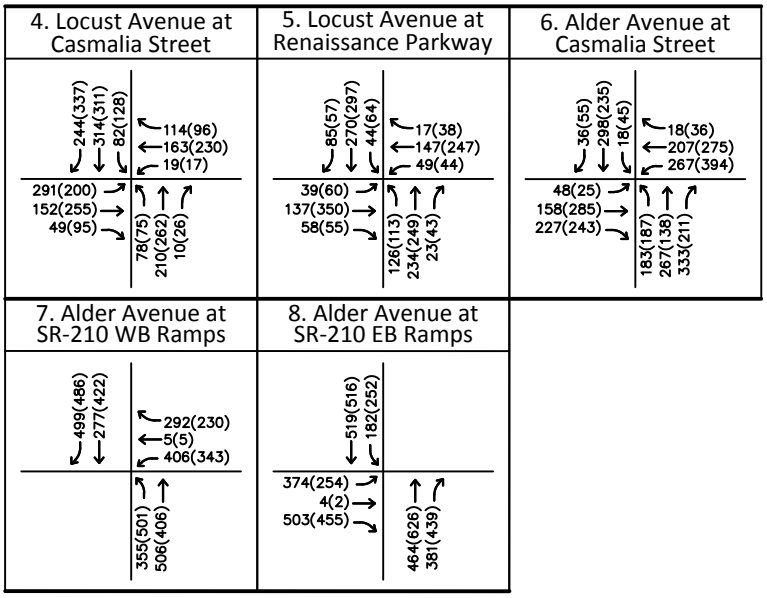
(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 14A**
**OPENING YEAR 2026 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES**

NOT TO SCALE




LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 14B**
**OPENING YEAR 2026 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES**

TABLE 11
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2026 CUMULATIVE PLUS PROJECT CONDITIONS

| Int. # | Intersection | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Without Project | | With Project | | Change in Delay | Infrastructure Deficiency? | Without Project | | With Project | | Change in Delay | Infrastructure Deficiency? |
| | | Delay | LOS | Delay | LOS | | | Delay | LOS | Delay | LOS | | |
| 1 | Locust Avenue at Riverside Avenue | 24.6 | C | 25.8 | C | 1.2 | No | 18.6 | B | 19.0 | B | 0.4 | No |
| 2 | Locust Avenue at Casa Grande Drive | 23.4 | C | 26.1 | D | 2.7 | No | 40.2 | E | 48.4 | E | 8.2 | Yes |
| 3 | Locust Avenue at Lowell Street | 24.0 | C | 49.5 | E | 25.5 | Yes | 21.5 | C | 84.4 | F | 62.9 | Yes |
| 4 | Locust Avenue at Casmalia Street | 23.8 | C | 26.6 | C | 2.8 | No | 25.1 | C | 26.1 | C | 1.0 | No |
| 5 | Locust Avenue at Renaissance Parkway | 21.5 | C | 21.1 | C | -0.4 | No | 23.7 | C | 23.5 | C | -0.2 | No |
| 6 | Alder Avenue at Casmalia Street | 25.7 | C | 26.0 | C | 0.3 | No | 28.8 | C | 30.6 | C | 1.8 | No |
| 7 | Alder Avenue at SR-210 WB Ramps | 35.5 | D | 36.8 | D | 1.3 | No | 45.1 | D | 46.4 | D | 1.3 | No |
| 8 | Alder Avenue at SR-210 EB Ramps | 40.7 | D | 41.4 | D | 0.7 | No | 59.6 | E | 59.9 | E | 0.3 | No |
| D1 | Lowell Street at Project Driveway 1 | - | - | 8.4 | A | - | - | - | - | 8.5 | A | - | - |
| D2 | Lowell Street at Project Driveway 2 | - | - | 8.4 | A | - | - | - | - | 8.7 | A | - | - |
| D3 | Lowell Street at Project Driveway 3 | - | - | 8.5 | A | - | - | - | - | 8.9 | A | - | - |
| D4 | Locust Avenue at Project Driveway 4 | - | - | 15.2 | C | - | - | - | - | 16.1 | C | - | - |

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 12
SUMMARY OF ROADWAY SEGMENT ANALYSIS
OPENING YEAR 2026 CUMULATIVE PLUS PROJECT CONDITIONS

| Roadway | Segment | Opening Year 2026 Cumulative ADT | Project ADT | Opening Year 2026 Cumulative Plus Project ADT | LOS **D** Capacity | LOS **D** or Better? |
|---|---|---|---|---|---|---|
| Locust Avenue | Lowell Street to Persimmon Avenue | 11,238 | 1,494 | 12,732 | 21,999 | Yes |
| Casmalia Street | Locust Avenue to Laurel Avenue | 12,364 | 1,078 | 13,442 | 21,999 | Yes |
| Riverside Avenue | Alder Avenue to Locust Avenue | 15,447 | 280 | 15,727 | 32,999 | Yes |

## F. Horizon Year 2040 Conditions

To derive the Horizon Year 2040 intersection turning movement forecasts, the San Bernardino Transportation Analysis Model (SBTAM) Base Year 2019 and Horizon Year 2050 future traffic projections were used. The raw volumes obtained from the model output were post-processed by determining the annual growth between the base model year and the future model year and applying the growth increment to existing count volumes. This was accomplished using the B-Turns methodology, developed by the Federal Highway Administration (FHWA). As a conservative approach, if a turning movement volume produced by this process was less than the Opening Year 2026 forecast volume for that movement, manual adjustments were made to assure that all forecast build-out year volumes would not be less than the Opening Year 2026 forecast volumes. The SBTAM Model plots and B-Turns worksheets are provided in *Appendix F*. The resulting Horizon Year 2040 morning and evening peak hour volumes are presented on Figure 15.

### *Peak Hour Operating Conditions*

Intersection Level of Service analysis was conducted for the morning and evening peak hours for the Horizon Year 2040 scenario. The results of the intersection analysis are shown on Table 13. Intersection analysis worksheets for this scenario are provided in *Appendix D*.

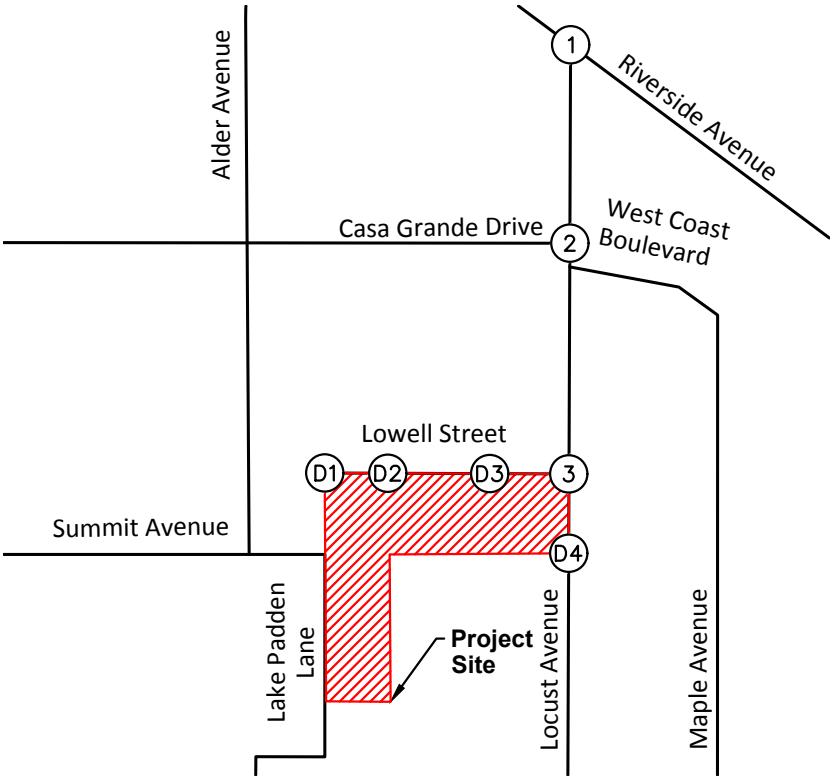
Review of this table indicates that the following study intersections would operate at an unacceptable Level of Service under the Horizon Year 2040 scenario:

- #2 – Locust Avenue at Casa Grande Drive: PM – LOS F
- #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

### *Daily Roadway Operating Conditions*

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Horizon Year 2040 conditions are shown on Table 14.

Review of this table indicates that the study roadway segments would operate within their current Level of Service D capacity.




| 1. Locust Avenue at Riverside Avenue | 2. Locust Avenue at Casa Grande Drive | 3. Locust Avenue at Lowell Street | D1. Lowell Street at Project Driveway 1 |
|---|---|---|---|
| ←638(782)<br>←276(166)<br>716(670)→<br>160(146)↘<br>109(160)↑<br>181(149)↑ | 23(98)↘<br>420(232)←<br>29(78)→<br>235(289)↘<br>122(243)↑<br>284(274)↑ | 16(4)↘<br>630(548)←<br>8(13)→<br>36(61)↘<br>20(17)↑<br>456(490)↑ | FUTURE INTERSECTION |
| **D2. Lowell Street at Project Driveway 2** | **D3. Lowell Street at Project Driveway 3** | **D4. Locust Avenue at Project Driveway 4** | |
| FUTURE INTERSECTION | FUTURE INTERSECTION | FUTURE INTERSECTION | |

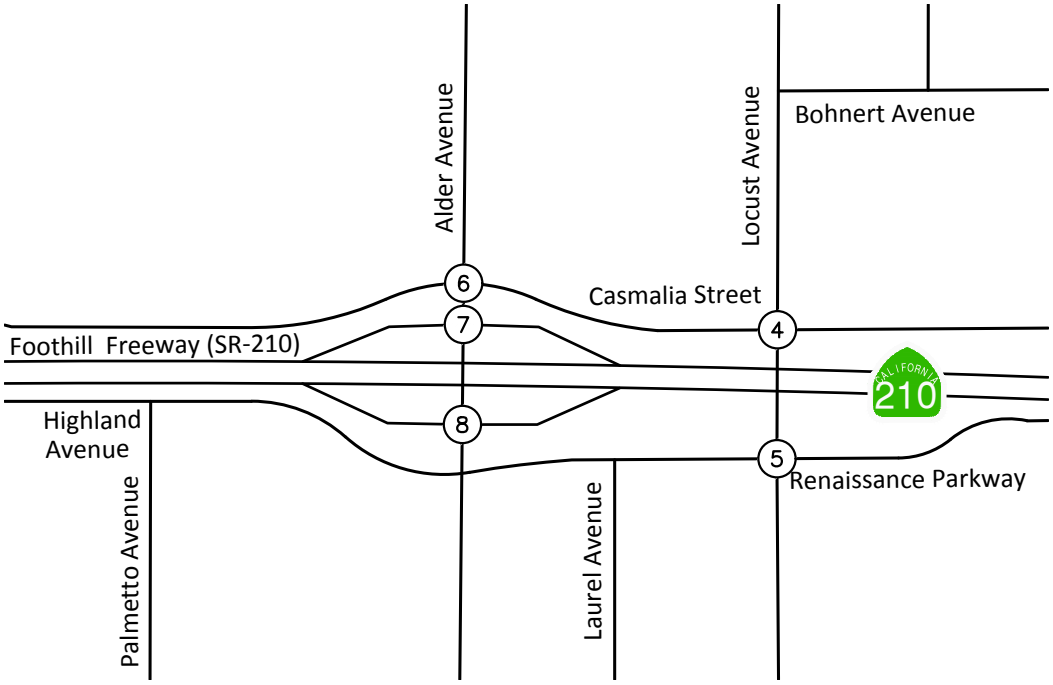
LEGEND:

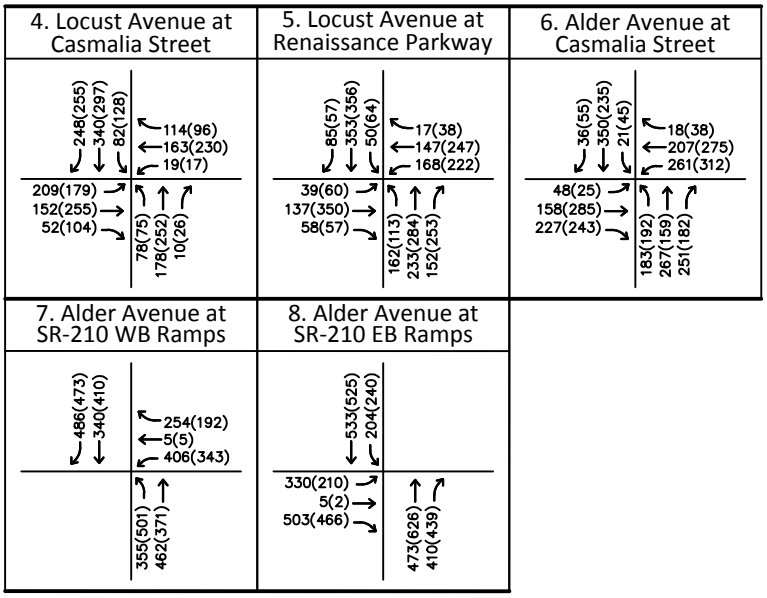
(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 15A**
**HORIZON YEAR 2040**
**TRAFFIC VOLUMES**

NOT TO SCALE




LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 15B**
**HORIZON YEAR 2040**
**TRAFFIC VOLUMES**

TABLE 13
SUMMARY OF INTERSECTION OPERATION
HORIZON YEAR 2040 WITHOUT PROJECT CONDITIONS

| Int. # | Intersection | Traffic Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|
| | | | Delay | LOS | Delay | LOS |
| 1 | Locust Avenue at Riverside Avenue | S | 25.7 | C | 19.1 | B |
| 2 | Locust Avenue at Casa Grande Drive | U | 24.7 | C | 51.7 | F |
| 3 | Locust Avenue at Lowell Street | U | 22.1 | C | 22.3 | C |
| 4 | Locust Avenue at Casmalia Street | S | 23.9 | C | 25.9 | C |
| 5 | Locust Avenue at Renaissance Parkway | S | 23.0 | C | 27.7 | C |
| 6 | Alder Avenue at Casmalia Street | S | 26.2 | C | 28.7 | C |
| 7 | Alder Avenue at SR-210 WB Ramps | S | 35.5 | D | 44.9 | D |
| 8 | Alder Avenue at SR-210 EB Ramps | S | 46.6 | D | 63.1 | E |
| D1 | Lowell Street at Project Driveway 1 | U | Future Intersection | | | |
| D2 | Lowell Street at Project Driveway 2 | U | Future Intersection | | | |
| D3 | Lowell Street at Project Driveway 3 | U | Future Intersection | | | |
| D4 | Locust Avenue at Project Driveway 4 | U | Future Intersection | | | |

Note:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- S = Unsignalized
- U = Unsignalized

TABLE 14
SUMMARY OF ROADWAY SEGMENT ANALYSIS
HORIZON YEAR 2040 CONDITIONS

| Roadway | Segment | Horizon Year 2040 ADT | LOS **D** Capacity | LOS **D** or Better? |
|---|---|---|---|---|
| Locust Avenue | Lowell Street to Persimmon Avenue | 12,922 | 21,999 | Yes |
| Casmalia Street | Locust Avenue to Laurel Avenue | 19,450 | 21,999 | Yes |
| Riverside Avenue | Alder Avenue to Locust Avenue | 18,083 | 32,999 | Yes |

## G. Horizon Year 2040 Plus Project Conditions

*Peak Hour Operating Conditions*

Project-related trips were added to Horizon Year 2040 Plus Project traffic volumes to develop forecasts for the Horizon Year Plus 2040 Project scenario. The resulting peak hour traffic volumes are shown on Figure 16. Intersection Level of Service analysis was conducted for the conditions. The results of the intersection analysis are shown on Table 15. Intersection analysis worksheets for this scenario are provided in *Appendix D*.

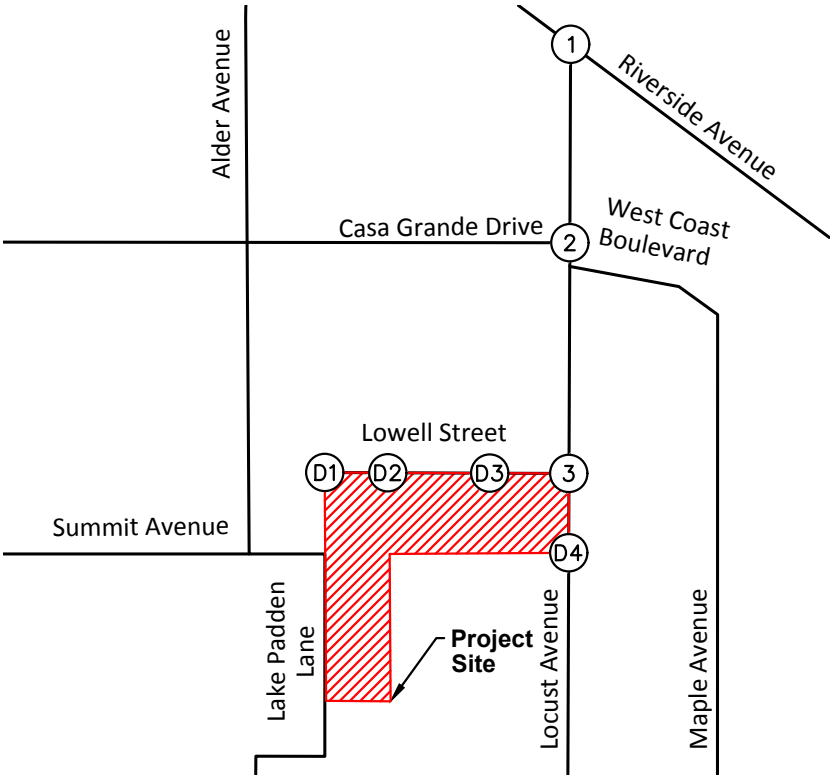
Review of this table indicates that with the addition of Project traffic, the following study intersections would operate at an unacceptable Level of Service:

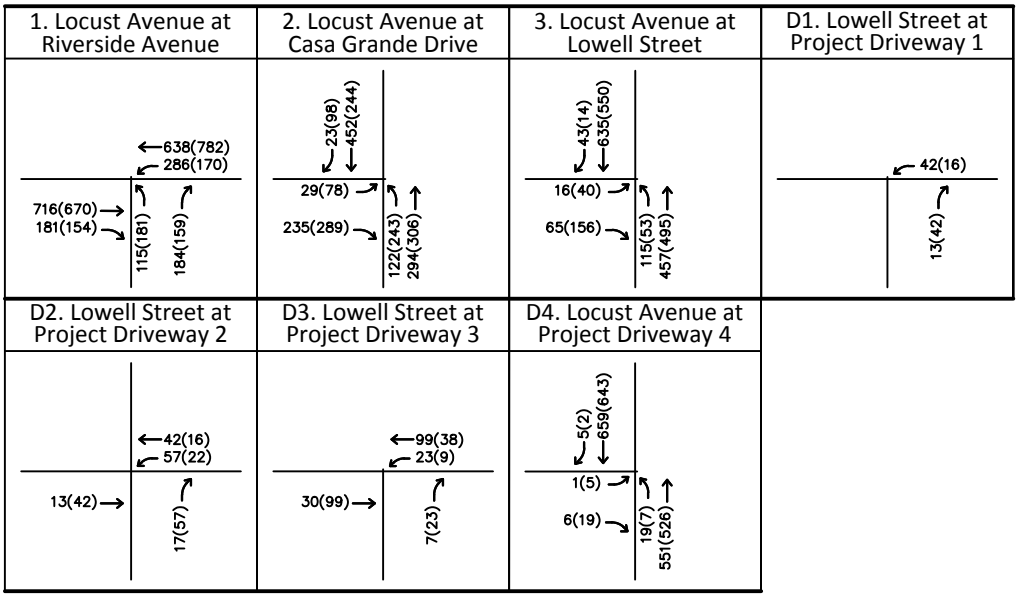
- #2 – Locust Avenue at Casa Grande Drive: PM – LOS F
- #3 – Locust Avenue at Lowell Street: AM – LOS F; PM – LOS F
- #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

*Daily Roadway Operating Conditions*

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Horizon Year 2040 Plus Project conditions are shown on Table 16.

Review of this table indicates that the study roadway segments would continue to operate within their current Level of Service D capacity.



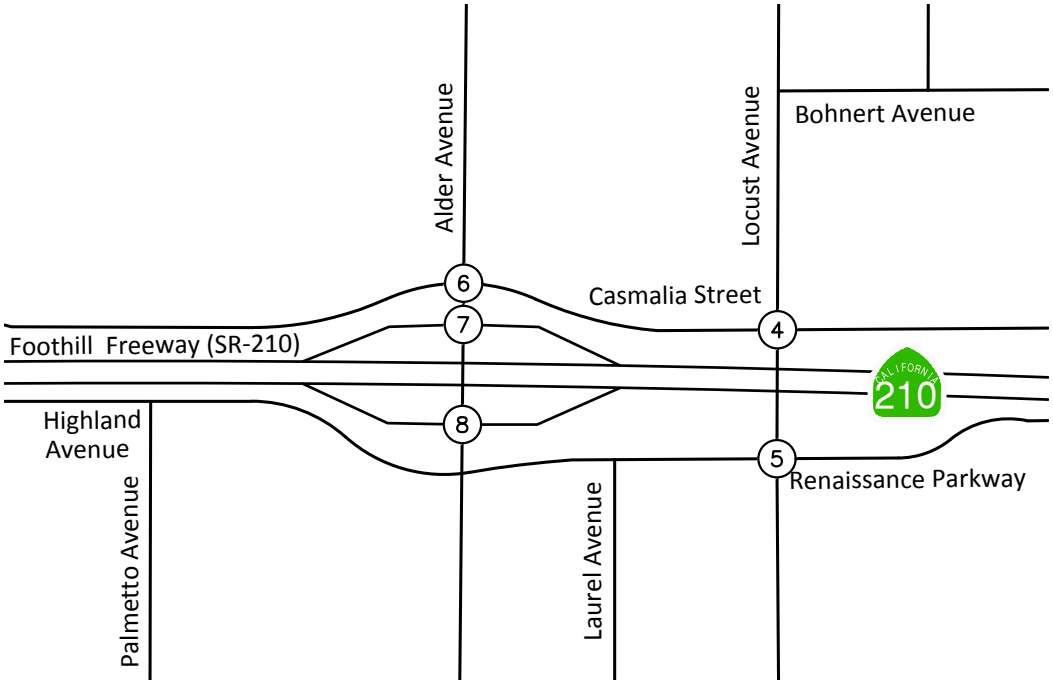

LEGEND:

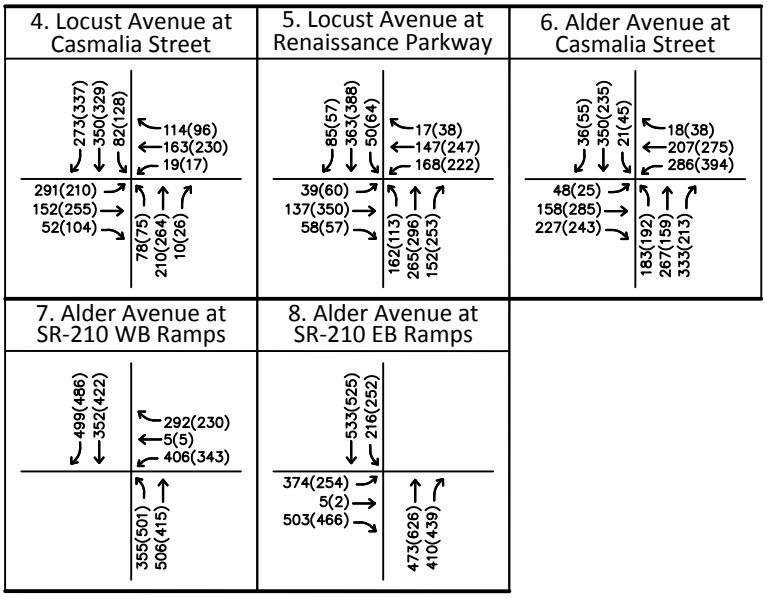
(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 16A**
**HORIZON YEAR 2040**
**PLUS PROJECT TRAFFIC VOLUMES**

NOT TO SCALE




LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

**FIGURE 16B**
**HORIZON YEAR 2040**
**PLUS PROJECT TRAFFIC VOLUMES**

TABLE 15
SUMMARY OF INTERSECTION OPERATION
HORIZON YEAR 2040 PLUS PROJECT CONDITIONS

| Int. # | Intersection | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Without Project | | With Project | | Change in Delay | Infrastructure Deficiency? | Without Project | | With Project | | Change in Delay | Infrastructure Deficiency? |
| | | Delay | LOS | Delay | LOS | | | Delay | LOS | Delay | LOS | | |
| 1 | Locust Avenue at Riverside Avenue | 25.7 | C | 27.0 | C | 1.3 | No | 19.1 | B | 19.6 | B | 0.5 | No |
| 2 | Locust Avenue at Casa Grande Drive | 24.7 | C | 27.7 | D | 2.9 | No | 51.7 | F | 62.7 | F | 11.0 | Yes |
| 3 | Locust Avenue at Lowell Street | 22.1 | C | 50.5 | F | 28.4 | Yes | 22.3 | C | 104.4 | F | 82.1 | Yes |
| 4 | Locust Avenue at Casmalia Street | 23.9 | C | 27.2 | C | 3.3 | No | 25.9 | C | 27.0 | C | 1.1 | No |
| 5 | Locust Avenue at Renaissance Parkway | 23.0 | C | 22.8 | C | -0.2 | No | 27.7 | C | 27.8 | C | 0.1 | No |
| 6 | Alder Avenue at Casmalia Street | 26.2 | C | 26.5 | C | 0.3 | No | 28.7 | C | 30.5 | C | 1.8 | No |
| 7 | Alder Avenue at SR-210 WB Ramps | 35.5 | D | 36.7 | D | 1.2 | No | 44.9 | D | 46.3 | D | 1.4 | No |
| 8 | Alder Avenue at SR-210 EB Ramps | 46.6 | D | 47.4 | D | 0.8 | No | 63.1 | E | 63.3 | E | 0.2 | No |
| D1 | Lowell Street at Project Driveway 1 | - | - | 8.4 | A | - | - | - | - | 8.5 | A | - | - |
| D2 | Lowell Street at Project Driveway 2 | - | - | 8.4 | A | - | - | - | - | 8.7 | A | - | - |
| D3 | Lowell Street at Project Driveway 3 | - | - | 8.5 | A | - | - | - | - | 8.9 | A | - | - |
| D4 | Locust Avenue at Project Driveway 4 | - | - | 14.6 | B | - | - | - | - | 15.3 | C | - | - |

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 16
SUMMARY OF ROADWAY SEGMENT ANALYSIS
HORIZON YEAR 2040 PLUS PROJECT CONDITIONS

| Roadway | Segment | Horizon Year 2040 ADT | Project ADT | Horizon Year 2040 Plus Project ADT | LOS **D** Capacity | LOS **D** or Better? |
|---|---|---|---|---|---|---|
| Locust Avenue | Lowell Street to Persimmon Avenue | 12,922 | 1,494 | 14,416 | 21,999 | Yes |
| Casmalia Street | Locust Avenue to Laurel Avenue | 19,450 | 1,078 | 20,528 | 21,999 | Yes |
| Riverside Avenue | Alder Avenue to Locust Avenue | 18,083 | 280 | 18,363 | 32,999 | Yes |

# IV. RECOMMENDED IMPROVEMENTS

## A. Intersection Improvements

Based on the LOS standard and impact criteria discussed previously, the project has a potential to cause a LOS deficiency on the following study intersections:

Opening Year 2026 Plus Project

- #2 – Locust Avenue at Casa Grande Drive
- #3 – Locust Avenue at Lowell Street

Opening Year 2026 Cumulative Plus Project

- #2 – Locust Avenue at Casa Grande Drive
- #3 – Locust Avenue at Lowell Street

Horizon Year 2040 Plus Project

- #2 – Locust Avenue at Casa Grande Drive
- #3 – Locust Avenue at Lowell Street

Improvement measures have been identified to improve the intersections to operate at an acceptable LOS if the project caused, or contributed to an existing, intersection deficiency, as shown in Table 17. The project would pay a fair share, based on future traffic growth, towards improvements benefitting Intersection #2 (Locust Avenue and Casa Grande Drive). The project causes Intersection #3 (Locust Avenue and Lowell Street) to operate deficiently. Fair share calculations and estimated costs are provided on Tables 18 and 19, respectively.

TABLE 17
SUMMARY OF INTERSECTION OPERATION
DEFICIENCY AND IMPROVEMENT MEASURES

| Int. # | Intersection | Improvements | Peak Hour | OPENING YEAR 2026 | | | | | | OPENING YEAR 2026 CUMULATIVE PROJECTS | | | | | | HORIZON YEAR 2040 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Without Project | | With Project | | With Improvements | | Without Project | | With Project | | With Improvements | | Without Project | | With Project | | With Improvements | |
| | | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 2 | Locust Avenue at Casa Grande Drive | Install traffic signal. | AM | 21.8 | C | 24.1 | C | 25.0 | C | 23.4 | C | 26.1 | D | 25.6 | C | 24.7 | C | 27.7 | D | 26.5 | C |
| | | | PM | 36.2 | E | 43.3 | E | 50.5 | D | 40.2 | E | 48.4 | E | 51.1 | D | 51.7 | F | 62.7 | F | 52.0 | D |
| 3 | Locust Avenue at Lowell Street | Stripe eastbound approach with a dedicated left-turn lane and a dedicated right-turn lane. Add a northbound left-turn lane. | AM | 21.9 | C | 40.5 | E | 29.0 | D | 24.0 | C | 49.5 | E | 32.7 | D | 22.1 | C | 50.5 | F | 30.1 | D |
| | | | PM | 19.7 | C | 62.9 | F | 26.0 | D | 21.5 | C | 84.4 | F | 29.4 | D | 22.3 | C | 104.4 | F | 31.1 | D |

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 18

SUMMARY OF PROJECT FAIR SHARE FOR IMPROVEMENTS

| Intersection | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Total Volume | | Total Growth | Project Trips | Fair-Share %-age | Total Volume | | Total Growth | Project Trips | Fair-Share %-age |
| | Existing | Horizon Year 2040 Plus Project | | | | Existing | Horizon Year 2040 Plus Project | | | |
| #2 - Locust Avenue at Casa Grande Drive | 1,019 | 1,155 | 136 | 42 | 30.8% | 1,090 | 1,258 | 168 | 44 | 26.1% |
| #4 - Locust Avenue at Casmalia Street[1,2] | 158 | 291 | - | 82 | 28.2% | 151 | 210 | - | 31 | 14.8% |

- [1] Volumes shown represent the eastbound left-turn only.
- [2] The Fair Share percentage was calculated by dividing the project trips by the Horizon Year 2040 Plus Project total volumes.

TABLE 19
SUMMARY OF TRAFFIC IMPROVEMENTS FAIR SHARE COSTS

| #2 - Locust Avenue at Casa Grande Drive | Unit Cost | Quantity | Total |
|---|---|---|---|
| Install Traffic Signal | $ 1,012,000 | 1 | $ 1,012,000 |
| Project Fair Share percentage[1] | | | 30.8% |
| Project Cost | | | $ 311,696 |
| #3 - Locust Avenue at Lowell Street | | | |
| Restripe Eastbound and Northbound Approach | $ 5,000 | 1 | $ 5,000 |
| #4 - Locust Avenue at Casmalia Street | | | |
| Modify Median to Extend Eastbound Left-Turn Pocket | $ 170,224 | 1 | $ 170,224 |
| Project Fair Share percentage[1] | | | 28.2% |
| Project Cost | | | $ 48,003 |
| | Total Project Cost | | $ 364,699 |

[1] Higher of AM or PM project fair share percentage

## B. Roadway Improvements

The project would not have a project related effect on any of the study roadway segments.

## C. Site Access Analysis

Vehicular access provisions for the project site would be provided via three full-movement unsignalized driveways on W Lowell Street, one full-movement unsignalized driveway on N Locust Avenue, and two full-movement unsignalized driveways on Lake Padden Lane. The driveway on N Locust Avenue can only be accessed by trucks, the westernmost driveway on W Lowell Street can only be accessed by passenger cars, the second driveway on W Lowell Street can be accessed by both passenger cars and trucks, and the easternmost driveway on W Lowell Street can only be accessed by trucks. The two driveways along Lake Padden Lane are emergency access only. Truck turns for project driveways are provided in Appendix G.

## D. Signal Warrant Analysis

A peak hour signal warrant analysis was conducted for the following unsignalized intersection:

- #2 – Locust Avenue and Casa Grande Drive

Traffic signal warrants are used to determine whether or not a traffic signal is warranted to facilitate the movement of traffic from the side street to and from the major street in a safe and efficient manner. The warrant analysis is based on the 2014 California Manual of Uniform Traffic Control Devices (MUTCD), Warrant 3 (Peak Hour Warrant).

The results of the signal warrant analysis indicate that Intersection #2 (Locust Avenue and Casa Grande Drive) is forecasted to warrant signalization in both peak hour periods and both without/with project scenarios under Opening Year 2026, Opening Year 2026 Cumulative, and Horizon Year 2040. Signal warrant worksheets are provided in Appendix H.

The California MUTCD specifically states that, “The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.” The reference document further states a number of other factors to take into account when considering a signal for a specific location, including whether or not a signal would improve the overall safety of the intersection, whether it would benefit or disrupt progressive traffic flow, and consideration of characteristics such as queuing, signal spacing, and overall delay to the main street through movements.

The decision to install a traffic signal should be based on engineering judgment, and not solely upon satisfying a single peak hour warrant. It is recommended that the intersection be monitored once individual projects are completed within the Specific Plan to observe actual peak hour operation, and a decision about signalization should be made based on those observations as well as engineering judgment, based on the factors listed above.

E. Queueing Analysis – Locust Avenue at Casmalia Street (Eastbound Left-Turn)

Based on the City's comments prepared by Transtech (dated May 7, 2025), a 95th percentile queuing analysis was conducted for the eastbound left-turn movement at the intersection of Locust Avenue at Casmalia Street (Intersection #4). The 95th percentile queue is defined as the queue length that has only a 5% probability of being exceeded during the analysis period; in other words, the typical worst-case queue. The queueing analysis is provided to understand the 95th percentile queue in relation to the storage provided. It should be noted that the queue lengths provided are irrespective of vehicle, and represent the total length, in feet, of 95th percentile queues for both passenger vehicles and trucks within the study area. To provide a point of comparison in addition to total queue length, the distance per vehicle was assumed to be 25 feet, to account for the length of a typical passenger vehicle and spacing from the next queued vehicle to give an equivalent queue length relative to the number of passenger vehicles. For the 95th percentile queue, the eastbound left-turn movement at the intersection of Locust Avenue at Casmalia Street (Intersection #4) was evaluated in all scenarios as shown below on Table 20.

Table 20 – Summary of 95th Percentile Queueing
Locust Avenue at Casmalia Street (Eastbound Left-Turn)

| Intersection Movement | Storage Length (feet) | Scenario | Peak Hour | 95th Percentile Queue Length (feet/lane) | | Change in Storage Length (feet) |
|---|---|---|---|---|---|---|
| | | | | Without Project | With Project | |
| 4 - Locust Avenue at Casmalia Street (Eastbound Left-Turn) | 110 | Existing Conditions | AM | 135 | - | - |
| | | | PM | 154 | - | - |
| | | Opening Year 2026 | AM | 157 | 196 | 39 |
| | | | PM | 158 | 173 | 15 |
| | | Opening Year 2026 Cumulative | AM | 179 | 200 | 21 |
| | | | PM | 172 | 177 | 5 |
| | | Horizon Year 2040 | AM | 174 | 212 | 38 |
| | | | PM | 179 | 175 | -4 |

Overall, eastbound left-turn 95th percentile queues at the study intersection exceed the existing pocket length of 110 feet in existing conditions and are anticipated to continue to exceed the existing storage in future year scenarios. To accommodate future queues at the eastbound left-turn, it is feasible to modify the median to extend the turn pocket. Fair share calculations and estimated costs are provided on Tables 18 and 19, respectively. See *Appendix I* for queueing analysis worksheets.

# VII. FINDINGS AND RECOMMENDATIONS

## A. Improvements

### 1. Intersection Improvements

- Under Existing Conditions, the following study intersections would operate at an unacceptable Level of Service:
    - #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E
- Under Opening Year 2026 Conditions, the following study intersections would operate at an unacceptable Level of Service:
    - #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
    - #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E
- Under Opening Year 2026 Plus Project Conditions, the following study intersections would operate at an unacceptable Level of Service:
    - #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
    - #3 – Locust Avenue at Lowell Street: AM – LOS E; PM – LOS F
    - #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E
- Under Opening Year Cumulative 2026 Conditions, the following study intersections would operate at an unacceptable Level of Service:
    - #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
    - #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E
- Under Opening Year Cumulative 2026 Plus Project Conditions, the following study intersections would operate at an unacceptable Level of Service:
    - #2 – Locust Avenue at Casa Grande Drive: PM – LOS E
    - #3 – Locust Avenue at Lowell Street: AM – LOS E; PM – LOS F
    - #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E
- Under Horizon Year 2040 Conditions, the following study intersections would operate at an unacceptable Level of Service:
    - #2 – Locust Avenue at Casa Grande Drive: PM – LOS F
    - #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

- Under Horizon Year 2040 Plus Project Conditions, the following study intersections would operate at an unacceptable Level of Service:

    - #2 – Locust Avenue at Casa Grande Drive: PM – LOS F
    - #3 – Locust Avenue at Lowell Street: AM – LOS F; PM – LOS F
    - #8 – Alder Avenue at SR-210 EB Ramps: PM – LOS E

Improvement measures have been identified to improve the study intersections to operate at an acceptable LOS if the project contributed to a deficiency, as shown on Table 17 (presented previously).

2. Roadway Improvements

The project would not have a project related effect on any of the study roadway segments.

## B. Traffic Signal Warrant Analysis

A signal warrant analysis was conducted to determine the potential need for a traffic signal at Intersection #2 (Locust Avenue and Casa Grande Drive). The results of the signal warrant analysis indicate that Intersection #2 is forecasted to warrant signalization in both peak hour periods and both without/with project scenarios under Opening Year 2026, Opening Year 2026 Cumulative, and Horizon Year 2040.

## C. Queueing Analysis – Locust Avenue at Casmalia Street (Eastbound Left-Turn)

A queueing analysis was conducted per the City's comments to understand the 95$^{th}$ percentile queue in relation to the storage provided on the west leg at Intersection #4 (Locust Avenue at Casmalia Street). The results of the queueing analysis showed that eastbound left-turn 95$^{th}$ percentile queues at the study intersection exceed the existing pocket length of 110 feet in existing conditions and are anticipated to continue to exceed the existing storage in future year scenarios. To accommodate future queues at the eastbound left-turn, it is feasible to modify the median to extend the turn pocket.

## D. Site Circulation

Vehicular access provisions for the project site would be provided via three full-movement unsignalized driveways on W Lowell Street, one full-movement unsignalized driveway on N Locust Avenue, and two full-movement unsignalized driveways on Lake Padden Lane. The driveway on N Locust Avenue can only be accessed by trucks, the westernmost driveway on W Lowell Street can only be accessed by passenger cars, the second driveway on W Lowell Street can be accessed by both passenger cars and trucks, and the easternmost driveway on W Lowell Street can only be accessed by trucks. The two driveways along Lake Padden Lane are emergency access only.

## E. Safety and Operational Improvements

The roadways serving the project site are generally straight and flat. A sight distance analysis of existing roadway conditions is not needed. The site driveways and project improvements must be designed so that adequate sight distance for drivers entering and exiting the site is maintained. The line of sight – a straight line between the driver's eye and oncoming vehicles on the adjacent roadway defines the Limited Use Area. The Limited Use Area for each driveway must be kept clear of visual obstructions, including project signs, building structures, and landscaping, in order to maintain adequate sight distance.

## F. Fair Share Calculations

The project fair share proportion and estimated costs of the improvements are shown on Tables 18 and 19 (presented previously).

## G. Specific Plan Signalization

Not Applicable.

## H. General Plan Conformance

The proposed Locust Gateway Logistics Center Project is in conformance with the City of Rialto General Plan. The proposed use is permitted under the General Manufacturing (I-GM) designation within the City of Rialto Airport Specific Plan. A General Plan Amendment is not required for the project.

## I. Regional Funding Mechanisms

The project is subject to the City's city-wide traffic impact fee program. To the extent that a recommended improvement is included in an existing fee program, the project's payment of impact fees can be used to offset the costs of implementing the mitigation measures. In addition, the project may be required to construct a needed improvement in advance of the City's receipt of full funding, in which case the improvement may be subject to a reimbursement agreement, to allow the project to recoup costs from future development.

APPENDIX **A**

APPROVED SCOPING AGREEMENT

# Exhibit A

## SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

This following form shall be used to acknowledge preliminary approval of the scope for the traffic impact analysis (TIA) of the following project. The TIA must follow the City of Rialto Traffic Impact Analysis – Report Guidelines and Requirements, adopted by the City Council on _____.

**City of Rialto**

**Traffic Impact Analysis**

**Scoping Agreement**

Case No. _____

Related Cases -

SP No. _____

EIR No. _____

GPA No. _____

ZC No. _____

Project Name: Locust Gateway Project

Project Address: Southwest corner of W. Lowell Street and N. Locust Avenue

Project Description: Construction of a 665,410 SF industrial building on a vacant parcel.

| | Consultant | Developer |
|---|---|---|
| Name: | Kimley-Horn and Associates, Inc. | Adam Schmid |
| Address: | 1100 W Town and Country Road, Suite 700<br>Orange, CA 92868 | 2102 Rosecrans Avenue, Suite 6250<br>El Segundo, CA 90245 |
| Telephone: | (714) 939-1030 | N/A |
| Fax: | N/A | N/A |

**1. Trip Generation Source:** ITE Trip Generation Manual, 11th Edition (2021)

Existing GP Land Use Vacant Proposed Land Use Warehousing (ITE 150)
Current Zoning: Airport Specific Plan General Manufacturing (I-GM) Proposed Zoning: Airport Specific Plan General Manufacturing (I-GM)

Total Daily Project Trips: 1,908 - See Attachment 2 - Trip Generation Table

| | Current Trip Generation | | | Proposed Trip Generation | | |
|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total |
| AM Trips | N/A | N/A | N/A | 145 | 44 | 189 |
| PM Trips | N/A | N/A | N/A | 55 | 145 | 200 |

Internal Trip Allowance Yes (No) (_____ % Trip Discount)

Pass-By Trip Allowance Yes (No) (_____ % Trip Discount)

For appropriate land uses, a pass-by trip discount may be allowed not to exceed 25%. Discount trips shall be indicated on a report figure for intersections and access locations.

See Attachment 3 - Trip Distribution

**2. Trip Geographic Distribution:** N 25 % S 25 % E 20 % W 30 %
Trucks: 20% 20% 30% 30%
(Detailed exhibits of trip distribution must be attached with Trucks as a separate exhibit)

**3. Background Growth Traffic**

Project Completion Year: 2026 Annual Background Growth Rate: 2 %

Other Phase Years N/A

Other area projects to be considered: _____

include all study scenarios per Rialto Guidelines for a Full study. This includes General Plan conditions (long term)

(Contact Planning for Lists. Correlate projects to exhibit map a…h projects have been included in study area forecasts for existing + b… project + cumulative)

Model/Forecast methodology: Existing plus Growth plus Cum. Project …ar

**4. Study Intersections:** (NOTE: Subject to revision after oth…ration and distribution are determined, or comments from other agencies received.)

1. Locust Avenue at Riverside Avenue
2. Locust Avenue at Lowell Street
3. Locust Avenue at Casmalia Street
4. Locust Avenue at Renaissance Parkway
5. Alder Avenue at Casmalia Street
6. Alder Avenue at SR-210 WB Ramps
7. Alder Avenue at SR-210 EB Ramps
8. _____
9. _____
10. _____

Please add Locust and Casa Grande

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

1. _____ 6. _____
2. _____
3. _____
4. _____
5. _____

Add segments on Locust, Casmalia and Riverside within the study area and between major intersections.

**6. Other Jurisdictional Impacts**

Is this project within any other Agency's Sphere of Influence or within one-mile of another jurisdictional boundary?

YES
(NO)

If so, name of Jurisdiction: _____

**7. Site Plan** (please attach 11" x 17" legible copy) See Attachment 1 - Site Plan

**8. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline)** (to be filled out by the City of Rialto Public Works Department) (NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar stat[illegible] un-signalized intersection under existing conditions, 8-hour approach tra[illegible]n must be submitted in addition to the peak hourly turning movement count[illegible])

please include all areas of special study including truck turns, sight distance, truck routing, access on lake padden lane etc....

**9. Existing Conditions**

Traffic count data must be new or within one year. Provide traffic count dates if using other than new counts.

Date of counts: _____

**NOTE Fees are due and must be submitted with, or prior to submittal of this form. The City will not process the Scoping Agreement prior to the receipt of the processing fee.**

Fees Paid: _____ Date _____

**Recommended:**

Scoping Agreement Submittal date 2/12/2024

Scoping Agreement Resubmittal date _____

Kimley-Horn and Associates, Inc. February 12, 2024

Applicant/Engineer Date

**Land Use Concurrence:**

Development Services Department Date

**Approved by:**

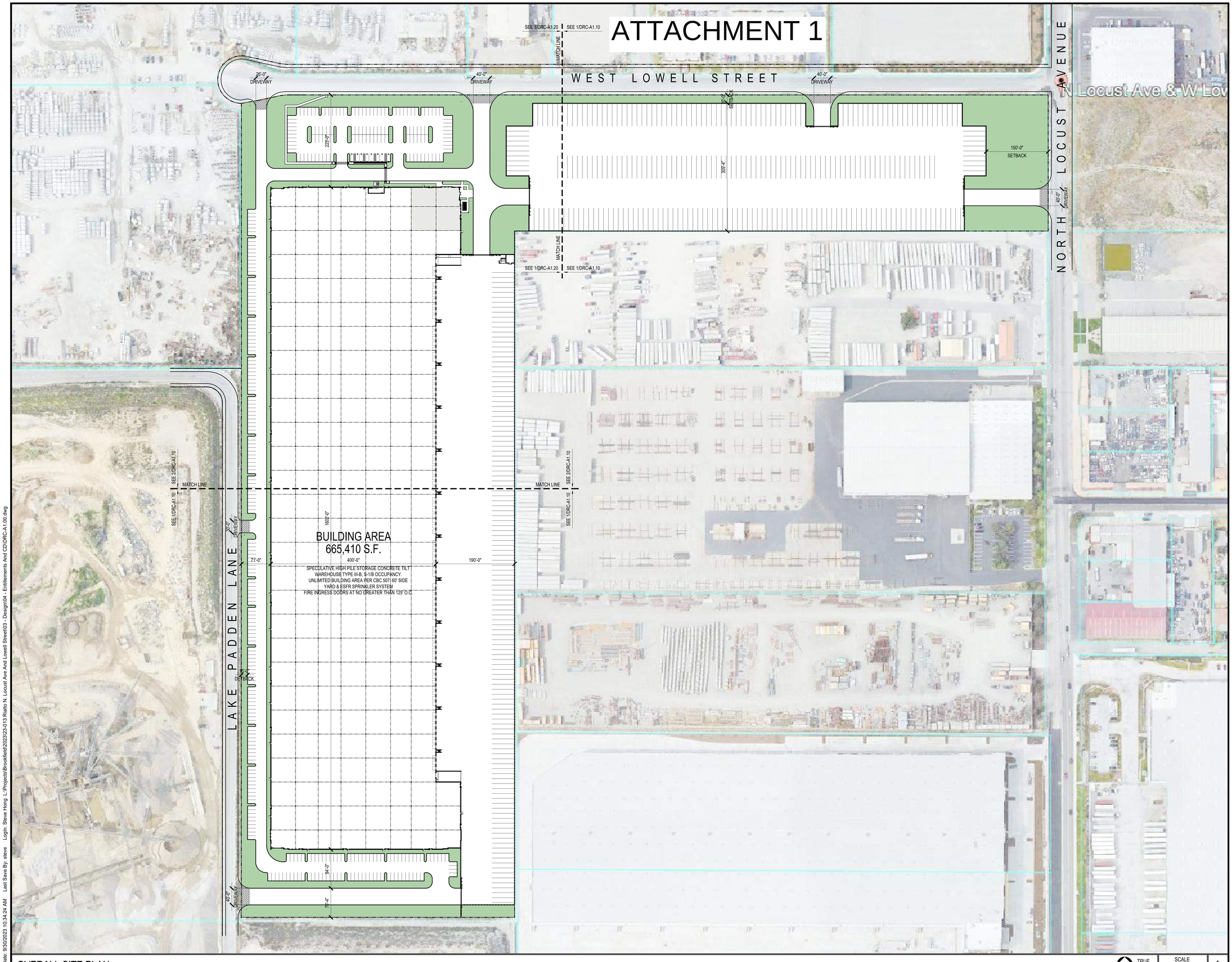
Justin P. Schlafli Accepted with comments 4/25/24

Public Works Department Date

**NOTE:**

The Applicant/Engineer acknowledges that the Scoping Agreement is intended to assist in the preparation of any required TIA. It is preliminary in nature and the City does not have sufficient data to determine the ultimate conditions that may be imposed for the project. It does not provide nor limit the requirements imposed on the Project but is intended only to provide initial input into the parameters for review of the traffic generated by the Project and the initial areas to be considered and studied. Subsequent changes to scope of required analysis to be included in the TIA may be required by the Transportation Commission, Planning Commission, and/or the City Council upon Public Works Director/City Engineer review and approval.

# ATTACHMENT 1




OVERALL SITE PLAN

TRUE NORTH | SCALE 1" = 80'-0" | 1


SKH ARCHITECT

STEVE K HONG ARCHITECT
4590 MACARTHUR BLVD. SUITE 500
IRVINE CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714 - 822 - 1171, STEVE@SKHARCHITECT.COM


LICENSED ARCHITECT STEVE K. HONG NO. C-33677 REN. 12-31-24 STATE OF CALIFORNIA


THESE DRAWINGS ARE THE PROPERTY OF THE ARCHITECT. THE DESIGNS SHOWN AND DESCRIBED HEREIN INCLUDING ALL TECHNICAL DRAWING ARE PROPRIETARY AND CANNOT BE COPIED, DUPLICATED OR COMMERCIALLY EXPLOITED, IN WHOLE OR IN PART. THE DRAWINGS AND SPECIFICATIONS SHALL NOT BE USED BY THE OWNER ON OTHER PROJECTS, FOR ADDITIONS TO THIS PROJECT, OR FOR COMPLETION OF THIS PROJECT BY OTHERS. THE OWNER AGREES TO HOLD HARMLESS, INDEMNIFY AND DEFEND THE ARCHITECT AGAINST ALL DAMAGES, CLAIMS AND LOSSES, INCLUDING DEFENSE COSTS, ARISING OUT OF ANY REUSE OF THE PLANS AND SPECIFICAIONS WITHOUT THE WRITTEN AUTHORIZATION OF THE ARCHITECT OF RECORD.


CONSULTANTS


CIVIL ENGINEER
KIMLEY-HORN | 3801 UNIVERSITY AVE,
SUITE 300 RIVERSIDE, CA 92501
DIRECT: 619-744-0144|
MOBILE: 619-300-5087
ATTN: DAVIE COWAN
DAVIE.COWAN@KIMLEY-HORN.COM


LOCUST GATEWAY LOGISTICS CENTER

TBD W. LOWELL STREET AND N. LOCUST AVE. RIALTO CA 92377

**Brookfield** Properties

2101 ROSECRANS AVENUE, SUITE6250
EL SEGUNDO CALIFORNIA 90245

| No. | ISSUANCE | DATE |
|---|---|---|

JOB No. 23-013
DRAWN STEVE HONG | CHECKED STEVE HONG

SHEET TITLE
ARCHITECTURAL
OVERALL SITE PLAN

SHEET NUMBER
DRC-A1.00


Plot Date: 9/30/2023 10:34:24 AM Last Save By: steve Login: Steve Hong L:\Projects\Brookfield\2023\23-013 Rialto N. Locust Ave And Lowell Street\03 - Design\04 - Entitlements And CD\DRC-A1.00.dwg

**ATTACHMENT 2**
**SUMMARY OF PROJECT TRIP GENERATION**

| Land Use | ITE Code | Unit | Trip Generation Rates [1] | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Warehousing | 150 | KSF | 1.710 | 0.131 | 0.039 | 0.17 | 0.050 | 0.130 | 0.18 |

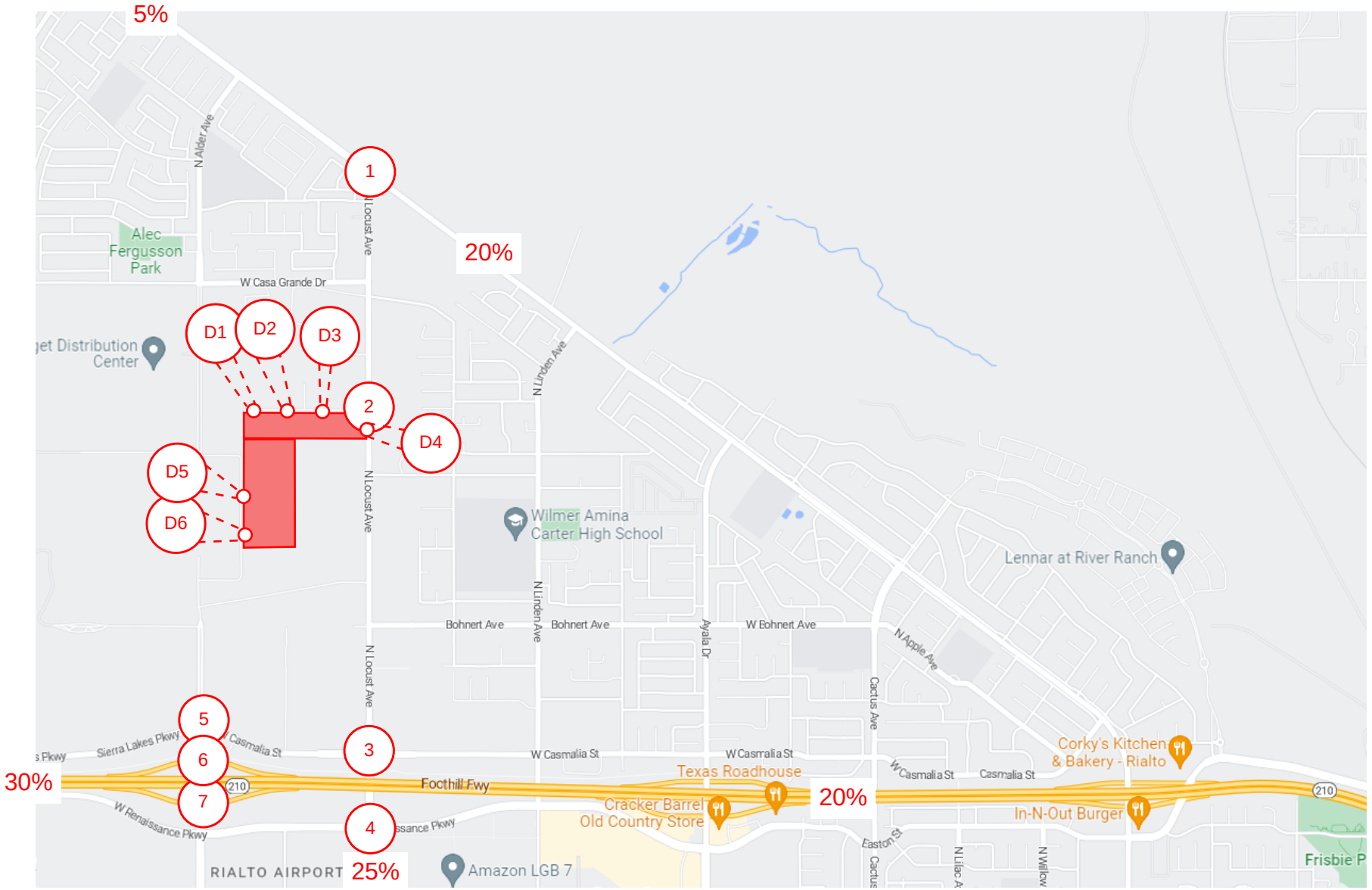
| Land Use | | Quantity | Unit | Trip Generation Estimates | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | | In | Out | Total | In | Out | Total |
| Warehousing | | 665.410 | KSF | 1,138 | 87 | 26 | 113 | 33 | 87 | 120 |
| Passenger Vehicles | 60.00% | | | 683 | 52 | 16 | 68 | 20 | 52 | 72 |
| Trucks | 40.00% | | | 455 | 35 | 10 | 45 | 13 | 35 | 48 |

**WAREHOUSING PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)**

| Vehicle Type | Vehicle Mix [2] | Daily Vehicles | PCE Factor [2] | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | | In | Out | Total | In | Out | Total |
| Passenger Vehicles | 60.00% | 683 | 1.0 | 683 | 52 | 16 | 68 | 20 | 52 | 72 |
| 2-Axle Trucks | 0.80% | 9 | 1.5 | 14 | 1 | 0 | 1 | 0 | 1 | 1 |
| 3-Axle Trucks | 11.20% | 127 | 2.0 | 254 | 19 | 6 | 25 | 7 | 19 | 26 |
| 4+ Axle Trucks | 28.00% | 319 | 3.0 | 957 | 73 | 22 | 95 | 28 | 73 | 101 |
| **Total Truck PCE Trips** | | | | 1,225 | 93 | 28 | 121 | 35 | 93 | 128 |
| **Total Project PCE Trips** | | | | **1,908** | **145** | **44** | **189** | **55** | **145** | **200** |

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition
[2] Source: City of Rialto Traffic Impact Analysis Report Guidelines and Requirements

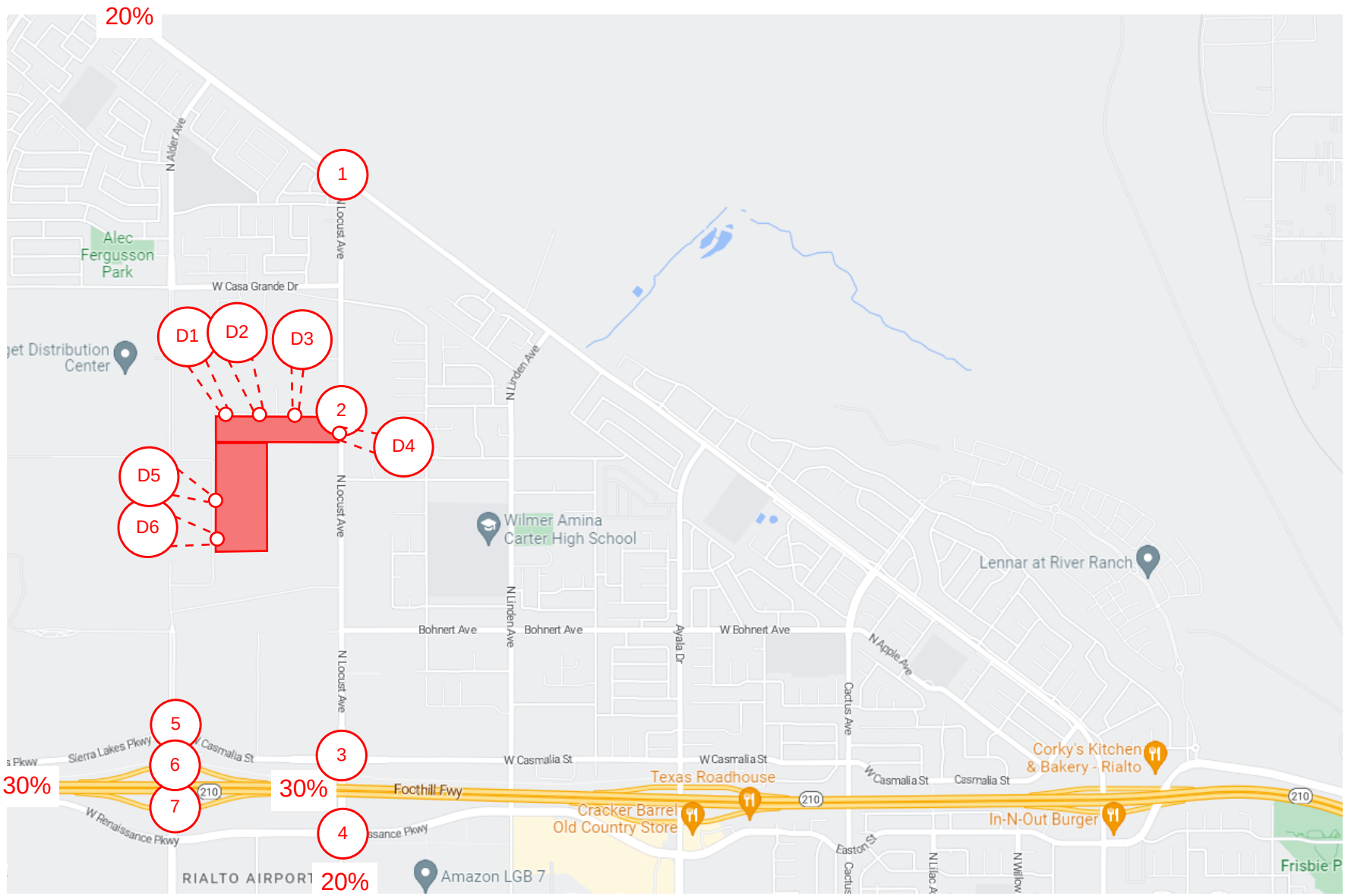
# ATTACHMENT 3A - PASSENGER CAR DISTRIBUTION




Legend:

- Project Site
- X — Study Intersection
- D# — Project Driveway
- XX% — Passenger Car Distribution

# ATTACHMENT 3B - TRUCK DISTRIBUTION




Legend:

- Project Site
- X — Study Intersection
- D# — Project Driveway
- YY% — Truck Distribution

APPENDIX **B**

TRAFFIC COUNT WORKSHEETS

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

City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

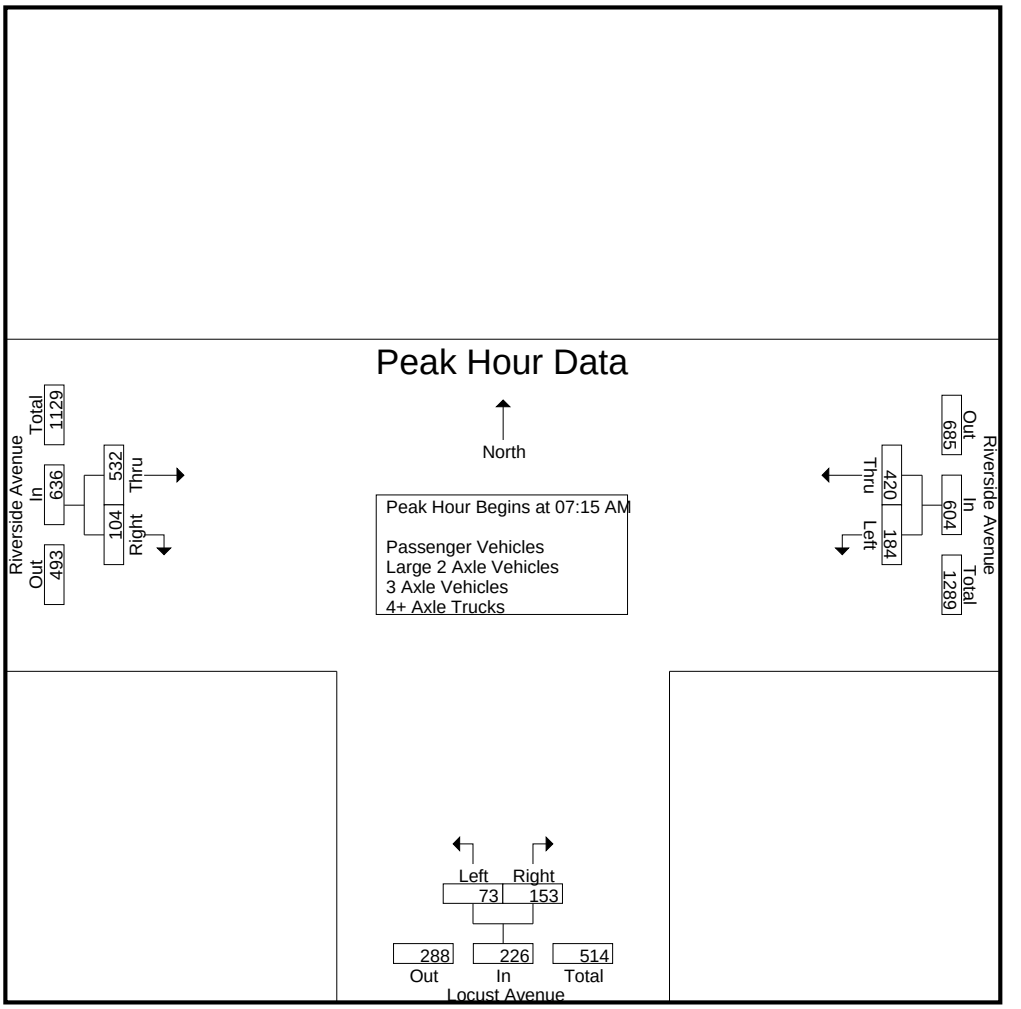
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 26 | 60 | 86 | 15 | 21 | 36 | 101 | 23 | 124 | 246 |
| 07:15 AM | 29 | 113 | 142 | 13 | 36 | 49 | 114 | 25 | 139 | 330 |
| 07:30 AM | 63 | 127 | 190 | 24 | 49 | 73 | 130 | 26 | 156 | 419 |
| 07:45 AM | 62 | 120 | 182 | 23 | 38 | 61 | 154 | 27 | 181 | 424 |
| Total | 180 | 420 | 600 | 75 | 144 | 219 | 499 | 101 | 600 | 1419 |
| | | | | | | | | | | |
| 08:00 AM | 30 | 60 | 90 | 13 | 30 | 43 | 134 | 26 | 160 | 293 |
| 08:15 AM | 18 | 37 | 55 | 8 | 17 | 25 | 107 | 21 | 128 | 208 |
| 08:30 AM | 13 | 67 | 80 | 4 | 19 | 23 | 94 | 24 | 118 | 221 |
| 08:45 AM | 14 | 59 | 73 | 16 | 21 | 37 | 69 | 17 | 86 | 196 |
| Total | 75 | 223 | 298 | 41 | 87 | 128 | 404 | 88 | 492 | 918 |
| | | | | | | | | | | |
| Grand Total | 255 | 643 | 898 | 116 | 231 | 347 | 903 | 189 | 1092 | 2337 |
| Apprch % | 28.4 | 71.6 | | 33.4 | 66.6 | | 82.7 | 17.3 | | |
| Total % | 10.9 | 27.5 | 38.4 | 5 | 9.9 | 14.8 | 38.6 | 8.1 | 46.7 | |
| Passenger Vehicles | 195 | 563 | 758 | 90 | 200 | 290 | 811 | 156 | 967 | 2015 |
| % Passenger Vehicles | 76.5 | 87.6 | 84.4 | 77.6 | 86.6 | 83.6 | 89.8 | 82.5 | 88.6 | 86.2 |
| Large 2 Axle Vehicles | 9 | 19 | 28 | 8 | 6 | 14 | 27 | 9 | 36 | 78 |
| % Large 2 Axle Vehicles | 3.5 | 3 | 3.1 | 6.9 | 2.6 | 4 | 3 | 4.8 | 3.3 | 3.3 |
| 3 Axle Vehicles | 5 | 13 | 18 | 1 | 3 | 4 | 3 | 2 | 5 | 27 |
| % 3 Axle Vehicles | 2 | 2 | 2 | 0.9 | 1.3 | 1.2 | 0.3 | 1.1 | 0.5 | 1.2 |
| 4+ Axle Trucks | 46 | 48 | 94 | 17 | 22 | 39 | 62 | 22 | 84 | 217 |
| % 4+ Axle Trucks | 18 | 7.5 | 10.5 | 14.7 | 9.5 | 11.2 | 6.9 | 11.6 | 7.7 | 9.3 |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 29 | 113 | 142 | 13 | 36 | 49 | 114 | 25 | 139 | 330 |
| 07:30 AM | **63** | **127** | **190** | **24** | **49** | **73** | 130 | 26 | 156 | 419 |
| 07:45 AM | 62 | 120 | 182 | 23 | 38 | 61 | **154** | **27** | **181** | **424** |
| 08:00 AM | 30 | 60 | 90 | 13 | 30 | 43 | 134 | 26 | 160 | 293 |
| Total Volume | 184 | 420 | 604 | 73 | 153 | 226 | 532 | 104 | 636 | 1466 |
| % App. Total | 30.5 | 69.5 | | 32.3 | 67.7 | | 83.6 | 16.4 | | |
| PHF | .730 | .827 | .795 | .760 | .781 | .774 | .864 | .963 | .878 | .864 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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 | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 29 | 113 | 142 | 13 | 36 | 49 | 114 | 25 | 139 |
| +15 mins. | **63** | **127** | **190** | **24** | **49** | **73** | 130 | 26 | 156 |
| +30 mins. | 62 | 120 | 182 | 23 | 38 | 61 | **154** | **27** | **181** |
| +45 mins. | 30 | 60 | 90 | 13 | 30 | 43 | 134 | 26 | 160 |
| Total Volume | 184 | 420 | 604 | 73 | 153 | 226 | 532 | 104 | 636 |
| % App. Total | 30.5 | 69.5 | | 32.3 | 67.7 | | 83.6 | 16.4 | |
| PHF | .730 | .827 | .795 | .760 | .781 | .774 | .864 | .963 | .878 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

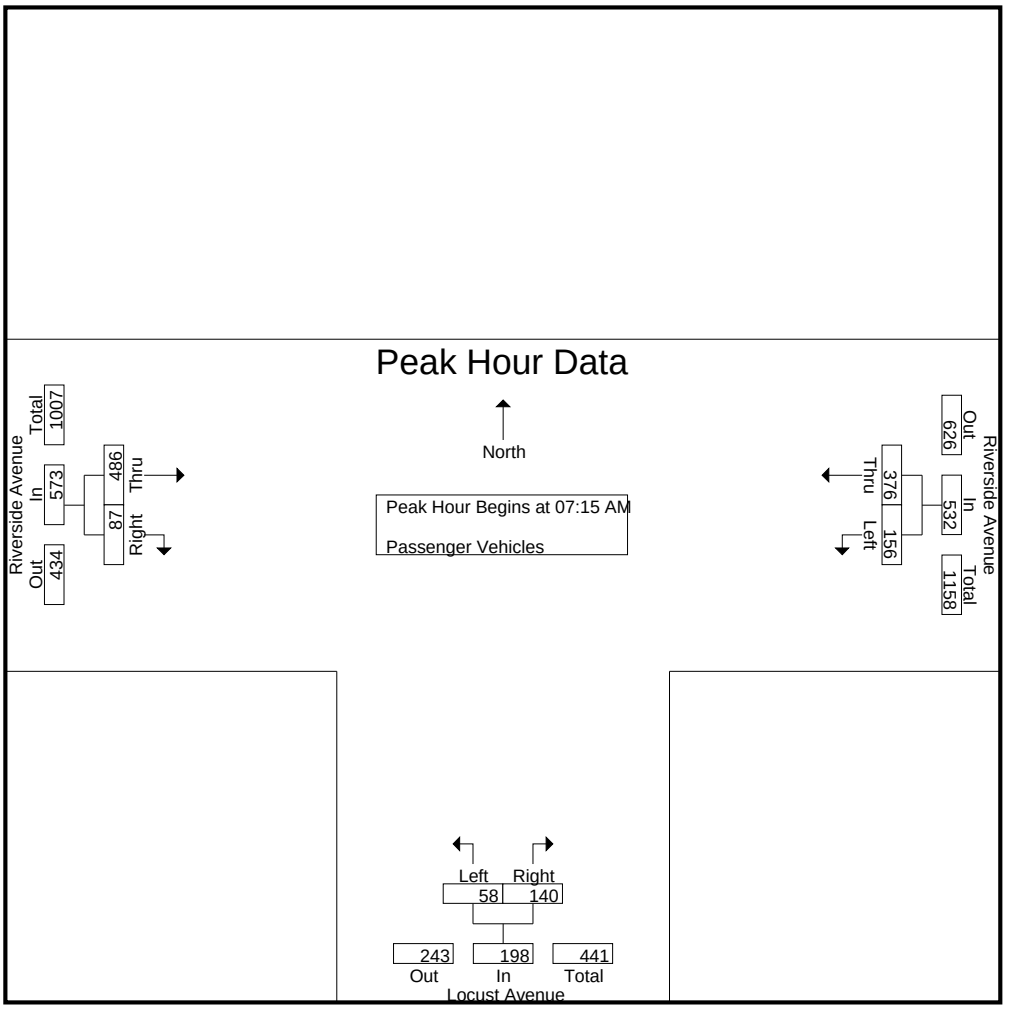
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 16 | 49 | 65 | 13 | 15 | 28 | 97 | 20 | 117 | 210 |
| 07:15 AM | 23 | 100 | 123 | 10 | 29 | 39 | 106 | 20 | 126 | 288 |
| 07:30 AM | 52 | 114 | 166 | 24 | 46 | 70 | 115 | 24 | 139 | 375 |
| 07:45 AM | 56 | 107 | 163 | 12 | 37 | 49 | 144 | 20 | 164 | 376 |
| Total | 147 | 370 | 517 | 59 | 127 | 186 | 462 | 84 | 546 | 1249 |
| | | | | | | | | | | |
| 08:00 AM | 25 | 55 | 80 | 12 | 28 | 40 | 121 | 23 | 144 | 264 |
| 08:15 AM | 8 | 34 | 42 | 7 | 13 | 20 | 92 | 16 | 108 | 170 |
| 08:30 AM | 8 | 57 | 65 | 2 | 16 | 18 | 78 | 20 | 98 | 181 |
| 08:45 AM | 7 | 47 | 54 | 10 | 16 | 26 | 58 | 13 | 71 | 151 |
| Total | 48 | 193 | 241 | 31 | 73 | 104 | 349 | 72 | 421 | 766 |
| | | | | | | | | | | |
| Grand Total | 195 | 563 | 758 | 90 | 200 | 290 | 811 | 156 | 967 | 2015 |
| Apprch % | 25.7 | 74.3 | | 31 | 69 | | 83.9 | 16.1 | | |
| Total % | 9.7 | 27.9 | 37.6 | 4.5 | 9.9 | 14.4 | 40.2 | 7.7 | 48 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 23 | 100 | 123 | 10 | 29 | 39 | 106 | 20 | 126 | 288 |
| 07:30 AM | 52 | **114** | **166** | **24** | **46** | **70** | 115 | **24** | 139 | 375 |
| 07:45 AM | **56** | 107 | 163 | 12 | 37 | 49 | **144** | 20 | **164** | **376** |
| 08:00 AM | 25 | 55 | 80 | 12 | 28 | 40 | 121 | 23 | 144 | 264 |
| Total Volume | 156 | 376 | 532 | 58 | 140 | 198 | 486 | 87 | 573 | 1303 |
| % App. Total | 29.3 | 70.7 | | 29.3 | 70.7 | | 84.8 | 15.2 | | |
| PHF | .696 | .825 | .801 | .604 | .761 | .707 | .844 | .906 | .873 | .866 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024


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

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 23 | 100 | 123 | 10 | 29 | 39 | 106 | 20 | 126 |
| +15 mins. | 52 | **114** | **166** | **24** | **46** | **70** | 115 | **24** | 139 |
| +30 mins. | **56** | 107 | 163 | 12 | 37 | 49 | **144** | 20 | **164** |
| +45 mins. | 25 | 55 | 80 | 12 | 28 | 40 | 121 | 23 | 144 |
| Total Volume | 156 | 376 | 532 | 58 | 140 | 198 | 486 | 87 | 573 |
| % App. Total | 29.3 | 70.7 | | 29.3 | 70.7 | | 84.8 | 15.2 | |
| PHF | .696 | .825 | .801 | .604 | .761 | .707 | .844 | .906 | .873 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

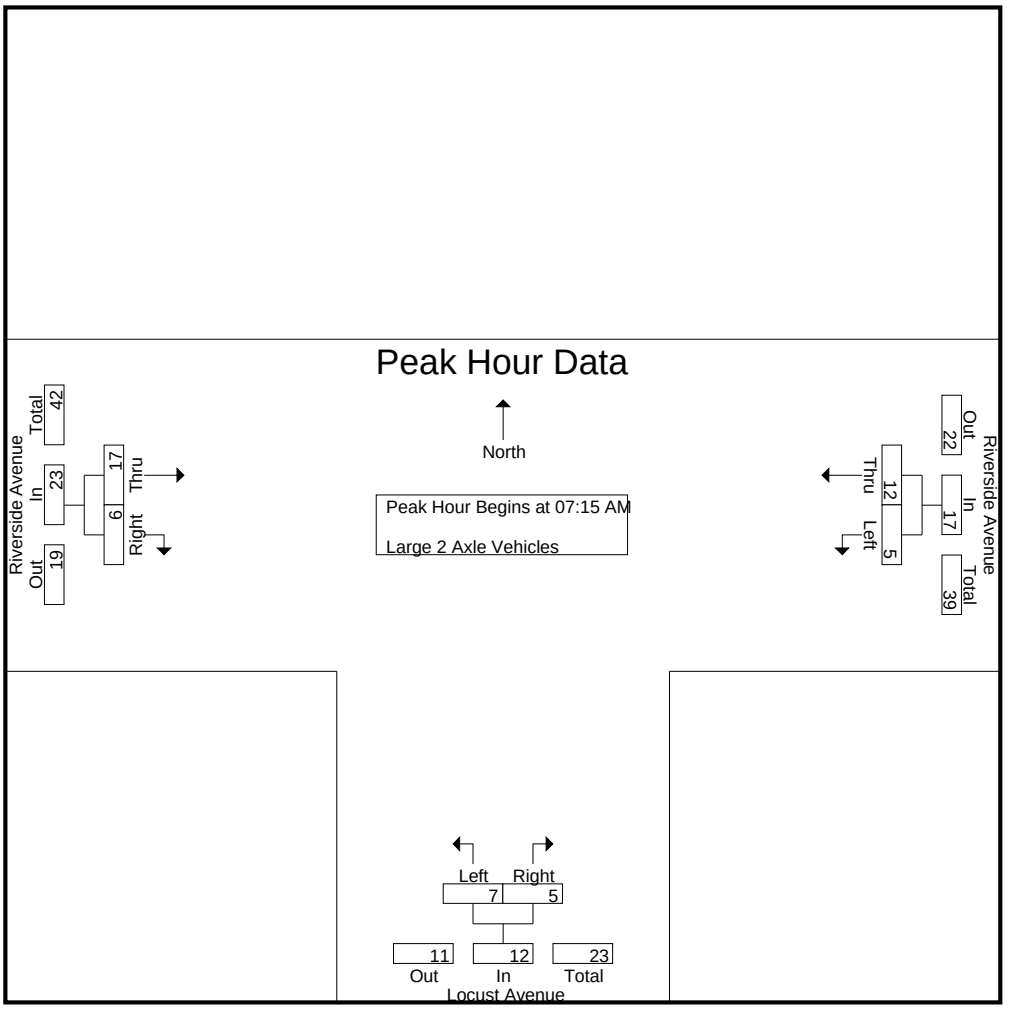
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 3 | 3 | 6 | 1 | 1 | 2 | 2 | 0 | 2 | 10 |
| 07:15 AM | 1 | 4 | 5 | 2 | 4 | 6 | 5 | 1 | 6 | 17 |
| 07:30 AM | 3 | 5 | 8 | 0 | 1 | 1 | 2 | 0 | 2 | 11 |
| 07:45 AM | 0 | 3 | 3 | 4 | 0 | 4 | 5 | 4 | 9 | 16 |
| Total | 7 | 15 | 22 | 7 | 6 | 13 | 14 | 5 | 19 | 54 |
| | | | | | | | | | | |
| 08:00 AM | 1 | 0 | 1 | 1 | 0 | 1 | 5 | 1 | 6 | 8 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 5 |
| 08:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 4 | 5 |
| 08:45 AM | 1 | 3 | 4 | 0 | 0 | 0 | 1 | 1 | 2 | 6 |
| Total | 2 | 4 | 6 | 1 | 0 | 1 | 13 | 4 | 17 | 24 |
| | | | | | | | | | | |
| Grand Total | 9 | 19 | 28 | 8 | 6 | 14 | 27 | 9 | 36 | 78 |
| Apprch % | 32.1 | 67.9 | | 57.1 | 42.9 | | 75 | 25 | | |
| Total % | 11.5 | 24.4 | 35.9 | 10.3 | 7.7 | 17.9 | 34.6 | 11.5 | 46.2 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 1 | 4 | 5 | 2 | **4** | **6** | **5** | 1 | 6 | **17** |
| 07:30 AM | **3** | **5** | **8** | 0 | 1 | 1 | 2 | 0 | 2 | 11 |
| 07:45 AM | 0 | 3 | 3 | **4** | 0 | 4 | 5 | **4** | **9** | 16 |
| 08:00 AM | 1 | 0 | 1 | 1 | 0 | 1 | 5 | 1 | 6 | 8 |
| Total Volume | 5 | 12 | 17 | 7 | 5 | 12 | 17 | 6 | 23 | 52 |
| % App. Total | 29.4 | 70.6 | | 58.3 | 41.7 | | 73.9 | 26.1 | | |
| PHF | .417 | .600 | .531 | .438 | .313 | .500 | .850 | .375 | .639 | .765 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | 4 | 5 | 2 | **4** | **6** | **5** | 1 | 6 |
| +15 mins. | **3** | **5** | **8** | 0 | 1 | 1 | 2 | 0 | 2 |
| +30 mins. | 0 | 3 | 3 | **4** | 0 | 4 | 5 | **4** | **9** |
| +45 mins. | 1 | 0 | 1 | 1 | 0 | 1 | 5 | 1 | 6 |
| Total Volume | 5 | 12 | 17 | 7 | 5 | 12 | 17 | 6 | 23 |
| % App. Total | 29.4 | 70.6 | | 58.3 | 41.7 | | 73.9 | 26.1 | |
| PHF | .417 | .600 | .531 | .438 | .313 | .500 | .850 | .375 | .639 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

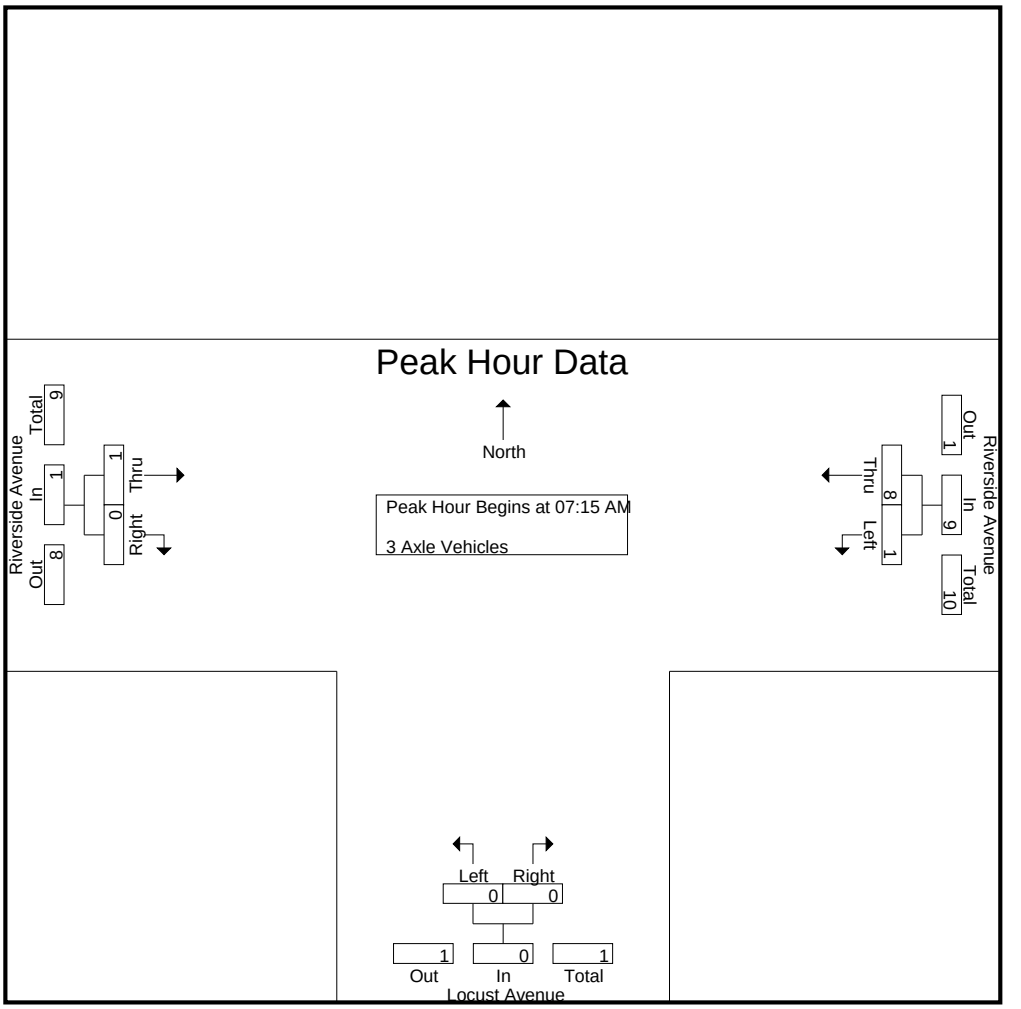
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 5 |
| 07:15 AM | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:30 AM | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:45 AM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 4 | 8 | 12 | 0 | 0 | 0 | 0 | 1 | 1 | 13 |
| | | | | | | | | | | |
| 08:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 08:15 AM | 1 | 1 | 2 | 0 | 2 | 2 | 1 | 1 | 2 | 6 |
| 08:30 AM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 AM | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 4 |
| Total | 1 | 5 | 6 | 1 | 3 | 4 | 3 | 1 | 4 | 14 |
| | | | | | | | | | | |
| Grand Total | 5 | 13 | 18 | 1 | 3 | 4 | 3 | 2 | 5 | 27 |
| Apprch % | 27.8 | 72.2 | | 25 | 75 | | 60 | 40 | | |
| Total % | 18.5 | 48.1 | 66.7 | 3.7 | 11.1 | 14.8 | 11.1 | 7.4 | 18.5 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 0 | **3** | **3** | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 07:30 AM | **1** | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:45 AM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | **1** | 0 | **1** | 2 |
| Total Volume | 1 | 8 | 9 | 0 | 0 | 0 | 1 | 0 | 1 | 10 |
| % App. Total | 11.1 | 88.9 | | 0 | 0 | | 100 | 0 | | |
| PHF | .250 | .667 | .750 | .000 | .000 | .000 | .250 | .000 | .250 | .833 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **3** | **3** | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | **1** | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 1 | 0 | 0 | 0 | **1** | 0 | **1** |
| Total Volume | 1 | 8 | 9 | 0 | 0 | 0 | 1 | 0 | 1 |
| % App. Total | 11.1 | 88.9 | | 0 | 0 | | 100 | 0 | |
| PHF | .250 | .667 | .750 | .000 | .000 | .000 | .250 | .000 | .250 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

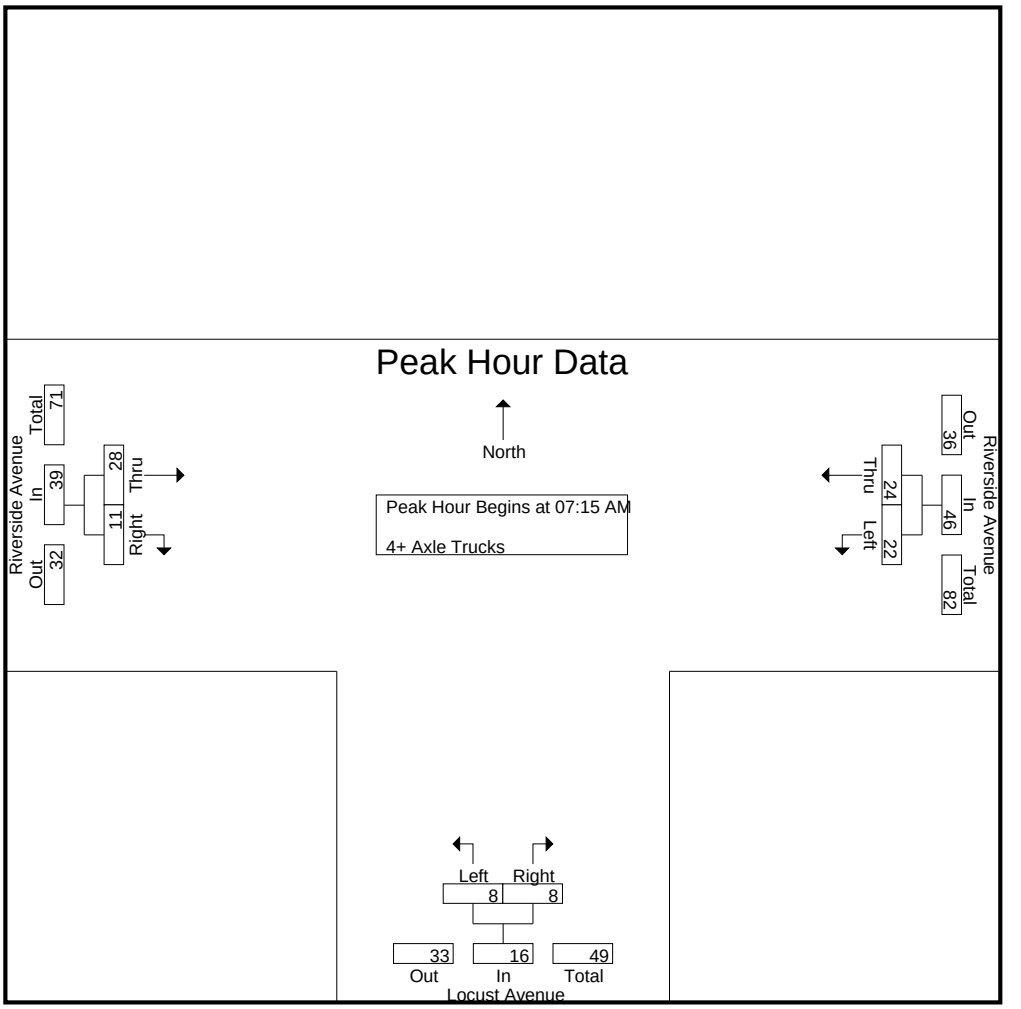
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 4 | 7 | 11 | 1 | 5 | 6 | 2 | 2 | 4 | 21 |
| 07:15 AM | 5 | 6 | 11 | 1 | 3 | 4 | 3 | 4 | 7 | 22 |
| 07:30 AM | 7 | 6 | 13 | 0 | 2 | 2 | 13 | 2 | 15 | 30 |
| 07:45 AM | 6 | 8 | 14 | 7 | 1 | 8 | 5 | 3 | 8 | 30 |
| Total | 22 | 27 | 49 | 9 | 11 | 20 | 23 | 11 | 34 | 103 |
| | | | | | | | | | | |
| 08:00 AM | 4 | 4 | 8 | 0 | 2 | 2 | 7 | 2 | 9 | 19 |
| 08:15 AM | 9 | 2 | 11 | 1 | 2 | 3 | 9 | 4 | 13 | 27 |
| 08:30 AM | 5 | 7 | 12 | 2 | 3 | 5 | 14 | 2 | 16 | 33 |
| 08:45 AM | 6 | 8 | 14 | 5 | 4 | 9 | 9 | 3 | 12 | 35 |
| Total | 24 | 21 | 45 | 8 | 11 | 19 | 39 | 11 | 50 | 114 |
| | | | | | | | | | | |
| Grand Total | 46 | 48 | 94 | 17 | 22 | 39 | 62 | 22 | 84 | 217 |
| Apprch % | 48.9 | 51.1 | | 43.6 | 56.4 | | 73.8 | 26.2 | | |
| Total % | 21.2 | 22.1 | 43.3 | 7.8 | 10.1 | 18 | 28.6 | 10.1 | 38.7 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 5 | 6 | 11 | 1 | **3** | 4 | 3 | **4** | 7 | 22 |
| 07:30 AM | **7** | 6 | 13 | 0 | 2 | 2 | **13** | 2 | **15** | **30** |
| 07:45 AM | 6 | **8** | **14** | **7** | 1 | **8** | 5 | 3 | 8 | 30 |
| 08:00 AM | 4 | 4 | 8 | 0 | 2 | 2 | 7 | 2 | 9 | 19 |
| Total Volume | 22 | 24 | 46 | 8 | 8 | 16 | 28 | 11 | 39 | 101 |
| % App. Total | 47.8 | 52.2 | | 50 | 50 | | 71.8 | 28.2 | | |
| PHF | .786 | .750 | .821 | .286 | .667 | .500 | .538 | .688 | .650 | .842 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 5 | 6 | 11 | 1 | **3** | 4 | 3 | **4** | 7 |
| +15 mins. | **7** | 6 | 13 | 0 | 2 | 2 | **13** | 2 | **15** |
| +30 mins. | 6 | **8** | **14** | **7** | 1 | **8** | 5 | 3 | 8 |
| +45 mins. | 4 | 4 | 8 | 0 | 2 | 2 | 7 | 2 | 9 |
| Total Volume | 22 | 24 | 46 | 8 | 8 | 16 | 28 | 11 | 39 |
| % App. Total | 47.8 | 52.2 | | 50 | 50 | | 71.8 | 28.2 | |
| PHF | .786 | .750 | .821 | .286 | .667 | .500 | .538 | .688 | .650 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

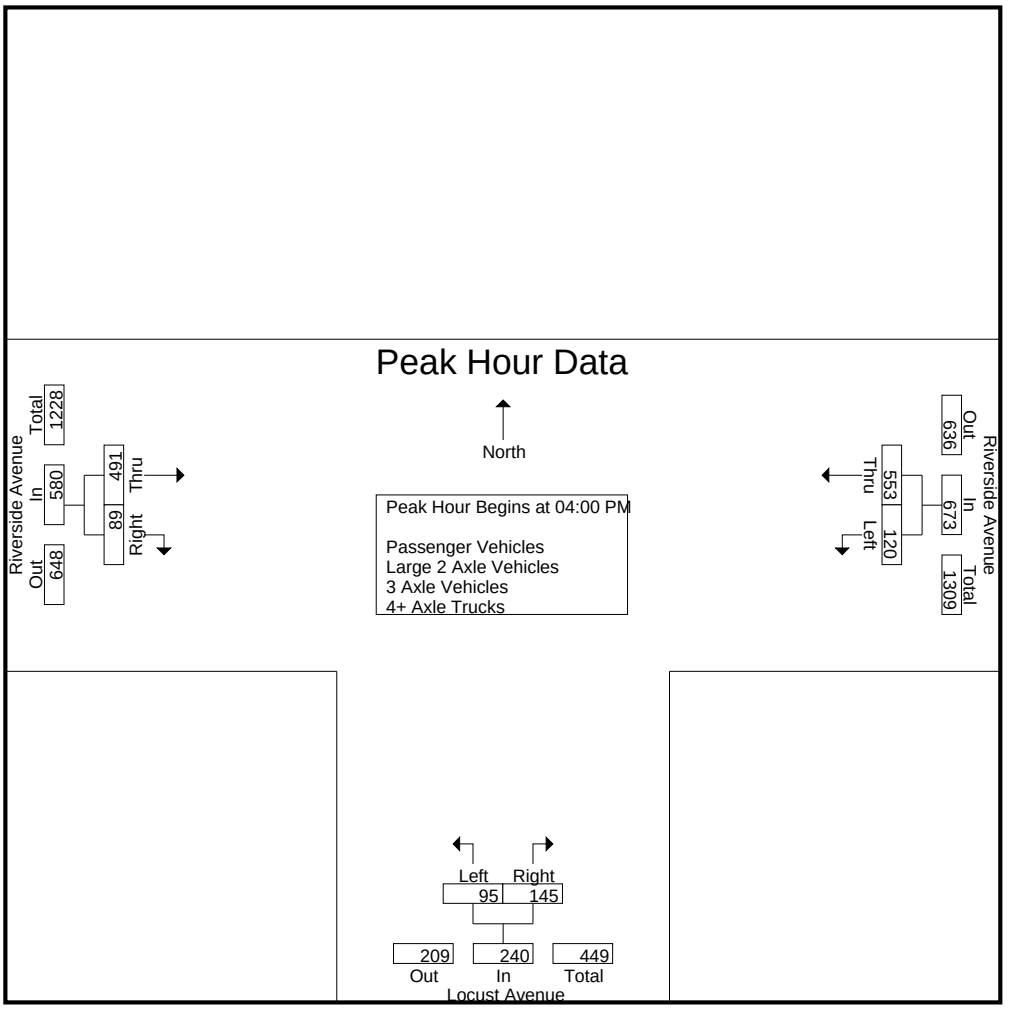
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 38 | 142 | 180 | 23 | 26 | 49 | 82 | 29 | 111 | 340 |
| 04:15 PM | 45 | 158 | 203 | 17 | 29 | 46 | 106 | 23 | 129 | 378 |
| 04:30 PM | 18 | 132 | 150 | 33 | 67 | 100 | 198 | 18 | 216 | 466 |
| 04:45 PM | 19 | 121 | 140 | 22 | 23 | 45 | 105 | 19 | 124 | 309 |
| Total | 120 | 553 | 673 | 95 | 145 | 240 | 491 | 89 | 580 | 1493 |
| | | | | | | | | | | |
| 05:00 PM | 16 | 146 | 162 | 31 | 14 | 45 | 103 | 21 | 124 | 331 |
| 05:15 PM | 24 | 138 | 162 | 21 | 14 | 35 | 118 | 19 | 137 | 334 |
| 05:30 PM | 13 | 110 | 123 | 21 | 21 | 42 | 94 | 14 | 108 | 273 |
| 05:45 PM | 15 | 118 | 133 | 19 | 10 | 29 | 92 | 16 | 108 | 270 |
| Total | 68 | 512 | 580 | 92 | 59 | 151 | 407 | 70 | 477 | 1208 |
| | | | | | | | | | | |
| Grand Total | 188 | 1065 | 1253 | 187 | 204 | 391 | 898 | 159 | 1057 | 2701 |
| Apprch % | 15 | 85 | | 47.8 | 52.2 | | 85 | 15 | | |
| Total % | 7 | 39.4 | 46.4 | 6.9 | 7.6 | 14.5 | 33.2 | 5.9 | 39.1 | |
| Passenger Vehicles | 175 | 1039 | 1214 | 164 | 177 | 341 | 868 | 129 | 997 | 2552 |
| % Passenger Vehicles | 93.1 | 97.6 | 96.9 | 87.7 | 86.8 | 87.2 | 96.7 | 81.1 | 94.3 | 94.5 |
| Large 2 Axle Vehicles | 0 | 7 | 7 | 2 | 0 | 2 | 14 | 4 | 18 | 27 |
| % Large 2 Axle Vehicles | 0 | 0.7 | 0.6 | 1.1 | 0 | 0.5 | 1.6 | 2.5 | 1.7 | 1 |
| 3 Axle Vehicles | 0 | 1 | 1 | 4 | 0 | 4 | 2 | 4 | 6 | 11 |
| % 3 Axle Vehicles | 0 | 0.1 | 0.1 | 2.1 | 0 | 1 | 0.2 | 2.5 | 0.6 | 0.4 |
| 4+ Axle Trucks | 13 | 18 | 31 | 17 | 27 | 44 | 14 | 22 | 36 | 111 |
| % 4+ Axle Trucks | 6.9 | 1.7 | 2.5 | 9.1 | 13.2 | 11.3 | 1.6 | 13.8 | 3.4 | 4.1 |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue 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 04:00 PM | | | | | | | | | | |
| 04:00 PM | 38 | 142 | 180 | 23 | 26 | 49 | 82 | **29** | 111 | 340 |
| 04:15 PM | **45** | **158** | **203** | 17 | 29 | 46 | 106 | 23 | 129 | 378 |
| 04:30 PM | 18 | 132 | 150 | **33** | **67** | **100** | **198** | 18 | **216** | **466** |
| 04:45 PM | 19 | 121 | 140 | 22 | 23 | 45 | 105 | 19 | 124 | 309 |
| Total Volume | 120 | 553 | 673 | 95 | 145 | 240 | 491 | 89 | 580 | 1493 |
| % App. Total | 17.8 | 82.2 | | 39.6 | 60.4 | | 84.7 | 15.3 | | |
| PHF | .667 | .875 | .829 | .720 | .541 | .600 | .620 | .767 | .671 | .801 |

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

City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue PM
Site Code : 10824406
Start Date : 5/7/2024
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 | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 38 | 142 | 180 | 23 | 26 | 49 | **198** | 18 | **216** |
| +15 mins. | **45** | **158** | **203** | 17 | 29 | 46 | 105 | 19 | 124 |
| +30 mins. | 18 | 132 | 150 | **33** | **67** | **100** | 103 | **21** | 124 |
| +45 mins. | 19 | 121 | 140 | 22 | 23 | 45 | 118 | 19 | 137 |
| Total Volume | 120 | 553 | 673 | 95 | 145 | 240 | 524 | 77 | 601 |
| % App. Total | 17.8 | 82.2 | | 39.6 | 60.4 | | 87.2 | 12.8 | |
| PHF | .667 | .875 | .829 | .720 | .541 | .600 | .662 | .917 | .696 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

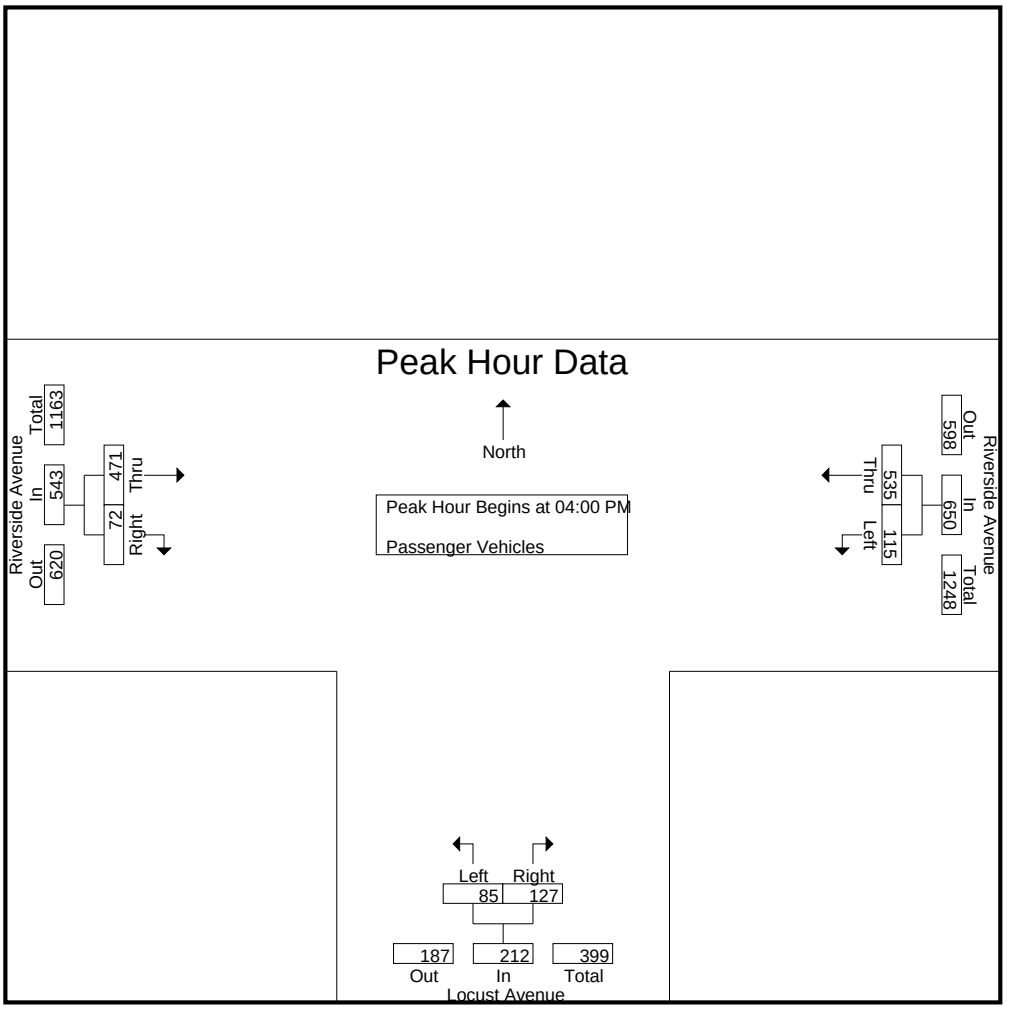
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 37 | 138 | 175 | 20 | 21 | 41 | 75 | 25 | 100 | 316 |
| 04:15 PM | 44 | 153 | 197 | 16 | 25 | 41 | 103 | 15 | 118 | 356 |
| 04:30 PM | 17 | 129 | 146 | 28 | 62 | 90 | 193 | 18 | 211 | 447 |
| 04:45 PM | 17 | 115 | 132 | 21 | 19 | 40 | 100 | 14 | 114 | 286 |
| Total | 115 | 535 | 650 | 85 | 127 | 212 | 471 | 72 | 543 | 1405 |
| | | | | | | | | | | |
| 05:00 PM | 14 | 146 | 160 | 29 | 13 | 42 | 99 | 15 | 114 | 316 |
| 05:15 PM | 23 | 136 | 159 | 19 | 12 | 31 | 114 | 16 | 130 | 320 |
| 05:30 PM | 11 | 107 | 118 | 19 | 19 | 38 | 93 | 12 | 105 | 261 |
| 05:45 PM | 12 | 115 | 127 | 12 | 6 | 18 | 91 | 14 | 105 | 250 |
| Total | 60 | 504 | 564 | 79 | 50 | 129 | 397 | 57 | 454 | 1147 |
| | | | | | | | | | | |
| Grand Total | 175 | 1039 | 1214 | 164 | 177 | 341 | 868 | 129 | 997 | 2552 |
| Apprch % | 14.4 | 85.6 | | 48.1 | 51.9 | | 87.1 | 12.9 | | |
| Total % | 6.9 | 40.7 | 47.6 | 6.4 | 6.9 | 13.4 | 34 | 5.1 | 39.1 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 37 | 138 | 175 | 20 | 21 | 41 | 75 | **25** | 100 | 316 |
| 04:15 PM | **44** | **153** | **197** | 16 | 25 | 41 | 103 | 15 | 118 | 356 |
| 04:30 PM | 17 | 129 | 146 | **28** | **62** | **90** | **193** | 18 | **211** | **447** |
| 04:45 PM | 17 | 115 | 132 | 21 | 19 | 40 | 100 | 14 | 114 | 286 |
| Total Volume | 115 | 535 | 650 | 85 | 127 | 212 | 471 | 72 | 543 | 1405 |
| % App. Total | 17.7 | 82.3 | | 40.1 | 59.9 | | 86.7 | 13.3 | | |
| PHF | .653 | .874 | .825 | .759 | .512 | .589 | .610 | .720 | .643 | .786 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 37 | 138 | 175 | 20 | 21 | 41 | 75 | **25** | 100 |
| +15 mins. | **44** | **153** | **197** | 16 | 25 | 41 | 103 | 15 | 118 |
| +30 mins. | 17 | 129 | 146 | **28** | **62** | **90** | **193** | 18 | **211** |
| +45 mins. | 17 | 115 | 132 | 21 | 19 | 40 | 100 | 14 | 114 |
| Total Volume | 115 | 535 | 650 | 85 | 127 | 212 | 471 | 72 | 543 |
| % App. Total | 17.7 | 82.3 | | 40.1 | 59.9 | | 86.7 | 13.3 | |
| PHF | .653 | .874 | .825 | .759 | .512 | .589 | .610 | .720 | .643 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

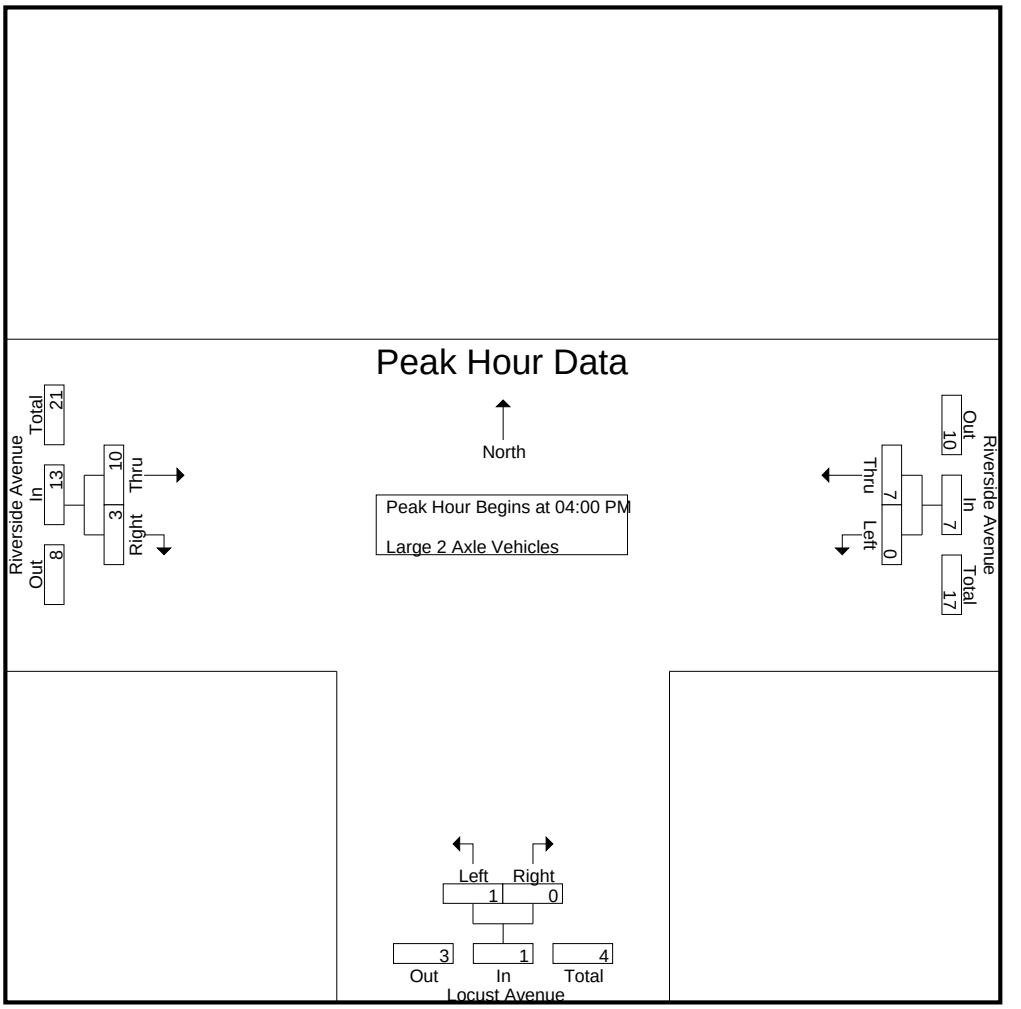
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 4 | 5 |
| 04:15 PM | 0 | 4 | 4 | 0 | 0 | 0 | 2 | 2 | 4 | 8 |
| 04:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 04:45 PM | 0 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 4 | 6 |
| Total | 0 | 7 | 7 | 1 | 0 | 1 | 10 | 3 | 13 | 21 |
| | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 |
| Total | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 5 | 6 |
| | | | | | | | | | | |
| Grand Total | 0 | 7 | 7 | 2 | 0 | 2 | 14 | 4 | 18 | 27 |
| Apprch % | 0 | 100 | | 100 | 0 | | 77.8 | 22.2 | | |
| Total % | 0 | 25.9 | 25.9 | 7.4 | 0 | 7.4 | 51.9 | 14.8 | 66.7 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | **4** | 0 | **4** | 5 |
| 04:15 PM | 0 | **4** | **4** | 0 | 0 | 0 | 2 | **2** | 4 | **8** |
| 04:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 04:45 PM | 0 | 1 | 1 | **1** | 0 | **1** | 3 | 1 | 4 | 6 |
| Total Volume | 0 | 7 | 7 | 1 | 0 | 1 | 10 | 3 | 13 | 21 |
| % App. Total | 0 | 100 | | 100 | 0 | | 76.9 | 23.1 | | |
| PHF | .000 | .438 | .438 | .250 | .000 | .250 | .625 | .375 | .813 | .656 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue PM
Site Code : 10824406
Start Date : 5/7/2024


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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | 1 | 0 | 0 | 0 | **4** | 0 | **4** |
| +15 mins. | 0 | **4** | **4** | 0 | 0 | 0 | 2 | **2** | 4 |
| +30 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 1 | 1 | **1** | 0 | **1** | 3 | 1 | 4 |
| Total Volume | 0 | 7 | 7 | 1 | 0 | 1 | 10 | 3 | 13 |
| % App. Total | 0 | 100 | | 100 | 0 | | 76.9 | 23.1 | |
| PHF | .000 | .438 | .438 | .250 | .000 | .250 | .625 | .375 | .813 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

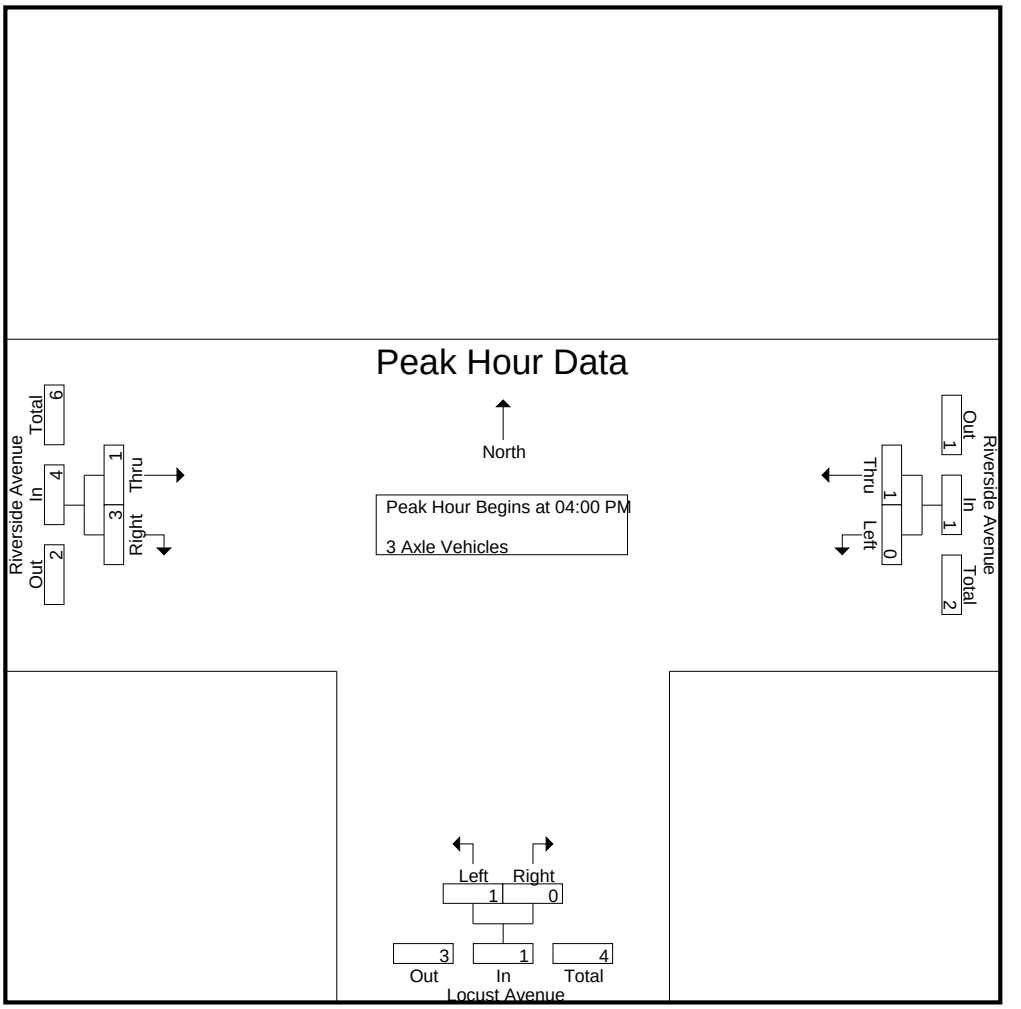
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 3 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 3 | 4 | 6 |
| | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| 05:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 1 | 2 | 5 |
| | | | | | | | | | | |
| Grand Total | 0 | 1 | 1 | 4 | 0 | 4 | 2 | 4 | 6 | 11 |
| Apprch % | 0 | 100 | | 100 | 0 | | 33.3 | 66.7 | | |
| Total % | 0 | 9.1 | 9.1 | 36.4 | 0 | 36.4 | 18.2 | 36.4 | 54.5 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | **1** | **1** | **1** | 0 | **1** | **1** | 0 | 1 | **3** |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Total Volume | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 3 | 4 | 6 |
| % App. Total | 0 | 100 | | 100 | 0 | | 25 | 75 | | |
| PHF | .000 | .250 | .250 | .250 | .000 | .250 | .250 | .375 | .500 | .500 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | **1** | **1** | **1** | 0 | **1** | **1** | 0 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total Volume | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 3 | 4 |
| % App. Total | 0 | 100 | | 100 | 0 | | 25 | 75 | |
| PHF | .000 | .250 | .250 | .250 | .000 | .250 | .250 | .375 | .500 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

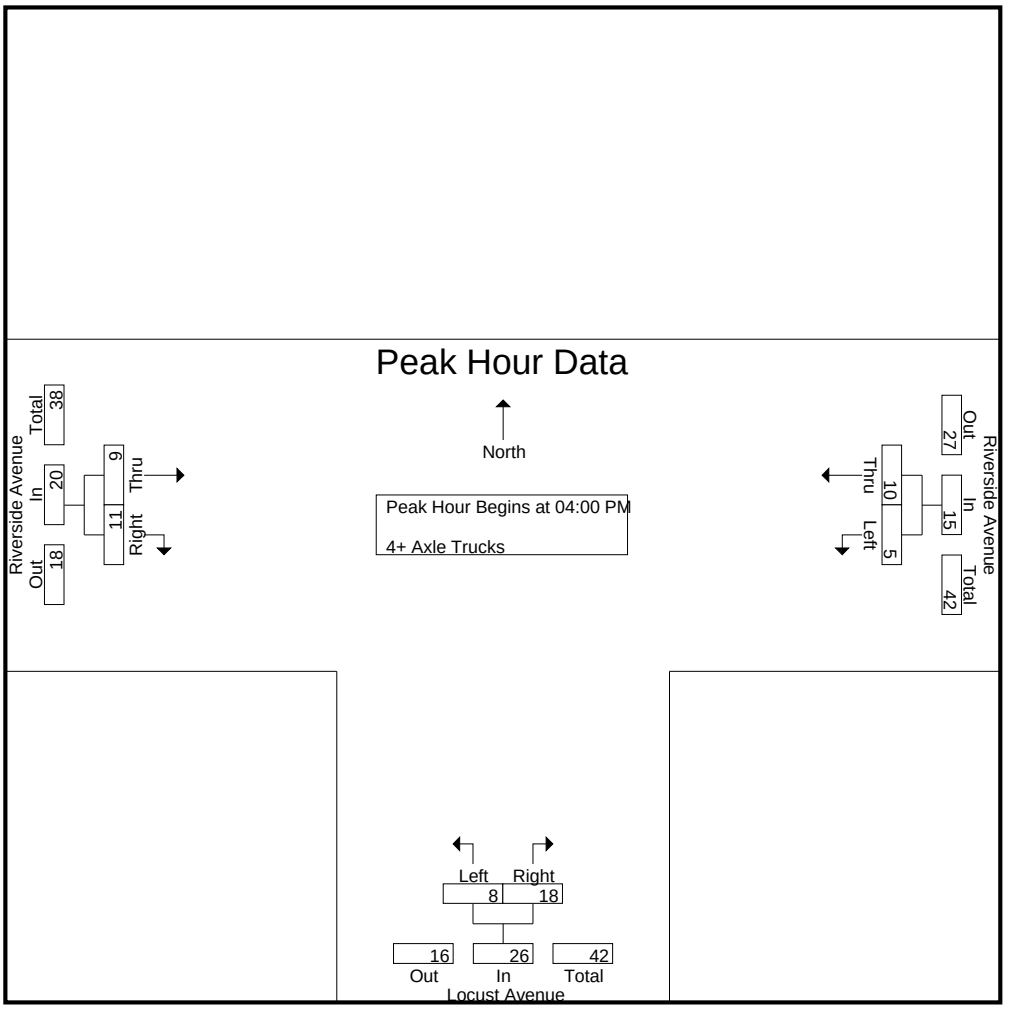
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 3 | 4 | 3 | 5 | 8 | 3 | 2 | 5 | 17 |
| 04:15 PM | 1 | 1 | 2 | 1 | 4 | 5 | 1 | 6 | 7 | 14 |
| 04:30 PM | 1 | 1 | 2 | 4 | 5 | 9 | 3 | 0 | 3 | 14 |
| 04:45 PM | 2 | 5 | 7 | 0 | 4 | 4 | 2 | 3 | 5 | 16 |
| Total | 5 | 10 | 15 | 8 | 18 | 26 | 9 | 11 | 20 | 61 |
| | | | | | | | | | | |
| 05:00 PM | 2 | 0 | 2 | 2 | 1 | 3 | 2 | 5 | 7 | 12 |
| 05:15 PM | 1 | 2 | 3 | 2 | 2 | 4 | 2 | 2 | 4 | 11 |
| 05:30 PM | 2 | 3 | 5 | 1 | 2 | 3 | 1 | 2 | 3 | 11 |
| 05:45 PM | 3 | 3 | 6 | 4 | 4 | 8 | 0 | 2 | 2 | 16 |
| Total | 8 | 8 | 16 | 9 | 9 | 18 | 5 | 11 | 16 | 50 |
| | | | | | | | | | | |
| Grand Total | 13 | 18 | 31 | 17 | 27 | 44 | 14 | 22 | 36 | 111 |
| Apprch % | 41.9 | 58.1 | | 38.6 | 61.4 | | 38.9 | 61.1 | | |
| Total % | 11.7 | 16.2 | 27.9 | 15.3 | 24.3 | 39.6 | 12.6 | 19.8 | 32.4 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 1 | 3 | 4 | 3 | **5** | 8 | **3** | 2 | 5 | **17** |
| 04:15 PM | 1 | 1 | 2 | 1 | 4 | 5 | 1 | **6** | **7** | 14 |
| 04:30 PM | 1 | 1 | 2 | **4** | 5 | **9** | 3 | 0 | 3 | 14 |
| 04:45 PM | **2** | **5** | **7** | 0 | 4 | 4 | 2 | 3 | 5 | 16 |
| Total Volume | 5 | 10 | 15 | 8 | 18 | 26 | 9 | 11 | 20 | 61 |
| % App. Total | 33.3 | 66.7 | | 30.8 | 69.2 | | 45 | 55 | | |
| PHF | .625 | .500 | .536 | .500 | .900 | .722 | .750 | .458 | .714 | .897 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | 3 | 4 | 3 | **5** | 8 | **3** | 2 | 5 |
| +15 mins. | 1 | 1 | 2 | 1 | 4 | 5 | 1 | **6** | **7** |
| +30 mins. | 1 | 1 | 2 | **4** | 5 | **9** | 3 | 0 | 3 |
| +45 mins. | **2** | **5** | **7** | 0 | 4 | 4 | 2 | 3 | 5 |
| Total Volume | 5 | 10 | 15 | 8 | 18 | 26 | 9 | 11 | 20 |
| % App. Total | 33.3 | 66.7 | | 30.8 | 69.2 | | 45 | 55 | |
| PHF | .625 | .500 | .536 | .500 | .900 | .722 | .750 | .458 | .714 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

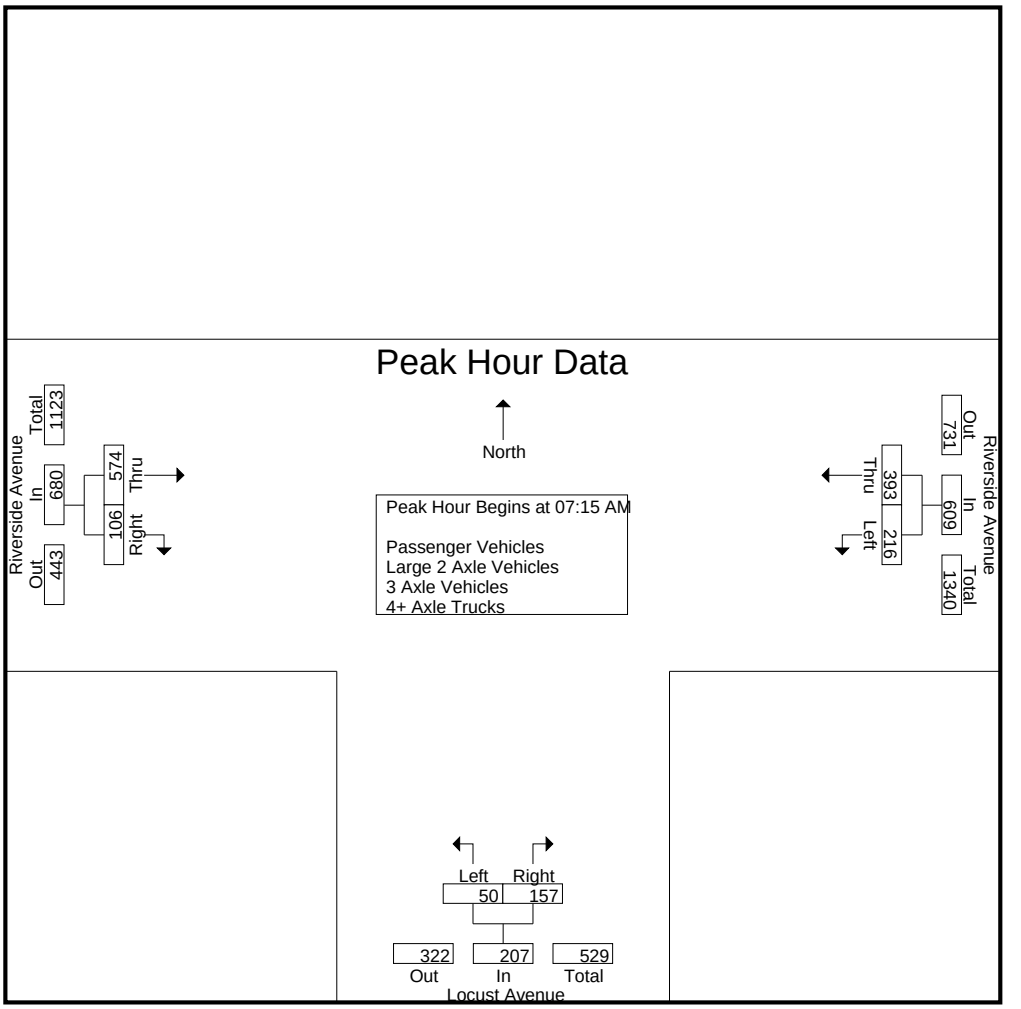
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 34 | 78 | 112 | 14 | 19 | 33 | 107 | 22 | 129 | 274 |
| 07:15 AM | 38 | 82 | 120 | 16 | 46 | 62 | 125 | 24 | 149 | 331 |
| 07:30 AM | 50 | 111 | 161 | 13 | 37 | 50 | 143 | 30 | 173 | 384 |
| 07:45 AM | 88 | 125 | 213 | 12 | 44 | 56 | 159 | 29 | 188 | 457 |
| Total | 210 | 396 | 606 | 55 | 146 | 201 | 534 | 105 | 639 | 1446 |
| | | | | | | | | | | |
| 08:00 AM | 40 | 75 | 115 | 9 | 30 | 39 | 147 | 23 | 170 | 324 |
| 08:15 AM | 13 | 56 | 69 | 15 | 13 | 28 | 120 | 27 | 147 | 244 |
| 08:30 AM | 13 | 47 | 60 | 13 | 18 | 31 | 85 | 21 | 106 | 197 |
| 08:45 AM | 13 | 49 | 62 | 11 | 13 | 24 | 64 | 16 | 80 | 166 |
| Total | 79 | 227 | 306 | 48 | 74 | 122 | 416 | 87 | 503 | 931 |
| | | | | | | | | | | |
| Grand Total | 289 | 623 | 912 | 103 | 220 | 323 | 950 | 192 | 1142 | 2377 |
| Apprch % | 31.7 | 68.3 | | 31.9 | 68.1 | | 83.2 | 16.8 | | |
| Total % | 12.2 | 26.2 | 38.4 | 4.3 | 9.3 | 13.6 | 40 | 8.1 | 48 | |
| Passenger Vehicles | 212 | 562 | 774 | 71 | 180 | 251 | 869 | 164 | 1033 | 2058 |
| % Passenger Vehicles | 73.4 | 90.2 | 84.9 | 68.9 | 81.8 | 77.7 | 91.5 | 85.4 | 90.5 | 86.6 |
| Large 2 Axle Vehicles | 11 | 19 | 30 | 3 | 7 | 10 | 26 | 8 | 34 | 74 |
| % Large 2 Axle Vehicles | 3.8 | 3 | 3.3 | 2.9 | 3.2 | 3.1 | 2.7 | 4.2 | 3 | 3.1 |
| 3 Axle Vehicles | 8 | 4 | 12 | 2 | 17 | 19 | 7 | 5 | 12 | 43 |
| % 3 Axle Vehicles | 2.8 | 0.6 | 1.3 | 1.9 | 7.7 | 5.9 | 0.7 | 2.6 | 1.1 | 1.8 |
| 4+ Axle Trucks | 58 | 38 | 96 | 27 | 16 | 43 | 48 | 15 | 63 | 202 |
| % 4+ Axle Trucks | 20.1 | 6.1 | 10.5 | 26.2 | 7.3 | 13.3 | 5.1 | 7.8 | 5.5 | 8.5 |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 38 | 82 | 120 | **16** | **46** | **62** | 125 | 24 | 149 | 331 |
| 07:30 AM | 50 | 111 | 161 | 13 | 37 | 50 | 143 | **30** | 173 | 384 |
| 07:45 AM | **88** | **125** | **213** | 12 | 44 | 56 | **159** | 29 | **188** | **457** |
| 08:00 AM | 40 | 75 | 115 | 9 | 30 | 39 | 147 | 23 | 170 | 324 |
| Total Volume | 216 | 393 | 609 | 50 | 157 | 207 | 574 | 106 | 680 | 1496 |
| % App. Total | 35.5 | 64.5 | | 24.2 | 75.8 | | 84.4 | 15.6 | | |
| PHF | .614 | .786 | .715 | .781 | .853 | .835 | .903 | .883 | .904 | .818 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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 | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 38 | 82 | 120 | **16** | **46** | **62** | 125 | 24 | 149 |
| +15 mins. | 50 | 111 | 161 | 13 | 37 | 50 | 143 | **30** | 173 |
| +30 mins. | **88** | **125** | **213** | 12 | 44 | 56 | **159** | 29 | **188** |
| +45 mins. | 40 | 75 | 115 | 9 | 30 | 39 | 147 | 23 | 170 |
| Total Volume | 216 | 393 | 609 | 50 | 157 | 207 | 574 | 106 | 680 |
| % App. Total | 35.5 | 64.5 | | 24.2 | 75.8 | | 84.4 | 15.6 | |
| PHF | .614 | .786 | .715 | .781 | .853 | .835 | .903 | .883 | .904 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

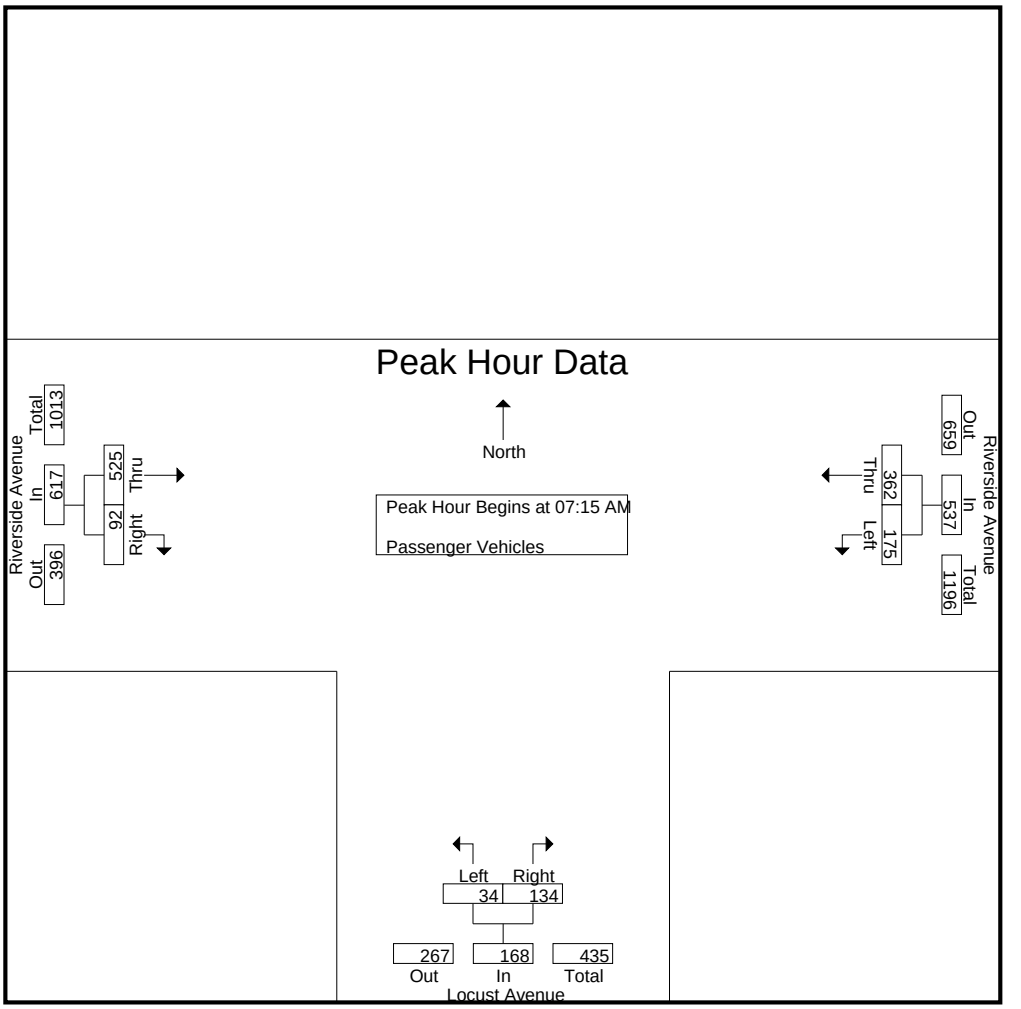
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 18 | 64 | 82 | 12 | 16 | 28 | 99 | 21 | 120 | 230 |
| 07:15 AM | 28 | 77 | 105 | 13 | 36 | 49 | 116 | 21 | 137 | 291 |
| 07:30 AM | 41 | 101 | 142 | 11 | 32 | 43 | 133 | 27 | 160 | 345 |
| 07:45 AM | 82 | 119 | 201 | 6 | 38 | 44 | 143 | 23 | 166 | 411 |
| Total | 169 | 361 | 530 | 42 | 122 | 164 | 491 | 92 | 583 | 1277 |
| | | | | | | | | | | |
| 08:00 AM | 24 | 65 | 89 | 4 | 28 | 32 | 133 | 21 | 154 | 275 |
| 08:15 AM | 5 | 49 | 54 | 10 | 6 | 16 | 115 | 22 | 137 | 207 |
| 08:30 AM | 6 | 43 | 49 | 9 | 15 | 24 | 78 | 16 | 94 | 167 |
| 08:45 AM | 8 | 44 | 52 | 6 | 9 | 15 | 52 | 13 | 65 | 132 |
| Total | 43 | 201 | 244 | 29 | 58 | 87 | 378 | 72 | 450 | 781 |
| | | | | | | | | | | |
| Grand Total | 212 | 562 | 774 | 71 | 180 | 251 | 869 | 164 | 1033 | 2058 |
| Apprch % | 27.4 | 72.6 | | 28.3 | 71.7 | | 84.1 | 15.9 | | |
| Total % | 10.3 | 27.3 | 37.6 | 3.4 | 8.7 | 12.2 | 42.2 | 8 | 50.2 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 28 | 77 | 105 | **13** | 36 | **49** | 116 | 21 | 137 | 291 |
| 07:30 AM | 41 | 101 | 142 | 11 | 32 | 43 | 133 | **27** | 160 | 345 |
| 07:45 AM | **82** | **119** | **201** | 6 | **38** | 44 | **143** | 23 | **166** | **411** |
| 08:00 AM | 24 | 65 | 89 | 4 | 28 | 32 | 133 | 21 | 154 | 275 |
| Total Volume | 175 | 362 | 537 | 34 | 134 | 168 | 525 | 92 | 617 | 1322 |
| % App. Total | 32.6 | 67.4 | | 20.2 | 79.8 | | 85.1 | 14.9 | | |
| PHF | .534 | .761 | .668 | .654 | .882 | .857 | .918 | .852 | .929 | .804 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 28 | 77 | 105 | **13** | 36 | **49** | 116 | 21 | 137 |
| +15 mins. | 41 | 101 | 142 | 11 | 32 | 43 | 133 | **27** | 160 |
| +30 mins. | **82** | **119** | **201** | 6 | **38** | 44 | **143** | 23 | **166** |
| +45 mins. | 24 | 65 | 89 | 4 | 28 | 32 | 133 | 21 | 154 |
| Total Volume | 175 | 362 | 537 | 34 | 134 | 168 | 525 | 92 | 617 |
| % App. Total | 32.6 | 67.4 | | 20.2 | 79.8 | | 85.1 | 14.9 | |
| PHF | .534 | .761 | .668 | .654 | .882 | .857 | .918 | .852 | .929 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

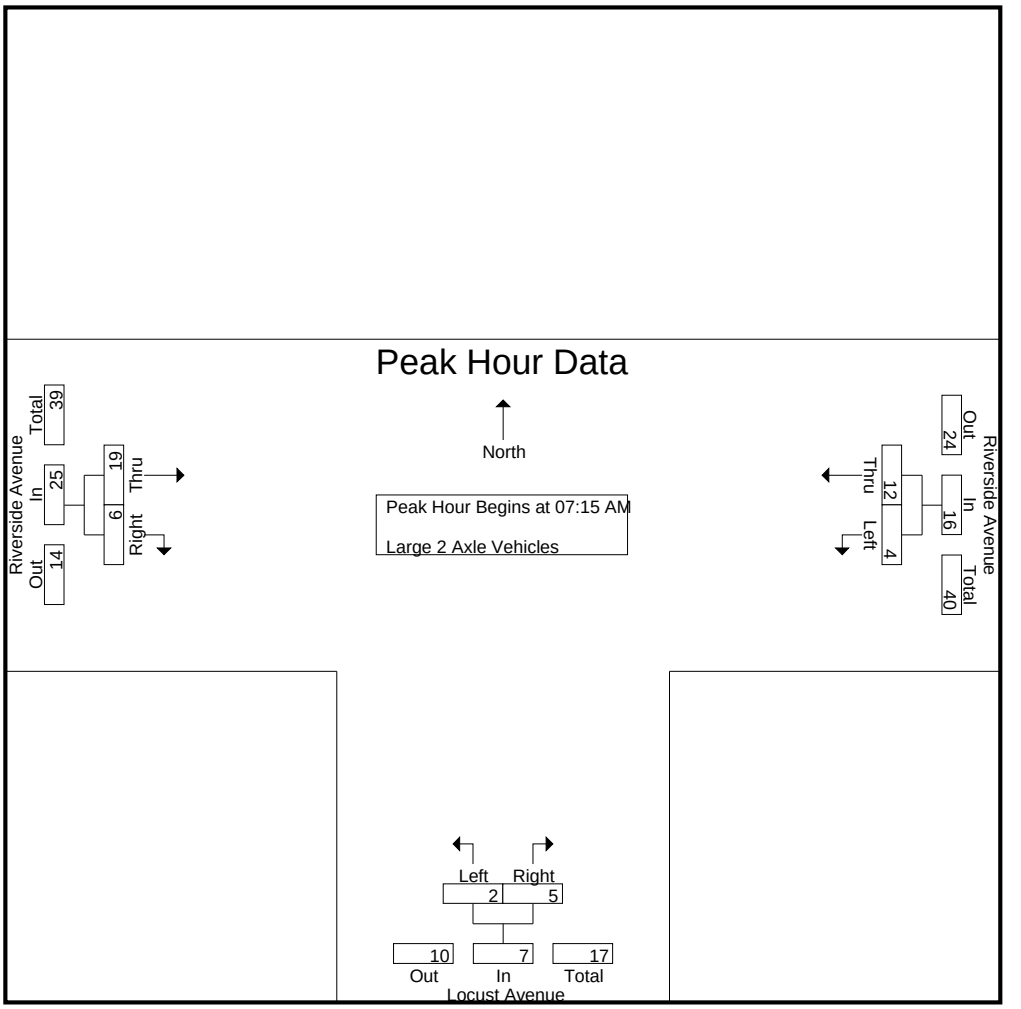
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 5 | 5 | 10 | 0 | 1 | 1 | 3 | 0 | 3 | 14 |
| 07:15 AM | 2 | 2 | 4 | 0 | 4 | 4 | 3 | 1 | 4 | 12 |
| 07:30 AM | 1 | 6 | 7 | 0 | 0 | 0 | 3 | 0 | 3 | 10 |
| 07:45 AM | 0 | 1 | 1 | 1 | 1 | 2 | 8 | 5 | 13 | 16 |
| Total | 8 | 14 | 22 | 1 | 6 | 7 | 17 | 6 | 23 | 52 |
| | | | | | | | | | | |
| 08:00 AM | 1 | 3 | 4 | 1 | 0 | 1 | 5 | 0 | 5 | 10 |
| 08:15 AM | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 AM | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 5 |
| 08:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 1 | 4 | 5 |
| Total | 3 | 5 | 8 | 2 | 1 | 3 | 9 | 2 | 11 | 22 |
| | | | | | | | | | | |
| Grand Total | 11 | 19 | 30 | 3 | 7 | 10 | 26 | 8 | 34 | 74 |
| Apprch % | 36.7 | 63.3 | | 30 | 70 | | 76.5 | 23.5 | | |
| Total % | 14.9 | 25.7 | 40.5 | 4.1 | 9.5 | 13.5 | 35.1 | 10.8 | 45.9 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | **2** | 2 | 4 | 0 | **4** | **4** | 3 | 1 | 4 | 12 |
| 07:30 AM | 1 | **6** | **7** | 0 | 0 | 0 | 3 | 0 | 3 | 10 |
| 07:45 AM | 0 | 1 | 1 | **1** | 1 | 2 | **8** | **5** | **13** | **16** |
| 08:00 AM | 1 | 3 | 4 | 1 | 0 | 1 | 5 | 0 | 5 | 10 |
| Total Volume | 4 | 12 | 16 | 2 | 5 | 7 | 19 | 6 | 25 | 48 |
| % App. Total | 25 | 75 | | 28.6 | 71.4 | | 76 | 24 | | |
| PHF | .500 | .500 | .571 | .500 | .313 | .438 | .594 | .300 | .481 | .750 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **2** | 2 | 4 | 0 | **4** | **4** | 3 | 1 | 4 |
| +15 mins. | 1 | **6** | **7** | 0 | 0 | 0 | 3 | 0 | 3 |
| +30 mins. | 0 | 1 | 1 | **1** | 1 | 2 | **8** | **5** | **13** |
| +45 mins. | 1 | 3 | 4 | 1 | 0 | 1 | 5 | 0 | 5 |
| Total Volume | 4 | 12 | 16 | 2 | 5 | 7 | 19 | 6 | 25 |
| % App. Total | 25 | 75 | | 28.6 | 71.4 | | 76 | 24 | |
| PHF | .500 | .500 | .571 | .500 | .313 | .438 | .594 | .300 | .481 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

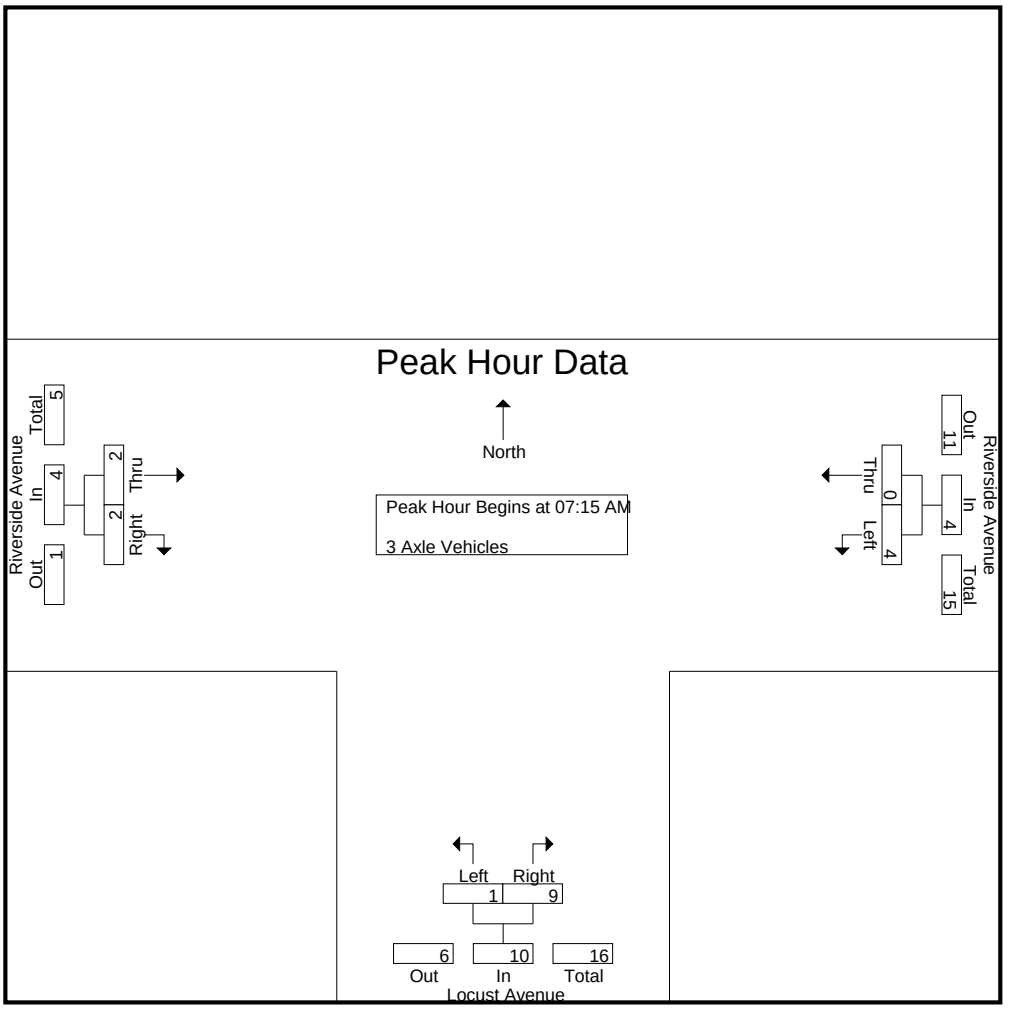
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 4 | 4 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 9 |
| 07:15 AM | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 5 |
| 07:30 AM | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 1 | 1 | 6 |
| 07:45 AM | 1 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 5 |
| Total | 8 | 4 | 12 | 1 | 10 | 11 | 0 | 2 | 2 | 25 |
| | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 08:15 AM | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 2 | 2 | 7 |
| 08:30 AM | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 4 | 6 |
| 08:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 3 |
| Total | 0 | 0 | 0 | 1 | 7 | 8 | 7 | 3 | 10 | 18 |
| | | | | | | | | | | |
| Grand Total | 8 | 4 | 12 | 2 | 17 | 19 | 7 | 5 | 12 | 43 |
| Apprch % | 66.7 | 33.3 | | 10.5 | 89.5 | | 58.3 | 41.7 | | |
| Total % | 18.6 | 9.3 | 27.9 | 4.7 | 39.5 | 44.2 | 16.3 | 11.6 | 27.9 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | **3** | 0 | **3** | 0 | 1 | 1 | 0 | **1** | 1 | 5 |
| 07:30 AM | 0 | 0 | 0 | **1** | **4** | **5** | 0 | 1 | 1 | **6** |
| 07:45 AM | 1 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 5 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** | 2 |
| Total Volume | 4 | 0 | 4 | 1 | 9 | 10 | 2 | 2 | 4 | 18 |
| % App. Total | 100 | 0 | | 10 | 90 | | 50 | 50 | | |
| PHF | .333 | .000 | .333 | .250 | .563 | .500 | .250 | .500 | .500 | .750 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **3** | 0 | **3** | 0 | 1 | 1 | 0 | **1** | 1 |
| +15 mins. | 0 | 0 | 0 | **1** | **4** | **5** | 0 | 1 | 1 |
| +30 mins. | 1 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** |
| Total Volume | 4 | 0 | 4 | 1 | 9 | 10 | 2 | 2 | 4 |
| % App. Total | 100 | 0 | | 10 | 90 | | 50 | 50 | |
| PHF | .333 | .000 | .333 | .250 | .563 | .500 | .250 | .500 | .500 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

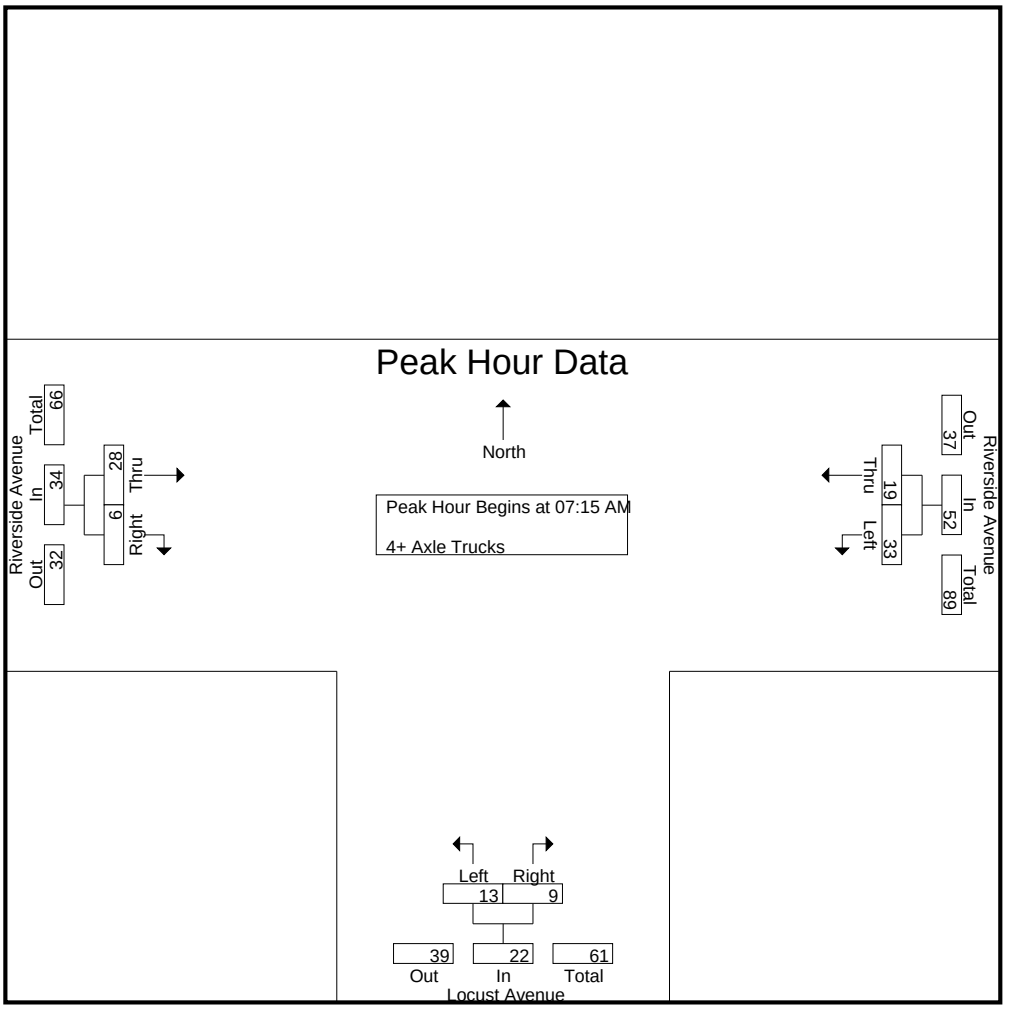
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 7 | 5 | 12 | 2 | 1 | 3 | 5 | 1 | 6 | 21 |
| 07:15 AM | 5 | 3 | 8 | 3 | 5 | 8 | 6 | 1 | 7 | 23 |
| 07:30 AM | 8 | 4 | 12 | 1 | 1 | 2 | 7 | 2 | 9 | 23 |
| 07:45 AM | 5 | 5 | 10 | 5 | 1 | 6 | 8 | 1 | 9 | 25 |
| Total | 25 | 17 | 42 | 11 | 8 | 19 | 26 | 5 | 31 | 92 |
| | | | | | | | | | | |
| 08:00 AM | 15 | 7 | 22 | 4 | 2 | 6 | 7 | 2 | 9 | 37 |
| 08:15 AM | 7 | 6 | 13 | 4 | 3 | 7 | 5 | 3 | 8 | 28 |
| 08:30 AM | 6 | 4 | 10 | 3 | 0 | 3 | 3 | 3 | 6 | 19 |
| 08:45 AM | 5 | 4 | 9 | 5 | 3 | 8 | 7 | 2 | 9 | 26 |
| Total | 33 | 21 | 54 | 16 | 8 | 24 | 22 | 10 | 32 | 110 |
| | | | | | | | | | | |
| Grand Total | 58 | 38 | 96 | 27 | 16 | 43 | 48 | 15 | 63 | 202 |
| Apprch % | 60.4 | 39.6 | | 62.8 | 37.2 | | 76.2 | 23.8 | | |
| Total % | 28.7 | 18.8 | 47.5 | 13.4 | 7.9 | 21.3 | 23.8 | 7.4 | 31.2 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 5 | 3 | 8 | 3 | **5** | **8** | 6 | 1 | 7 | 23 |
| 07:30 AM | 8 | 4 | 12 | 1 | 1 | 2 | 7 | **2** | **9** | 23 |
| 07:45 AM | 5 | 5 | 10 | **5** | 1 | 6 | **8** | 1 | 9 | 25 |
| 08:00 AM | **15** | **7** | **22** | 4 | 2 | 6 | 7 | 2 | 9 | **37** |
| Total Volume | 33 | 19 | 52 | 13 | 9 | 22 | 28 | 6 | 34 | 108 |
| % App. Total | 63.5 | 36.5 | | 59.1 | 40.9 | | 82.4 | 17.6 | | |
| PHF | .550 | .679 | .591 | .650 | .450 | .688 | .875 | .750 | .944 | .730 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 5 | 3 | 8 | 3 | **5** | **8** | 6 | 1 | 7 |
| +15 mins. | 8 | 4 | 12 | 1 | 1 | 2 | 7 | **2** | **9** |
| +30 mins. | 5 | 5 | 10 | **5** | 1 | 6 | **8** | 1 | 9 |
| +45 mins. | **15** | **7** | **22** | 4 | 2 | 6 | 7 | 2 | 9 |
| Total Volume | 33 | 19 | 52 | 13 | 9 | 22 | 28 | 6 | 34 |
| % App. Total | 63.5 | 36.5 | | 59.1 | 40.9 | | 82.4 | 17.6 | |
| PHF | .550 | .679 | .591 | .650 | .450 | .688 | .875 | .750 | .944 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

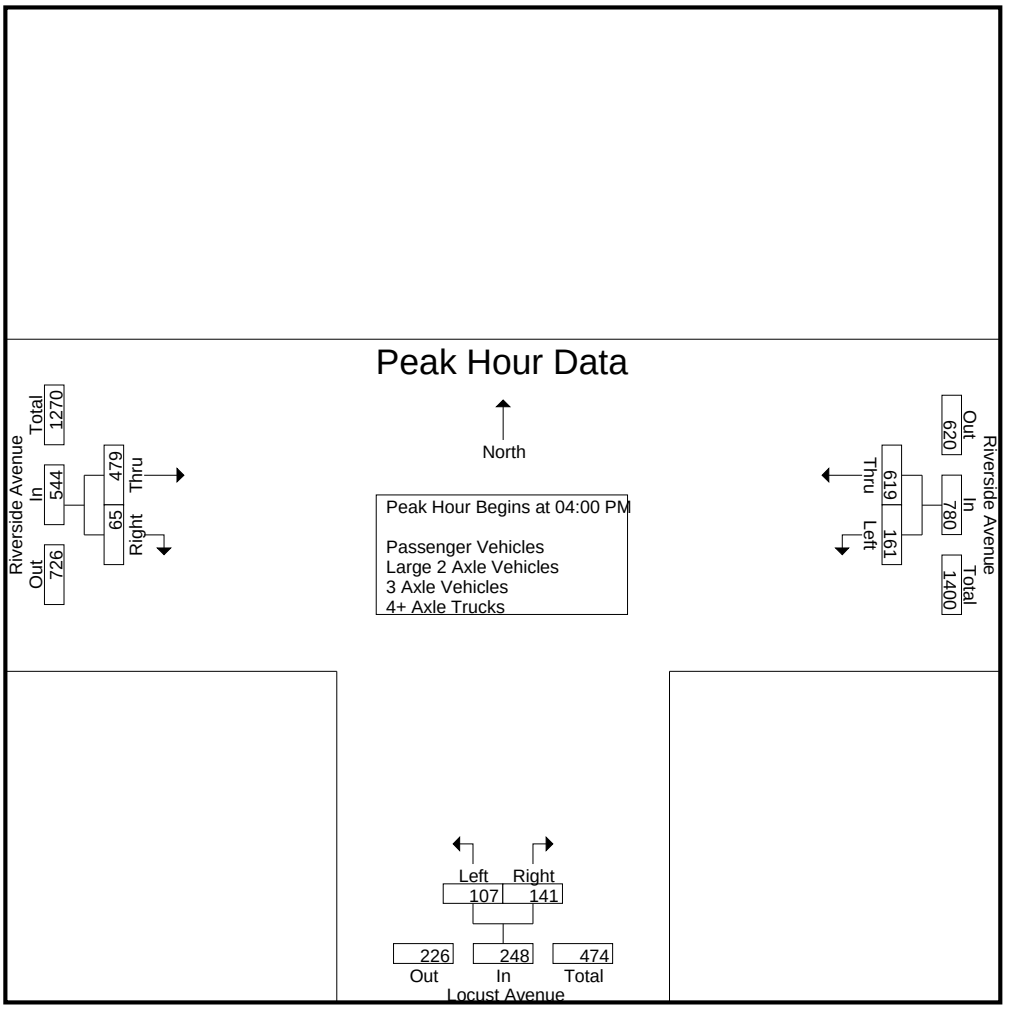
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 44 | 177 | 221 | 31 | 21 | 52 | 78 | 19 | 97 | 370 |
| 04:15 PM | 57 | 188 | 245 | 15 | 20 | 35 | 105 | 12 | 117 | 397 |
| 04:30 PM | 40 | 145 | 185 | 32 | 71 | 103 | 197 | 15 | 212 | 500 |
| 04:45 PM | 20 | 109 | 129 | 29 | 29 | 58 | 99 | 19 | 118 | 305 |
| Total | 161 | 619 | 780 | 107 | 141 | 248 | 479 | 65 | 544 | 1572 |
| | | | | | | | | | | |
| 05:00 PM | 19 | 146 | 165 | 28 | 20 | 48 | 99 | 20 | 119 | 332 |
| 05:15 PM | 17 | 132 | 149 | 21 | 26 | 47 | 111 | 23 | 134 | 330 |
| 05:30 PM | 26 | 122 | 148 | 20 | 17 | 37 | 115 | 24 | 139 | 324 |
| 05:45 PM | 21 | 99 | 120 | 28 | 9 | 37 | 105 | 18 | 123 | 280 |
| Total | 83 | 499 | 582 | 97 | 72 | 169 | 430 | 85 | 515 | 1266 |
| | | | | | | | | | | |
| Grand Total | 244 | 1118 | 1362 | 204 | 213 | 417 | 909 | 150 | 1059 | 2838 |
| Apprch % | 17.9 | 82.1 | | 48.9 | 51.1 | | 85.8 | 14.2 | | |
| Total % | 8.6 | 39.4 | 48 | 7.2 | 7.5 | 14.7 | 32 | 5.3 | 37.3 | |
| Passenger Vehicles | 225 | 1095 | 1320 | 181 | 191 | 372 | 885 | 119 | 1004 | 2696 |
| % Passenger Vehicles | 92.2 | 97.9 | 96.9 | 88.7 | 89.7 | 89.2 | 97.4 | 79.3 | 94.8 | 95 |
| Large 2 Axle Vehicles | 5 | 6 | 11 | 3 | 5 | 8 | 16 | 6 | 22 | 41 |
| % Large 2 Axle Vehicles | 2 | 0.5 | 0.8 | 1.5 | 2.3 | 1.9 | 1.8 | 4 | 2.1 | 1.4 |
| 3 Axle Vehicles | 0 | 2 | 2 | 2 | 4 | 6 | 2 | 5 | 7 | 15 |
| % 3 Axle Vehicles | 0 | 0.2 | 0.1 | 1 | 1.9 | 1.4 | 0.2 | 3.3 | 0.7 | 0.5 |
| 4+ Axle Trucks | 14 | 15 | 29 | 18 | 13 | 31 | 6 | 20 | 26 | 86 |
| % 4+ Axle Trucks | 5.7 | 1.3 | 2.1 | 8.8 | 6.1 | 7.4 | 0.7 | 13.3 | 2.5 | 3 |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue 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 04:00 PM | | | | | | | | | | |
| 04:00 PM | 44 | 177 | 221 | 31 | 21 | 52 | 78 | **19** | 97 | 370 |
| 04:15 PM | **57** | **188** | **245** | 15 | 20 | 35 | 105 | 12 | 117 | 397 |
| 04:30 PM | 40 | 145 | 185 | **32** | **71** | **103** | **197** | 15 | **212** | **500** |
| 04:45 PM | 20 | 109 | 129 | 29 | 29 | 58 | 99 | 19 | 118 | 305 |
| Total Volume | 161 | 619 | 780 | 107 | 141 | 248 | 479 | 65 | 544 | 1572 |
| % App. Total | 20.6 | 79.4 | | 43.1 | 56.9 | | 88.1 | 11.9 | | |
| PHF | .706 | .823 | .796 | .836 | .496 | .602 | .608 | .855 | .642 | .786 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed PM
Site Code : 10824406
Start Date : 5/8/2024
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 | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 44 | 177 | 221 | **32** | **71** | **103** | **197** | 15 | **212** |
| +15 mins. | **57** | **188** | **245** | 29 | 29 | 58 | 99 | 19 | 118 |
| +30 mins. | 40 | 145 | 185 | 28 | 20 | 48 | 99 | 20 | 119 |
| +45 mins. | 20 | 109 | 129 | 21 | 26 | 47 | 111 | **23** | 134 |
| Total Volume | 161 | 619 | 780 | 110 | 146 | 256 | 506 | 77 | 583 |
| % App. Total | 20.6 | 79.4 | | 43 | 57 | | 86.8 | 13.2 | |
| PHF | .706 | .823 | .796 | .859 | .514 | .621 | .642 | .837 | .688 |

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City of Rialto
N/S: Locust Avenue
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Weather: Clear

File Name : 01_RLT_Loc_Riv Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

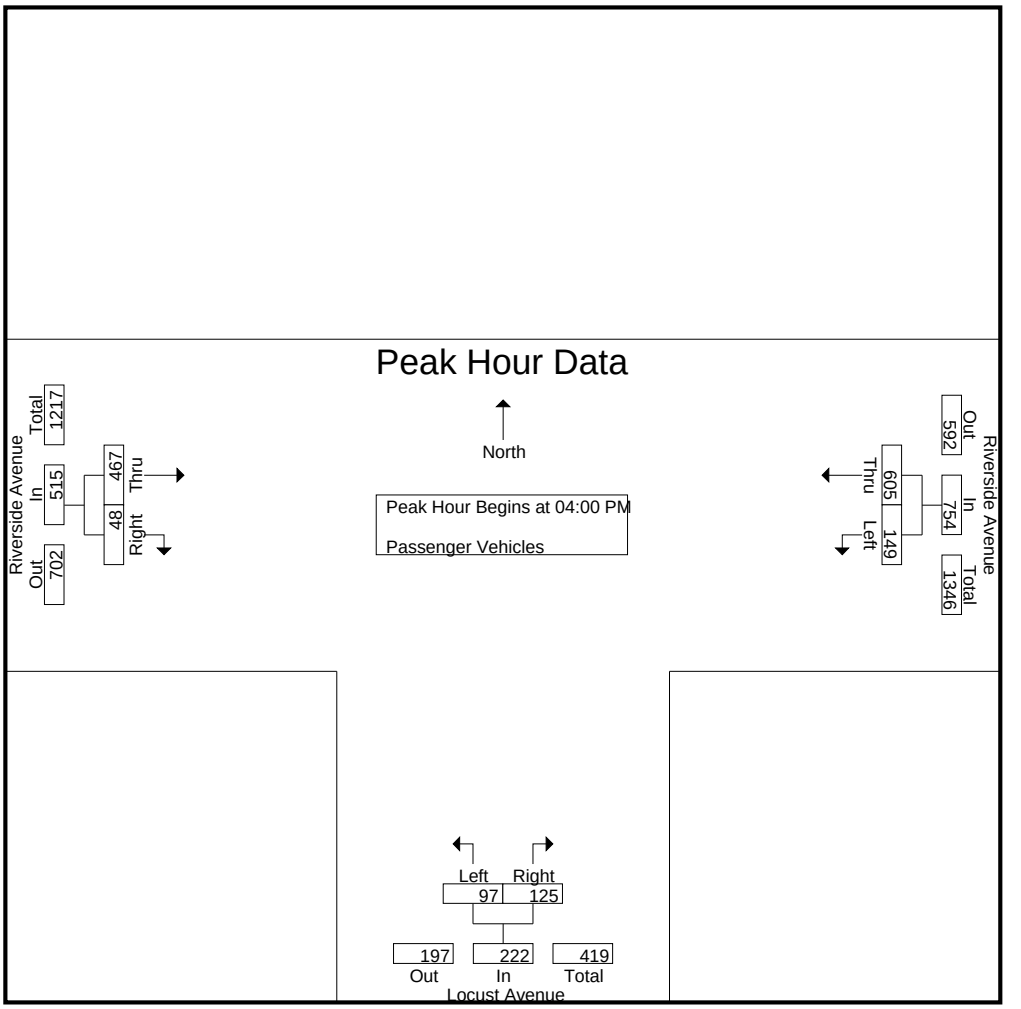
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 42 | 169 | 211 | 30 | 15 | 45 | 77 | 12 | 89 | 345 |
| 04:15 PM | 53 | 185 | 238 | 12 | 17 | 29 | 99 | 7 | 106 | 373 |
| 04:30 PM | 35 | 142 | 177 | 30 | 68 | 98 | 194 | 13 | 207 | 482 |
| 04:45 PM | 19 | 109 | 128 | 25 | 25 | 50 | 97 | 16 | 113 | 291 |
| Total | 149 | 605 | 754 | 97 | 125 | 222 | 467 | 48 | 515 | 1491 |
| | | | | | | | | | | |
| 05:00 PM | 18 | 144 | 162 | 24 | 18 | 42 | 94 | 14 | 108 | 312 |
| 05:15 PM | 14 | 131 | 145 | 20 | 24 | 44 | 108 | 20 | 128 | 317 |
| 05:30 PM | 24 | 119 | 143 | 15 | 16 | 31 | 115 | 23 | 138 | 312 |
| 05:45 PM | 20 | 96 | 116 | 25 | 8 | 33 | 101 | 14 | 115 | 264 |
| Total | 76 | 490 | 566 | 84 | 66 | 150 | 418 | 71 | 489 | 1205 |
| | | | | | | | | | | |
| Grand Total | 225 | 1095 | 1320 | 181 | 191 | 372 | 885 | 119 | 1004 | 2696 |
| Apprch % | 17 | 83 | | 48.7 | 51.3 | | 88.1 | 11.9 | | |
| Total % | 8.3 | 40.6 | 49 | 6.7 | 7.1 | 13.8 | 32.8 | 4.4 | 37.2 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 42 | 169 | 211 | **30** | 15 | 45 | 77 | 12 | 89 | 345 |
| 04:15 PM | **53** | **185** | **238** | 12 | 17 | 29 | 99 | 7 | 106 | 373 |
| 04:30 PM | 35 | 142 | 177 | 30 | **68** | **98** | **194** | 13 | **207** | **482** |
| 04:45 PM | 19 | 109 | 128 | 25 | 25 | 50 | 97 | **16** | 113 | 291 |
| Total Volume | 149 | 605 | 754 | 97 | 125 | 222 | 467 | 48 | 515 | 1491 |
| % App. Total | 19.8 | 80.2 | | 43.7 | 56.3 | | 90.7 | 9.3 | | |
| PHF | .703 | .818 | .792 | .808 | .460 | .566 | .602 | .750 | .622 | .773 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 42 | 169 | 211 | **30** | 15 | 45 | 77 | 12 | 89 |
| +15 mins. | **53** | **185** | **238** | 12 | 17 | 29 | 99 | 7 | 106 |
| +30 mins. | 35 | 142 | 177 | 30 | **68** | **98** | **194** | 13 | **207** |
| +45 mins. | 19 | 109 | 128 | 25 | 25 | 50 | 97 | **16** | 113 |
| Total Volume | 149 | 605 | 754 | 97 | 125 | 222 | 467 | 48 | 515 |
| % App. Total | 19.8 | 80.2 | | 43.7 | 56.3 | | 90.7 | 9.3 | |
| PHF | .703 | .818 | .792 | .808 | .460 | .566 | .602 | .750 | .622 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

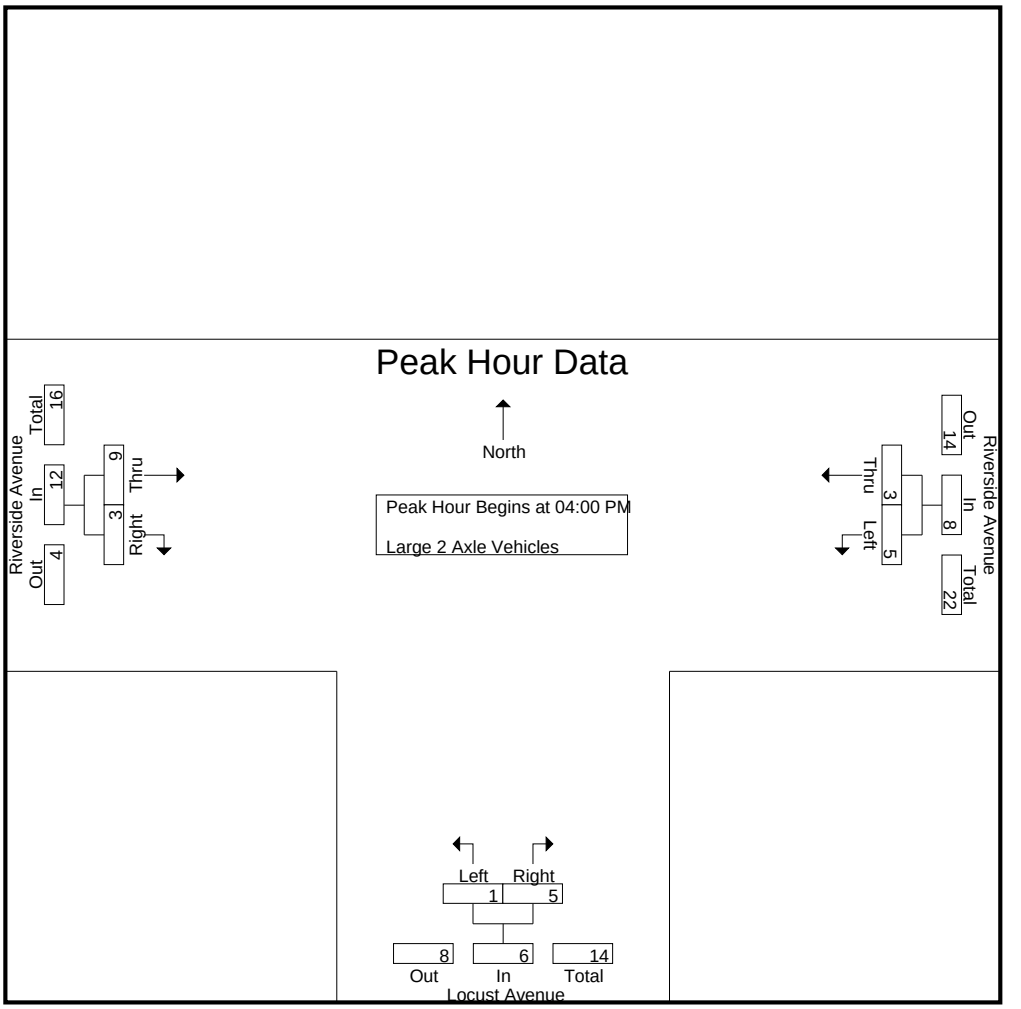
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 2 | 2 | 0 | 1 | 1 | 1 | 1 | 2 | 5 |
| 04:15 PM | 2 | 1 | 3 | 0 | 0 | 0 | 5 | 0 | 5 | 8 |
| 04:30 PM | 2 | 0 | 2 | 1 | 1 | 2 | 2 | 1 | 3 | 7 |
| 04:45 PM | 1 | 0 | 1 | 0 | 3 | 3 | 1 | 1 | 2 | 6 |
| Total | 5 | 3 | 8 | 1 | 5 | 6 | 9 | 3 | 12 | 26 |
| | | | | | | | | | | |
| 05:00 PM | 0 | 2 | 2 | 1 | 0 | 1 | 4 | 0 | 4 | 7 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 2 | 4 | 6 |
| Total | 0 | 3 | 3 | 2 | 0 | 2 | 7 | 3 | 10 | 15 |
| | | | | | | | | | | |
| Grand Total | 5 | 6 | 11 | 3 | 5 | 8 | 16 | 6 | 22 | 41 |
| Apprch % | 45.5 | 54.5 | | 37.5 | 62.5 | | 72.7 | 27.3 | | |
| Total % | 12.2 | 14.6 | 26.8 | 7.3 | 12.2 | 19.5 | 39 | 14.6 | 53.7 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 0 | **2** | 2 | 0 | 1 | 1 | 1 | **1** | 2 | 5 |
| 04:15 PM | **2** | 1 | **3** | 0 | 0 | 0 | **5** | 0 | **5** | **8** |
| 04:30 PM | 2 | 0 | 2 | **1** | 1 | 2 | 2 | 1 | 3 | 7 |
| 04:45 PM | 1 | 0 | 1 | 0 | **3** | **3** | 1 | 1 | 2 | 6 |
| Total Volume | 5 | 3 | 8 | 1 | 5 | 6 | 9 | 3 | 12 | 26 |
| % App. Total | 62.5 | 37.5 | | 16.7 | 83.3 | | 75 | 25 | | |
| PHF | .625 | .375 | .667 | .250 | .417 | .500 | .450 | .750 | .600 | .813 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **2** | 2 | 0 | 1 | 1 | 1 | **1** | 2 |
| +15 mins. | **2** | 1 | **3** | 0 | 0 | 0 | **5** | 0 | **5** |
| +30 mins. | 2 | 0 | 2 | **1** | 1 | 2 | 2 | 1 | 3 |
| +45 mins. | 1 | 0 | 1 | 0 | **3** | **3** | 1 | 1 | 2 |
| Total Volume | 5 | 3 | 8 | 1 | 5 | 6 | 9 | 3 | 12 |
| % App. Total | 62.5 | 37.5 | | 16.7 | 83.3 | | 75 | 25 | |
| PHF | .625 | .375 | .667 | .250 | .417 | .500 | .450 | .750 | .600 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

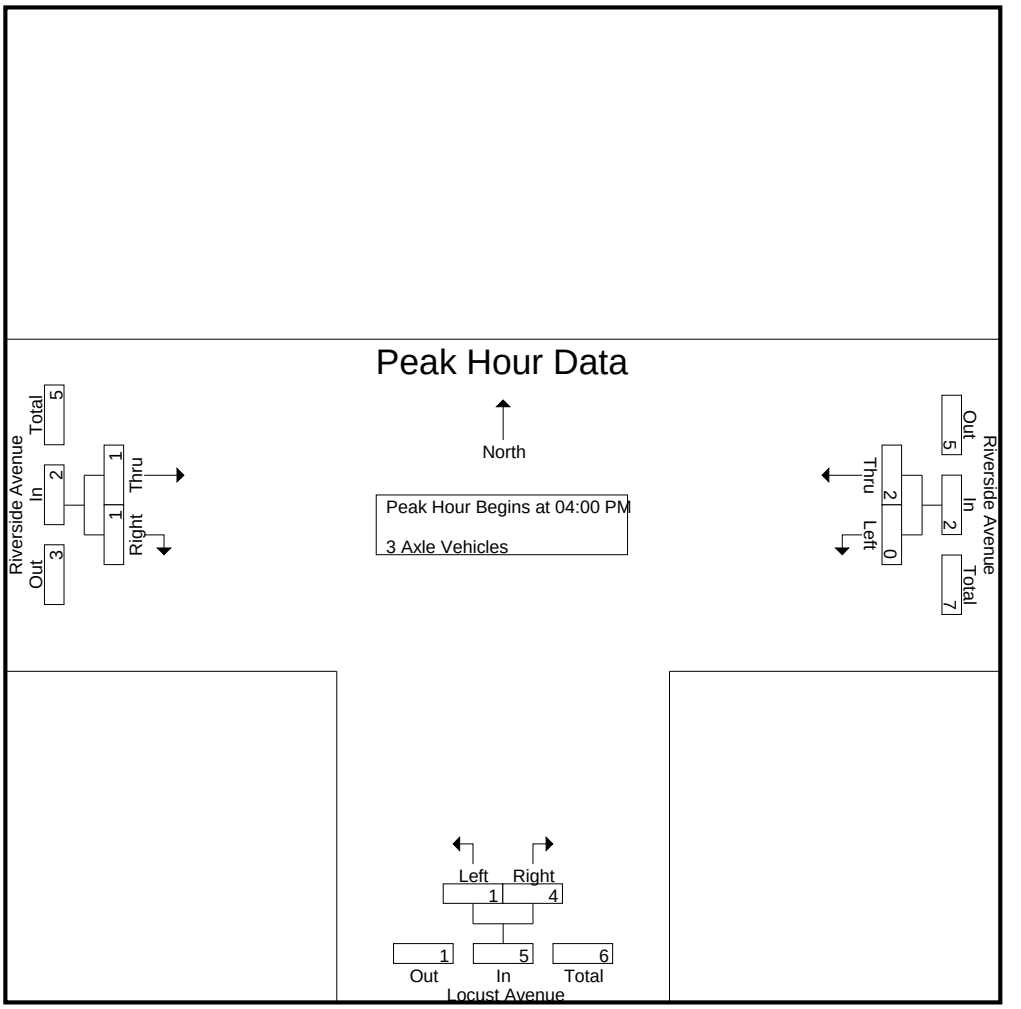
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 |
| 04:15 PM | 0 | 1 | 1 | 1 | 2 | 3 | 1 | 0 | 1 | 5 |
| 04:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | 0 | 2 | 2 | 1 | 4 | 5 | 1 | 1 | 2 | 9 |
| | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 4 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 4 | 5 | 6 |
| | | | | | | | | | | |
| Grand Total | 0 | 2 | 2 | 2 | 4 | 6 | 2 | 5 | 7 | 15 |
| Apprch % | 0 | 100 | | 33.3 | 66.7 | | 28.6 | 71.4 | | |
| Total % | 0 | 13.3 | 13.3 | 13.3 | 26.7 | 40 | 13.3 | 33.3 | 46.7 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | **2** | 2 | 0 | 0 | 0 | 2 |
| 04:15 PM | 0 | **1** | **1** | **1** | 2 | **3** | **1** | 0 | **1** | **5** |
| 04:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 1 |
| Total Volume | 0 | 2 | 2 | 1 | 4 | 5 | 1 | 1 | 2 | 9 |
| % App. Total | 0 | 100 | | 20 | 80 | | 50 | 50 | | |
| PHF | .000 | .500 | .500 | .250 | .500 | .417 | .250 | .250 | .500 | .450 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | **2** | 2 | 0 | 0 | 0 |
| +15 mins. | 0 | **1** | **1** | **1** | 2 | **3** | **1** | 0 | **1** |
| +30 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 |
| Total Volume | 0 | 2 | 2 | 1 | 4 | 5 | 1 | 1 | 2 |
| % App. Total | 0 | 100 | | 20 | 80 | | 50 | 50 | |
| PHF | .000 | .500 | .500 | .250 | .500 | .417 | .250 | .250 | .500 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

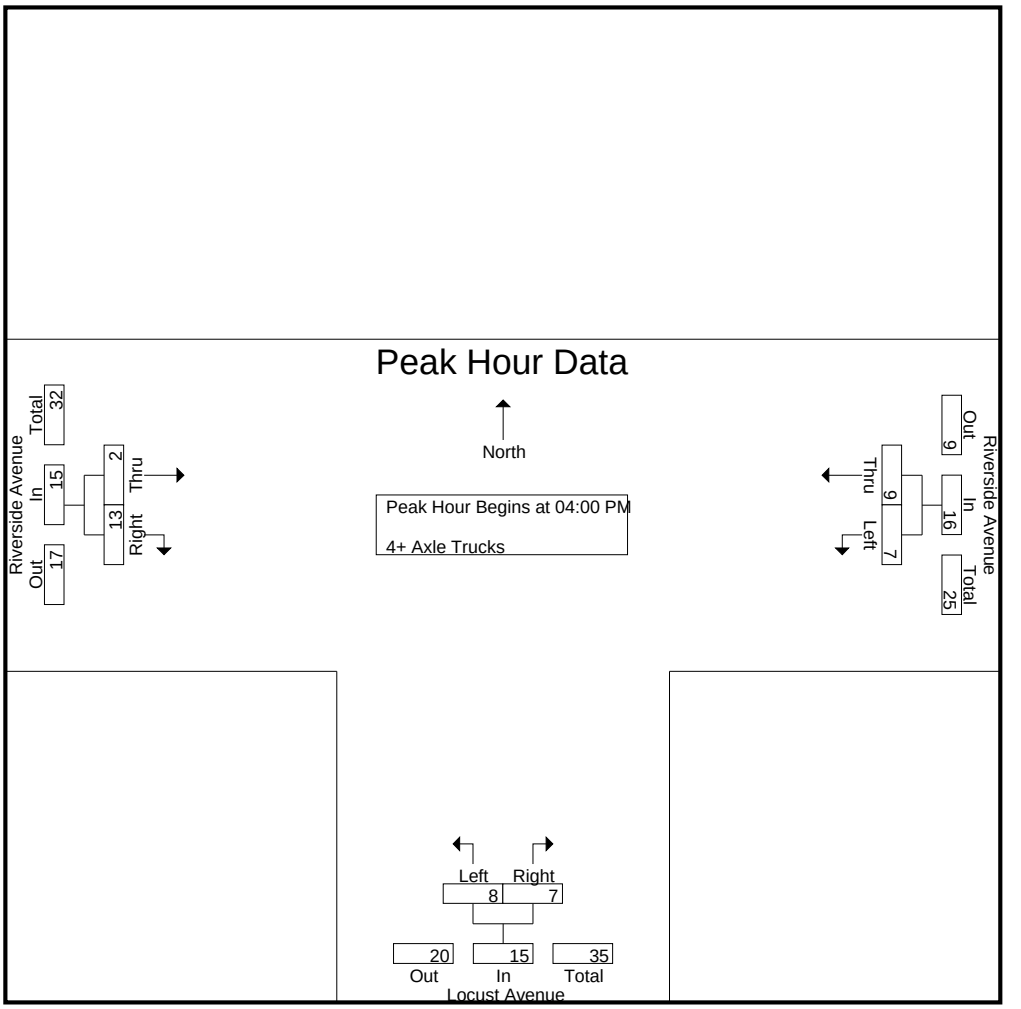
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 2 | 6 | 8 | 1 | 3 | 4 | 0 | 6 | 6 | 18 |
| 04:15 PM | 2 | 1 | 3 | 2 | 1 | 3 | 0 | 5 | 5 | 11 |
| 04:30 PM | 3 | 2 | 5 | 1 | 2 | 3 | 1 | 1 | 2 | 10 |
| 04:45 PM | 0 | 0 | 0 | 4 | 1 | 5 | 1 | 1 | 2 | 7 |
| Total | 7 | 9 | 16 | 8 | 7 | 15 | 2 | 13 | 15 | 46 |
| | | | | | | | | | | |
| 05:00 PM | 1 | 0 | 1 | 3 | 2 | 5 | 0 | 3 | 3 | 9 |
| 05:15 PM | 3 | 1 | 4 | 1 | 2 | 3 | 2 | 2 | 4 | 11 |
| 05:30 PM | 2 | 3 | 5 | 4 | 1 | 5 | 0 | 1 | 1 | 11 |
| 05:45 PM | 1 | 2 | 3 | 2 | 1 | 3 | 2 | 1 | 3 | 9 |
| Total | 7 | 6 | 13 | 10 | 6 | 16 | 4 | 7 | 11 | 40 |
| | | | | | | | | | | |
| Grand Total | 14 | 15 | 29 | 18 | 13 | 31 | 6 | 20 | 26 | 86 |
| Apprch % | 48.3 | 51.7 | | 58.1 | 41.9 | | 23.1 | 76.9 | | |
| Total % | 16.3 | 17.4 | 33.7 | 20.9 | 15.1 | 36 | 7 | 23.3 | 30.2 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 2 | **6** | **8** | 1 | **3** | 4 | 0 | **6** | **6** | **18** |
| 04:15 PM | 2 | 1 | 3 | 2 | 1 | 3 | 0 | 5 | 5 | 11 |
| 04:30 PM | **3** | 2 | 5 | 1 | 2 | 3 | **1** | 1 | 2 | 10 |
| 04:45 PM | 0 | 0 | 0 | **4** | 1 | **5** | 1 | 1 | 2 | 7 |
| Total Volume | 7 | 9 | 16 | 8 | 7 | 15 | 2 | 13 | 15 | 46 |
| % App. Total | 43.8 | 56.2 | | 53.3 | 46.7 | | 13.3 | 86.7 | | |
| PHF | .583 | .375 | .500 | .500 | .583 | .750 | .500 | .542 | .625 | .639 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 2 | **6** | **8** | 1 | **3** | 4 | 0 | **6** | **6** |
| +15 mins. | 2 | 1 | 3 | 2 | 1 | 3 | 0 | 5 | 5 |
| +30 mins. | **3** | 2 | 5 | 1 | 2 | 3 | **1** | 1 | 2 |
| +45 mins. | 0 | 0 | 0 | **4** | 1 | **5** | 1 | 1 | 2 |
| Total Volume | 7 | 9 | 16 | 8 | 7 | 15 | 2 | 13 | 15 |
| % App. Total | 43.8 | 56.2 | | 53.3 | 46.7 | | 13.3 | 86.7 | |
| PHF | .583 | .375 | .500 | .500 | .583 | .750 | .500 | .542 | .625 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

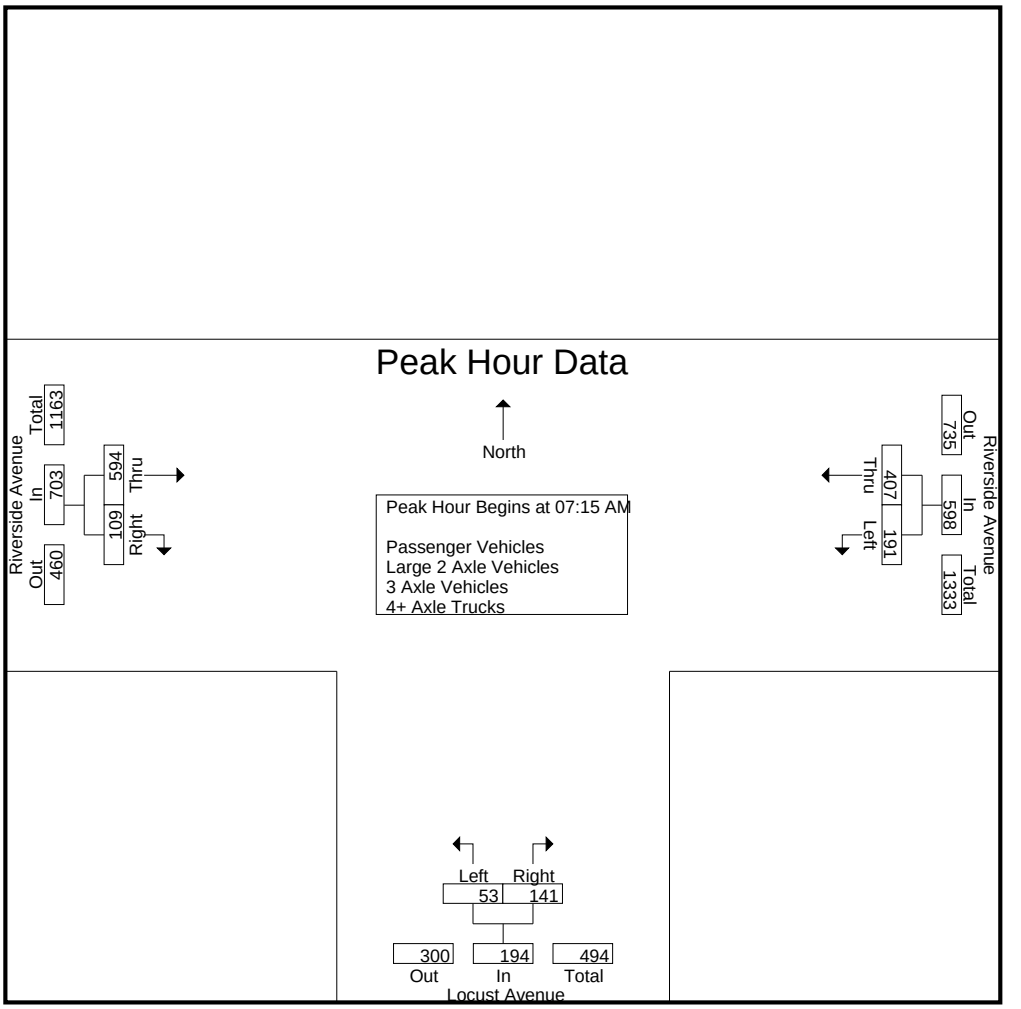
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 24 | 67 | 91 | 19 | 19 | 38 | 105 | 29 | 134 | 263 |
| 07:15 AM | 34 | 85 | 119 | 12 | 31 | 43 | 125 | 17 | 142 | 304 |
| 07:30 AM | 53 | 121 | 174 | 23 | 40 | 63 | 119 | 34 | 153 | 390 |
| 07:45 AM | 70 | 128 | 198 | 10 | 34 | 44 | 194 | 29 | 223 | 465 |
| Total | 181 | 401 | 582 | 64 | 124 | 188 | 543 | 109 | 652 | 1422 |
| | | | | | | | | | | |
| 08:00 AM | 34 | 73 | 107 | 8 | 36 | 44 | 156 | 29 | 185 | 336 |
| 08:15 AM | 20 | 58 | 78 | 14 | 12 | 26 | 116 | 24 | 140 | 244 |
| 08:30 AM | 17 | 63 | 80 | 21 | 17 | 38 | 87 | 22 | 109 | 227 |
| 08:45 AM | 16 | 49 | 65 | 8 | 16 | 24 | 85 | 13 | 98 | 187 |
| Total | 87 | 243 | 330 | 51 | 81 | 132 | 444 | 88 | 532 | 994 |
| | | | | | | | | | | |
| Grand Total | 268 | 644 | 912 | 115 | 205 | 320 | 987 | 197 | 1184 | 2416 |
| Apprch % | 29.4 | 70.6 | | 35.9 | 64.1 | | 83.4 | 16.6 | | |
| Total % | 11.1 | 26.7 | 37.7 | 4.8 | 8.5 | 13.2 | 40.9 | 8.2 | 49 | |
| Passenger Vehicles | 215 | 576 | 791 | 91 | 178 | 269 | 891 | 167 | 1058 | 2118 |
| % Passenger Vehicles | 80.2 | 89.4 | 86.7 | 79.1 | 86.8 | 84.1 | 90.3 | 84.8 | 89.4 | 87.7 |
| Large 2 Axle Vehicles | 12 | 11 | 23 | 7 | 6 | 13 | 24 | 5 | 29 | 65 |
| % Large 2 Axle Vehicles | 4.5 | 1.7 | 2.5 | 6.1 | 2.9 | 4.1 | 2.4 | 2.5 | 2.4 | 2.7 |
| 3 Axle Vehicles | 2 | 6 | 8 | 1 | 2 | 3 | 9 | 3 | 12 | 23 |
| % 3 Axle Vehicles | 0.7 | 0.9 | 0.9 | 0.9 | 1 | 0.9 | 0.9 | 1.5 | 1 | 1 |
| 4+ Axle Trucks | 39 | 51 | 90 | 16 | 19 | 35 | 63 | 22 | 85 | 210 |
| % 4+ Axle Trucks | 14.6 | 7.9 | 9.9 | 13.9 | 9.3 | 10.9 | 6.4 | 11.2 | 7.2 | 8.7 |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 34 | 85 | 119 | 12 | 31 | 43 | 125 | 17 | 142 | 304 |
| 07:30 AM | 53 | 121 | 174 | **23** | **40** | **63** | 119 | **34** | 153 | 390 |
| 07:45 AM | **70** | **128** | **198** | 10 | 34 | 44 | **194** | 29 | **223** | **465** |
| 08:00 AM | 34 | 73 | 107 | 8 | 36 | 44 | 156 | 29 | 185 | 336 |
| Total Volume | 191 | 407 | 598 | 53 | 141 | 194 | 594 | 109 | 703 | 1495 |
| % App. Total | 31.9 | 68.1 | | 27.3 | 72.7 | | 84.5 | 15.5 | | |
| PHF | .682 | .795 | .755 | .576 | .881 | .770 | .765 | .801 | .788 | .804 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu AM
Site Code : 10824406
Start Date : 5/9/2024
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 | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 34 | 85 | 119 | 12 | 31 | 43 | 125 | 17 | 142 |
| +15 mins. | 53 | 121 | 174 | **23** | **40** | **63** | 119 | **34** | 153 |
| +30 mins. | **70** | **128** | **198** | 10 | 34 | 44 | **194** | 29 | **223** |
| +45 mins. | 34 | 73 | 107 | 8 | 36 | 44 | 156 | 29 | 185 |
| Total Volume | 191 | 407 | 598 | 53 | 141 | 194 | 594 | 109 | 703 |
| % App. Total | 31.9 | 68.1 | | 27.3 | 72.7 | | 84.5 | 15.5 | |
| PHF | .682 | .795 | .755 | .576 | .881 | .770 | .765 | .801 | .788 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

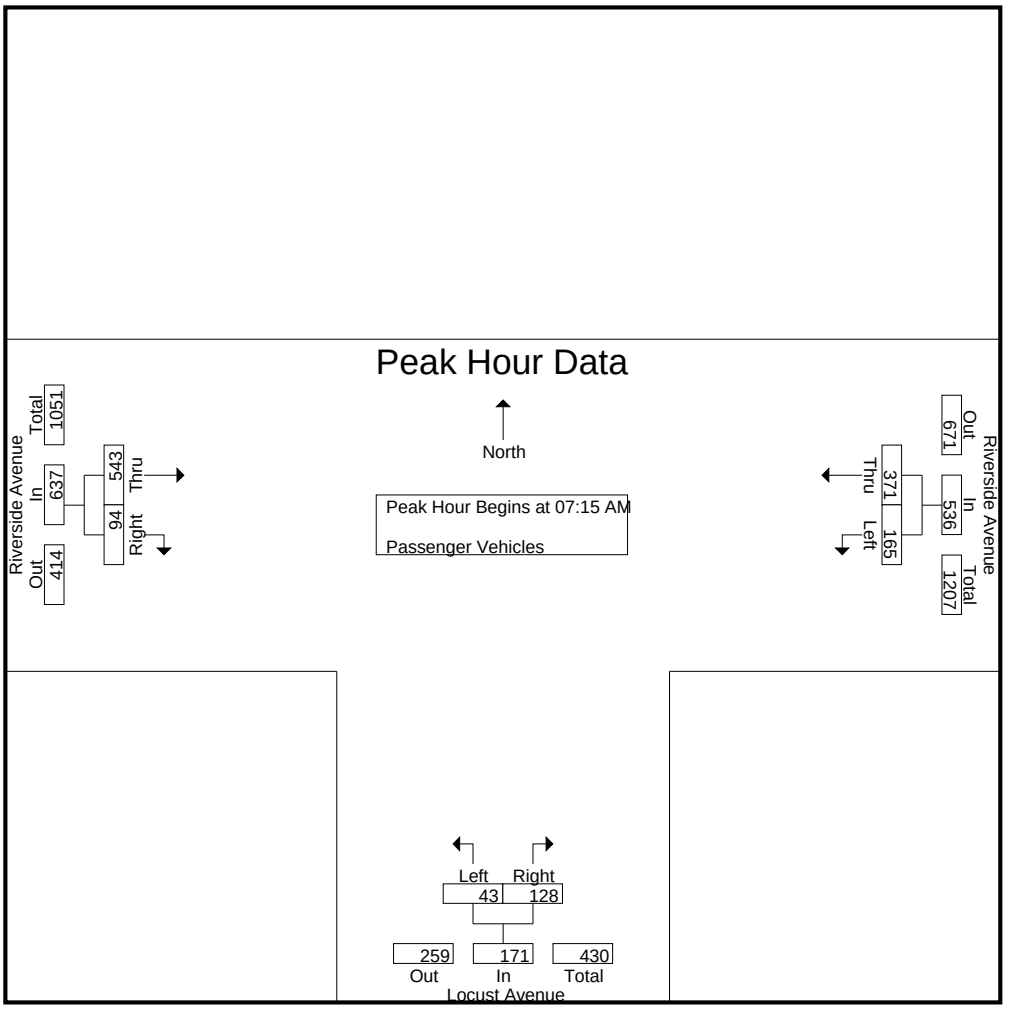
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 17 | 58 | 75 | 15 | 14 | 29 | 98 | 24 | 122 | 226 |
| 07:15 AM | 31 | 77 | 108 | 10 | 26 | 36 | 121 | 15 | 136 | 280 |
| 07:30 AM | 43 | 110 | 153 | 20 | 37 | 57 | 107 | 28 | 135 | 345 |
| 07:45 AM | 63 | 120 | 183 | 7 | 31 | 38 | 177 | 24 | 201 | 422 |
| Total | 154 | 365 | 519 | 52 | 108 | 160 | 503 | 91 | 594 | 1273 |
| | | | | | | | | | | |
| 08:00 AM | 28 | 64 | 92 | 6 | 34 | 40 | 138 | 27 | 165 | 297 |
| 08:15 AM | 15 | 50 | 65 | 12 | 11 | 23 | 107 | 19 | 126 | 214 |
| 08:30 AM | 10 | 56 | 66 | 18 | 14 | 32 | 78 | 19 | 97 | 195 |
| 08:45 AM | 8 | 41 | 49 | 3 | 11 | 14 | 65 | 11 | 76 | 139 |
| Total | 61 | 211 | 272 | 39 | 70 | 109 | 388 | 76 | 464 | 845 |
| | | | | | | | | | | |
| Grand Total | 215 | 576 | 791 | 91 | 178 | 269 | 891 | 167 | 1058 | 2118 |
| Apprch % | 27.2 | 72.8 | | 33.8 | 66.2 | | 84.2 | 15.8 | | |
| Total % | 10.2 | 27.2 | 37.3 | 4.3 | 8.4 | 12.7 | 42.1 | 7.9 | 50 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 31 | 77 | 108 | 10 | 26 | 36 | 121 | 15 | 136 | 280 |
| 07:30 AM | 43 | 110 | 153 | **20** | **37** | **57** | 107 | **28** | 135 | 345 |
| 07:45 AM | **63** | **120** | **183** | 7 | 31 | 38 | **177** | 24 | **201** | **422** |
| 08:00 AM | 28 | 64 | 92 | 6 | 34 | 40 | 138 | 27 | 165 | 297 |
| Total Volume | 165 | 371 | 536 | 43 | 128 | 171 | 543 | 94 | 637 | 1344 |
| % App. Total | 30.8 | 69.2 | | 25.1 | 74.9 | | 85.2 | 14.8 | | |
| PHF | .655 | .773 | .732 | .538 | .865 | .750 | .767 | .839 | .792 | .796 |

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

City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu AM
Site Code : 10824406
Start Date : 5/9/2024


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

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 31 | 77 | 108 | 10 | 26 | 36 | 121 | 15 | 136 |
| +15 mins. | 43 | 110 | 153 | **20** | **37** | **57** | 107 | **28** | 135 |
| +30 mins. | **63** | **120** | **183** | 7 | 31 | 38 | **177** | 24 | **201** |
| +45 mins. | 28 | 64 | 92 | 6 | 34 | 40 | 138 | 27 | 165 |
| Total Volume | 165 | 371 | 536 | 43 | 128 | 171 | 543 | 94 | 637 |
| % App. Total | 30.8 | 69.2 | | 25.1 | 74.9 | | 85.2 | 14.8 | |
| PHF | .655 | .773 | .732 | .538 | .865 | .750 | .767 | .839 | .792 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

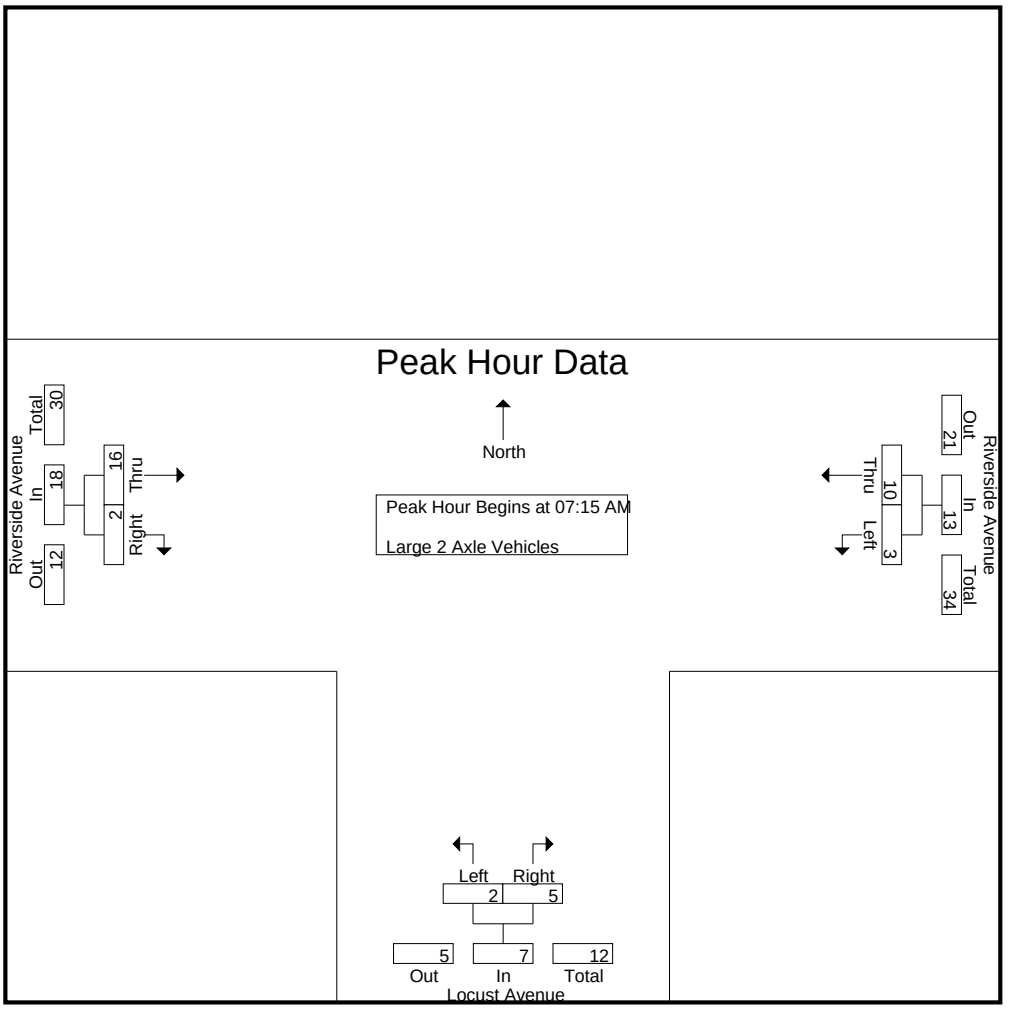
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 5 | 0 | 5 | 2 | 1 | 3 | 3 | 0 | 3 | 11 |
| 07:15 AM | 1 | 2 | 3 | 0 | 3 | 3 | 0 | 0 | 0 | 6 |
| 07:30 AM | 1 | 5 | 6 | 0 | 0 | 0 | 2 | 0 | 2 | 8 |
| 07:45 AM | 1 | 3 | 4 | 1 | 1 | 2 | 7 | 2 | 9 | 15 |
| Total | 8 | 10 | 18 | 3 | 5 | 8 | 12 | 2 | 14 | 40 |
| | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 1 | 1 | 2 | 7 | 0 | 7 | 9 |
| 08:15 AM | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 2 | 4 | 6 |
| 08:30 AM | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| 08:45 AM | 2 | 0 | 2 | 2 | 0 | 2 | 3 | 0 | 3 | 7 |
| Total | 4 | 1 | 5 | 4 | 1 | 5 | 12 | 3 | 15 | 25 |
| | | | | | | | | | | |
| Grand Total | 12 | 11 | 23 | 7 | 6 | 13 | 24 | 5 | 29 | 65 |
| Apprch % | 52.2 | 47.8 | | 53.8 | 46.2 | | 82.8 | 17.2 | | |
| Total % | 18.5 | 16.9 | 35.4 | 10.8 | 9.2 | 20 | 36.9 | 7.7 | 44.6 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | **1** | 2 | 3 | 0 | **3** | **3** | 0 | 0 | 0 | 6 |
| 07:30 AM | 1 | **5** | **6** | 0 | 0 | 0 | 2 | 0 | 2 | 8 |
| 07:45 AM | 1 | 3 | 4 | **1** | 1 | 2 | **7** | **2** | **9** | **15** |
| 08:00 AM | 0 | 0 | 0 | 1 | 1 | 2 | 7 | 0 | 7 | 9 |
| Total Volume | 3 | 10 | 13 | 2 | 5 | 7 | 16 | 2 | 18 | 38 |
| % App. Total | 23.1 | 76.9 | | 28.6 | 71.4 | | 88.9 | 11.1 | | |
| PHF | .750 | .500 | .542 | .500 | .417 | .583 | .571 | .250 | .500 | .633 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | 2 | 3 | 0 | **3** | **3** | 0 | 0 | 0 |
| +15 mins. | 1 | **5** | **6** | 0 | 0 | 0 | 2 | 0 | 2 |
| +30 mins. | 1 | 3 | 4 | **1** | 1 | 2 | **7** | **2** | **9** |
| +45 mins. | 0 | 0 | 0 | 1 | 1 | 2 | 7 | 0 | 7 |
| Total Volume | 3 | 10 | 13 | 2 | 5 | 7 | 16 | 2 | 18 |
| % App. Total | 23.1 | 76.9 | | 28.6 | 71.4 | | 88.9 | 11.1 | |
| PHF | .750 | .500 | .542 | .500 | .417 | .583 | .571 | .250 | .500 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

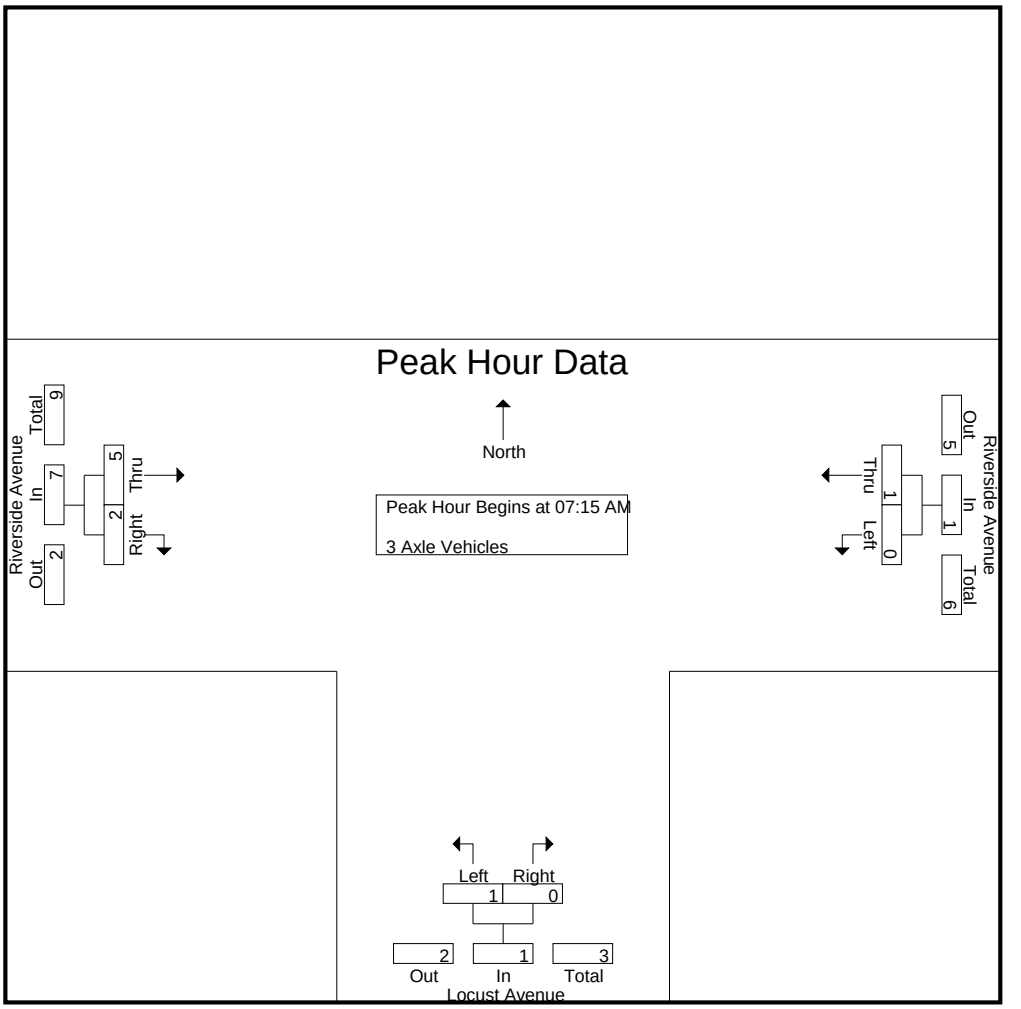
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 5 | 5 | 0 | 0 | 0 | 1 | 1 | 2 | 7 |
| 07:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 3 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total | 0 | 6 | 6 | 0 | 0 | 0 | 5 | 3 | 8 | 14 |
| | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 |
| 08:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 08:30 AM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 08:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 3 |
| Total | 2 | 0 | 2 | 1 | 2 | 3 | 4 | 0 | 4 | 9 |
| | | | | | | | | | | |
| Grand Total | 2 | 6 | 8 | 1 | 2 | 3 | 9 | 3 | 12 | 23 |
| Apprch % | 25 | 75 | | 33.3 | 66.7 | | 75 | 25 | | |
| Total % | 8.7 | 26.1 | 34.8 | 4.3 | 8.7 | 13 | 39.1 | 13 | 52.2 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 0 | **1** | **1** | 0 | 0 | 0 | 1 | **1** | 2 | **3** |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 1 | **3** | 3 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 08:00 AM | 0 | 0 | 0 | **1** | 0 | **1** | 1 | 0 | 1 | 2 |
| Total Volume | 0 | 1 | 1 | 1 | 0 | 1 | 5 | 2 | 7 | 9 |
| % App. Total | 0 | 100 | | 100 | 0 | | 71.4 | 28.6 | | |
| PHF | .000 | .250 | .250 | .250 | .000 | .250 | .625 | .500 | .583 | .750 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **1** | **1** | 0 | 0 | 0 | 1 | **1** | 2 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 1 | **3** |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 0 | 0 | **1** | 0 | **1** | 1 | 0 | 1 |
| Total Volume | 0 | 1 | 1 | 1 | 0 | 1 | 5 | 2 | 7 |
| % App. Total | 0 | 100 | | 100 | 0 | | 71.4 | 28.6 | |
| PHF | .000 | .250 | .250 | .250 | .000 | .250 | .625 | .500 | .583 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

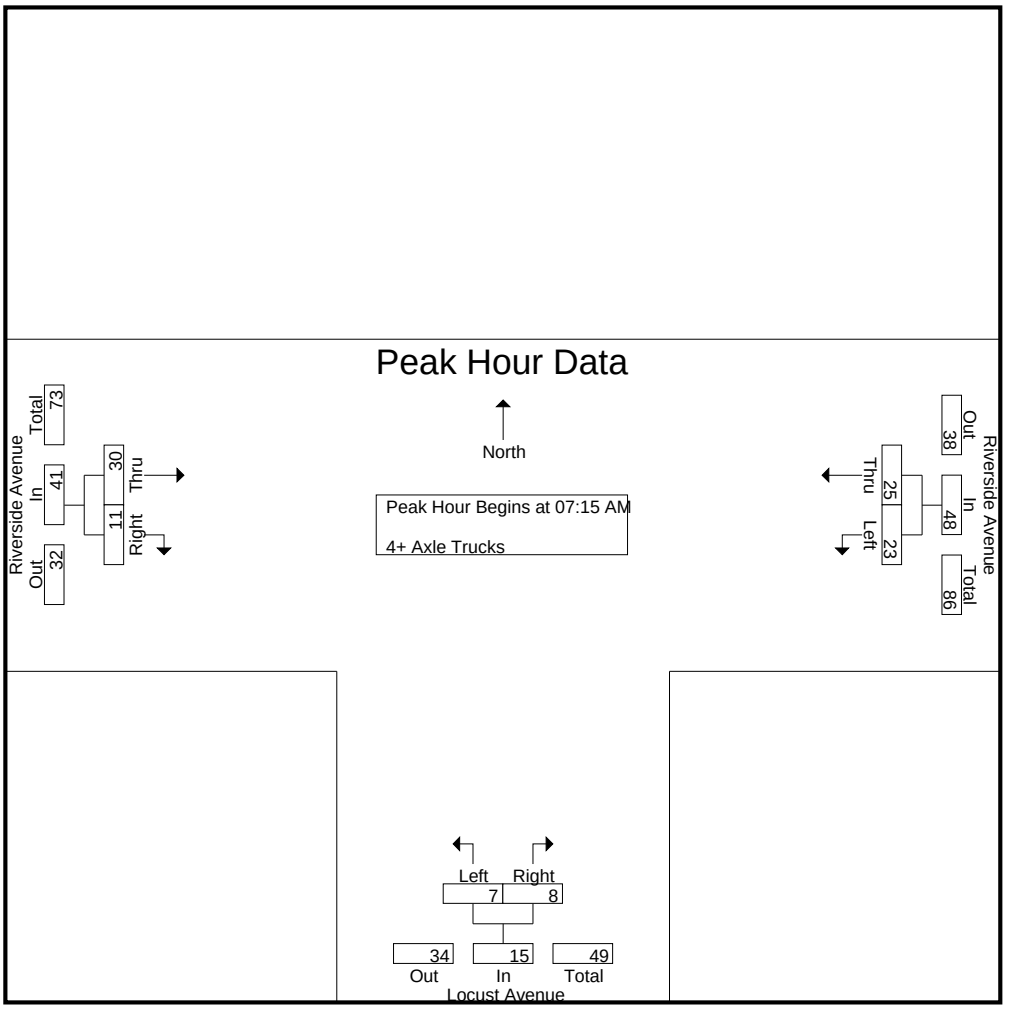
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 2 | 4 | 6 | 2 | 4 | 6 | 3 | 4 | 7 | 19 |
| 07:15 AM | 2 | 5 | 7 | 2 | 2 | 4 | 3 | 1 | 4 | 15 |
| 07:30 AM | 9 | 6 | 15 | 3 | 3 | 6 | 8 | 5 | 13 | 34 |
| 07:45 AM | 6 | 5 | 11 | 2 | 2 | 4 | 9 | 3 | 12 | 27 |
| Total | 19 | 20 | 39 | 9 | 11 | 20 | 23 | 13 | 36 | 95 |
| | | | | | | | | | | |
| 08:00 AM | 6 | 9 | 15 | 0 | 1 | 1 | 10 | 2 | 12 | 28 |
| 08:15 AM | 3 | 8 | 11 | 1 | 1 | 2 | 6 | 3 | 9 | 22 |
| 08:30 AM | 5 | 6 | 11 | 3 | 2 | 5 | 9 | 2 | 11 | 27 |
| 08:45 AM | 6 | 8 | 14 | 3 | 4 | 7 | 15 | 2 | 17 | 38 |
| Total | 20 | 31 | 51 | 7 | 8 | 15 | 40 | 9 | 49 | 115 |
| | | | | | | | | | | |
| Grand Total | 39 | 51 | 90 | 16 | 19 | 35 | 63 | 22 | 85 | 210 |
| Apprch % | 43.3 | 56.7 | | 45.7 | 54.3 | | 74.1 | 25.9 | | |
| Total % | 18.6 | 24.3 | 42.9 | 7.6 | 9 | 16.7 | 30 | 10.5 | 40.5 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 2 | 5 | 7 | 2 | 2 | 4 | 3 | 1 | 4 | 15 |
| 07:30 AM | **9** | 6 | **15** | **3** | **3** | **6** | 8 | **5** | **13** | **34** |
| 07:45 AM | 6 | 5 | 11 | 2 | 2 | 4 | 9 | 3 | 12 | 27 |
| 08:00 AM | 6 | **9** | 15 | 0 | 1 | 1 | **10** | 2 | 12 | 28 |
| Total Volume | 23 | 25 | 48 | 7 | 8 | 15 | 30 | 11 | 41 | 104 |
| % App. Total | 47.9 | 52.1 | | 46.7 | 53.3 | | 73.2 | 26.8 | | |
| PHF | .639 | .694 | .800 | .583 | .667 | .625 | .750 | .550 | .788 | .765 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 2 | 5 | 7 | 2 | 2 | 4 | 3 | 1 | 4 |
| +15 mins. | **9** | 6 | **15** | **3** | **3** | **6** | 8 | **5** | **13** |
| +30 mins. | 6 | 5 | 11 | 2 | 2 | 4 | 9 | 3 | 12 |
| +45 mins. | 6 | **9** | 15 | 0 | 1 | 1 | **10** | 2 | 12 |
| Total Volume | 23 | 25 | 48 | 7 | 8 | 15 | 30 | 11 | 41 |
| % App. Total | 47.9 | 52.1 | | 46.7 | 53.3 | | 73.2 | 26.8 | |
| PHF | .639 | .694 | .800 | .583 | .667 | .625 | .750 | .550 | .788 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

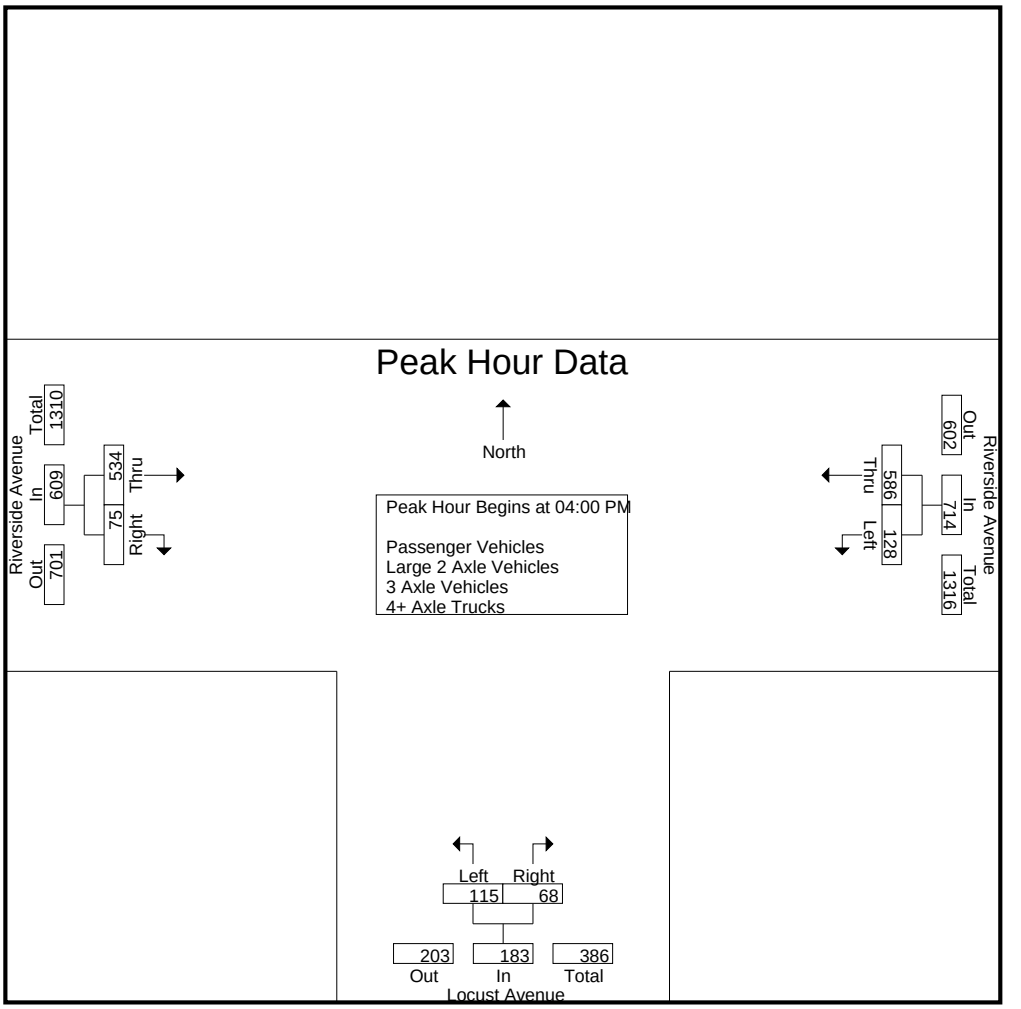
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 35 | 161 | 196 | 28 | 21 | 49 | 97 | 23 | 120 | 365 |
| 04:15 PM | 54 | 182 | 236 | 25 | 21 | 46 | 116 | 19 | 135 | 417 |
| 04:30 PM | 19 | 123 | 142 | 38 | 13 | 51 | 210 | 13 | 223 | 416 |
| 04:45 PM | 20 | 120 | 140 | 24 | 13 | 37 | 111 | 20 | 131 | 308 |
| Total | 128 | 586 | 714 | 115 | 68 | 183 | 534 | 75 | 609 | 1506 |
| | | | | | | | | | | |
| 05:00 PM | 13 | 122 | 135 | 28 | 20 | 48 | 117 | 29 | 146 | 329 |
| 05:15 PM | 18 | 119 | 137 | 29 | 15 | 44 | 106 | 20 | 126 | 307 |
| 05:30 PM | 18 | 120 | 138 | 15 | 18 | 33 | 124 | 20 | 144 | 315 |
| 05:45 PM | 27 | 100 | 127 | 20 | 12 | 32 | 102 | 26 | 128 | 287 |
| Total | 76 | 461 | 537 | 92 | 65 | 157 | 449 | 95 | 544 | 1238 |
| | | | | | | | | | | |
| Grand Total | 204 | 1047 | 1251 | 207 | 133 | 340 | 983 | 170 | 1153 | 2744 |
| Apprch % | 16.3 | 83.7 | | 60.9 | 39.1 | | 85.3 | 14.7 | | |
| Total % | 7.4 | 38.2 | 45.6 | 7.5 | 4.8 | 12.4 | 35.8 | 6.2 | 42 | |
| Passenger Vehicles | 195 | 1037 | 1232 | 194 | 123 | 317 | 966 | 139 | 1105 | 2654 |
| % Passenger Vehicles | 95.6 | 99 | 98.5 | 93.7 | 92.5 | 93.2 | 98.3 | 81.8 | 95.8 | 96.7 |
| Large 2 Axle Vehicles | 3 | 3 | 6 | 2 | 3 | 5 | 12 | 2 | 14 | 25 |
| % Large 2 Axle Vehicles | 1.5 | 0.3 | 0.5 | 1 | 2.3 | 1.5 | 1.2 | 1.2 | 1.2 | 0.9 |
| 3 Axle Vehicles | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 3 | 4 | 7 |
| % 3 Axle Vehicles | 0 | 0 | 0 | 1.4 | 0 | 0.9 | 0.1 | 1.8 | 0.3 | 0.3 |
| 4+ Axle Trucks | 6 | 7 | 13 | 8 | 7 | 15 | 4 | 26 | 30 | 58 |
| % 4+ Axle Trucks | 2.9 | 0.7 | 1 | 3.9 | 5.3 | 4.4 | 0.4 | 15.3 | 2.6 | 2.1 |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue 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 04:00 PM | | | | | | | | | | |
| 04:00 PM | 35 | 161 | 196 | 28 | **21** | 49 | 97 | **23** | 120 | 365 |
| 04:15 PM | **54** | **182** | **236** | 25 | 21 | 46 | 116 | 19 | 135 | **417** |
| 04:30 PM | 19 | 123 | 142 | **38** | 13 | **51** | **210** | 13 | **223** | 416 |
| 04:45 PM | 20 | 120 | 140 | 24 | 13 | 37 | 111 | 20 | 131 | 308 |
| Total Volume | 128 | 586 | 714 | 115 | 68 | 183 | 534 | 75 | 609 | 1506 |
| % App. Total | 17.9 | 82.1 | | 62.8 | 37.2 | | 87.7 | 12.3 | | |
| PHF | .593 | .805 | .756 | .757 | .810 | .897 | .636 | .815 | .683 | .903 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu PM
Site Code : 10824406
Start Date : 5/9/2024
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 | | | 04:15 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 35 | 161 | 196 | 28 | **21** | 49 | 116 | 19 | 135 |
| +15 mins. | **54** | **182** | **236** | 25 | 21 | 46 | **210** | 13 | **223** |
| +30 mins. | 19 | 123 | 142 | **38** | 13 | **51** | 111 | 20 | 131 |
| +45 mins. | 20 | 120 | 140 | 24 | 13 | 37 | 117 | **29** | 146 |
| Total Volume | 128 | 586 | 714 | 115 | 68 | 183 | 554 | 81 | 635 |
| % App. Total | 17.9 | 82.1 | | 62.8 | 37.2 | | 87.2 | 12.8 | |
| PHF | .593 | .805 | .756 | .757 | .810 | .897 | .660 | .698 | .712 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

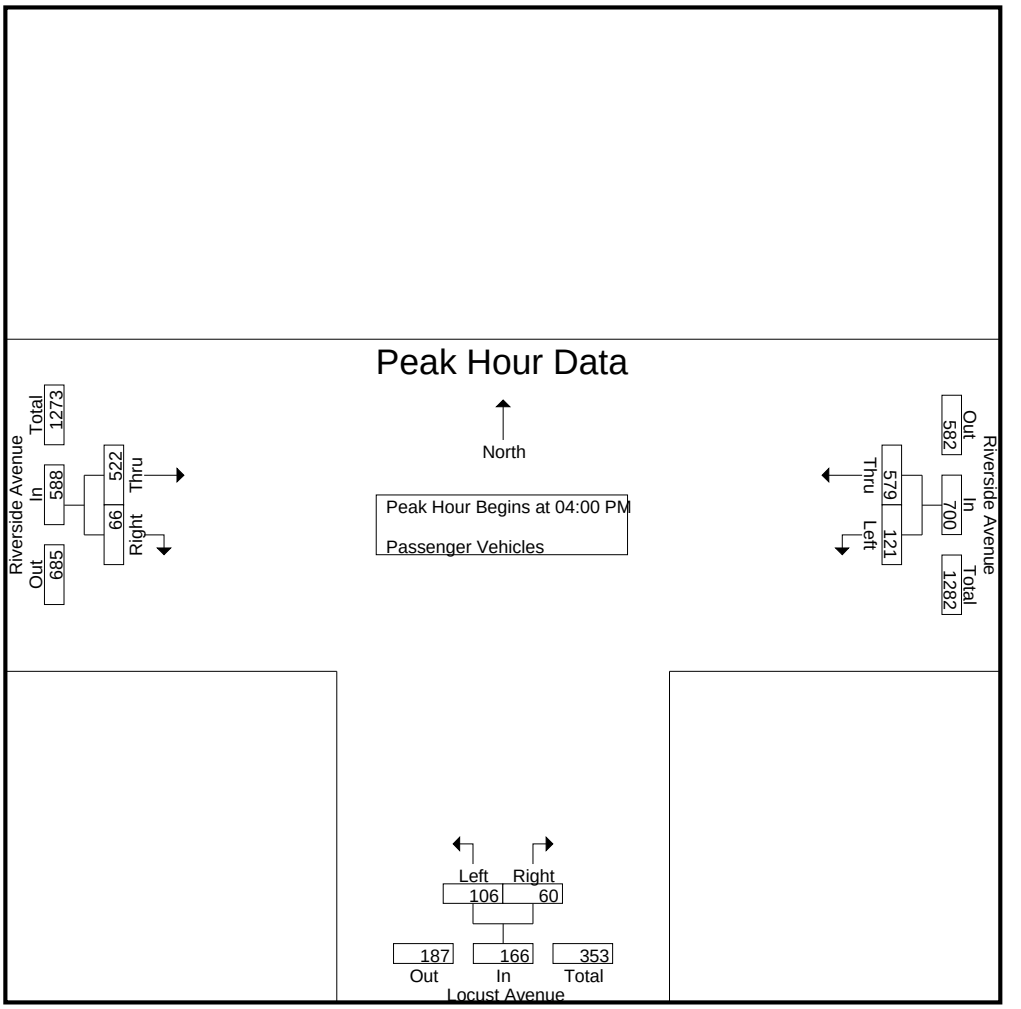
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 32 | 157 | 189 | 25 | 19 | 44 | 93 | 19 | 112 | 345 |
| 04:15 PM | 53 | 179 | 232 | 23 | 18 | 41 | 114 | 17 | 131 | 404 |
| 04:30 PM | 18 | 123 | 141 | 36 | 11 | 47 | 208 | 11 | 219 | 407 |
| 04:45 PM | 18 | 120 | 138 | 22 | 12 | 34 | 107 | 19 | 126 | 298 |
| Total | 121 | 579 | 700 | 106 | 60 | 166 | 522 | 66 | 588 | 1454 |
| | | | | | | | | | | |
| 05:00 PM | 13 | 122 | 135 | 25 | 19 | 44 | 115 | 23 | 138 | 317 |
| 05:15 PM | 16 | 119 | 135 | 29 | 14 | 43 | 105 | 15 | 120 | 298 |
| 05:30 PM | 18 | 117 | 135 | 15 | 18 | 33 | 122 | 14 | 136 | 304 |
| 05:45 PM | 27 | 100 | 127 | 19 | 12 | 31 | 102 | 21 | 123 | 281 |
| Total | 74 | 458 | 532 | 88 | 63 | 151 | 444 | 73 | 517 | 1200 |
| | | | | | | | | | | |
| Grand Total | 195 | 1037 | 1232 | 194 | 123 | 317 | 966 | 139 | 1105 | 2654 |
| Apprch % | 15.8 | 84.2 | | 61.2 | 38.8 | | 87.4 | 12.6 | | |
| Total % | 7.3 | 39.1 | 46.4 | 7.3 | 4.6 | 11.9 | 36.4 | 5.2 | 41.6 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 32 | 157 | 189 | 25 | **19** | 44 | 93 | **19** | 112 | 345 |
| 04:15 PM | **53** | **179** | **232** | 23 | 18 | 41 | 114 | 17 | 131 | 404 |
| 04:30 PM | 18 | 123 | 141 | **36** | 11 | **47** | **208** | 11 | **219** | **407** |
| 04:45 PM | 18 | 120 | 138 | 22 | 12 | 34 | 107 | 19 | 126 | 298 |
| Total Volume | 121 | 579 | 700 | 106 | 60 | 166 | 522 | 66 | 588 | 1454 |
| % App. Total | 17.3 | 82.7 | | 63.9 | 36.1 | | 88.8 | 11.2 | | |
| PHF | .571 | .809 | .754 | .736 | .789 | .883 | .627 | .868 | .671 | .893 |

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

City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 32 | 157 | 189 | 25 | **19** | 44 | 93 | **19** | 112 |
| +15 mins. | **53** | **179** | **232** | 23 | 18 | 41 | 114 | 17 | 131 |
| +30 mins. | 18 | 123 | 141 | **36** | 11 | **47** | **208** | 11 | **219** |
| +45 mins. | 18 | 120 | 138 | 22 | 12 | 34 | 107 | 19 | 126 |
| Total Volume | 121 | 579 | 700 | 106 | 60 | 166 | 522 | 66 | 588 |
| % App. Total | 17.3 | 82.7 | | 63.9 | 36.1 | | 88.8 | 11.2 | |
| PHF | .571 | .809 | .754 | .736 | .789 | .883 | .627 | .868 | .671 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

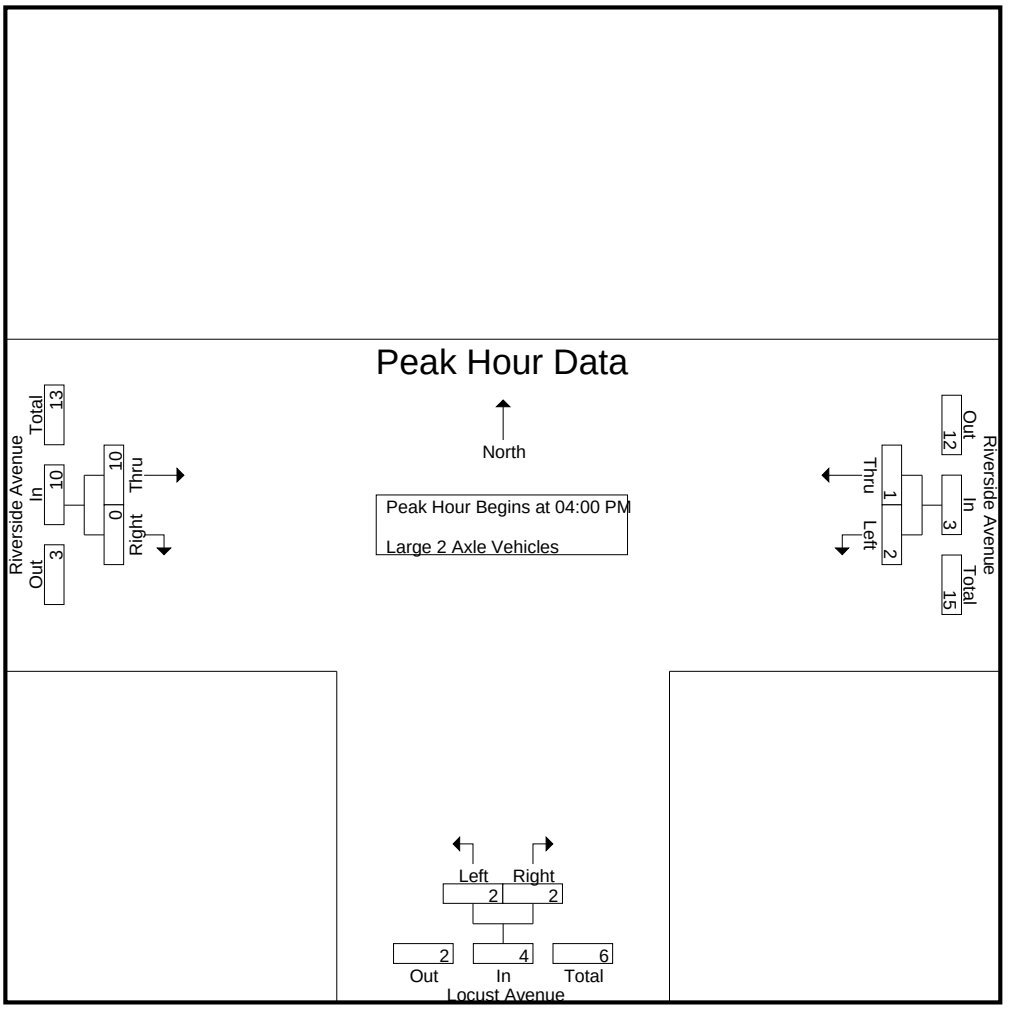
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 1 | 1 | 1 | 2 | 4 | 0 | 4 | 7 |
| 04:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 04:30 PM | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| Total | 2 | 1 | 3 | 2 | 2 | 4 | 10 | 0 | 10 | 17 |
| | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 3 | 4 |
| 05:15 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | 1 | 2 | 3 | 0 | 1 | 1 | 2 | 2 | 4 | 8 |
| | | | | | | | | | | |
| Grand Total | 3 | 3 | 6 | 2 | 3 | 5 | 12 | 2 | 14 | 25 |
| Apprch % | 50 | 50 | | 40 | 60 | | 85.7 | 14.3 | | |
| Total % | 12 | 12 | 24 | 8 | 12 | 20 | 48 | 8 | 56 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | **1** | 0 | **1** | **1** | **1** | **2** | **4** | 0 | **4** | **7** |
| 04:15 PM | 0 | **1** | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 04:30 PM | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| Total Volume | 2 | 1 | 3 | 2 | 2 | 4 | 10 | 0 | 10 | 17 |
| % App. Total | 66.7 | 33.3 | | 50 | 50 | | 100 | 0 | | |
| PHF | .500 | .250 | .750 | .500 | .500 | .500 | .625 | .000 | .625 | .607 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | 0 | **1** | **1** | **1** | **2** | **4** | 0 | **4** |
| +15 mins. | 0 | **1** | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| +30 mins. | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| Total Volume | 2 | 1 | 3 | 2 | 2 | 4 | 10 | 0 | 10 |
| % App. Total | 66.7 | 33.3 | | 50 | 50 | | 100 | 0 | |
| PHF | .500 | .250 | .750 | .500 | .500 | .500 | .625 | .000 | .625 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

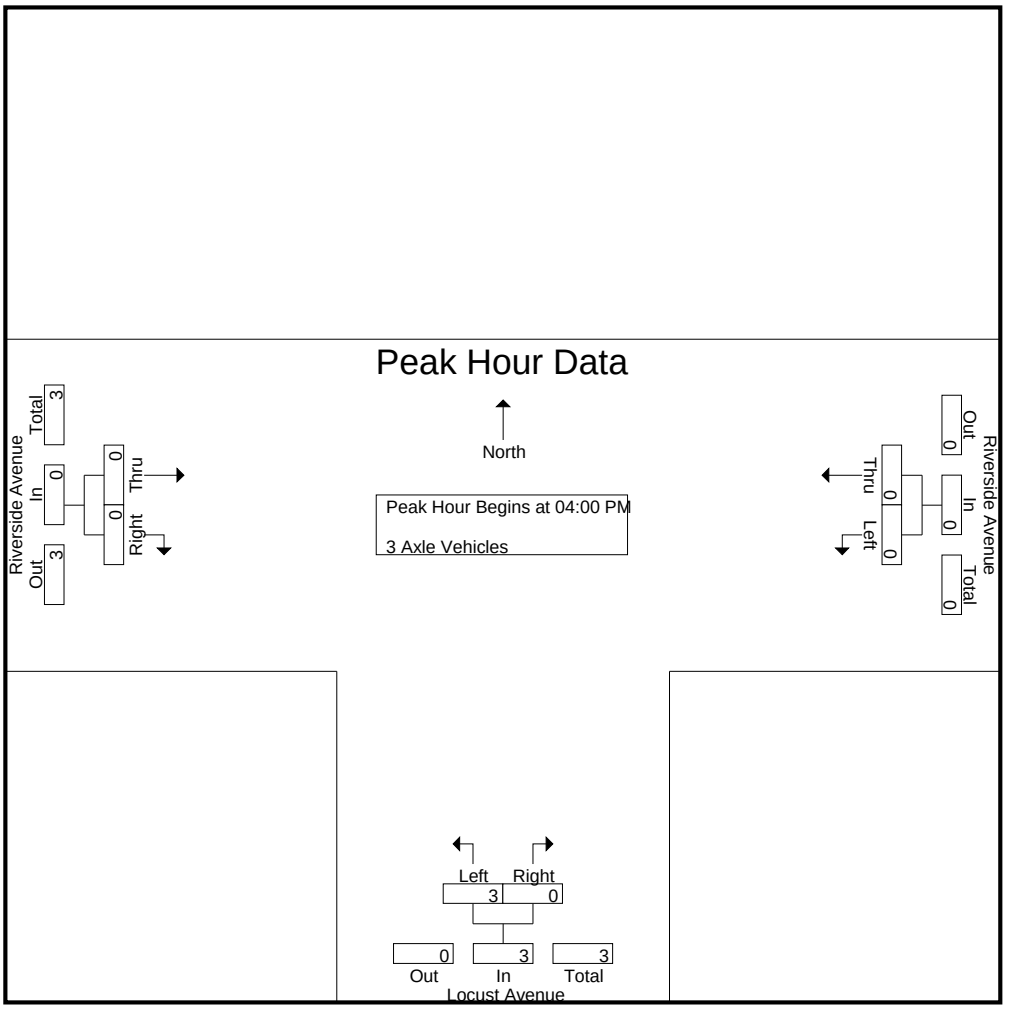
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 |
| | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 4 |
| | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 3 | 4 | 7 |
| Apprch % | 0 | 0 | | 100 | 0 | | 25 | 75 | | |
| Total % | 0 | 0 | 0 | 42.9 | 0 | 42.9 | 14.3 | 42.9 | 57.1 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | **1** | 0 | **1** | 0 | 0 | 0 | **1** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 |
| % App. Total | 0 | 0 | | 100 | 0 | | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .750 | .000 | .750 | .000 | .000 | .000 | .750 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | **1** | 0 | **1** | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | | 100 | 0 | | 0 | 0 | |
| PHF | .000 | .000 | .000 | .750 | .000 | .750 | .000 | .000 | .000 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

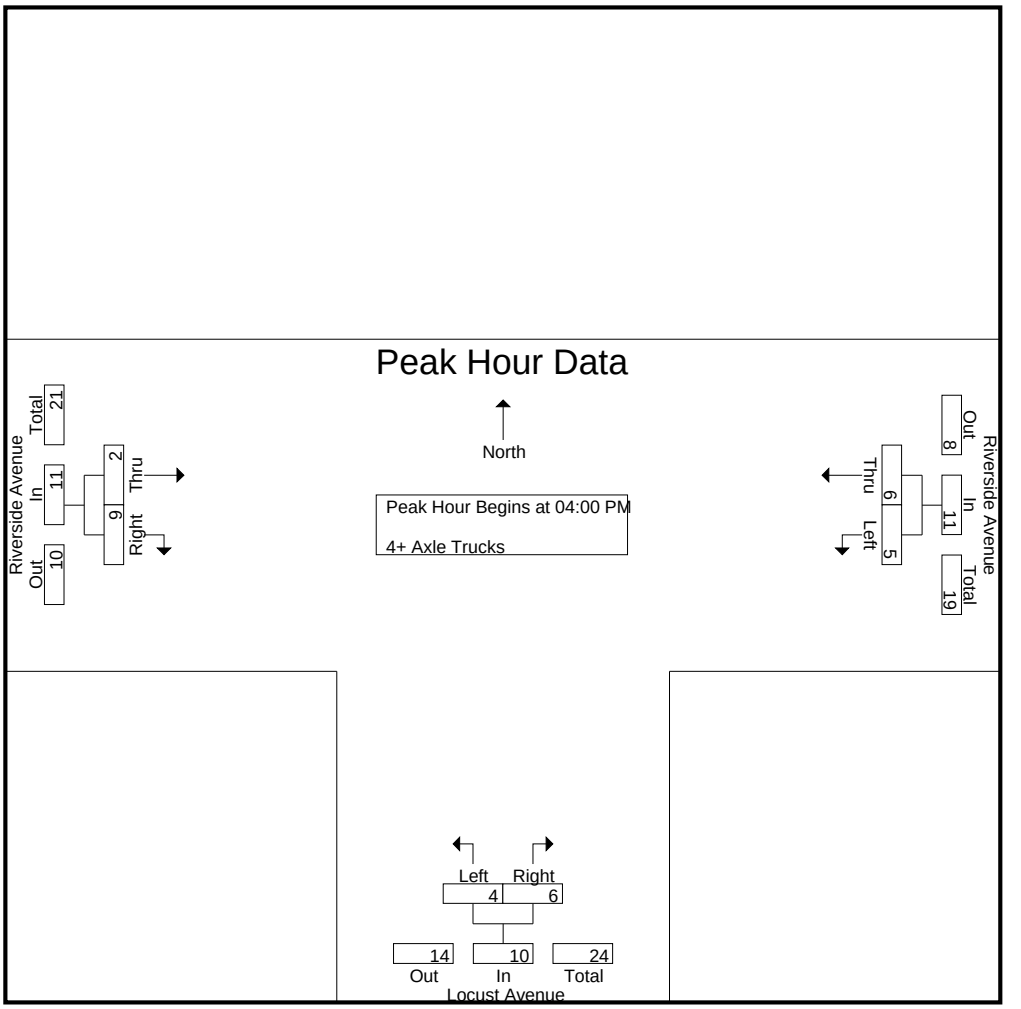
| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 2 | 4 | 6 | 1 | 1 | 2 | 0 | 4 | 4 | 12 |
| 04:15 PM | 1 | 2 | 3 | 2 | 3 | 5 | 1 | 2 | 3 | 11 |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 3 | 4 |
| 04:45 PM | 2 | 0 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 5 |
| Total | 5 | 6 | 11 | 4 | 6 | 10 | 2 | 9 | 11 | 32 |
| | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 5 | 5 | 8 |
| 05:15 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 4 | 4 | 6 |
| 05:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 5 | 7 | 8 |
| 05:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 3 | 4 |
| Total | 1 | 1 | 2 | 4 | 1 | 5 | 2 | 17 | 19 | 26 |
| | | | | | | | | | | |
| Grand Total | 6 | 7 | 13 | 8 | 7 | 15 | 4 | 26 | 30 | 58 |
| Apprch % | 46.2 | 53.8 | | 53.3 | 46.7 | | 13.3 | 86.7 | | |
| Total % | 10.3 | 12.1 | 22.4 | 13.8 | 12.1 | 25.9 | 6.9 | 44.8 | 51.7 | |

| | Riverside Avenue Westbound | | | Locust Avenue Northbound | | | Riverside Avenue 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | **2** | **4** | **6** | 1 | 1 | 2 | 0 | **4** | **4** | **12** |
| 04:15 PM | 1 | 2 | 3 | **2** | **3** | **5** | **1** | 2 | 3 | 11 |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 3 | 4 |
| 04:45 PM | 2 | 0 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 5 |
| Total Volume | 5 | 6 | 11 | 4 | 6 | 10 | 2 | 9 | 11 | 32 |
| % App. Total | 45.5 | 54.5 | | 40 | 60 | | 18.2 | 81.8 | | |
| PHF | .625 | .375 | .458 | .500 | .500 | .500 | .500 | .563 | .688 | .667 |

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City of Rialto
N/S: Locust Avenue
E/W: Riverside Avenue
Weather: Clear

File Name : 01_RLT_Loc_Riv Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **2** | **4** | **6** | 1 | 1 | 2 | 0 | **4** | **4** |
| +15 mins. | 1 | 2 | 3 | **2** | **3** | **5** | **1** | 2 | 3 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 3 |
| +45 mins. | 2 | 0 | 2 | 1 | 1 | 2 | 0 | 1 | 1 |
| Total Volume | 5 | 6 | 11 | 4 | 6 | 10 | 2 | 9 | 11 |
| % App. Total | 45.5 | 54.5 | | 40 | 60 | | 18.2 | 81.8 | |
| PHF | .625 | .375 | .458 | .500 | .500 | .500 | .500 | .563 | .688 |

Location: Rialto
N/S: Locust Avenue
E/W: Riverside Avenue

Date: 5/7/2024
Day: Tuesday

**PEDESTRIANS**

| | North Leg<br>Locust Avenue | East Leg<br>Riverside Avenue | South Leg<br>Locust Avenue | West Leg<br>Riverside Avenue | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 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 | 0 | 1 | 1 |

| | North Leg<br>Locust Avenue | East Leg<br>Riverside Avenue | South Leg<br>Locust Avenue | West Leg<br>Riverside Avenue | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 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 |

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

Location: Rialto
N/S: Locust Avenue
E/W: Riverside Avenue

Date: 5/7/2024
Day: Tuesday

**BICYCLES**

| | Southbound Locust Avenue | | | Westbound Riverside Avenue | | | Northbound Locust Avenue | | | Eastbound Riverside Avenue | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 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 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |

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

Counts Unlimited, Inc.
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Corona, CA 92878
951-268-6268

Location: Rialto
N/S: Locust Avenue
E/W: Riverside Avenue

Date: 5/8/2024
Day: Wednesday

**PEDESTRIANS**

| | North Leg<br>Locust Avenue | East Leg<br>Riverside Avenue | South Leg<br>Locust Avenue | West Leg<br>Riverside Avenue | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 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<br>Locust Avenue | East Leg<br>Riverside Avenue | South Leg<br>Locust Avenue | West Leg<br>Riverside Avenue | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 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 |

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

Location: Rialto
N/S: Locust Avenue
E/W: Riverside Avenue

Date: 5/8/2024
Day: Wednesday

**BICYCLES**

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

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

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PO Box 1178
Corona, CA 92878
951-268-6268

Location: Rialto
N/S: Locust Avenue
E/W: Riverside Avenue

Date: 5/9/2024
Day: Thursday

**PEDESTRIANS**

| | North Leg<br>Locust Avenue | East Leg<br>Riverside Avenue | South Leg<br>Locust Avenue | West Leg<br>Riverside Avenue | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 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<br>Locust Avenue | East Leg<br>Riverside Avenue | South Leg<br>Locust Avenue | West Leg<br>Riverside Avenue | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 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 |

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951-268-6268

Location: Rialto
N/S: Locust Avenue
E/W: Riverside Avenue

Date: 5/9/2024
Day: Thursday

**BICYCLES**

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

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

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

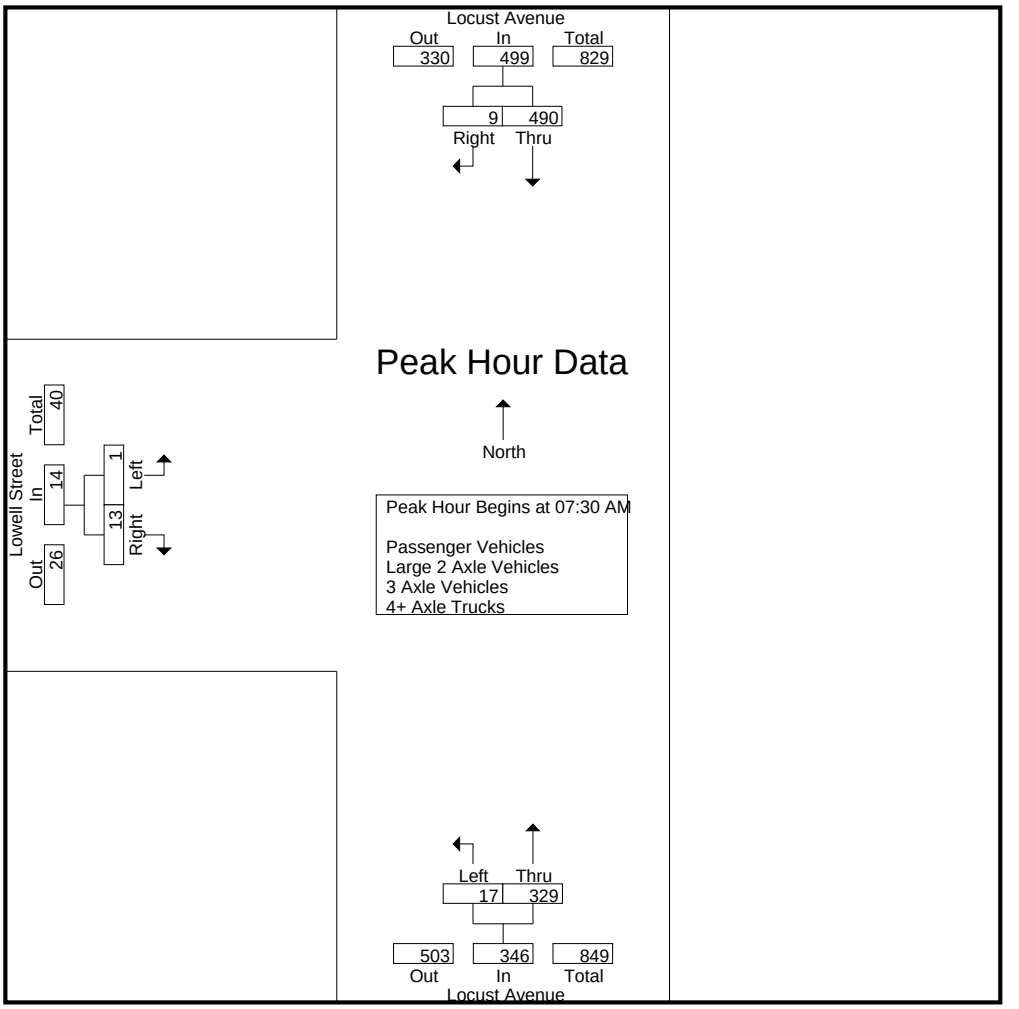
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 56 | 1 | 57 | 8 | 53 | 61 | 0 | 3 | 3 | 121 |
| 07:15 AM | 78 | 1 | 79 | 4 | 58 | 62 | 0 | 0 | 0 | 141 |
| 07:30 AM | 112 | 1 | 113 | 7 | 104 | 111 | 0 | 5 | 5 | 229 |
| 07:45 AM | 154 | 2 | 156 | 7 | 116 | 123 | 0 | 2 | 2 | 281 |
| Total | 400 | 5 | 405 | 26 | 331 | 357 | 0 | 10 | 10 | 772 |
| | | | | | | | | | | |
| 08:00 AM | 128 | 5 | 133 | 2 | 62 | 64 | 1 | 4 | 5 | 202 |
| 08:15 AM | 96 | 1 | 97 | 1 | 47 | 48 | 0 | 2 | 2 | 147 |
| 08:30 AM | 96 | 1 | 97 | 3 | 60 | 63 | 0 | 6 | 6 | 166 |
| 08:45 AM | 57 | 2 | 59 | 7 | 46 | 53 | 1 | 3 | 4 | 116 |
| Total | 377 | 9 | 386 | 13 | 215 | 228 | 2 | 15 | 17 | 631 |
| | | | | | | | | | | |
| Grand Total | 777 | 14 | 791 | 39 | 546 | 585 | 2 | 25 | 27 | 1403 |
| Apprch % | 98.2 | 1.8 | | 6.7 | 93.3 | | 7.4 | 92.6 | | |
| Total % | 55.4 | 1 | 56.4 | 2.8 | 38.9 | 41.7 | 0.1 | 1.8 | 1.9 | |
| Passenger Vehicles | 662 | 12 | 674 | 33 | 476 | 509 | 2 | 18 | 20 | 1203 |
| % Passenger Vehicles | 85.2 | 85.7 | 85.2 | 84.6 | 87.2 | 87 | 100 | 72 | 74.1 | 85.7 |
| Large 2 Axle Vehicles | 26 | 2 | 28 | 2 | 17 | 19 | 0 | 1 | 1 | 48 |
| % Large 2 Axle Vehicles | 3.3 | 14.3 | 3.5 | 5.1 | 3.1 | 3.2 | 0 | 4 | 3.7 | 3.4 |
| 3 Axle Vehicles | 6 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 0 | 12 |
| % 3 Axle Vehicles | 0.8 | 0 | 0.8 | 0 | 1.1 | 1 | 0 | 0 | 0 | 0.9 |
| 4+ Axle Trucks | 83 | 0 | 83 | 4 | 47 | 51 | 0 | 6 | 6 | 140 |
| % 4+ Axle Trucks | 10.7 | 0 | 10.5 | 10.3 | 8.6 | 8.7 | 0 | 24 | 22.2 | 10 |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 112 | 1 | 113 | **7** | 104 | 111 | 0 | **5** | **5** | 229 |
| 07:45 AM | **154** | 2 | **156** | 7 | **116** | **123** | 0 | 2 | 2 | **281** |
| 08:00 AM | 128 | **5** | 133 | 2 | 62 | 64 | **1** | 4 | 5 | 202 |
| 08:15 AM | 96 | 1 | 97 | 1 | 47 | 48 | 0 | 2 | 2 | 147 |
| Total Volume | 490 | 9 | 499 | 17 | 329 | 346 | 1 | 13 | 14 | 859 |
| % App. Total | 98.2 | 1.8 | | 4.9 | 95.1 | | 7.1 | 92.9 | | |
| PHF | .795 | .450 | .800 | .607 | .709 | .703 | .250 | .650 | .700 | .764 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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 | | | 08:00 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 112 | 1 | 113 | 4 | 58 | 62 | **1** | 4 | 5 |
| +15 mins. | **154** | 2 | **156** | **7** | 104 | 111 | 0 | 2 | 2 |
| +30 mins. | 128 | **5** | 133 | 7 | **116** | **123** | 0 | **6** | **6** |
| +45 mins. | 96 | 1 | 97 | 2 | 62 | 64 | 1 | 3 | 4 |
| Total Volume | 490 | 9 | 499 | 20 | 340 | 360 | 2 | 15 | 17 |
| % App. Total | 98.2 | 1.8 | | 5.6 | 94.4 | | 11.8 | 88.2 | |
| PHF | .795 | .450 | .800 | .714 | .733 | .732 | .500 | .625 | .708 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

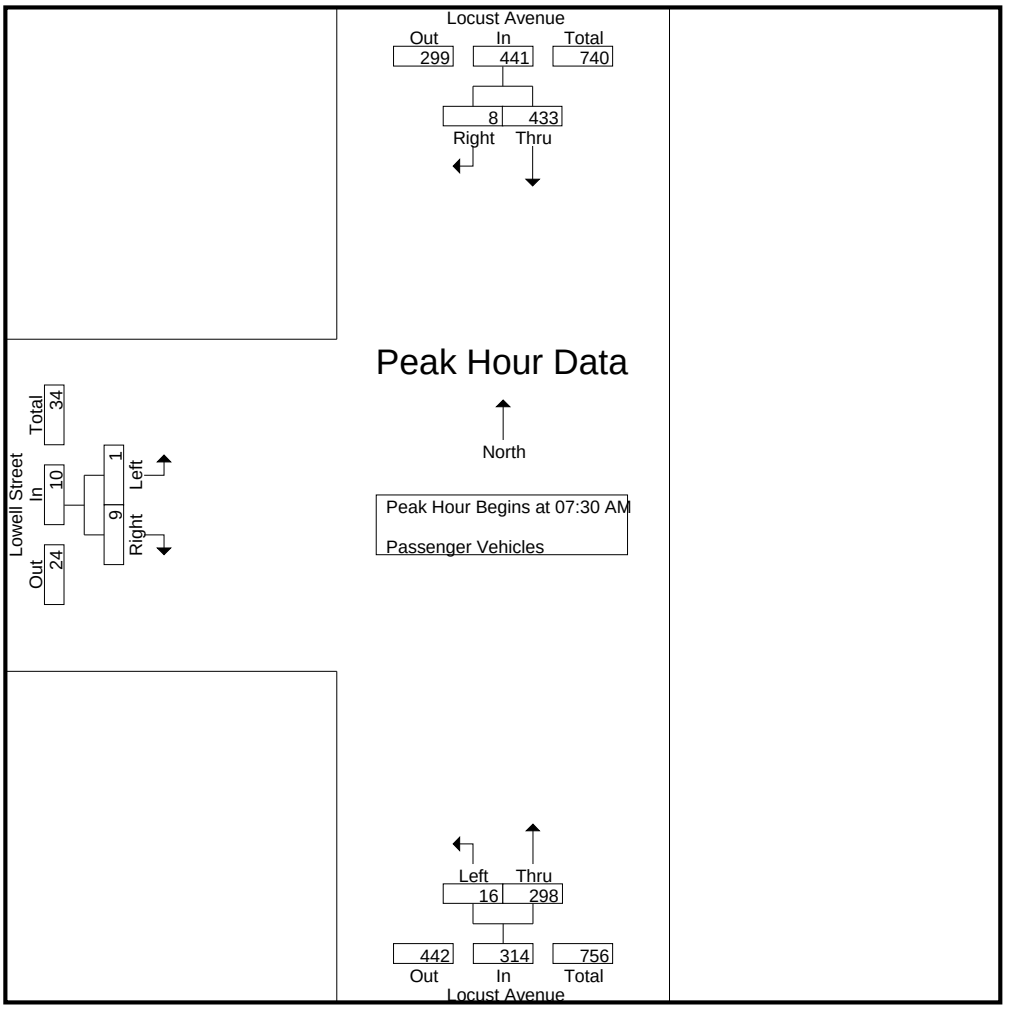
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 43 | 1 | 44 | 6 | 41 | 47 | 0 | 1 | 1 | 92 |
| 07:15 AM | 63 | 1 | 64 | 4 | 51 | 55 | 0 | 0 | 0 | 119 |
| 07:30 AM | 99 | 0 | 99 | 7 | 97 | 104 | 0 | 4 | 4 | 207 |
| 07:45 AM | 136 | 2 | 138 | 6 | 105 | 111 | 0 | 1 | 1 | 250 |
| Total | 341 | 4 | 345 | 23 | 294 | 317 | 0 | 6 | 6 | 668 |
| | | | | | | | | | | |
| 08:00 AM | 116 | 5 | 121 | 2 | 57 | 59 | 1 | 2 | 3 | 183 |
| 08:15 AM | 82 | 1 | 83 | 1 | 39 | 40 | 0 | 2 | 2 | 125 |
| 08:30 AM | 83 | 1 | 84 | 2 | 51 | 53 | 0 | 6 | 6 | 143 |
| 08:45 AM | 40 | 1 | 41 | 5 | 35 | 40 | 1 | 2 | 3 | 84 |
| Total | 321 | 8 | 329 | 10 | 182 | 192 | 2 | 12 | 14 | 535 |
| | | | | | | | | | | |
| Grand Total | 662 | 12 | 674 | 33 | 476 | 509 | 2 | 18 | 20 | 1203 |
| Apprch % | 98.2 | 1.8 | | 6.5 | 93.5 | | 10 | 90 | | |
| Total % | 55 | 1 | 56 | 2.7 | 39.6 | 42.3 | 0.2 | 1.5 | 1.7 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 99 | 0 | 99 | **7** | 97 | 104 | 0 | **4** | **4** | 207 |
| 07:45 AM | **136** | 2 | **138** | 6 | **105** | **111** | 0 | 1 | 1 | **250** |
| 08:00 AM | 116 | **5** | 121 | 2 | 57 | 59 | **1** | 2 | 3 | 183 |
| 08:15 AM | 82 | 1 | 83 | 1 | 39 | 40 | 0 | 2 | 2 | 125 |
| Total Volume | 433 | 8 | 441 | 16 | 298 | 314 | 1 | 9 | 10 | 765 |
| % App. Total | 98.2 | 1.8 | | 5.1 | 94.9 | | 10 | 90 | | |
| PHF | .796 | .400 | .799 | .571 | .710 | .707 | .250 | .563 | .625 | .765 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 99 | 0 | 99 | **7** | 97 | 104 | 0 | **4** | **4** |
| +15 mins. | **136** | 2 | **138** | 6 | **105** | **111** | 0 | 1 | 1 |
| +30 mins. | 116 | **5** | 121 | 2 | 57 | 59 | **1** | 2 | 3 |
| +45 mins. | 82 | 1 | 83 | 1 | 39 | 40 | 0 | 2 | 2 |
| Total Volume | 433 | 8 | 441 | 16 | 298 | 314 | 1 | 9 | 10 |
| % App. Total | 98.2 | 1.8 | | 5.1 | 94.9 | | 10 | 90 | |
| PHF | .796 | .400 | .799 | .571 | .710 | .707 | .250 | .563 | .625 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

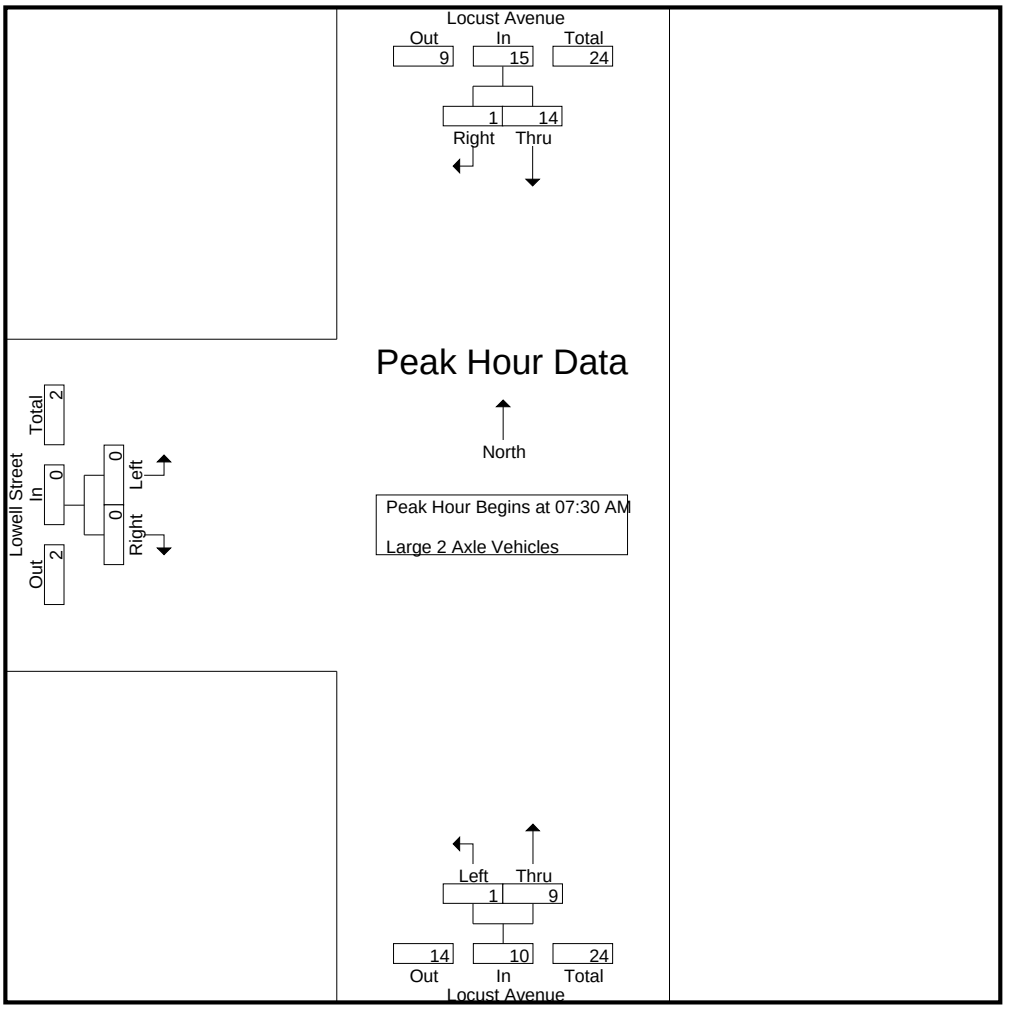
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 2 | 0 | 2 | 0 | 4 | 4 | 0 | 1 | 1 | 7 |
| 07:15 AM | 5 | 0 | 5 | 0 | 2 | 2 | 0 | 0 | 0 | 7 |
| 07:30 AM | 3 | 1 | 4 | 0 | 4 | 4 | 0 | 0 | 0 | 8 |
| 07:45 AM | 6 | 0 | 6 | 1 | 5 | 6 | 0 | 0 | 0 | 12 |
| Total | 16 | 1 | 17 | 1 | 15 | 16 | 0 | 1 | 1 | 34 |
| | | | | | | | | | | |
| 08:00 AM | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 5 | 1 | 6 | 1 | 2 | 3 | 0 | 0 | 0 | 9 |
| Total | 10 | 1 | 11 | 1 | 2 | 3 | 0 | 0 | 0 | 14 |
| | | | | | | | | | | |
| Grand Total | 26 | 2 | 28 | 2 | 17 | 19 | 0 | 1 | 1 | 48 |
| Apprch % | 92.9 | 7.1 | | 10.5 | 89.5 | | 0 | 100 | | |
| Total % | 54.2 | 4.2 | 58.3 | 4.2 | 35.4 | 39.6 | 0 | 2.1 | 2.1 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 3 | **1** | 4 | 0 | 4 | 4 | 0 | 0 | 0 | 8 |
| 07:45 AM | **6** | 0 | **6** | **1** | **5** | **6** | 0 | 0 | 0 | **12** |
| 08:00 AM | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 14 | 1 | 15 | 1 | 9 | 10 | 0 | 0 | 0 | 25 |
| % App. Total | 93.3 | 6.7 | | 10 | 90 | | 0 | 0 | | |
| PHF | .583 | .250 | .625 | .250 | .450 | .417 | .000 | .000 | .000 | .521 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 3 | **1** | 4 | 0 | 4 | 4 | 0 | 0 | 0 |
| +15 mins. | **6** | 0 | **6** | **1** | **5** | **6** | 0 | 0 | 0 |
| +30 mins. | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 14 | 1 | 15 | 1 | 9 | 10 | 0 | 0 | 0 |
| % App. Total | 93.3 | 6.7 | | 10 | 90 | | 0 | 0 | |
| PHF | .583 | .250 | .625 | .250 | .450 | .417 | .000 | .000 | .000 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

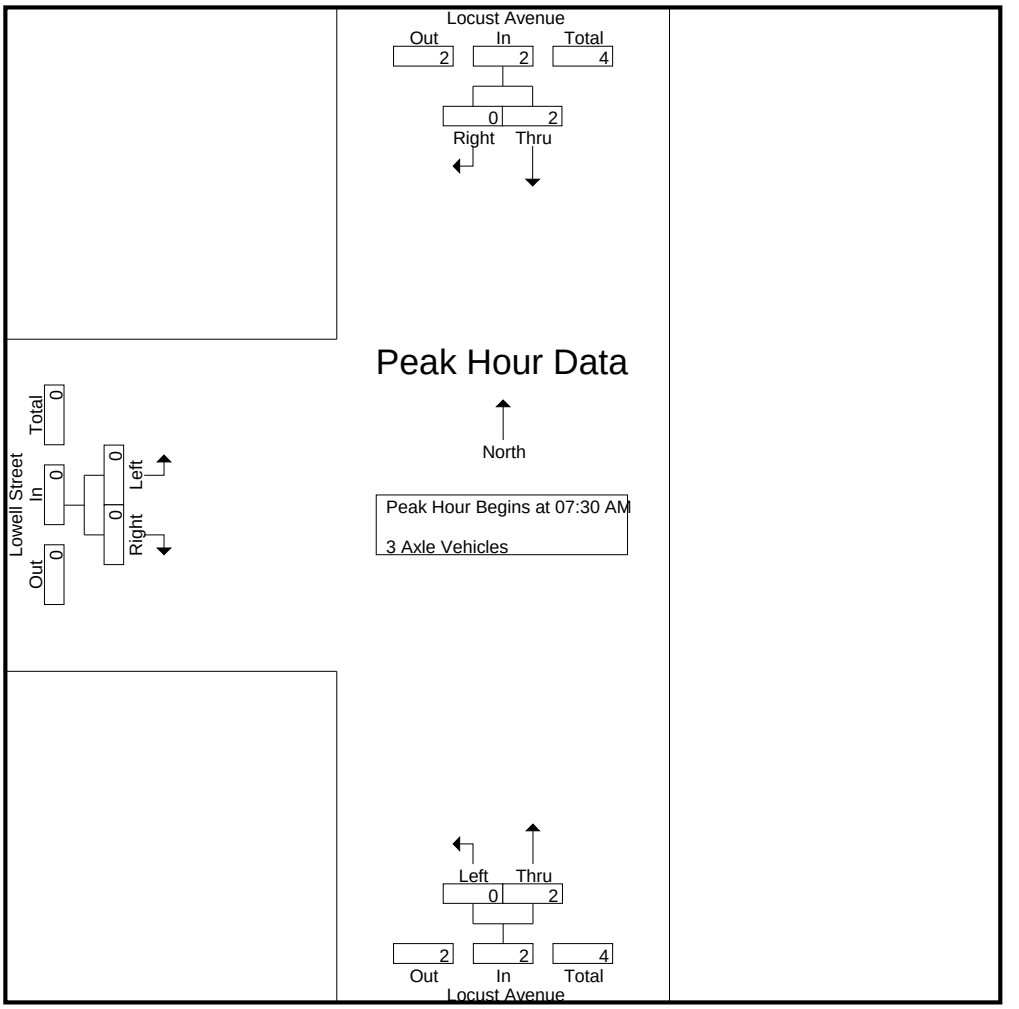
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 3 |
| 08:30 AM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 3 |
| 08:45 AM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| Total | 3 | 0 | 3 | 0 | 5 | 5 | 0 | 0 | 0 | 8 |
| | | | | | | | | | | |
| Grand Total | 6 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 0 | 12 |
| Apprch % | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| Total % | 50 | 0 | 50 | 0 | 50 | 50 | 0 | 0 | 0 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 1 | 0 | 1 | 0 | **2** | **2** | 0 | 0 | 0 | **3** |
| Total Volume | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| PHF | .500 | .000 | .500 | .000 | .250 | .250 | .000 | .000 | .000 | .333 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

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

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

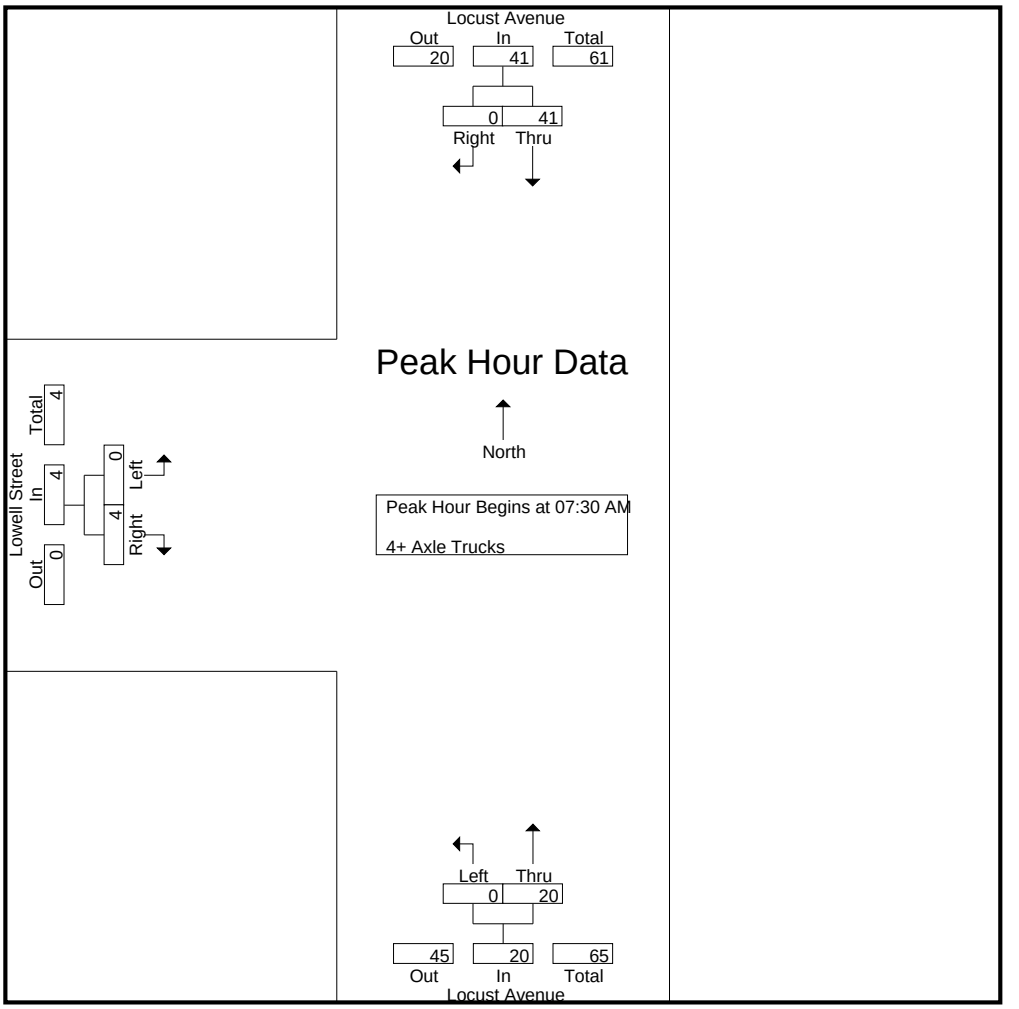
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 9 | 0 | 9 | 2 | 7 | 9 | 0 | 1 | 1 | 19 |
| 07:15 AM | 10 | 0 | 10 | 0 | 5 | 5 | 0 | 0 | 0 | 15 |
| 07:30 AM | 9 | 0 | 9 | 0 | 3 | 3 | 0 | 1 | 1 | 13 |
| 07:45 AM | 12 | 0 | 12 | 0 | 6 | 6 | 0 | 1 | 1 | 19 |
| Total | 40 | 0 | 40 | 2 | 21 | 23 | 0 | 3 | 3 | 66 |
| | | | | | | | | | | |
| 08:00 AM | 8 | 0 | 8 | 0 | 5 | 5 | 0 | 2 | 2 | 15 |
| 08:15 AM | 12 | 0 | 12 | 0 | 6 | 6 | 0 | 0 | 0 | 18 |
| 08:30 AM | 12 | 0 | 12 | 1 | 7 | 8 | 0 | 0 | 0 | 20 |
| 08:45 AM | 11 | 0 | 11 | 1 | 8 | 9 | 0 | 1 | 1 | 21 |
| Total | 43 | 0 | 43 | 2 | 26 | 28 | 0 | 3 | 3 | 74 |
| | | | | | | | | | | |
| Grand Total | 83 | 0 | 83 | 4 | 47 | 51 | 0 | 6 | 6 | 140 |
| Apprch % | 100 | 0 | | 7.8 | 92.2 | | 0 | 100 | | |
| Total % | 59.3 | 0 | 59.3 | 2.9 | 33.6 | 36.4 | 0 | 4.3 | 4.3 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 9 | 0 | 9 | 0 | 3 | 3 | 0 | 1 | 1 | 13 |
| 07:45 AM | **12** | 0 | **12** | 0 | **6** | **6** | 0 | 1 | 1 | **19** |
| 08:00 AM | 8 | 0 | 8 | 0 | 5 | 5 | 0 | **2** | **2** | 15 |
| 08:15 AM | 12 | 0 | 12 | 0 | 6 | 6 | 0 | 0 | 0 | 18 |
| Total Volume | 41 | 0 | 41 | 0 | 20 | 20 | 0 | 4 | 4 | 65 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 100 | | |
| PHF | .854 | .000 | .854 | .000 | .833 | .833 | .000 | .500 | .500 | .855 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 9 | 0 | 9 | 0 | 3 | 3 | 0 | 1 | 1 |
| +15 mins. | **12** | 0 | **12** | 0 | **6** | **6** | 0 | 1 | 1 |
| +30 mins. | 8 | 0 | 8 | 0 | 5 | 5 | 0 | **2** | **2** |
| +45 mins. | 12 | 0 | 12 | 0 | 6 | 6 | 0 | 0 | 0 |
| Total Volume | 41 | 0 | 41 | 0 | 20 | 20 | 0 | 4 | 4 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 100 | |
| PHF | .854 | .000 | .854 | .000 | .833 | .833 | .000 | .500 | .500 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

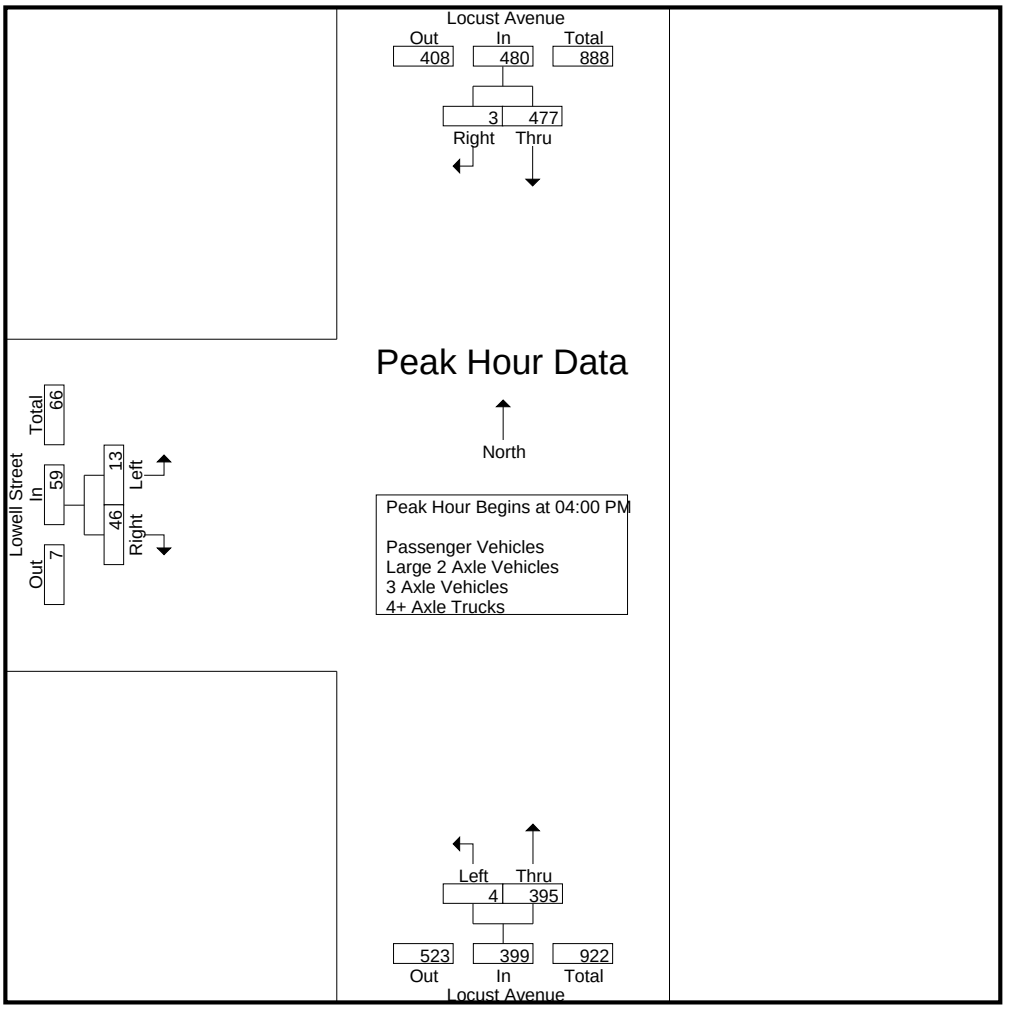
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 81 | 1 | 82 | 2 | 125 | 127 | 2 | 9 | 11 | 220 |
| 04:15 PM | 101 | 0 | 101 | 1 | 113 | 114 | 3 | 7 | 10 | 225 |
| 04:30 PM | 204 | 1 | 205 | 1 | 85 | 86 | 6 | 25 | 31 | 322 |
| 04:45 PM | 91 | 1 | 92 | 0 | 72 | 72 | 2 | 5 | 7 | 171 |
| Total | 477 | 3 | 480 | 4 | 395 | 399 | 13 | 46 | 59 | 938 |
| | | | | | | | | | | |
| 05:00 PM | 69 | 0 | 69 | 0 | 78 | 78 | 2 | 13 | 15 | 162 |
| 05:15 PM | 62 | 0 | 62 | 0 | 80 | 80 | 0 | 7 | 7 | 149 |
| 05:30 PM | 68 | 0 | 68 | 0 | 58 | 58 | 2 | 5 | 7 | 133 |
| 05:45 PM | 44 | 1 | 45 | 2 | 68 | 70 | 0 | 3 | 3 | 118 |
| Total | 243 | 1 | 244 | 2 | 284 | 286 | 4 | 28 | 32 | 562 |
| | | | | | | | | | | |
| Grand Total | 720 | 4 | 724 | 6 | 679 | 685 | 17 | 74 | 91 | 1500 |
| Apprch % | 99.4 | 0.6 | | 0.9 | 99.1 | | 18.7 | 81.3 | | |
| Total % | 48 | 0.3 | 48.3 | 0.4 | 45.3 | 45.7 | 1.1 | 4.9 | 6.1 | |
| Passenger Vehicles | 667 | 3 | 670 | 4 | 615 | 619 | 16 | 71 | 87 | 1376 |
| % Passenger Vehicles | 92.6 | 75 | 92.5 | 66.7 | 90.6 | 90.4 | 94.1 | 95.9 | 95.6 | 91.7 |
| Large 2 Axle Vehicles | 11 | 1 | 12 | 0 | 9 | 9 | 1 | 3 | 4 | 25 |
| % Large 2 Axle Vehicles | 1.5 | 25 | 1.7 | 0 | 1.3 | 1.3 | 5.9 | 4.1 | 4.4 | 1.7 |
| 3 Axle Vehicles | 7 | 0 | 7 | 1 | 4 | 5 | 0 | 0 | 0 | 12 |
| % 3 Axle Vehicles | 1 | 0 | 1 | 16.7 | 0.6 | 0.7 | 0 | 0 | 0 | 0.8 |
| 4+ Axle Trucks | 35 | 0 | 35 | 1 | 51 | 52 | 0 | 0 | 0 | 87 |
| % 4+ Axle Trucks | 4.9 | 0 | 4.8 | 16.7 | 7.5 | 7.6 | 0 | 0 | 0 | 5.8 |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 81 | **1** | 82 | **2** | **125** | **127** | 2 | 9 | 11 | 220 |
| 04:15 PM | 101 | 0 | 101 | 1 | 113 | 114 | 3 | 7 | 10 | 225 |
| 04:30 PM | **204** | 1 | **205** | 1 | 85 | 86 | **6** | **25** | **31** | **322** |
| 04:45 PM | 91 | 1 | 92 | 0 | 72 | 72 | 2 | 5 | 7 | 171 |
| Total Volume | 477 | 3 | 480 | 4 | 395 | 399 | 13 | 46 | 59 | 938 |
| % App. Total | 99.4 | 0.6 | | 1 | 99 | | 22 | 78 | | |
| PHF | .585 | .750 | .585 | .500 | .790 | .785 | .542 | .460 | .476 | .728 |

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City of Rialto
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E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue PM
Site Code : 10824406
Start Date : 5/7/2024
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 | | | 04:15 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 81 | **1** | 82 | **2** | **125** | **127** | 3 | 7 | 10 |
| +15 mins. | 101 | 0 | 101 | 1 | 113 | 114 | **6** | **25** | **31** |
| +30 mins. | **204** | 1 | **205** | 1 | 85 | 86 | 2 | 5 | 7 |
| +45 mins. | 91 | 1 | 92 | 0 | 72 | 72 | 2 | 13 | 15 |
| Total Volume | 477 | 3 | 480 | 4 | 395 | 399 | 13 | 50 | 63 |
| % App. Total | 99.4 | 0.6 | | 1 | 99 | | 20.6 | 79.4 | |
| PHF | .585 | .750 | .585 | .500 | .790 | .785 | .542 | .500 | .508 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

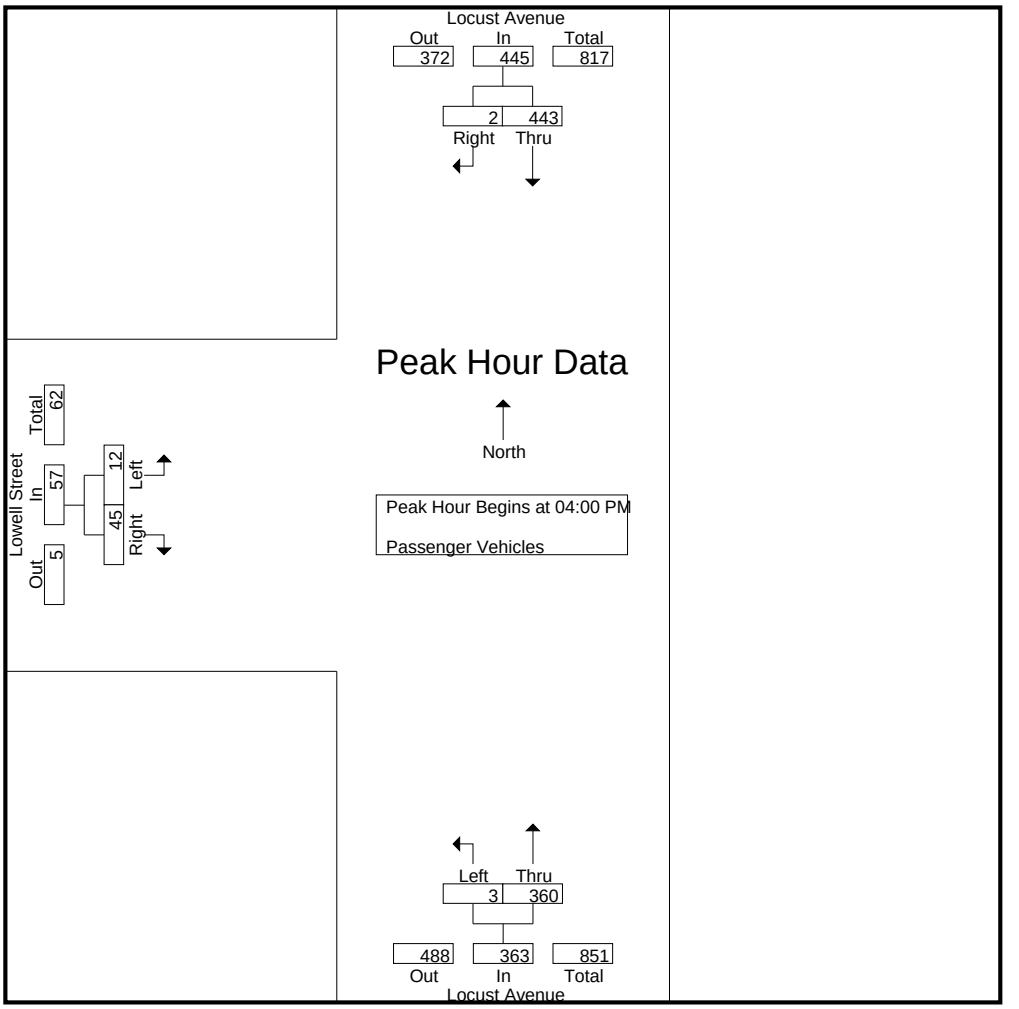
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 73 | 1 | 74 | 1 | 116 | 117 | 2 | 9 | 11 | 202 |
| 04:15 PM | 91 | 0 | 91 | 1 | 105 | 106 | 3 | 6 | 9 | 206 |
| 04:30 PM | 199 | 1 | 200 | 1 | 77 | 78 | 5 | 25 | 30 | 308 |
| 04:45 PM | 80 | 0 | 80 | 0 | 62 | 62 | 2 | 5 | 7 | 149 |
| Total | 443 | 2 | 445 | 3 | 360 | 363 | 12 | 45 | 57 | 865 |
| | | | | | | | | | | |
| 05:00 PM | 61 | 0 | 61 | 0 | 72 | 72 | 2 | 11 | 13 | 146 |
| 05:15 PM | 57 | 0 | 57 | 0 | 74 | 74 | 0 | 7 | 7 | 138 |
| 05:30 PM | 65 | 0 | 65 | 0 | 50 | 50 | 2 | 5 | 7 | 122 |
| 05:45 PM | 41 | 1 | 42 | 1 | 59 | 60 | 0 | 3 | 3 | 105 |
| Total | 224 | 1 | 225 | 1 | 255 | 256 | 4 | 26 | 30 | 511 |
| | | | | | | | | | | |
| Grand Total | 667 | 3 | 670 | 4 | 615 | 619 | 16 | 71 | 87 | 1376 |
| Apprch % | 99.6 | 0.4 | | 0.6 | 99.4 | | 18.4 | 81.6 | | |
| Total % | 48.5 | 0.2 | 48.7 | 0.3 | 44.7 | 45 | 1.2 | 5.2 | 6.3 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 73 | **1** | 74 | **1** | **116** | **117** | 2 | 9 | 11 | 202 |
| 04:15 PM | 91 | 0 | 91 | 1 | 105 | 106 | 3 | 6 | 9 | 206 |
| 04:30 PM | **199** | 1 | **200** | 1 | 77 | 78 | **5** | **25** | **30** | **308** |
| 04:45 PM | 80 | 0 | 80 | 0 | 62 | 62 | 2 | 5 | 7 | 149 |
| Total Volume | 443 | 2 | 445 | 3 | 360 | 363 | 12 | 45 | 57 | 865 |
| % App. Total | 99.6 | 0.4 | | 0.8 | 99.2 | | 21.1 | 78.9 | | |
| PHF | .557 | .500 | .556 | .750 | .776 | .776 | .600 | .450 | .475 | .702 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 73 | **1** | 74 | **1** | **116** | **117** | 2 | 9 | 11 |
| +15 mins. | 91 | 0 | 91 | 1 | 105 | 106 | 3 | 6 | 9 |
| +30 mins. | **199** | 1 | **200** | 1 | 77 | 78 | **5** | **25** | **30** |
| +45 mins. | 80 | 0 | 80 | 0 | 62 | 62 | 2 | 5 | 7 |
| Total Volume | 443 | 2 | 445 | 3 | 360 | 363 | 12 | 45 | 57 |
| % App. Total | 99.6 | 0.4 | | 0.8 | 99.2 | | 21.1 | 78.9 | |
| PHF | .557 | .500 | .556 | .750 | .776 | .776 | .600 | .450 | .475 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

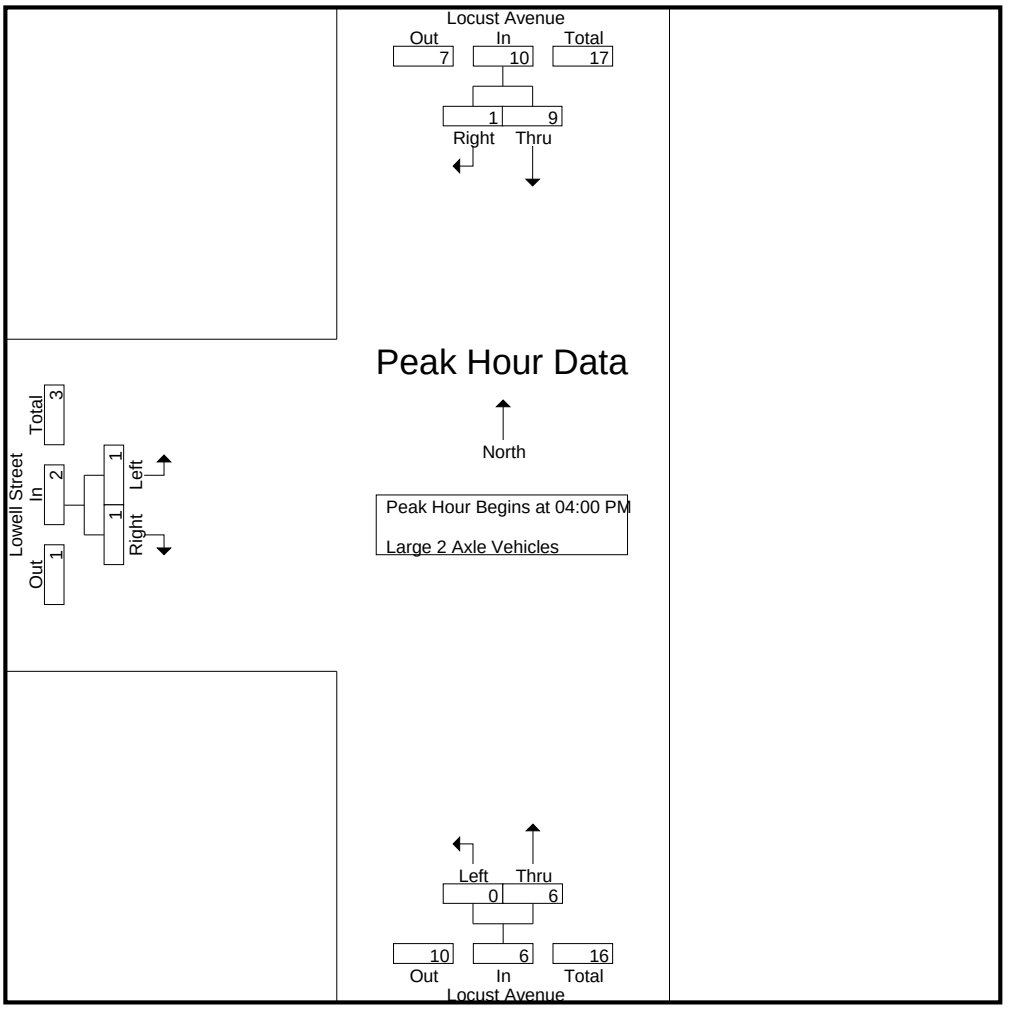
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 04:15 PM | 4 | 0 | 4 | 0 | 2 | 2 | 0 | 1 | 1 | 7 |
| 04:30 PM | 2 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 1 | 4 |
| 04:45 PM | 1 | 1 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| Total | 9 | 1 | 10 | 0 | 6 | 6 | 1 | 1 | 2 | 18 |
| | | | | | | | | | | |
| 05:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 |
| Total | 2 | 0 | 2 | 0 | 3 | 3 | 0 | 2 | 2 | 7 |
| | | | | | | | | | | |
| Grand Total | 11 | 1 | 12 | 0 | 9 | 9 | 1 | 3 | 4 | 25 |
| Apprch % | 91.7 | 8.3 | | 0 | 100 | | 25 | 75 | | |
| Total % | 44 | 4 | 48 | 0 | 36 | 36 | 4 | 12 | 16 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 04:15 PM | **4** | 0 | **4** | 0 | **2** | **2** | 0 | **1** | **1** | **7** |
| 04:30 PM | 2 | 0 | 2 | 0 | 1 | 1 | **1** | 0 | 1 | 4 |
| 04:45 PM | 1 | **1** | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| Total Volume | 9 | 1 | 10 | 0 | 6 | 6 | 1 | 1 | 2 | 18 |
| % App. Total | 90 | 10 | | 0 | 100 | | 50 | 50 | | |
| PHF | .563 | .250 | .625 | .000 | .750 | .750 | .250 | .250 | .500 | .643 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 |
| +15 mins. | **4** | 0 | **4** | 0 | **2** | **2** | 0 | **1** | **1** |
| +30 mins. | 2 | 0 | 2 | 0 | 1 | 1 | **1** | 0 | 1 |
| +45 mins. | 1 | **1** | 2 | 0 | 2 | 2 | 0 | 0 | 0 |
| Total Volume | 9 | 1 | 10 | 0 | 6 | 6 | 1 | 1 | 2 |
| % App. Total | 90 | 10 | | 0 | 100 | | 50 | 50 | |
| PHF | .563 | .250 | .625 | .000 | .750 | .750 | .250 | .250 | .500 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

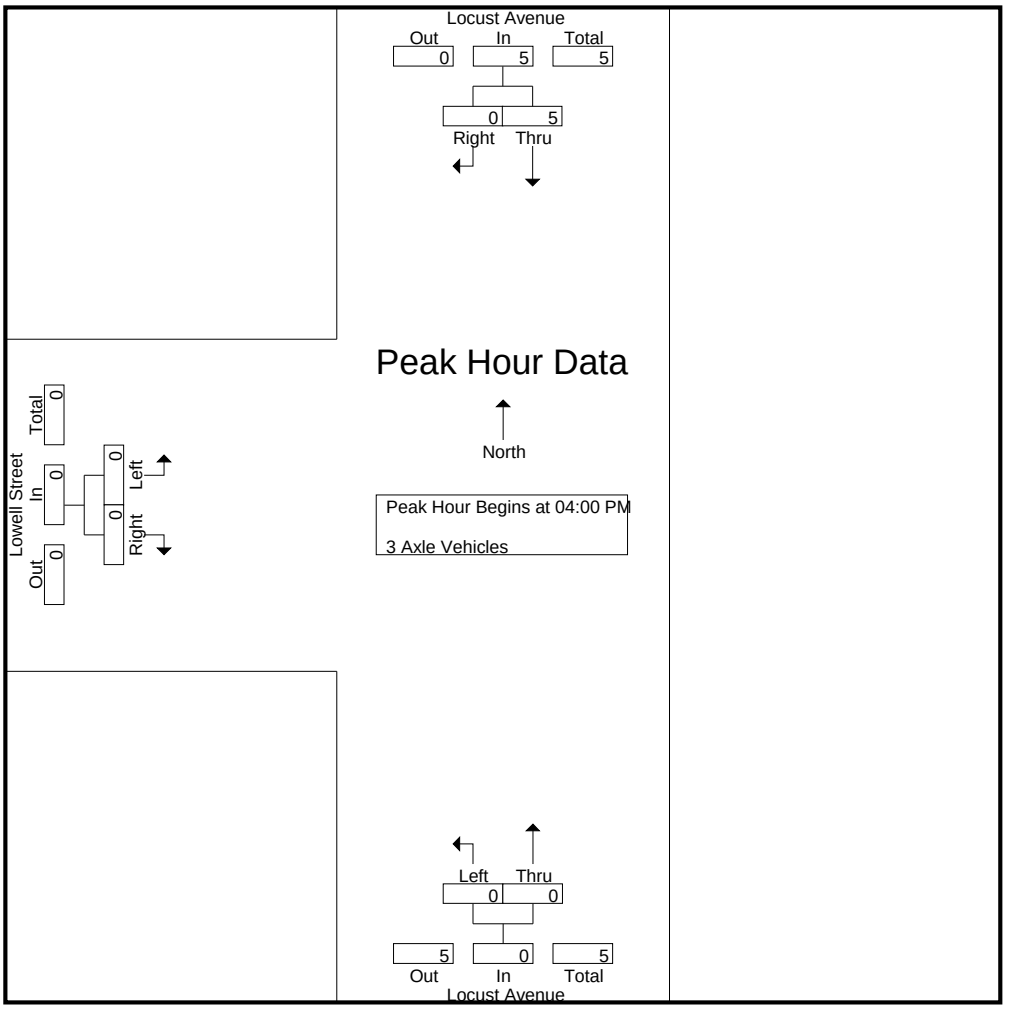
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 05:30 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 05:45 PM | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 3 |
| Total | 2 | 0 | 2 | 1 | 4 | 5 | 0 | 0 | 0 | 7 |
| Grand Total | 7 | 0 | 7 | 1 | 4 | 5 | 0 | 0 | 0 | 12 |
| Apprch % | 100 | 0 | | 20 | 80 | | 0 | 0 | | |
| Total % | 58.3 | 0 | 58.3 | 8.3 | 33.3 | 41.7 | 0 | 0 | 0 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | **3** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| % App. Total | 100 | 0 | | 0 | 0 | | 0 | 0 | | |
| PHF | .417 | .000 | .417 | .000 | .000 | .000 | .000 | .000 | .000 | .417 |

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City of Rialto
N/S: Locust Avenue
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Weather: Clear

File Name : 02_RLT_Loc_Low Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **3** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 100 | 0 | | 0 | 0 | | 0 | 0 | |
| PHF | .417 | .000 | .417 | .000 | .000 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

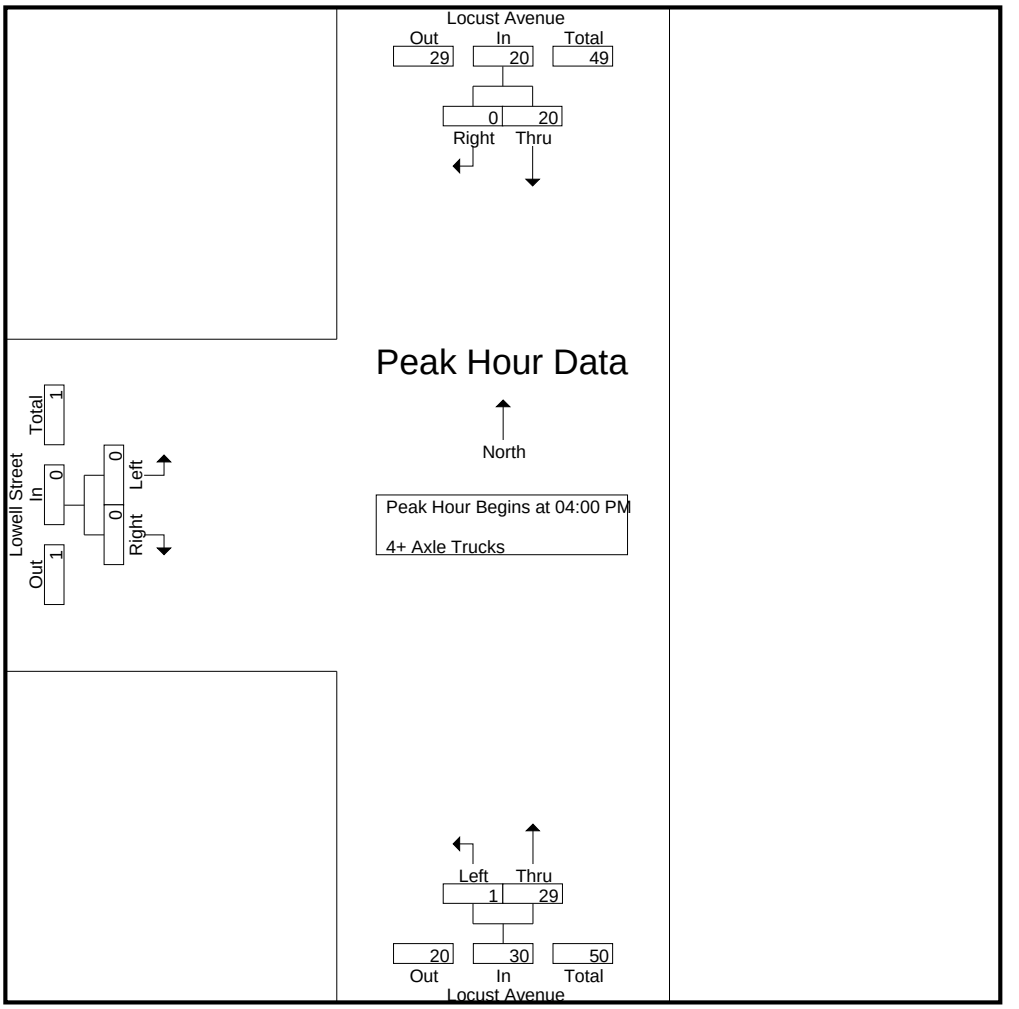
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 3 | 0 | 3 | 1 | 8 | 9 | 0 | 0 | 0 | 12 |
| 04:15 PM | 6 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 0 | 12 |
| 04:30 PM | 3 | 0 | 3 | 0 | 7 | 7 | 0 | 0 | 0 | 10 |
| 04:45 PM | 8 | 0 | 8 | 0 | 8 | 8 | 0 | 0 | 0 | 16 |
| Total | 20 | 0 | 20 | 1 | 29 | 30 | 0 | 0 | 0 | 50 |
| | | | | | | | | | | |
| 05:00 PM | 7 | 0 | 7 | 0 | 6 | 6 | 0 | 0 | 0 | 13 |
| 05:15 PM | 4 | 0 | 4 | 0 | 5 | 5 | 0 | 0 | 0 | 9 |
| 05:30 PM | 1 | 0 | 1 | 0 | 6 | 6 | 0 | 0 | 0 | 7 |
| 05:45 PM | 3 | 0 | 3 | 0 | 5 | 5 | 0 | 0 | 0 | 8 |
| Total | 15 | 0 | 15 | 0 | 22 | 22 | 0 | 0 | 0 | 37 |
| | | | | | | | | | | |
| Grand Total | 35 | 0 | 35 | 1 | 51 | 52 | 0 | 0 | 0 | 87 |
| Apprch % | 100 | 0 | | 1.9 | 98.1 | | 0 | 0 | | |
| Total % | 40.2 | 0 | 40.2 | 1.1 | 58.6 | 59.8 | 0 | 0 | 0 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 3 | 0 | 3 | **1** | **8** | **9** | 0 | 0 | 0 | 12 |
| 04:15 PM | 6 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 0 | 12 |
| 04:30 PM | 3 | 0 | 3 | 0 | 7 | 7 | 0 | 0 | 0 | 10 |
| 04:45 PM | **8** | 0 | **8** | 0 | 8 | 8 | 0 | 0 | 0 | **16** |
| Total Volume | 20 | 0 | 20 | 1 | 29 | 30 | 0 | 0 | 0 | 50 |
| % App. Total | 100 | 0 | | 3.3 | 96.7 | | 0 | 0 | | |
| PHF | .625 | .000 | .625 | .250 | .906 | .833 | .000 | .000 | .000 | .781 |

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City of Rialto
N/S: Locust Avenue
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Weather: Clear

File Name : 02_RLT_Loc_Low Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 3 | 0 | 3 | **1** | **8** | **9** | 0 | 0 | 0 |
| +15 mins. | 6 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 0 |
| +30 mins. | 3 | 0 | 3 | 0 | 7 | 7 | 0 | 0 | 0 |
| +45 mins. | **8** | 0 | **8** | 0 | 8 | 8 | 0 | 0 | 0 |
| Total Volume | 20 | 0 | 20 | 1 | 29 | 30 | 0 | 0 | 0 |
| % App. Total | 100 | 0 | | 3.3 | 96.7 | | 0 | 0 | |
| PHF | .625 | .000 | .625 | .250 | .906 | .833 | .000 | .000 | .000 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

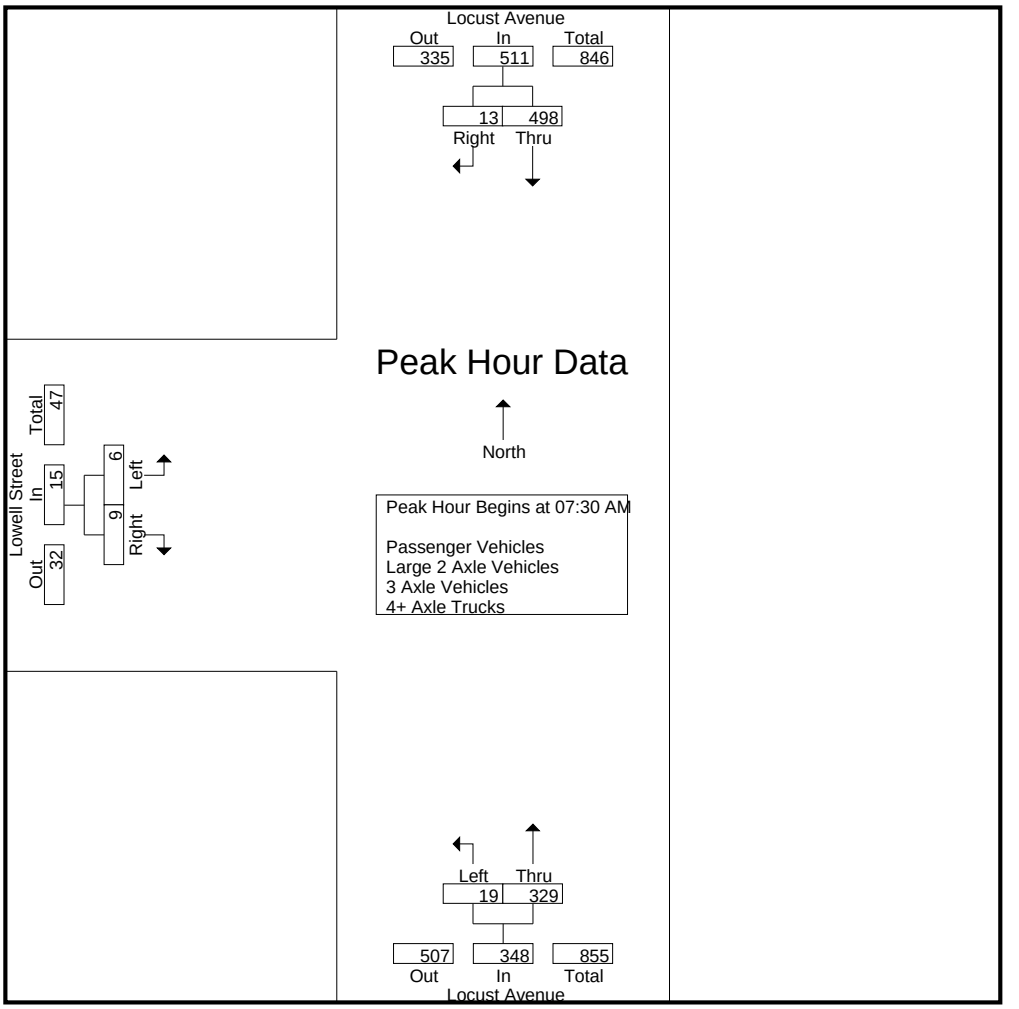
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 72 | 3 | 75 | 5 | 47 | 52 | 3 | 0 | 3 | 130 |
| 07:15 AM | 80 | 2 | 82 | 5 | 49 | 54 | 4 | 0 | 4 | 140 |
| 07:30 AM | 111 | 2 | 113 | 5 | 93 | 98 | 0 | 1 | 1 | 212 |
| 07:45 AM | 158 | 3 | 161 | 7 | 131 | 138 | 3 | 2 | 5 | 304 |
| Total | 421 | 10 | 431 | 22 | 320 | 342 | 10 | 3 | 13 | 786 |
| | | | | | | | | | | |
| 08:00 AM | 136 | 5 | 141 | 6 | 52 | 58 | 1 | 2 | 3 | 202 |
| 08:15 AM | 93 | 3 | 96 | 1 | 53 | 54 | 2 | 4 | 6 | 156 |
| 08:30 AM | 87 | 1 | 88 | 4 | 71 | 75 | 1 | 2 | 3 | 166 |
| 08:45 AM | 58 | 2 | 60 | 9 | 39 | 48 | 3 | 4 | 7 | 115 |
| Total | 374 | 11 | 385 | 20 | 215 | 235 | 7 | 12 | 19 | 639 |
| | | | | | | | | | | |
| Grand Total | 795 | 21 | 816 | 42 | 535 | 577 | 17 | 15 | 32 | 1425 |
| Apprch % | 97.4 | 2.6 | | 7.3 | 92.7 | | 53.1 | 46.9 | | |
| Total % | 55.8 | 1.5 | 57.3 | 2.9 | 37.5 | 40.5 | 1.2 | 1.1 | 2.2 | |
| Passenger Vehicles | 663 | 9 | 672 | 33 | 449 | 482 | 4 | 10 | 14 | 1168 |
| % Passenger Vehicles | 83.4 | 42.9 | 82.4 | 78.6 | 83.9 | 83.5 | 23.5 | 66.7 | 43.8 | 82 |
| Large 2 Axle Vehicles | 24 | 6 | 30 | 1 | 15 | 16 | 6 | 2 | 8 | 54 |
| % Large 2 Axle Vehicles | 3 | 28.6 | 3.7 | 2.4 | 2.8 | 2.8 | 35.3 | 13.3 | 25 | 3.8 |
| 3 Axle Vehicles | 16 | 0 | 16 | 2 | 16 | 18 | 0 | 2 | 2 | 36 |
| % 3 Axle Vehicles | 2 | 0 | 2 | 4.8 | 3 | 3.1 | 0 | 13.3 | 6.2 | 2.5 |
| 4+ Axle Trucks | 92 | 6 | 98 | 6 | 55 | 61 | 7 | 1 | 8 | 167 |
| % 4+ Axle Trucks | 11.6 | 28.6 | 12 | 14.3 | 10.3 | 10.6 | 41.2 | 6.7 | 25 | 11.7 |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 111 | 2 | 113 | 5 | 93 | 98 | 0 | 1 | 1 | 212 |
| 07:45 AM | **158** | 3 | **161** | **7** | **131** | **138** | **3** | 2 | 5 | **304** |
| 08:00 AM | 136 | **5** | 141 | 6 | 52 | 58 | 1 | 2 | 3 | 202 |
| 08:15 AM | 93 | 3 | 96 | 1 | 53 | 54 | 2 | **4** | **6** | 156 |
| Total Volume | 498 | 13 | 511 | 19 | 329 | 348 | 6 | 9 | 15 | 874 |
| % App. Total | 97.5 | 2.5 | | 5.5 | 94.5 | | 40 | 60 | | |
| PHF | .788 | .650 | .793 | .679 | .628 | .630 | .500 | .563 | .625 | .719 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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 | | | 08:00 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 111 | 2 | 113 | 5 | 49 | 54 | 1 | 2 | 3 |
| +15 mins. | **158** | 3 | **161** | 5 | 93 | 98 | 2 | **4** | 6 |
| +30 mins. | 136 | **5** | 141 | **7** | **131** | **138** | 1 | 2 | 3 |
| +45 mins. | 93 | 3 | 96 | 6 | 52 | 58 | **3** | 4 | **7** |
| Total Volume | 498 | 13 | 511 | 23 | 325 | 348 | 7 | 12 | 19 |
| % App. Total | 97.5 | 2.5 | | 6.6 | 93.4 | | 36.8 | 63.2 | |
| PHF | .788 | .650 | .793 | .821 | .620 | .630 | .583 | .750 | .679 |

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City of Rialto
N/S: Locust Avenue
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File Name : 02_RLT_Loc_Low Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

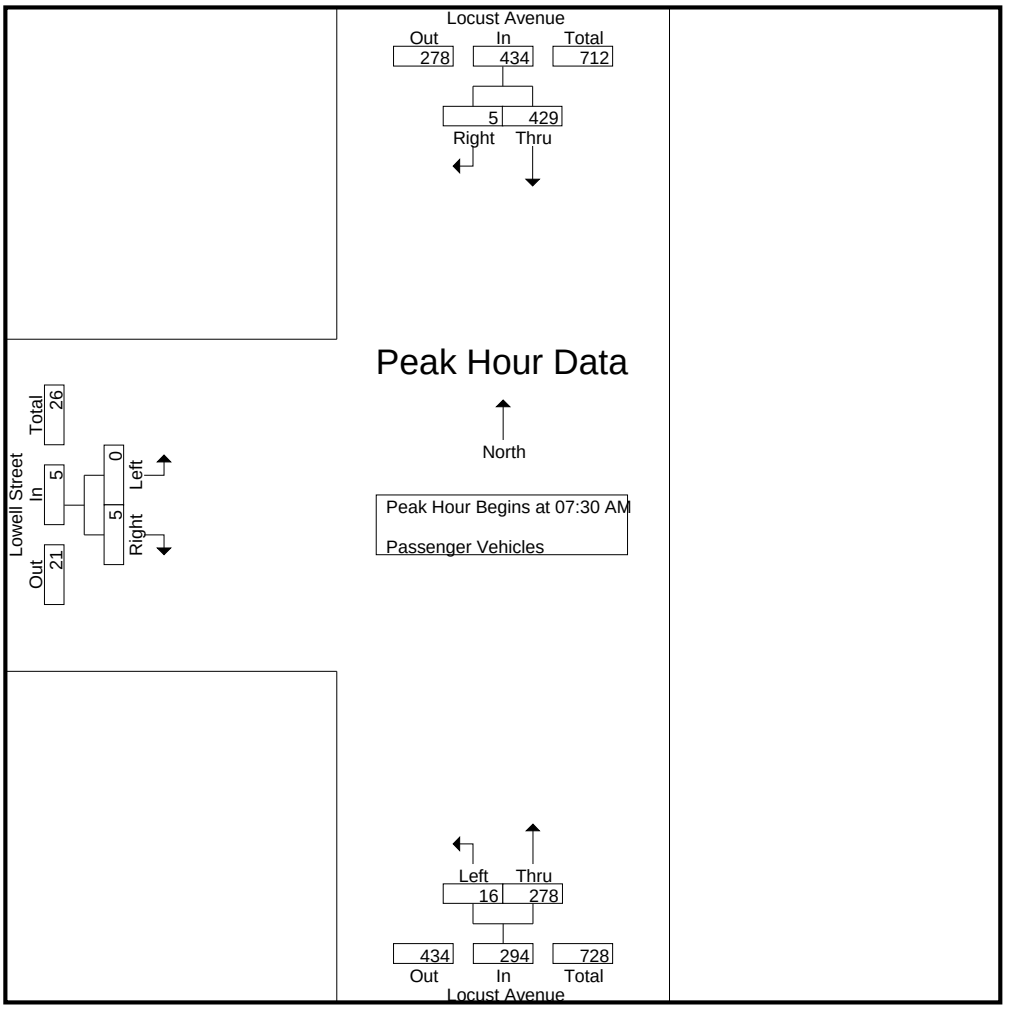
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 56 | 0 | 56 | 5 | 38 | 43 | 1 | 0 | 1 | 100 |
| 07:15 AM | 61 | 2 | 63 | 4 | 41 | 45 | 1 | 0 | 1 | 109 |
| 07:30 AM | 93 | 0 | 93 | 5 | 79 | 84 | 0 | 0 | 0 | 177 |
| 07:45 AM | 142 | 2 | 144 | 5 | 117 | 122 | 0 | 1 | 1 | 267 |
| Total | 352 | 4 | 356 | 19 | 275 | 294 | 2 | 1 | 3 | 653 |
| | | | | | | | | | | |
| 08:00 AM | 118 | 2 | 120 | 6 | 43 | 49 | 0 | 2 | 2 | 171 |
| 08:15 AM | 76 | 1 | 77 | 0 | 39 | 39 | 0 | 2 | 2 | 118 |
| 08:30 AM | 71 | 0 | 71 | 3 | 63 | 66 | 0 | 2 | 2 | 139 |
| 08:45 AM | 46 | 2 | 48 | 5 | 29 | 34 | 2 | 3 | 5 | 87 |
| Total | 311 | 5 | 316 | 14 | 174 | 188 | 2 | 9 | 11 | 515 |
| | | | | | | | | | | |
| Grand Total | 663 | 9 | 672 | 33 | 449 | 482 | 4 | 10 | 14 | 1168 |
| Apprch % | 98.7 | 1.3 | | 6.8 | 93.2 | | 28.6 | 71.4 | | |
| Total % | 56.8 | 0.8 | 57.5 | 2.8 | 38.4 | 41.3 | 0.3 | 0.9 | 1.2 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 93 | 0 | 93 | 5 | 79 | 84 | 0 | 0 | 0 | 177 |
| 07:45 AM | **142** | **2** | **144** | 5 | **117** | **122** | 0 | 1 | 1 | **267** |
| 08:00 AM | 118 | 2 | 120 | **6** | 43 | 49 | 0 | **2** | **2** | 171 |
| 08:15 AM | 76 | 1 | 77 | 0 | 39 | 39 | 0 | 2 | 2 | 118 |
| Total Volume | 429 | 5 | 434 | 16 | 278 | 294 | 0 | 5 | 5 | 733 |
| % App. Total | 98.8 | 1.2 | | 5.4 | 94.6 | | 0 | 100 | | |
| PHF | .755 | .625 | .753 | .667 | .594 | .602 | .000 | .625 | .625 | .686 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 93 | 0 | 93 | 5 | 79 | 84 | 0 | 0 | 0 |
| +15 mins. | **142** | **2** | **144** | 5 | **117** | **122** | 0 | 1 | 1 |
| +30 mins. | 118 | 2 | 120 | **6** | 43 | 49 | 0 | **2** | **2** |
| +45 mins. | 76 | 1 | 77 | 0 | 39 | 39 | 0 | 2 | 2 |
| Total Volume | 429 | 5 | 434 | 16 | 278 | 294 | 0 | 5 | 5 |
| % App. Total | 98.8 | 1.2 | | 5.4 | 94.6 | | 0 | 100 | |
| PHF | .755 | .625 | .753 | .667 | .594 | .602 | .000 | .625 | .625 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

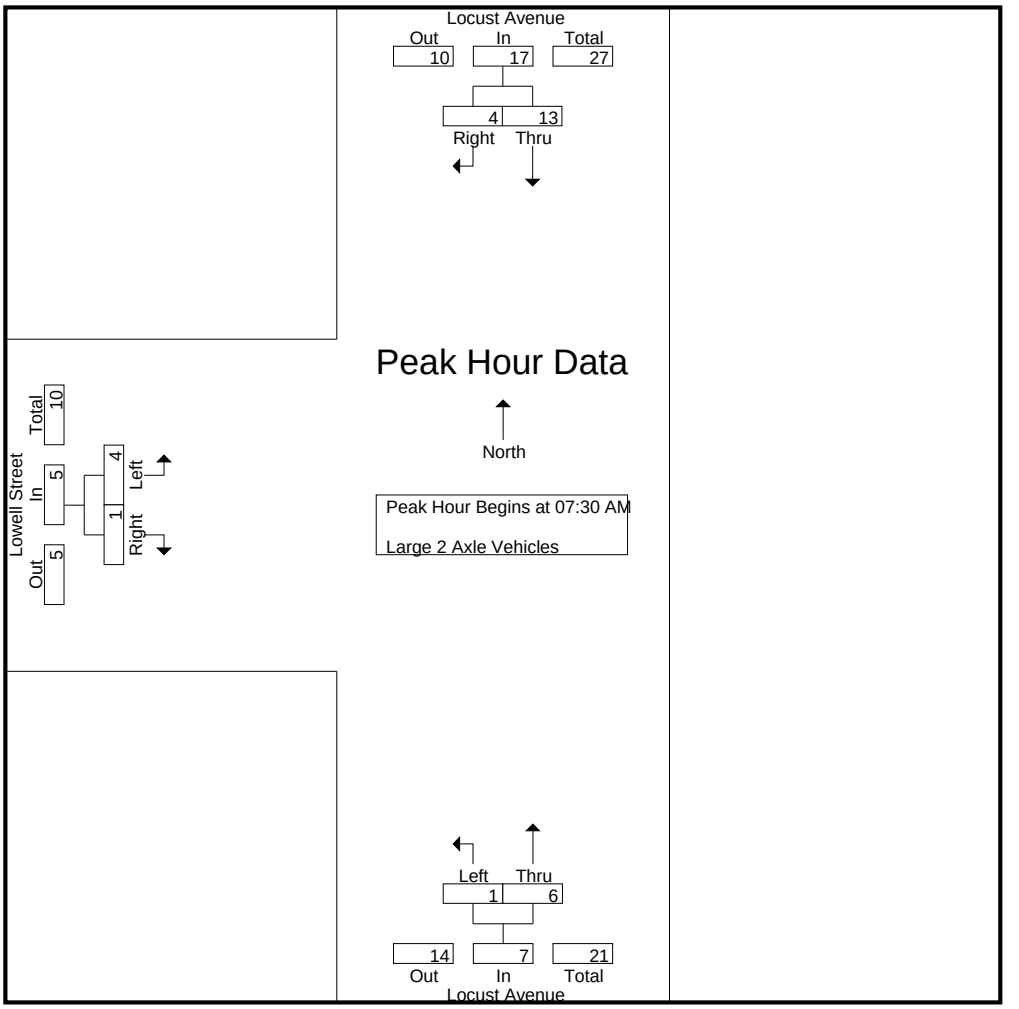
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 4 | 1 | 5 | 0 | 4 | 4 | 0 | 0 | 0 | 9 |
| 07:15 AM | 5 | 0 | 5 | 0 | 3 | 3 | 0 | 0 | 0 | 8 |
| 07:30 AM | 4 | 1 | 5 | 0 | 3 | 3 | 0 | 0 | 0 | 8 |
| 07:45 AM | 7 | 1 | 8 | 1 | 3 | 4 | 2 | 1 | 3 | 15 |
| Total | 20 | 3 | 23 | 1 | 13 | 14 | 2 | 1 | 3 | 40 |
| | | | | | | | | | | |
| 08:00 AM | 2 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 08:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 08:30 AM | 2 | 1 | 3 | 0 | 2 | 2 | 1 | 0 | 1 | 6 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| Total | 4 | 3 | 7 | 0 | 2 | 2 | 4 | 1 | 5 | 14 |
| | | | | | | | | | | |
| Grand Total | 24 | 6 | 30 | 1 | 15 | 16 | 6 | 2 | 8 | 54 |
| Apprch % | 80 | 20 | | 6.2 | 93.8 | | 75 | 25 | | |
| Total % | 44.4 | 11.1 | 55.6 | 1.9 | 27.8 | 29.6 | 11.1 | 3.7 | 14.8 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 4 | **1** | 5 | 0 | **3** | 3 | 0 | 0 | 0 | 8 |
| 07:45 AM | **7** | 1 | **8** | **1** | 3 | **4** | **2** | **1** | **3** | **15** |
| 08:00 AM | 2 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 08:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total Volume | 13 | 4 | 17 | 1 | 6 | 7 | 4 | 1 | 5 | 29 |
| % App. Total | 76.5 | 23.5 | | 14.3 | 85.7 | | 80 | 20 | | |
| PHF | .464 | 1.00 | .531 | .250 | .500 | .438 | .500 | .250 | .417 | .483 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 4 | **1** | 5 | 0 | **3** | 3 | 0 | 0 | 0 |
| +15 mins. | **7** | 1 | **8** | **1** | 3 | **4** | **2** | **1** | **3** |
| +30 mins. | 2 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total Volume | 13 | 4 | 17 | 1 | 6 | 7 | 4 | 1 | 5 |
| % App. Total | 76.5 | 23.5 | | 14.3 | 85.7 | | 80 | 20 | |
| PHF | .464 | 1.000 | .531 | .250 | .500 | .438 | .500 | .250 | .417 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

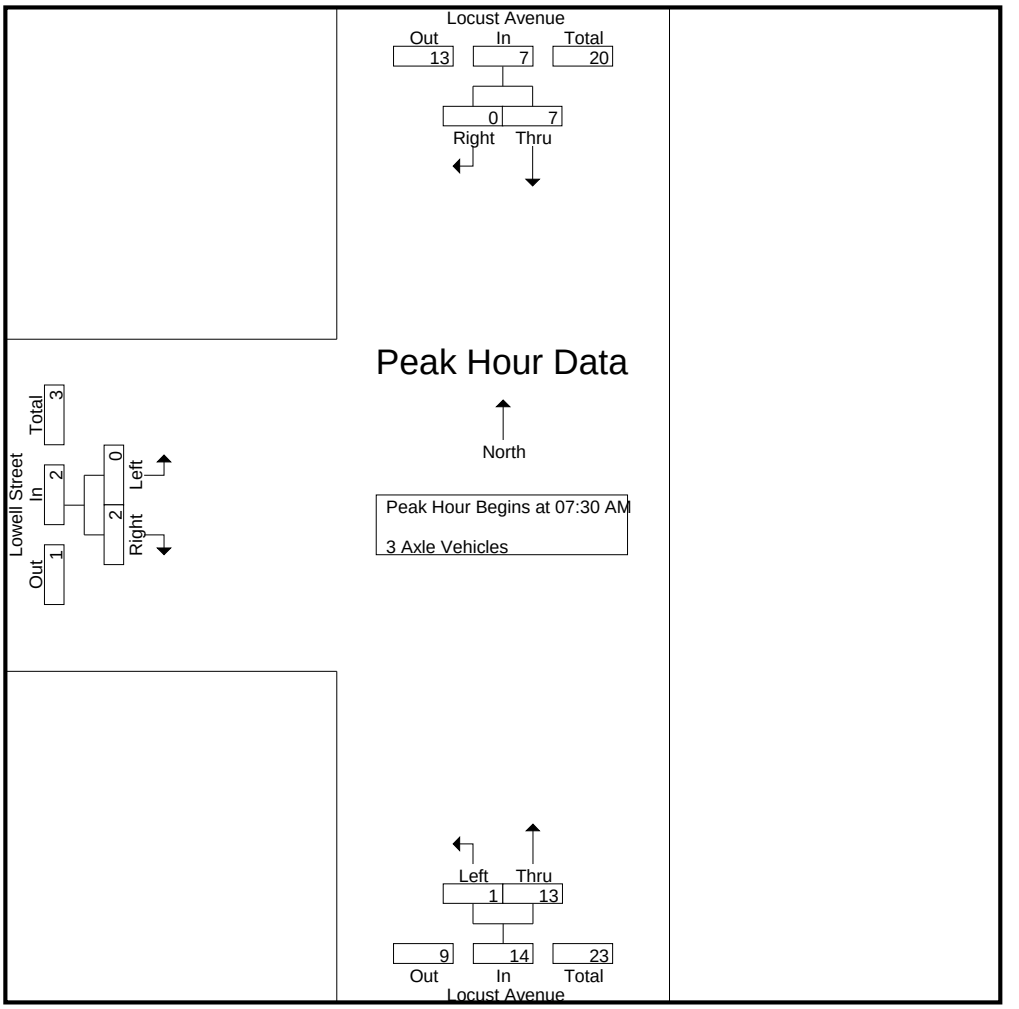
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:15 AM | 5 | 0 | 5 | 1 | 1 | 2 | 0 | 0 | 0 | 7 |
| 07:30 AM | 1 | 0 | 1 | 0 | 4 | 4 | 0 | 1 | 1 | 6 |
| 07:45 AM | 1 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 4 |
| Total | 10 | 0 | 10 | 1 | 8 | 9 | 0 | 1 | 1 | 20 |
| | | | | | | | | | | |
| 08:00 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 AM | 3 | 0 | 3 | 1 | 6 | 7 | 0 | 1 | 1 | 11 |
| 08:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 |
| Total | 6 | 0 | 6 | 1 | 8 | 9 | 0 | 1 | 1 | 16 |
| | | | | | | | | | | |
| Grand Total | 16 | 0 | 16 | 2 | 16 | 18 | 0 | 2 | 2 | 36 |
| Apprch % | 100 | 0 | | 11.1 | 88.9 | | 0 | 100 | | |
| Total % | 44.4 | 0 | 44.4 | 5.6 | 44.4 | 50 | 0 | 5.6 | 5.6 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 1 | 0 | 1 | 0 | 4 | 4 | 0 | **1** | **1** | 6 |
| 07:45 AM | 1 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 4 |
| 08:00 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 AM | **3** | 0 | **3** | **1** | **6** | **7** | 0 | 1 | 1 | **11** |
| Total Volume | 7 | 0 | 7 | 1 | 13 | 14 | 0 | 2 | 2 | 23 |
| % App. Total | 100 | 0 | | 7.1 | 92.9 | | 0 | 100 | | |
| PHF | .583 | .000 | .583 | .250 | .542 | .500 | .000 | .500 | .500 | .523 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | 0 | 1 | 0 | 4 | 4 | 0 | **1** | **1** |
| +15 mins. | 1 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 |
| +30 mins. | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | **3** | 0 | **3** | **1** | **6** | **7** | 0 | 1 | 1 |
| Total Volume | 7 | 0 | 7 | 1 | 13 | 14 | 0 | 2 | 2 |
| % App. Total | 100 | 0 | | 7.1 | 92.9 | | 0 | 100 | |
| PHF | .583 | .000 | .583 | .250 | .542 | .500 | .000 | .500 | .500 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

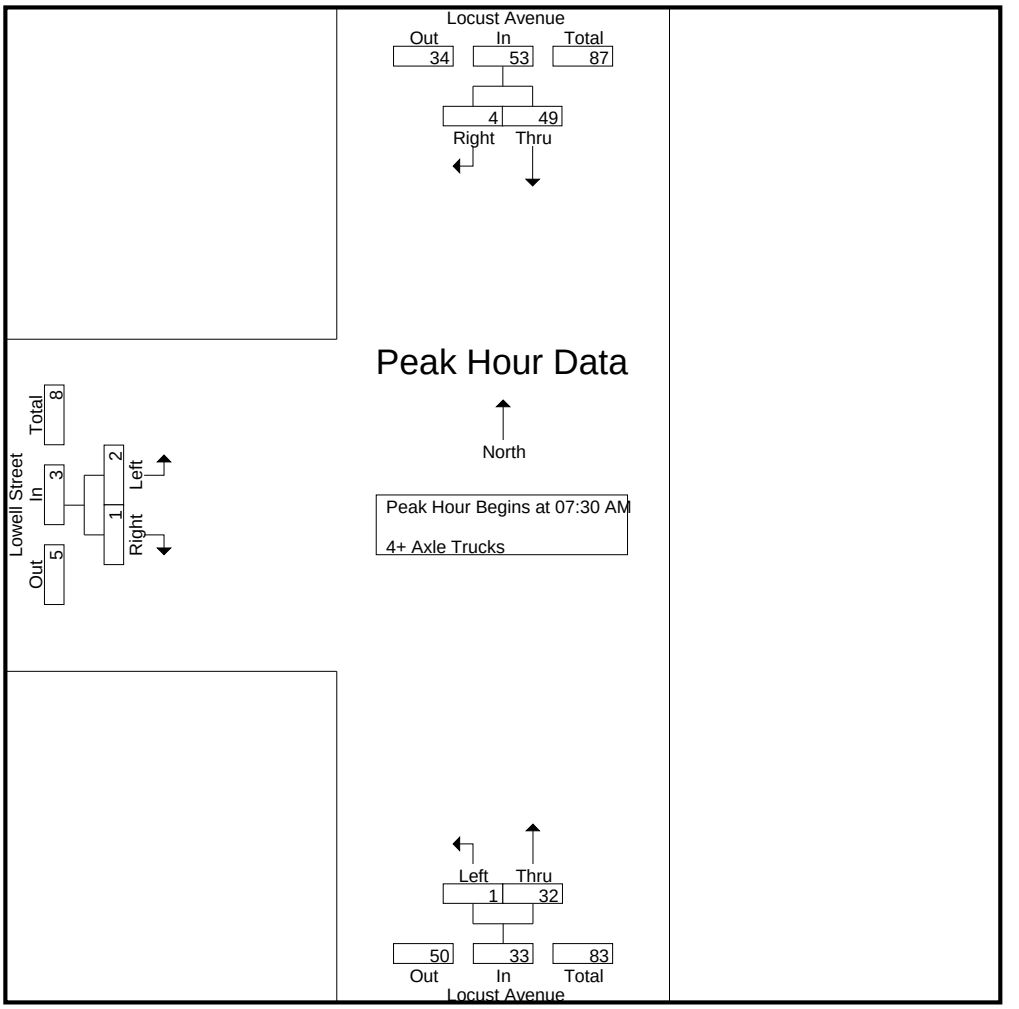
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 9 | 2 | 11 | 0 | 5 | 5 | 2 | 0 | 2 | 18 |
| 07:15 AM | 9 | 0 | 9 | 0 | 4 | 4 | 3 | 0 | 3 | 16 |
| 07:30 AM | 13 | 1 | 14 | 0 | 7 | 7 | 0 | 0 | 0 | 21 |
| 07:45 AM | 8 | 0 | 8 | 1 | 8 | 9 | 1 | 0 | 1 | 18 |
| Total | 39 | 3 | 42 | 1 | 24 | 25 | 6 | 0 | 6 | 73 |
| | | | | | | | | | | |
| 08:00 AM | 14 | 2 | 16 | 0 | 9 | 9 | 0 | 0 | 0 | 25 |
| 08:15 AM | 14 | 1 | 15 | 0 | 8 | 8 | 1 | 1 | 2 | 25 |
| 08:30 AM | 13 | 0 | 13 | 1 | 6 | 7 | 0 | 0 | 0 | 20 |
| 08:45 AM | 12 | 0 | 12 | 4 | 8 | 12 | 0 | 0 | 0 | 24 |
| Total | 53 | 3 | 56 | 5 | 31 | 36 | 1 | 1 | 2 | 94 |
| | | | | | | | | | | |
| Grand Total | 92 | 6 | 98 | 6 | 55 | 61 | 7 | 1 | 8 | 167 |
| Apprch % | 93.9 | 6.1 | | 9.8 | 90.2 | | 87.5 | 12.5 | | |
| Total % | 55.1 | 3.6 | 58.7 | 3.6 | 32.9 | 36.5 | 4.2 | 0.6 | 4.8 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 13 | 1 | 14 | 0 | 7 | 7 | 0 | 0 | 0 | 21 |
| 07:45 AM | 8 | 0 | 8 | **1** | 8 | **9** | **1** | 0 | 1 | 18 |
| 08:00 AM | **14** | **2** | **16** | 0 | **9** | 9 | 0 | 0 | 0 | **25** |
| 08:15 AM | 14 | 1 | 15 | 0 | 8 | 8 | 1 | **1** | **2** | 25 |
| Total Volume | 49 | 4 | 53 | 1 | 32 | 33 | 2 | 1 | 3 | 89 |
| % App. Total | 92.5 | 7.5 | | 3 | 97 | | 66.7 | 33.3 | | |
| PHF | .875 | .500 | .828 | .250 | .889 | .917 | .500 | .250 | .375 | .890 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 13 | 1 | 14 | 0 | 7 | 7 | 0 | 0 | 0 |
| +15 mins. | 8 | 0 | 8 | **1** | 8 | **9** | **1** | 0 | 1 |
| +30 mins. | **14** | **2** | **16** | 0 | **9** | 9 | 0 | 0 | 0 |
| +45 mins. | 14 | 1 | 15 | 0 | 8 | 8 | 1 | **1** | **2** |
| Total Volume | 49 | 4 | 53 | 1 | 32 | 33 | 2 | 1 | 3 |
| % App. Total | 92.5 | 7.5 | | 3 | 97 | | 66.7 | 33.3 | |
| PHF | .875 | .500 | .828 | .250 | .889 | .917 | .500 | .250 | .375 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

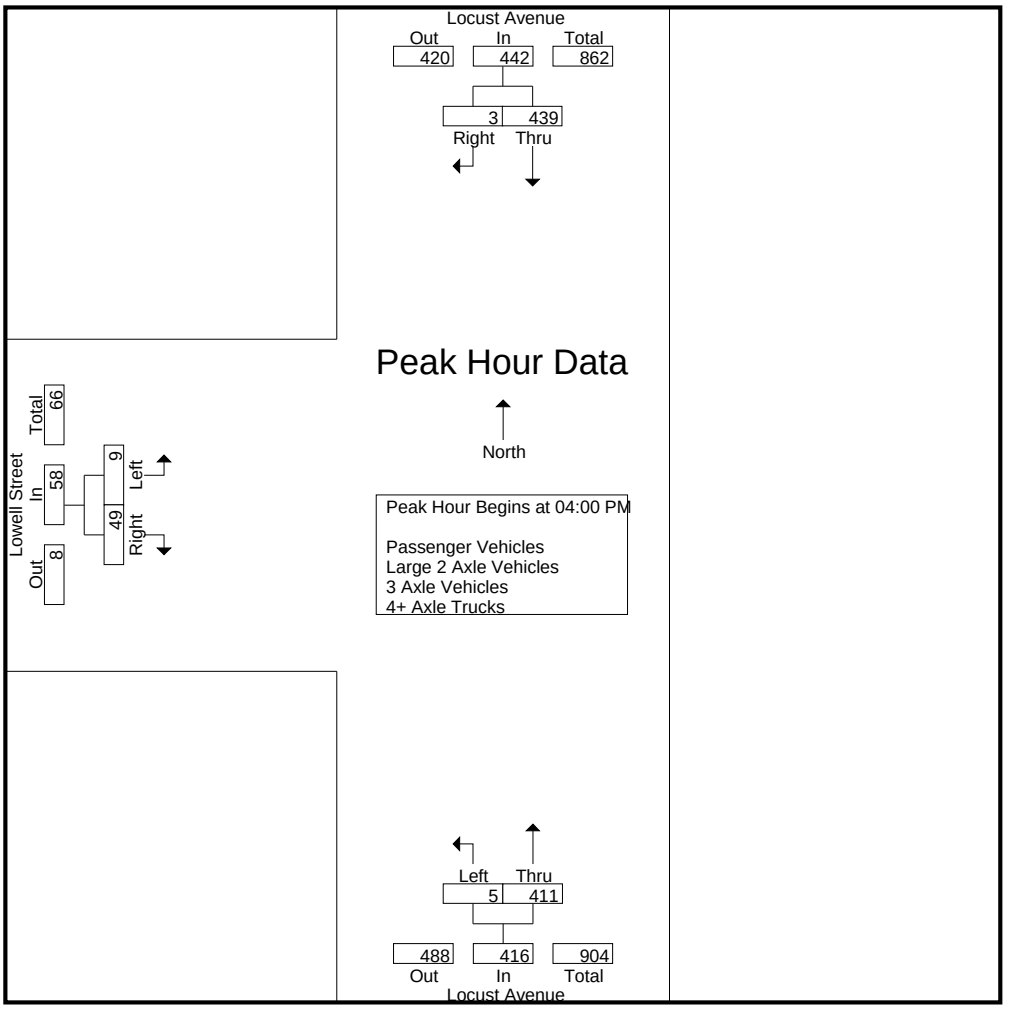
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 70 | 2 | 72 | 3 | 137 | 140 | 3 | 12 | 15 | 227 |
| 04:15 PM | 92 | 0 | 92 | 1 | 113 | 114 | 3 | 8 | 11 | 217 |
| 04:30 PM | 188 | 1 | 189 | 0 | 90 | 90 | 1 | 22 | 23 | 302 |
| 04:45 PM | 89 | 0 | 89 | 1 | 71 | 72 | 2 | 7 | 9 | 170 |
| Total | 439 | 3 | 442 | 5 | 411 | 416 | 9 | 49 | 58 | 916 |
| | | | | | | | | | | |
| 05:00 PM | 64 | 0 | 64 | 1 | 88 | 89 | 1 | 13 | 14 | 167 |
| 05:15 PM | 66 | 0 | 66 | 1 | 77 | 78 | 1 | 2 | 3 | 147 |
| 05:30 PM | 73 | 0 | 73 | 0 | 64 | 64 | 1 | 7 | 8 | 145 |
| 05:45 PM | 63 | 0 | 63 | 1 | 77 | 78 | 0 | 1 | 1 | 142 |
| Total | 266 | 0 | 266 | 3 | 306 | 309 | 3 | 23 | 26 | 601 |
| | | | | | | | | | | |
| Grand Total | 705 | 3 | 708 | 8 | 717 | 725 | 12 | 72 | 84 | 1517 |
| Apprch % | 99.6 | 0.4 | | 1.1 | 98.9 | | 14.3 | 85.7 | | |
| Total % | 46.5 | 0.2 | 46.7 | 0.5 | 47.3 | 47.8 | 0.8 | 4.7 | 5.5 | |
| Passenger Vehicles | 653 | 2 | 655 | 7 | 662 | 669 | 11 | 72 | 83 | 1407 |
| % Passenger Vehicles | 92.6 | 66.7 | 92.5 | 87.5 | 92.3 | 92.3 | 91.7 | 100 | 98.8 | 92.7 |
| Large 2 Axle Vehicles | 12 | 0 | 12 | 0 | 10 | 10 | 1 | 0 | 1 | 23 |
| % Large 2 Axle Vehicles | 1.7 | 0 | 1.7 | 0 | 1.4 | 1.4 | 8.3 | 0 | 1.2 | 1.5 |
| 3 Axle Vehicles | 6 | 0 | 6 | 0 | 8 | 8 | 0 | 0 | 0 | 14 |
| % 3 Axle Vehicles | 0.9 | 0 | 0.8 | 0 | 1.1 | 1.1 | 0 | 0 | 0 | 0.9 |
| 4+ Axle Trucks | 34 | 1 | 35 | 1 | 37 | 38 | 0 | 0 | 0 | 73 |
| % 4+ Axle Trucks | 4.8 | 33.3 | 4.9 | 12.5 | 5.2 | 5.2 | 0 | 0 | 0 | 4.8 |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 70 | **2** | 72 | **3** | **137** | **140** | **3** | 12 | 15 | 227 |
| 04:15 PM | 92 | 0 | 92 | 1 | 113 | 114 | 3 | 8 | 11 | 217 |
| 04:30 PM | **188** | 1 | **189** | 0 | 90 | 90 | 1 | **22** | **23** | **302** |
| 04:45 PM | 89 | 0 | 89 | 1 | 71 | 72 | 2 | 7 | 9 | 170 |
| Total Volume | 439 | 3 | 442 | 5 | 411 | 416 | 9 | 49 | 58 | 916 |
| % App. Total | 99.3 | 0.7 | | 1.2 | 98.8 | | 15.5 | 84.5 | | |
| PHF | .584 | .375 | .585 | .417 | .750 | .743 | .750 | .557 | .630 | .758 |

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(951) 268-6268

City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 70 | **2** | 72 | **3** | **137** | **140** | **3** | 12 | 15 |
| +15 mins. | 92 | 0 | 92 | 1 | 113 | 114 | 3 | 8 | 11 |
| +30 mins. | **188** | 1 | **189** | 0 | 90 | 90 | 1 | **22** | **23** |
| +45 mins. | 89 | 0 | 89 | 1 | 71 | 72 | 2 | 7 | 9 |
| Total Volume | 439 | 3 | 442 | 5 | 411 | 416 | 9 | 49 | 58 |
| % App. Total | 99.3 | 0.7 | | 1.2 | 98.8 | | 15.5 | 84.5 | |
| PHF | .584 | .375 | .585 | .417 | .750 | .743 | .750 | .557 | .630 |

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City of Rialto
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File Name : 02_RLT_Loc_Low Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

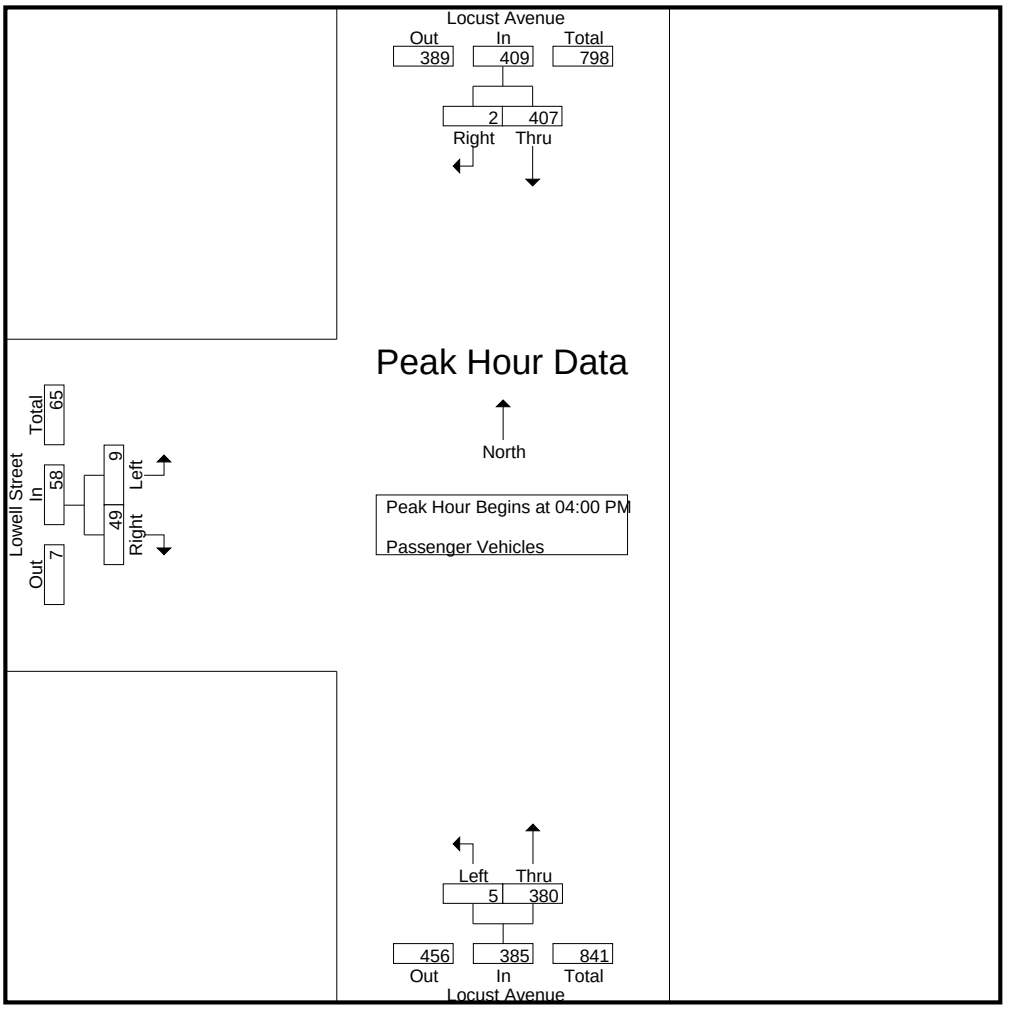
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 56 | 1 | 57 | 3 | 129 | 132 | 3 | 12 | 15 | 204 |
| 04:15 PM | 83 | 0 | 83 | 1 | 103 | 104 | 3 | 8 | 11 | 198 |
| 04:30 PM | 182 | 1 | 183 | 0 | 84 | 84 | 1 | 22 | 23 | 290 |
| 04:45 PM | 86 | 0 | 86 | 1 | 64 | 65 | 2 | 7 | 9 | 160 |
| Total | 407 | 2 | 409 | 5 | 380 | 385 | 9 | 49 | 58 | 852 |
| | | | | | | | | | | |
| 05:00 PM | 57 | 0 | 57 | 0 | 81 | 81 | 1 | 13 | 14 | 152 |
| 05:15 PM | 61 | 0 | 61 | 1 | 72 | 73 | 0 | 2 | 2 | 136 |
| 05:30 PM | 70 | 0 | 70 | 0 | 58 | 58 | 1 | 7 | 8 | 136 |
| 05:45 PM | 58 | 0 | 58 | 1 | 71 | 72 | 0 | 1 | 1 | 131 |
| Total | 246 | 0 | 246 | 2 | 282 | 284 | 2 | 23 | 25 | 555 |
| | | | | | | | | | | |
| Grand Total | 653 | 2 | 655 | 7 | 662 | 669 | 11 | 72 | 83 | 1407 |
| Apprch % | 99.7 | 0.3 | | 1 | 99 | | 13.3 | 86.7 | | |
| Total % | 46.4 | 0.1 | 46.6 | 0.5 | 47.1 | 47.5 | 0.8 | 5.1 | 5.9 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 56 | **1** | 57 | **3** | **129** | **132** | **3** | 12 | 15 | 204 |
| 04:15 PM | 83 | 0 | 83 | 1 | 103 | 104 | 3 | 8 | 11 | 198 |
| 04:30 PM | **182** | 1 | **183** | 0 | 84 | 84 | 1 | **22** | **23** | **290** |
| 04:45 PM | 86 | 0 | 86 | 1 | 64 | 65 | 2 | 7 | 9 | 160 |
| Total Volume | 407 | 2 | 409 | 5 | 380 | 385 | 9 | 49 | 58 | 852 |
| % App. Total | 99.5 | 0.5 | | 1.3 | 98.7 | | 15.5 | 84.5 | | |
| PHF | .559 | .500 | .559 | .417 | .736 | .729 | .750 | .557 | .630 | .734 |

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City of Rialto
N/S: Locust Avenue
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Weather: Clear

File Name : 02_RLT_Loc_Low Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 56 | **1** | 57 | **3** | **129** | **132** | **3** | 12 | 15 |
| +15 mins. | 83 | 0 | 83 | 1 | 103 | 104 | 3 | 8 | 11 |
| +30 mins. | **182** | 1 | **183** | 0 | 84 | 84 | 1 | **22** | **23** |
| +45 mins. | 86 | 0 | 86 | 1 | 64 | 65 | 2 | 7 | 9 |
| Total Volume | 407 | 2 | 409 | 5 | 380 | 385 | 9 | 49 | 58 |
| % App. Total | 99.5 | 0.5 | | 1.3 | 98.7 | | 15.5 | 84.5 | |
| PHF | .559 | .500 | .559 | .417 | .736 | .729 | .750 | .557 | .630 |

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File Name : 02_RLT_Loc_Low Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

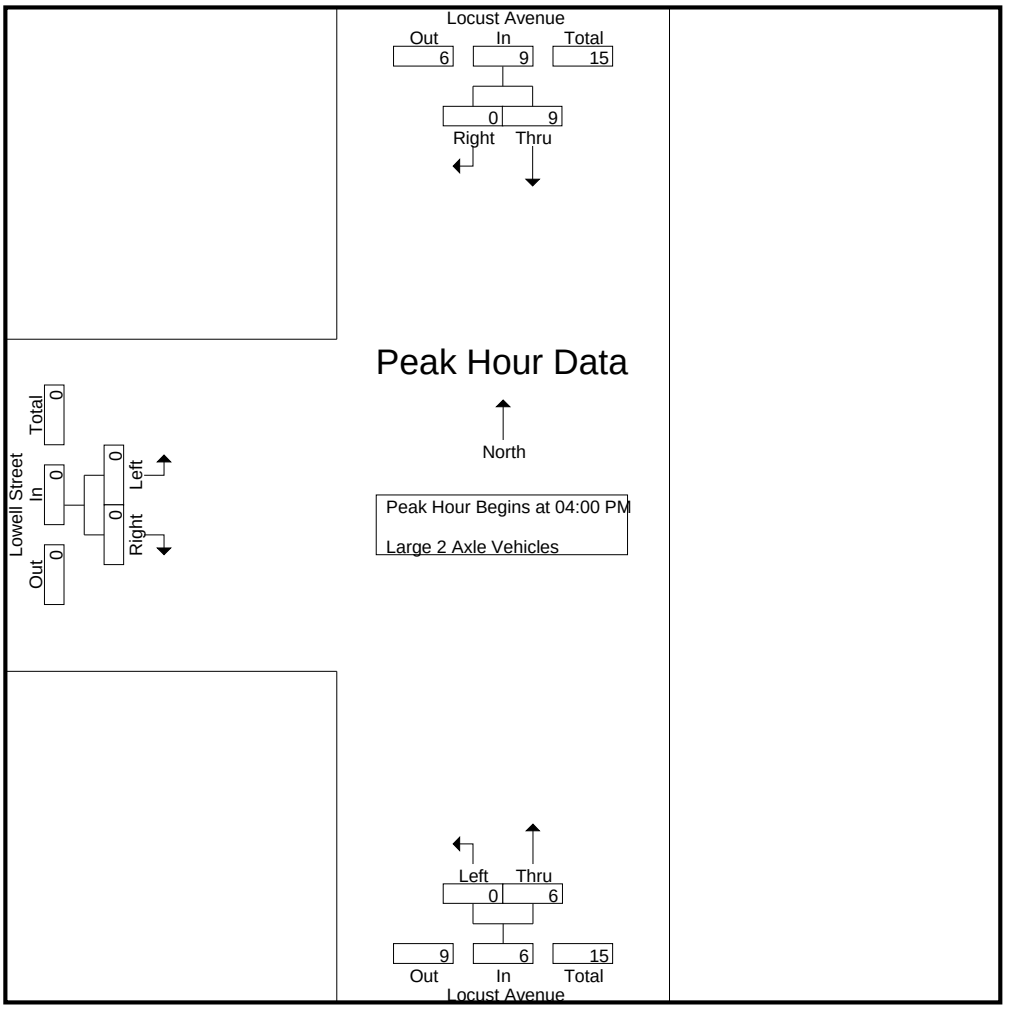
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 04:15 PM | 1 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 4 |
| 04:30 PM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:45 PM | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| Total | 9 | 0 | 9 | 0 | 6 | 6 | 0 | 0 | 0 | 15 |
| | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 05:45 PM | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| Total | 3 | 0 | 3 | 0 | 4 | 4 | 1 | 0 | 1 | 8 |
| | | | | | | | | | | |
| Grand Total | 12 | 0 | 12 | 0 | 10 | 10 | 1 | 0 | 1 | 23 |
| Apprch % | 100 | 0 | | 0 | 100 | | 100 | 0 | | |
| Total % | 52.2 | 0 | 52.2 | 0 | 43.5 | 43.5 | 4.3 | 0 | 4.3 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | **3** | 0 | **3** | 0 | 1 | 1 | 0 | 0 | 0 | **4** |
| 04:15 PM | 1 | 0 | 1 | 0 | **3** | **3** | 0 | 0 | 0 | 4 |
| 04:30 PM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:45 PM | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| Total Volume | 9 | 0 | 9 | 0 | 6 | 6 | 0 | 0 | 0 | 15 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| PHF | .750 | .000 | .750 | .000 | .500 | .500 | .000 | .000 | .000 | .938 |

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File Name : 02_RLT_Loc_Low Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **3** | 0 | **3** | 0 | 1 | 1 | 0 | 0 | 0 |
| +15 mins. | 1 | 0 | 1 | 0 | **3** | **3** | 0 | 0 | 0 |
| +30 mins. | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 |
| Total Volume | 9 | 0 | 9 | 0 | 6 | 6 | 0 | 0 | 0 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | |
| PHF | .750 | .000 | .750 | .000 | .500 | .500 | .000 | .000 | .000 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

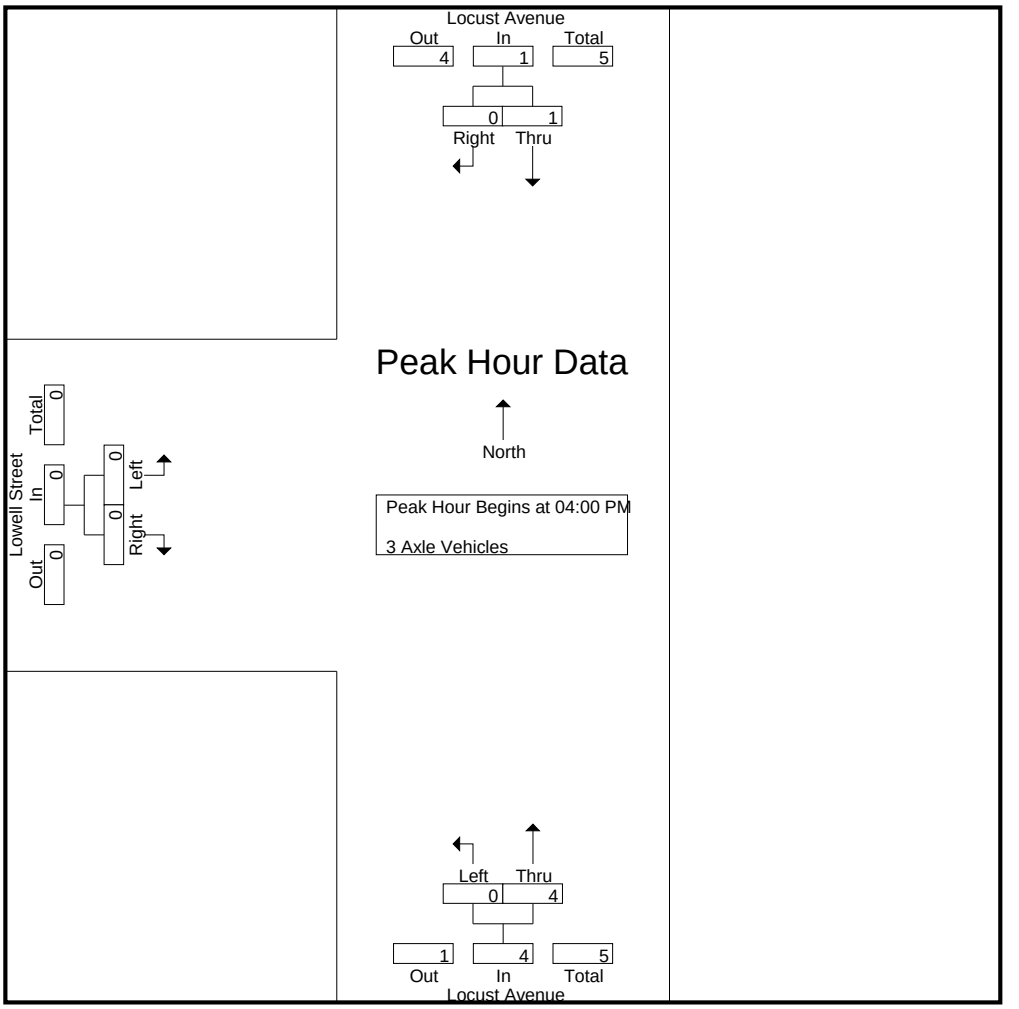
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 4 |
| 04:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 5 |
| 05:00 PM | 3 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 5 |
| 05:15 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 5 | 0 | 5 | 0 | 4 | 4 | 0 | 0 | 0 | 9 |
| Grand Total | 6 | 0 | 6 | 0 | 8 | 8 | 0 | 0 | 0 | 14 |
| Apprch % | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| Total % | 42.9 | 0 | 42.9 | 0 | 57.1 | 57.1 | 0 | 0 | 0 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | **1** | 0 | **1** | 0 | **3** | **3** | 0 | 0 | 0 | **4** |
| 04:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 1 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 5 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| PHF | .250 | .000 | .250 | .000 | .333 | .333 | .000 | .000 | .000 | .313 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

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

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

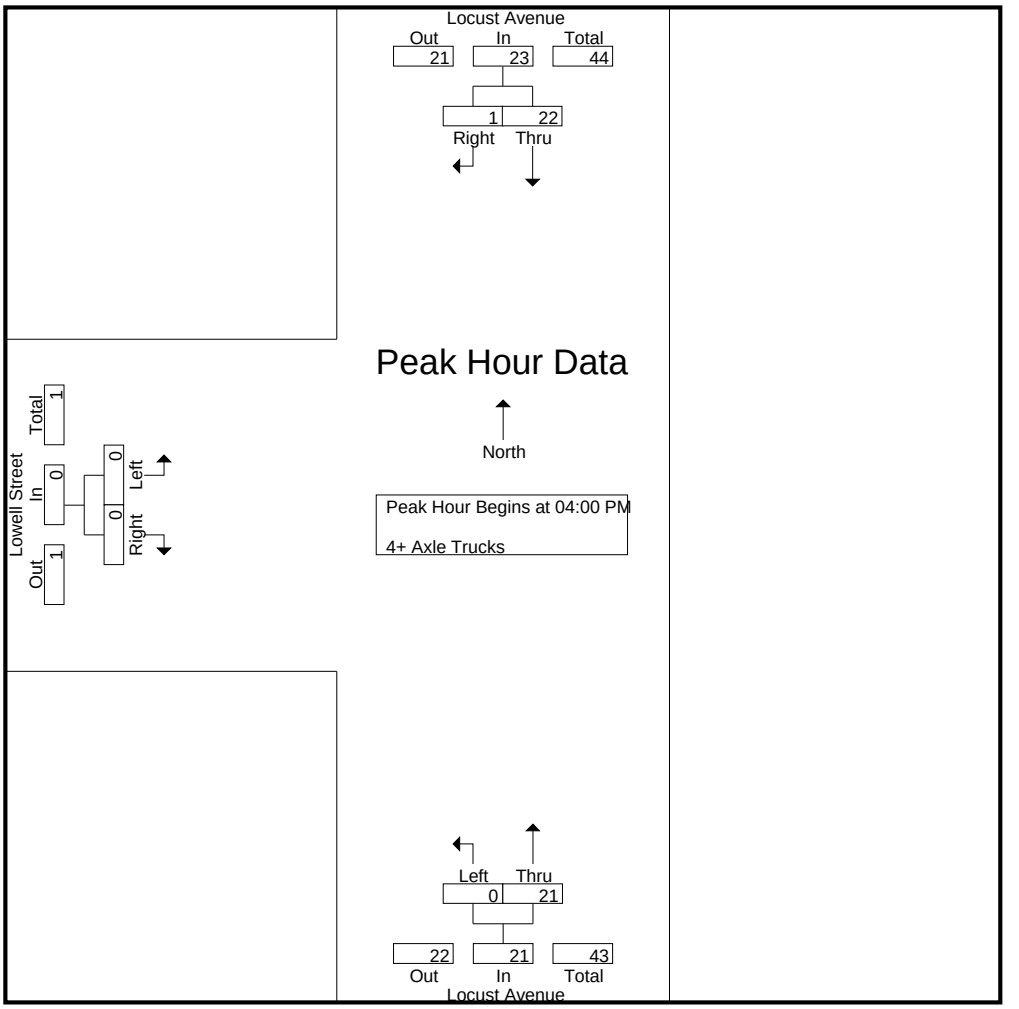
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 10 | 1 | 11 | 0 | 4 | 4 | 0 | 0 | 0 | 15 |
| 04:15 PM | 8 | 0 | 8 | 0 | 6 | 6 | 0 | 0 | 0 | 14 |
| 04:30 PM | 3 | 0 | 3 | 0 | 6 | 6 | 0 | 0 | 0 | 9 |
| 04:45 PM | 1 | 0 | 1 | 0 | 5 | 5 | 0 | 0 | 0 | 6 |
| Total | 22 | 1 | 23 | 0 | 21 | 21 | 0 | 0 | 0 | 44 |
| | | | | | | | | | | |
| 05:00 PM | 4 | 0 | 4 | 1 | 5 | 6 | 0 | 0 | 0 | 10 |
| 05:15 PM | 3 | 0 | 3 | 0 | 4 | 4 | 0 | 0 | 0 | 7 |
| 05:30 PM | 2 | 0 | 2 | 0 | 4 | 4 | 0 | 0 | 0 | 6 |
| 05:45 PM | 3 | 0 | 3 | 0 | 3 | 3 | 0 | 0 | 0 | 6 |
| Total | 12 | 0 | 12 | 1 | 16 | 17 | 0 | 0 | 0 | 29 |
| | | | | | | | | | | |
| Grand Total | 34 | 1 | 35 | 1 | 37 | 38 | 0 | 0 | 0 | 73 |
| Apprch % | 97.1 | 2.9 | | 2.6 | 97.4 | | 0 | 0 | | |
| Total % | 46.6 | 1.4 | 47.9 | 1.4 | 50.7 | 52.1 | 0 | 0 | 0 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | **10** | **1** | **11** | 0 | 4 | 4 | 0 | 0 | 0 | **15** |
| 04:15 PM | 8 | 0 | 8 | 0 | **6** | **6** | 0 | 0 | 0 | 14 |
| 04:30 PM | 3 | 0 | 3 | 0 | 6 | 6 | 0 | 0 | 0 | 9 |
| 04:45 PM | 1 | 0 | 1 | 0 | 5 | 5 | 0 | 0 | 0 | 6 |
| Total Volume | 22 | 1 | 23 | 0 | 21 | 21 | 0 | 0 | 0 | 44 |
| % App. Total | 95.7 | 4.3 | | 0 | 100 | | 0 | 0 | | |
| PHF | .550 | .250 | .523 | .000 | .875 | .875 | .000 | .000 | .000 | .733 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **10** | **1** | **11** | 0 | 4 | 4 | 0 | 0 | 0 |
| +15 mins. | 8 | 0 | 8 | 0 | **6** | **6** | 0 | 0 | 0 |
| +30 mins. | 3 | 0 | 3 | 0 | 6 | 6 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 1 | 0 | 5 | 5 | 0 | 0 | 0 |
| Total Volume | 22 | 1 | 23 | 0 | 21 | 21 | 0 | 0 | 0 |
| % App. Total | 95.7 | 4.3 | | 0 | 100 | | 0 | 0 | |
| PHF | .550 | .250 | .523 | .000 | .875 | .875 | .000 | .000 | .000 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

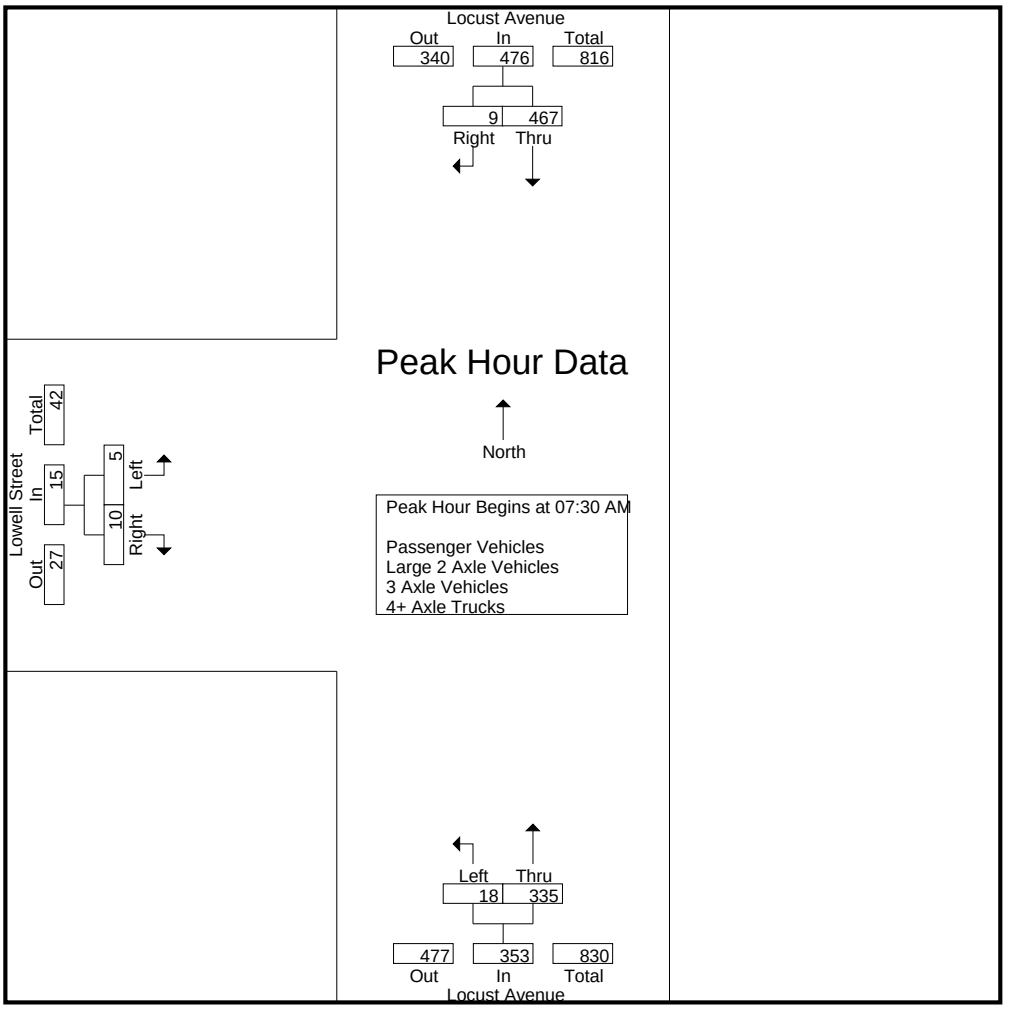
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 76 | 1 | 77 | 5 | 43 | 48 | 1 | 0 | 1 | 126 |
| 07:15 AM | 80 | 1 | 81 | 3 | 50 | 53 | 0 | 1 | 1 | 135 |
| 07:30 AM | 112 | 1 | 113 | 7 | 111 | 118 | 2 | 2 | 4 | 235 |
| 07:45 AM | 148 | 3 | 151 | 2 | 120 | 122 | 0 | 1 | 1 | 274 |
| Total | 416 | 6 | 422 | 17 | 324 | 341 | 3 | 4 | 7 | 770 |
| | | | | | | | | | | |
| 08:00 AM | 127 | 2 | 129 | 6 | 47 | 53 | 2 | 2 | 4 | 186 |
| 08:15 AM | 80 | 3 | 83 | 3 | 57 | 60 | 1 | 5 | 6 | 149 |
| 08:30 AM | 93 | 0 | 93 | 7 | 72 | 79 | 2 | 3 | 5 | 177 |
| 08:45 AM | 56 | 2 | 58 | 3 | 40 | 43 | 1 | 3 | 4 | 105 |
| Total | 356 | 7 | 363 | 19 | 216 | 235 | 6 | 13 | 19 | 617 |
| | | | | | | | | | | |
| Grand Total | 772 | 13 | 785 | 36 | 540 | 576 | 9 | 17 | 26 | 1387 |
| Apprch % | 98.3 | 1.7 | | 6.2 | 93.8 | | 34.6 | 65.4 | | |
| Total % | 55.7 | 0.9 | 56.6 | 2.6 | 38.9 | 41.5 | 0.6 | 1.2 | 1.9 | |
| Passenger Vehicles | 671 | 11 | 682 | 35 | 478 | 513 | 3 | 15 | 18 | 1213 |
| % Passenger Vehicles | 86.9 | 84.6 | 86.9 | 97.2 | 88.5 | 89.1 | 33.3 | 88.2 | 69.2 | 87.5 |
| Large 2 Axle Vehicles | 25 | 0 | 25 | 0 | 17 | 17 | 1 | 2 | 3 | 45 |
| % Large 2 Axle Vehicles | 3.2 | 0 | 3.2 | 0 | 3.1 | 3 | 11.1 | 11.8 | 11.5 | 3.2 |
| 3 Axle Vehicles | 10 | 0 | 10 | 1 | 4 | 5 | 0 | 0 | 0 | 15 |
| % 3 Axle Vehicles | 1.3 | 0 | 1.3 | 2.8 | 0.7 | 0.9 | 0 | 0 | 0 | 1.1 |
| 4+ Axle Trucks | 66 | 2 | 68 | 0 | 41 | 41 | 5 | 0 | 5 | 114 |
| % 4+ Axle Trucks | 8.5 | 15.4 | 8.7 | 0 | 7.6 | 7.1 | 55.6 | 0 | 19.2 | 8.2 |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 112 | 1 | 113 | **7** | 111 | 118 | **2** | 2 | 4 | 235 |
| 07:45 AM | **148** | **3** | **151** | 2 | **120** | **122** | 0 | 1 | 1 | **274** |
| 08:00 AM | 127 | 2 | 129 | 6 | 47 | 53 | 2 | 2 | 4 | 186 |
| 08:15 AM | 80 | 3 | 83 | 3 | 57 | 60 | 1 | **5** | **6** | 149 |
| Total Volume | 467 | 9 | 476 | 18 | 335 | 353 | 5 | 10 | 15 | 844 |
| % App. Total | 98.1 | 1.9 | | 5.1 | 94.9 | | 33.3 | 66.7 | | |
| PHF | .789 | .750 | .788 | .643 | .698 | .723 | .625 | .500 | .625 | .770 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu AM
Site Code : 10824406
Start Date : 5/9/2024
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 | | | 08:00 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 112 | 1 | 113 | **7** | 111 | 118 | **2** | 2 | 4 |
| +15 mins. | **148** | **3** | **151** | 2 | **120** | **122** | 1 | **5** | **6** |
| +30 mins. | 127 | 2 | 129 | 6 | 47 | 53 | 2 | 3 | 5 |
| +45 mins. | 80 | 3 | 83 | 3 | 57 | 60 | 1 | 3 | 4 |
| Total Volume | 467 | 9 | 476 | 18 | 335 | 353 | 6 | 13 | 19 |
| % App. Total | 98.1 | 1.9 | | 5.1 | 94.9 | | 31.6 | 68.4 | |
| PHF | .789 | .750 | .788 | .643 | .698 | .723 | .750 | .650 | .792 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

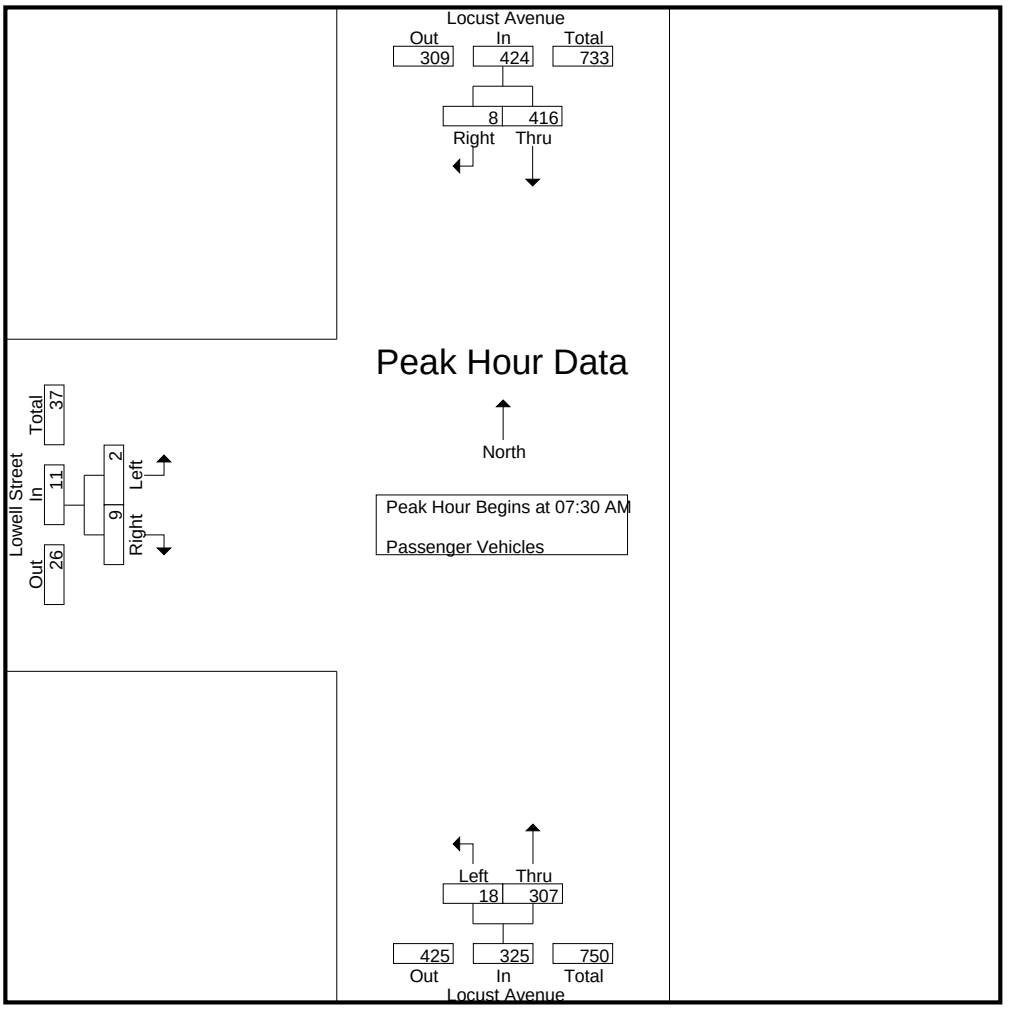
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 61 | 1 | 62 | 5 | 32 | 37 | 0 | 0 | 0 | 99 |
| 07:15 AM | 68 | 1 | 69 | 3 | 45 | 48 | 0 | 0 | 0 | 117 |
| 07:30 AM | 93 | 1 | 94 | 7 | 102 | 109 | 1 | 2 | 3 | 206 |
| 07:45 AM | 135 | 2 | 137 | 2 | 111 | 113 | 0 | 1 | 1 | 251 |
| Total | 357 | 5 | 362 | 17 | 290 | 307 | 1 | 3 | 4 | 673 |
| | | | | | | | | | | |
| 08:00 AM | 117 | 2 | 119 | 6 | 41 | 47 | 1 | 2 | 3 | 169 |
| 08:15 AM | 71 | 3 | 74 | 3 | 53 | 56 | 0 | 4 | 4 | 134 |
| 08:30 AM | 80 | 0 | 80 | 7 | 65 | 72 | 1 | 3 | 4 | 156 |
| 08:45 AM | 46 | 1 | 47 | 2 | 29 | 31 | 0 | 3 | 3 | 81 |
| Total | 314 | 6 | 320 | 18 | 188 | 206 | 2 | 12 | 14 | 540 |
| | | | | | | | | | | |
| Grand Total | 671 | 11 | 682 | 35 | 478 | 513 | 3 | 15 | 18 | 1213 |
| Apprch % | 98.4 | 1.6 | | 6.8 | 93.2 | | 16.7 | 83.3 | | |
| Total % | 55.3 | 0.9 | 56.2 | 2.9 | 39.4 | 42.3 | 0.2 | 1.2 | 1.5 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 93 | 1 | 94 | **7** | 102 | 109 | **1** | 2 | 3 | 206 |
| 07:45 AM | **135** | 2 | **137** | 2 | **111** | **113** | 0 | 1 | 1 | **251** |
| 08:00 AM | 117 | 2 | 119 | 6 | 41 | 47 | 1 | 2 | 3 | 169 |
| 08:15 AM | 71 | **3** | 74 | 3 | 53 | 56 | 0 | **4** | **4** | 134 |
| Total Volume | 416 | 8 | 424 | 18 | 307 | 325 | 2 | 9 | 11 | 760 |
| % App. Total | 98.1 | 1.9 | | 5.5 | 94.5 | | 18.2 | 81.8 | | |
| PHF | .770 | .667 | .774 | .643 | .691 | .719 | .500 | .563 | .688 | .757 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 93 | 1 | 94 | **7** | 102 | 109 | **1** | 2 | 3 |
| +15 mins. | **135** | 2 | **137** | 2 | **111** | **113** | 0 | 1 | 1 |
| +30 mins. | 117 | 2 | 119 | 6 | 41 | 47 | 1 | 2 | 3 |
| +45 mins. | 71 | **3** | 74 | 3 | 53 | 56 | 0 | **4** | **4** |
| Total Volume | 416 | 8 | 424 | 18 | 307 | 325 | 2 | 9 | 11 |
| % App. Total | 98.1 | 1.9 | | 5.5 | 94.5 | | 18.2 | 81.8 | |
| PHF | .770 | .667 | .774 | .643 | .691 | .719 | .500 | .563 | .688 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

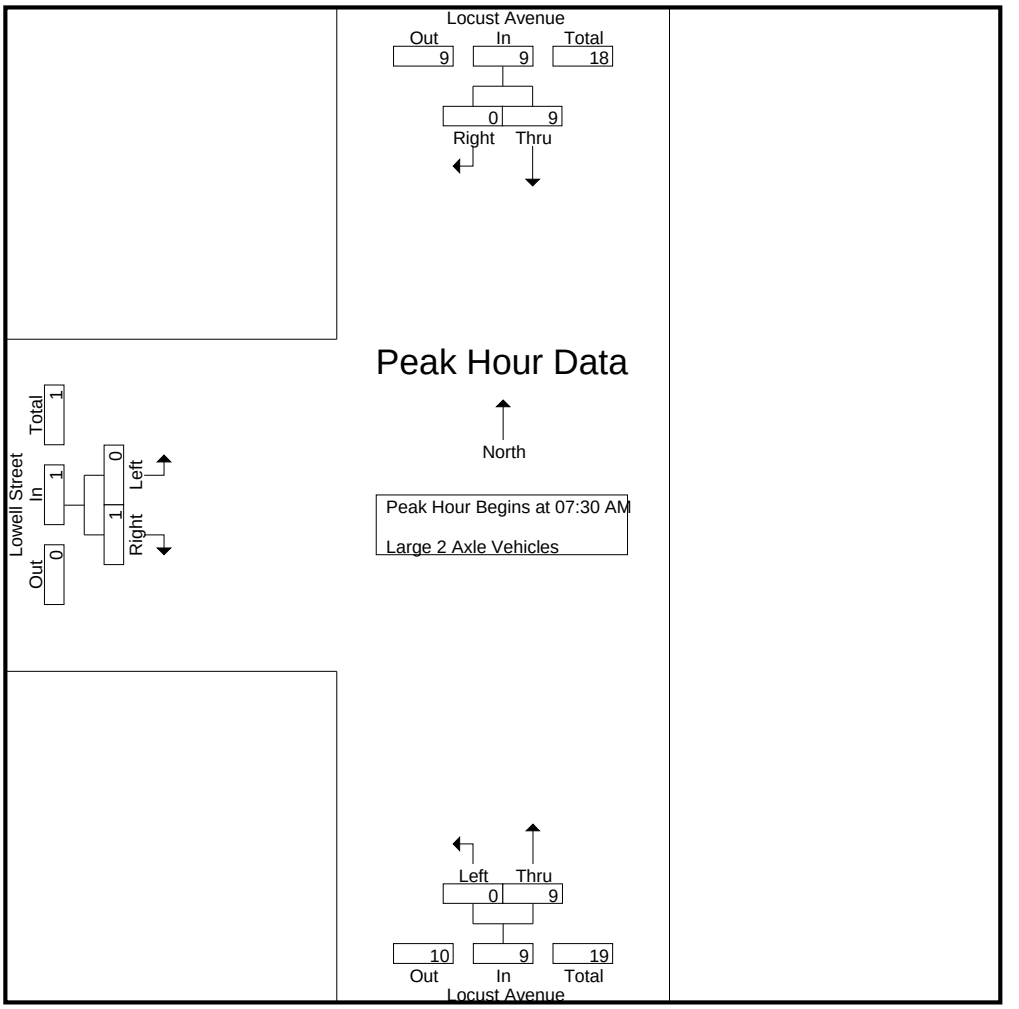
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 5 | 0 | 5 | 0 | 4 | 4 | 0 | 0 | 0 | 9 |
| 07:15 AM | 5 | 0 | 5 | 0 | 1 | 1 | 0 | 1 | 1 | 7 |
| 07:30 AM | 4 | 0 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 6 |
| 07:45 AM | 1 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 5 |
| Total | 15 | 0 | 15 | 0 | 11 | 11 | 0 | 1 | 1 | 27 |
| | | | | | | | | | | |
| 08:00 AM | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 08:15 AM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 1 | 1 | 4 |
| 08:30 AM | 4 | 0 | 4 | 0 | 1 | 1 | 1 | 0 | 1 | 6 |
| 08:45 AM | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| Total | 10 | 0 | 10 | 0 | 6 | 6 | 1 | 1 | 2 | 18 |
| | | | | | | | | | | |
| Grand Total | 25 | 0 | 25 | 0 | 17 | 17 | 1 | 2 | 3 | 45 |
| Apprch % | 100 | 0 | | 0 | 100 | | 33.3 | 66.7 | | |
| Total % | 55.6 | 0 | 55.6 | 0 | 37.8 | 37.8 | 2.2 | 4.4 | 6.7 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | **4** | 0 | **4** | 0 | 2 | 2 | 0 | 0 | 0 | **6** |
| 07:45 AM | 1 | 0 | 1 | 0 | **4** | **4** | 0 | 0 | 0 | 5 |
| 08:00 AM | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 08:15 AM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | **1** | **1** | 4 |
| Total Volume | 9 | 0 | 9 | 0 | 9 | 9 | 0 | 1 | 1 | 19 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 100 | | |
| PHF | .563 | .000 | .563 | .000 | .563 | .563 | .000 | .250 | .250 | .792 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **4** | 0 | **4** | 0 | 2 | 2 | 0 | 0 | 0 |
| +15 mins. | 1 | 0 | 1 | 0 | **4** | **4** | 0 | 0 | 0 |
| +30 mins. | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 1 | 0 | 2 | 2 | 0 | **1** | **1** |
| Total Volume | 9 | 0 | 9 | 0 | 9 | 9 | 0 | 1 | 1 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 100 | |
| PHF | .563 | .000 | .563 | .000 | .563 | .563 | .000 | .250 | .250 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

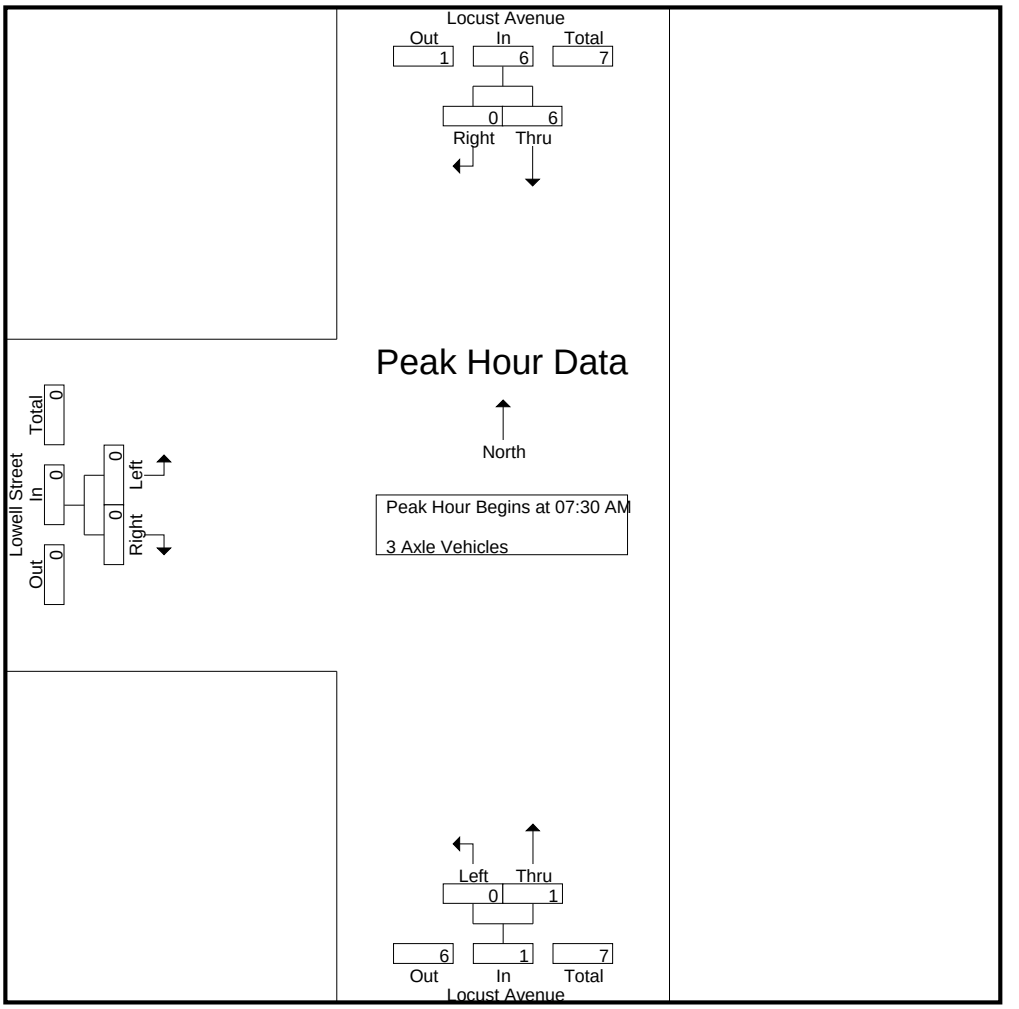
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 AM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| Total | 6 | 0 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 7 |
| 08:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 AM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 08:45 AM | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 3 |
| Total | 4 | 0 | 4 | 1 | 3 | 4 | 0 | 0 | 0 | 8 |
| Grand Total | 10 | 0 | 10 | 1 | 4 | 5 | 0 | 0 | 0 | 15 |
| Apprch % | 100 | 0 | | 20 | 80 | | 0 | 0 | | |
| Total % | 66.7 | 0 | 66.7 | 6.7 | 26.7 | 33.3 | 0 | 0 | 0 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 07:45 AM | 1 | 0 | 1 | 0 | **1** | **1** | 0 | 0 | 0 | 2 |
| 08:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 6 | 0 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 7 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| PHF | .750 | .000 | .750 | .000 | .250 | .250 | .000 | .000 | .000 | .875 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 1 | 0 | 1 | 0 | **1** | **1** | 0 | 0 | 0 |
| +30 mins. | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 6 | 0 | 6 | 0 | 1 | 1 | 0 | 0 | 0 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | |
| PHF | .750 | .000 | .750 | .000 | .250 | .250 | .000 | .000 | .000 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

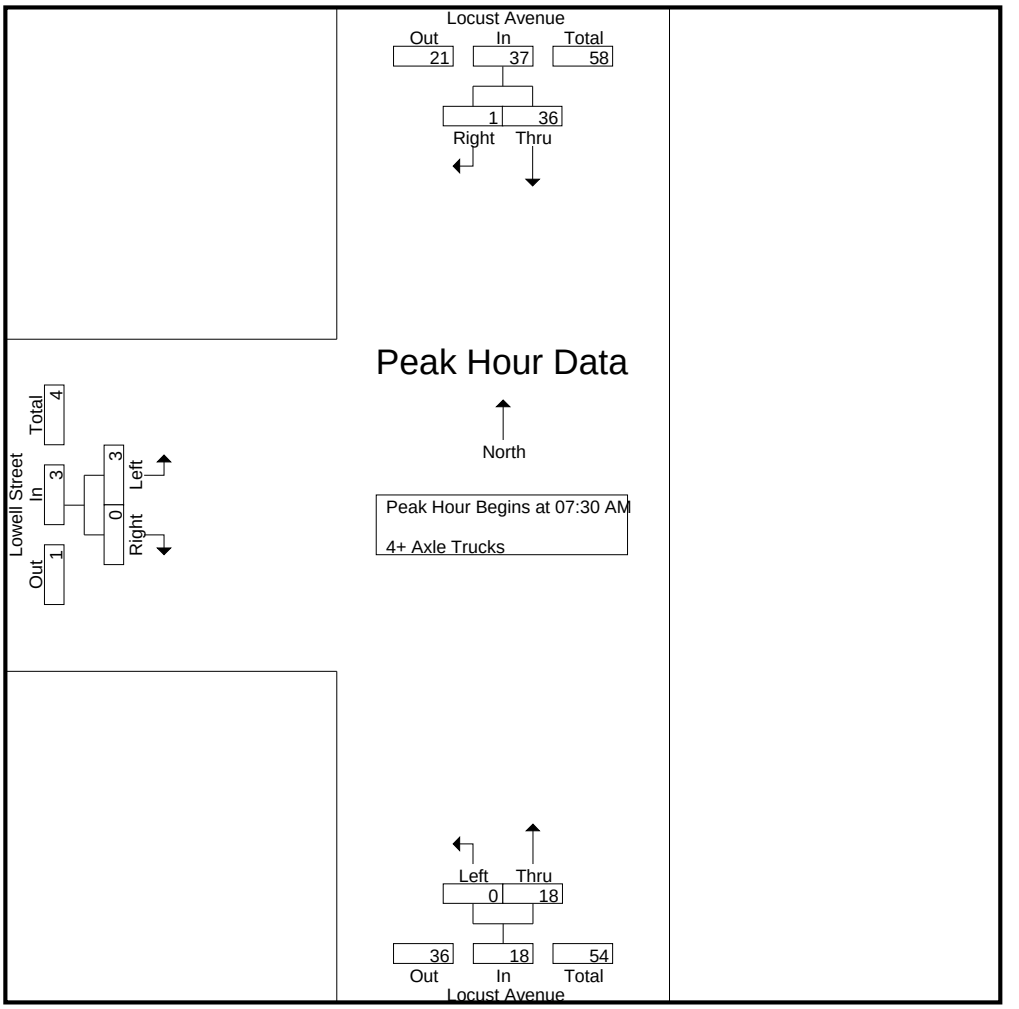
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 8 | 0 | 8 | 0 | 7 | 7 | 1 | 0 | 1 | 16 |
| 07:15 AM | 6 | 0 | 6 | 0 | 4 | 4 | 0 | 0 | 0 | 10 |
| 07:30 AM | 13 | 0 | 13 | 0 | 7 | 7 | 1 | 0 | 1 | 21 |
| 07:45 AM | 11 | 1 | 12 | 0 | 4 | 4 | 0 | 0 | 0 | 16 |
| Total | 38 | 1 | 39 | 0 | 22 | 22 | 2 | 0 | 2 | 63 |
| | | | | | | | | | | |
| 08:00 AM | 6 | 0 | 6 | 0 | 5 | 5 | 1 | 0 | 1 | 12 |
| 08:15 AM | 6 | 0 | 6 | 0 | 2 | 2 | 1 | 0 | 1 | 9 |
| 08:30 AM | 8 | 0 | 8 | 0 | 5 | 5 | 0 | 0 | 0 | 13 |
| 08:45 AM | 8 | 1 | 9 | 0 | 7 | 7 | 1 | 0 | 1 | 17 |
| Total | 28 | 1 | 29 | 0 | 19 | 19 | 3 | 0 | 3 | 51 |
| | | | | | | | | | | |
| Grand Total | 66 | 2 | 68 | 0 | 41 | 41 | 5 | 0 | 5 | 114 |
| Apprch % | 97.1 | 2.9 | | 0 | 100 | | 100 | 0 | | |
| Total % | 57.9 | 1.8 | 59.6 | 0 | 36 | 36 | 4.4 | 0 | 4.4 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | **13** | 0 | **13** | 0 | **7** | **7** | **1** | 0 | **1** | **21** |
| 07:45 AM | 11 | **1** | 12 | 0 | 4 | 4 | 0 | 0 | 0 | 16 |
| 08:00 AM | 6 | 0 | 6 | 0 | 5 | 5 | 1 | 0 | 1 | 12 |
| 08:15 AM | 6 | 0 | 6 | 0 | 2 | 2 | 1 | 0 | 1 | 9 |
| Total Volume | 36 | 1 | 37 | 0 | 18 | 18 | 3 | 0 | 3 | 58 |
| % App. Total | 97.3 | 2.7 | | 0 | 100 | | 100 | 0 | | |
| PHF | .692 | .250 | .712 | .000 | .643 | .643 | .750 | .000 | .750 | .690 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **13** | 0 | **13** | 0 | **7** | **7** | **1** | 0 | **1** |
| +15 mins. | 11 | **1** | 12 | 0 | 4 | 4 | 0 | 0 | 0 |
| +30 mins. | 6 | 0 | 6 | 0 | 5 | 5 | 1 | 0 | 1 |
| +45 mins. | 6 | 0 | 6 | 0 | 2 | 2 | 1 | 0 | 1 |
| Total Volume | 36 | 1 | 37 | 0 | 18 | 18 | 3 | 0 | 3 |
| % App. Total | 97.3 | 2.7 | | 0 | 100 | | 100 | 0 | |
| PHF | .692 | .250 | .712 | .000 | .643 | .643 | .750 | .000 | .750 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

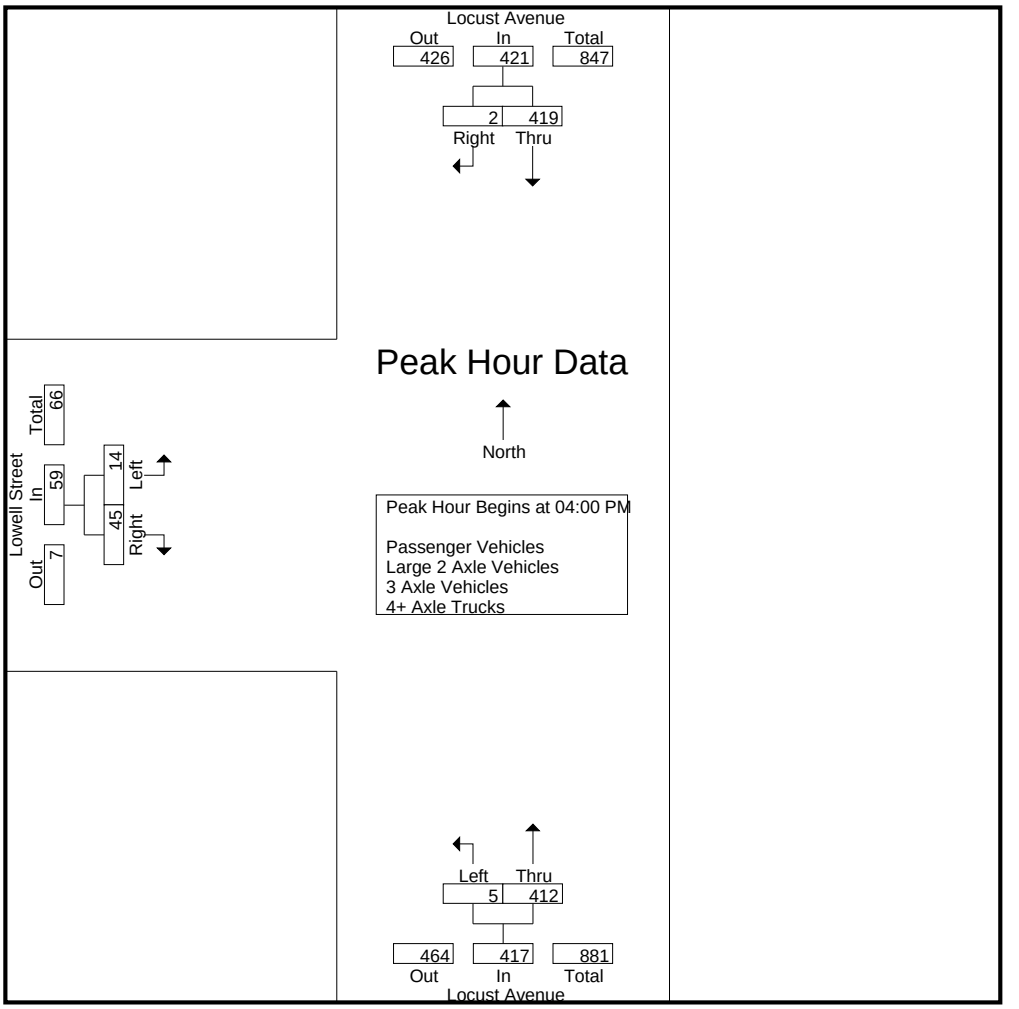
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 67 | 0 | 67 | 2 | 118 | 120 | 9 | 10 | 19 | 206 |
| 04:15 PM | 95 | 1 | 96 | 2 | 127 | 129 | 1 | 9 | 10 | 235 |
| 04:30 PM | 185 | 0 | 185 | 0 | 97 | 97 | 4 | 13 | 17 | 299 |
| 04:45 PM | 72 | 1 | 73 | 1 | 70 | 71 | 0 | 13 | 13 | 157 |
| Total | 419 | 2 | 421 | 5 | 412 | 417 | 14 | 45 | 59 | 897 |
| | | | | | | | | | | |
| 05:00 PM | 76 | 0 | 76 | 0 | 85 | 85 | 1 | 11 | 12 | 173 |
| 05:15 PM | 63 | 0 | 63 | 0 | 77 | 77 | 0 | 7 | 7 | 147 |
| 05:30 PM | 73 | 0 | 73 | 0 | 44 | 44 | 0 | 6 | 6 | 123 |
| 05:45 PM | 66 | 0 | 66 | 1 | 70 | 71 | 1 | 4 | 5 | 142 |
| Total | 278 | 0 | 278 | 1 | 276 | 277 | 2 | 28 | 30 | 585 |
| | | | | | | | | | | |
| Grand Total | 697 | 2 | 699 | 6 | 688 | 694 | 16 | 73 | 89 | 1482 |
| Apprch % | 99.7 | 0.3 | | 0.9 | 99.1 | | 18 | 82 | | |
| Total % | 47 | 0.1 | 47.2 | 0.4 | 46.4 | 46.8 | 1.1 | 4.9 | 6 | |
| Passenger Vehicles | 663 | 2 | 665 | 6 | 656 | 662 | 15 | 72 | 87 | 1414 |
| % Passenger Vehicles | 95.1 | 100 | 95.1 | 100 | 95.3 | 95.4 | 93.8 | 98.6 | 97.8 | 95.4 |
| Large 2 Axle Vehicles | 4 | 0 | 4 | 0 | 4 | 4 | 1 | 1 | 2 | 10 |
| % Large 2 Axle Vehicles | 0.6 | 0 | 0.6 | 0 | 0.6 | 0.6 | 6.2 | 1.4 | 2.2 | 0.7 |
| 3 Axle Vehicles | 5 | 0 | 5 | 0 | 6 | 6 | 0 | 0 | 0 | 11 |
| % 3 Axle Vehicles | 0.7 | 0 | 0.7 | 0 | 0.9 | 0.9 | 0 | 0 | 0 | 0.7 |
| 4+ Axle Trucks | 25 | 0 | 25 | 0 | 22 | 22 | 0 | 0 | 0 | 47 |
| % 4+ Axle Trucks | 3.6 | 0 | 3.6 | 0 | 3.2 | 3.2 | 0 | 0 | 0 | 3.2 |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 67 | 0 | 67 | **2** | 118 | 120 | **9** | 10 | **19** | 206 |
| 04:15 PM | 95 | **1** | 96 | 2 | **127** | **129** | 1 | 9 | 10 | 235 |
| 04:30 PM | **185** | 0 | **185** | 0 | 97 | 97 | 4 | **13** | 17 | **299** |
| 04:45 PM | 72 | 1 | 73 | 1 | 70 | 71 | 0 | 13 | 13 | 157 |
| Total Volume | 419 | 2 | 421 | 5 | 412 | 417 | 14 | 45 | 59 | 897 |
| % App. Total | 99.5 | 0.5 | | 1.2 | 98.8 | | 23.7 | 76.3 | | |
| PHF | .566 | .500 | .569 | .625 | .811 | .808 | .389 | .865 | .776 | .750 |

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(951) 268-6268

City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:15 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 95 | **1** | 96 | **2** | 118 | 120 | **9** | 10 | **19** |
| +15 mins. | **185** | 0 | **185** | 2 | **127** | **129** | 1 | 9 | 10 |
| +30 mins. | 72 | 1 | 73 | 0 | 97 | 97 | 4 | **13** | 17 |
| +45 mins. | 76 | 0 | 76 | 1 | 70 | 71 | 0 | 13 | 13 |
| Total Volume | 428 | 2 | 430 | 5 | 412 | 417 | 14 | 45 | 59 |
| % App. Total | 99.5 | 0.5 | | 1.2 | 98.8 | | 23.7 | 76.3 | |
| PHF | .578 | .500 | .581 | .625 | .811 | .808 | .389 | .865 | .776 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

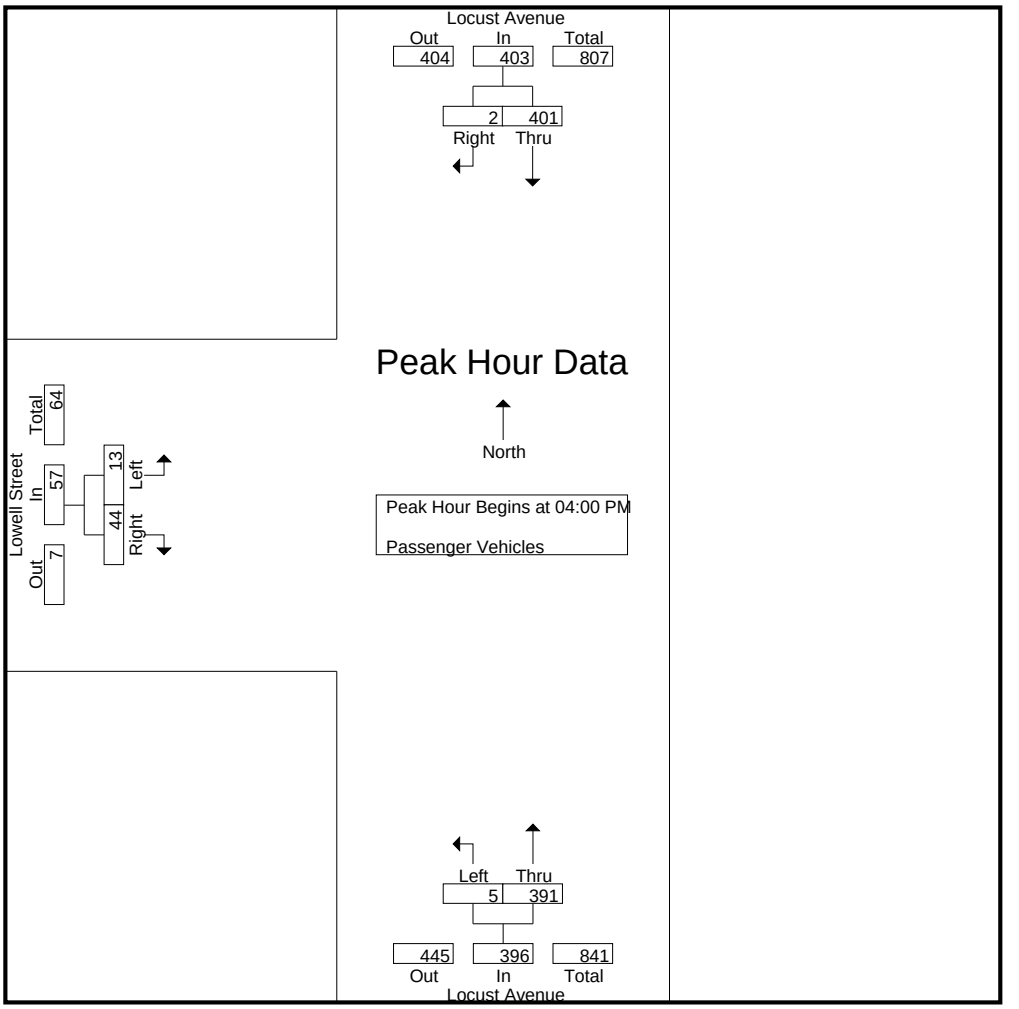
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 60 | 0 | 60 | 2 | 112 | 114 | 8 | 10 | 18 | 192 |
| 04:15 PM | 92 | 1 | 93 | 2 | 120 | 122 | 1 | 8 | 9 | 224 |
| 04:30 PM | 180 | 0 | 180 | 0 | 92 | 92 | 4 | 13 | 17 | 289 |
| 04:45 PM | 69 | 1 | 70 | 1 | 67 | 68 | 0 | 13 | 13 | 151 |
| Total | 401 | 2 | 403 | 5 | 391 | 396 | 13 | 44 | 57 | 856 |
| | | | | | | | | | | |
| 05:00 PM | 71 | 0 | 71 | 0 | 79 | 79 | 1 | 11 | 12 | 162 |
| 05:15 PM | 58 | 0 | 58 | 0 | 75 | 75 | 0 | 7 | 7 | 140 |
| 05:30 PM | 70 | 0 | 70 | 0 | 44 | 44 | 0 | 6 | 6 | 120 |
| 05:45 PM | 63 | 0 | 63 | 1 | 67 | 68 | 1 | 4 | 5 | 136 |
| Total | 262 | 0 | 262 | 1 | 265 | 266 | 2 | 28 | 30 | 558 |
| | | | | | | | | | | |
| Grand Total | 663 | 2 | 665 | 6 | 656 | 662 | 15 | 72 | 87 | 1414 |
| Apprch % | 99.7 | 0.3 | | 0.9 | 99.1 | | 17.2 | 82.8 | | |
| Total % | 46.9 | 0.1 | 47 | 0.4 | 46.4 | 46.8 | 1.1 | 5.1 | 6.2 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 60 | 0 | 60 | **2** | 112 | 114 | **8** | 10 | **18** | 192 |
| 04:15 PM | 92 | **1** | 93 | 2 | **120** | **122** | 1 | 8 | 9 | 224 |
| 04:30 PM | **180** | 0 | **180** | 0 | 92 | 92 | 4 | **13** | 17 | **289** |
| 04:45 PM | 69 | 1 | 70 | 1 | 67 | 68 | 0 | 13 | 13 | 151 |
| Total Volume | 401 | 2 | 403 | 5 | 391 | 396 | 13 | 44 | 57 | 856 |
| % App. Total | 99.5 | 0.5 | | 1.3 | 98.7 | | 22.8 | 77.2 | | |
| PHF | .557 | .500 | .560 | .625 | .815 | .811 | .406 | .846 | .792 | .740 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 60 | 0 | 60 | **2** | 112 | 114 | **8** | 10 | **18** |
| +15 mins. | 92 | **1** | 93 | 2 | **120** | **122** | 1 | 8 | 9 |
| +30 mins. | **180** | 0 | **180** | 0 | 92 | 92 | 4 | **13** | 17 |
| +45 mins. | 69 | 1 | 70 | 1 | 67 | 68 | 0 | 13 | 13 |
| Total Volume | 401 | 2 | 403 | 5 | 391 | 396 | 13 | 44 | 57 |
| % App. Total | 99.5 | 0.5 | | 1.3 | 98.7 | | 22.8 | 77.2 | |
| PHF | .557 | .500 | .560 | .625 | .815 | .811 | .406 | .846 | .792 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

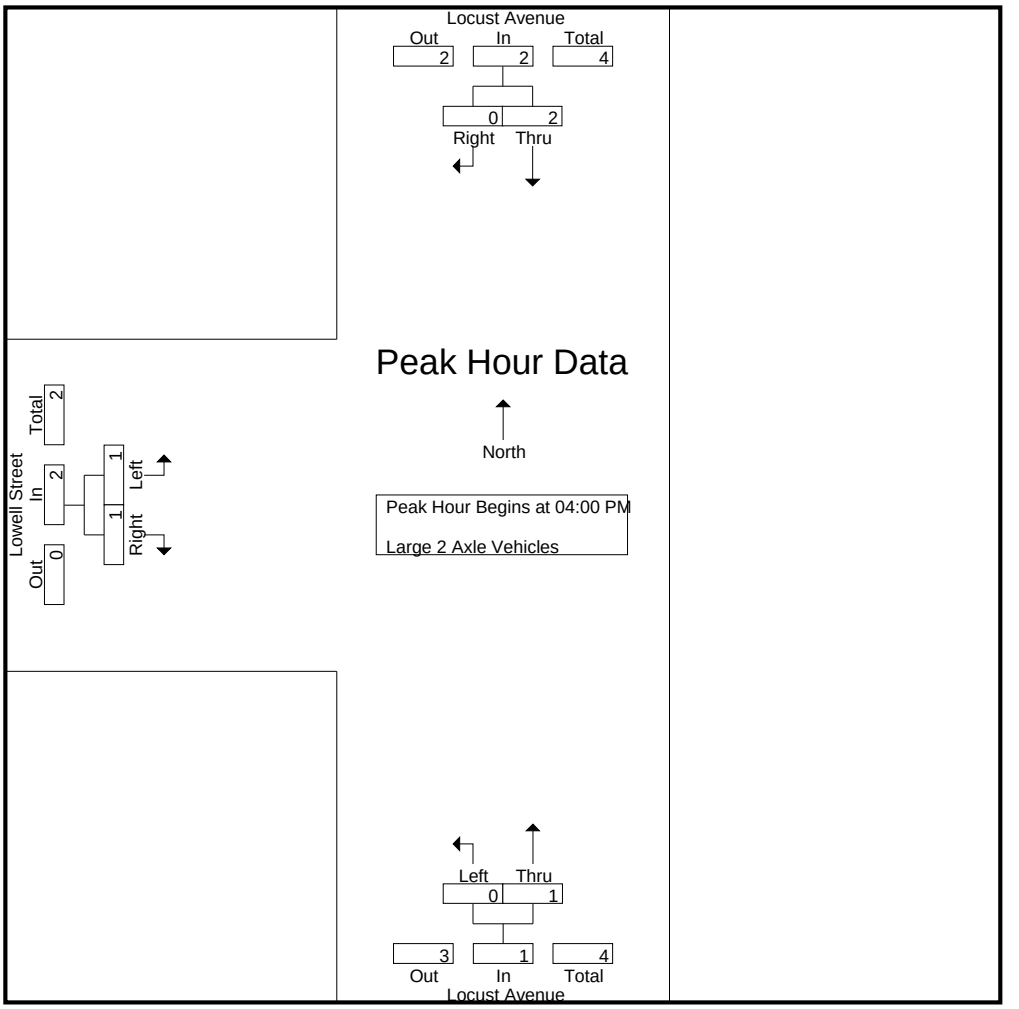
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 04:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 2 | 0 | 2 | 0 | 1 | 1 | 1 | 1 | 2 | 5 |
| | | | | | | | | | | |
| 05:00 PM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| Total | 2 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 5 |
| | | | | | | | | | | |
| Grand Total | 4 | 0 | 4 | 0 | 4 | 4 | 1 | 1 | 2 | 10 |
| Apprch % | 100 | 0 | | 0 | 100 | | 50 | 50 | | |
| Total % | 40 | 0 | 40 | 0 | 40 | 40 | 10 | 10 | 20 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | **1** | 0 | **1** | 0 | 0 | 0 | **1** | 0 | **1** | **2** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 1 |
| 04:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 1 |
| Total Volume | 2 | 0 | 2 | 0 | 1 | 1 | 1 | 1 | 2 | 5 |
| % App. Total | 100 | 0 | | 0 | 100 | | 50 | 50 | | |
| PHF | .500 | .000 | .500 | .000 | .250 | .250 | .250 | .250 | .500 | .625 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

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

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

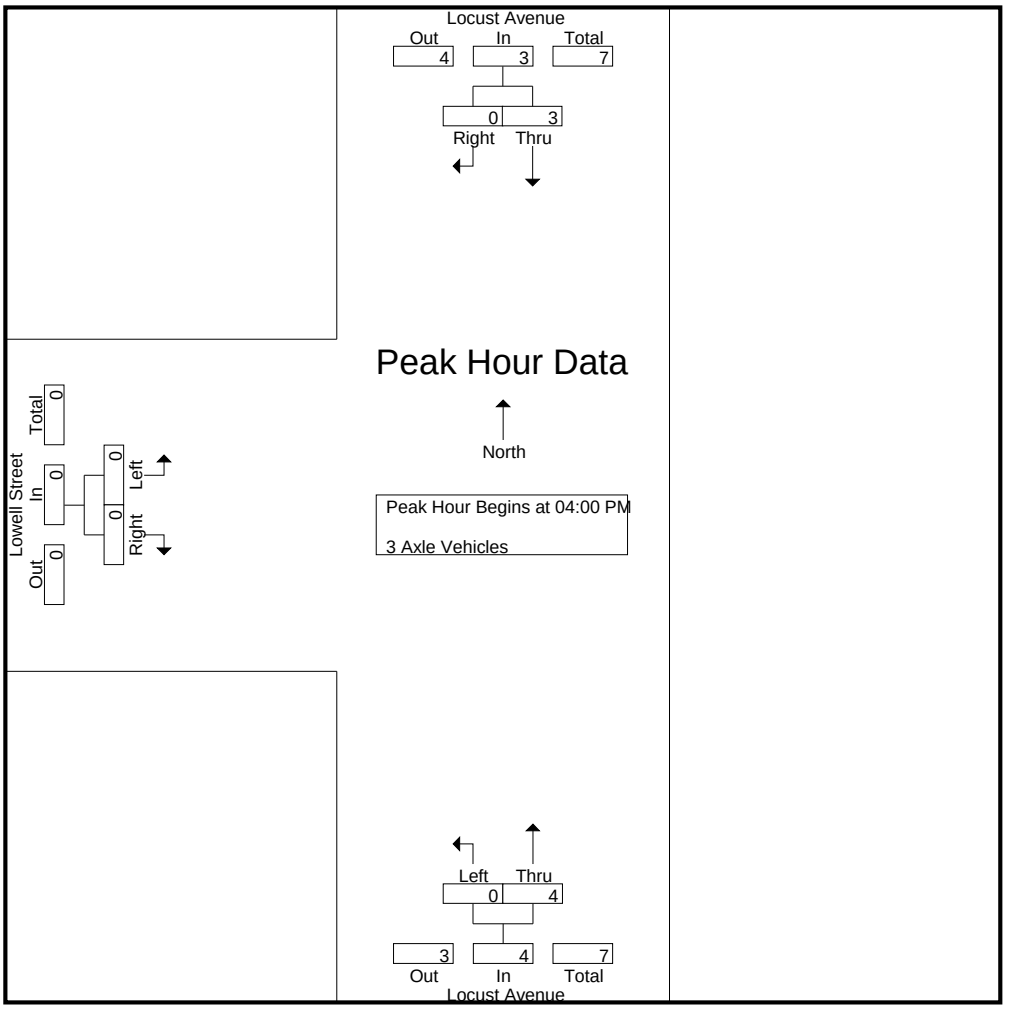
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 3 | 0 | 3 | 0 | 4 | 4 | 0 | 0 | 0 | 7 |
| 05:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| Total | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| Grand Total | 5 | 0 | 5 | 0 | 6 | 6 | 0 | 0 | 0 | 11 |
| Apprch % | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| Total % | 45.5 | 0 | 45.5 | 0 | 54.5 | 54.5 | 0 | 0 | 0 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | **2** | 0 | **2** | 0 | **2** | **2** | 0 | 0 | 0 | **4** |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Total Volume | 3 | 0 | 3 | 0 | 4 | 4 | 0 | 0 | 0 | 7 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| PHF | .375 | .000 | .375 | .000 | .500 | .500 | .000 | .000 | .000 | .438 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | **2** | 0 | **2** | 0 | **2** | **2** | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| Total Volume | 3 | 0 | 3 | 0 | 4 | 4 | 0 | 0 | 0 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | |
| PHF | .375 | .000 | .375 | .000 | .500 | .500 | .000 | .000 | .000 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

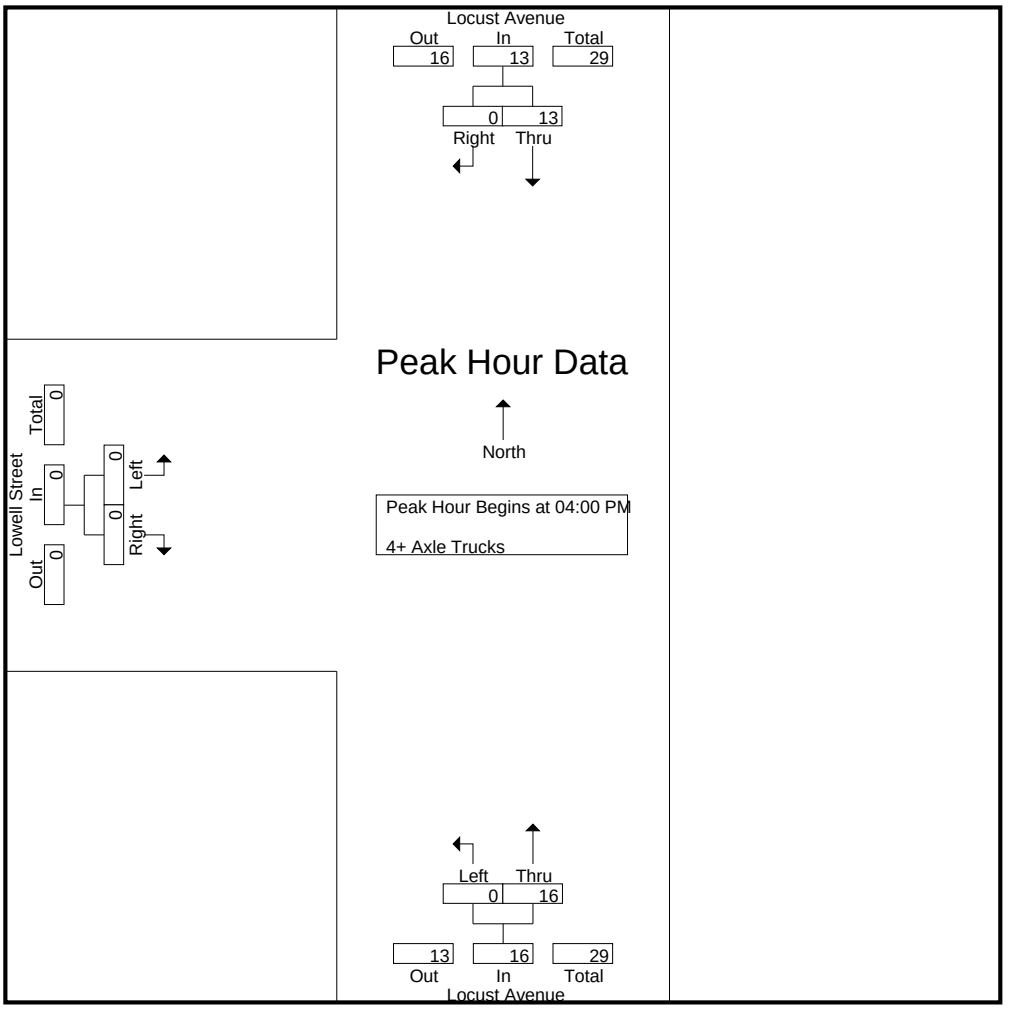
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell Street Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 5 | 0 | 5 | 0 | 5 | 5 | 0 | 0 | 0 | 10 |
| 04:15 PM | 3 | 0 | 3 | 0 | 7 | 7 | 0 | 0 | 0 | 10 |
| 04:30 PM | 2 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 5 |
| 04:45 PM | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| Total | 13 | 0 | 13 | 0 | 16 | 16 | 0 | 0 | 0 | 29 |
| | | | | | | | | | | |
| 05:00 PM | 4 | 0 | 4 | 0 | 3 | 3 | 0 | 0 | 0 | 7 |
| 05:15 PM | 5 | 0 | 5 | 0 | 2 | 2 | 0 | 0 | 0 | 7 |
| 05:30 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:45 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| Total | 12 | 0 | 12 | 0 | 6 | 6 | 0 | 0 | 0 | 18 |
| | | | | | | | | | | |
| Grand Total | 25 | 0 | 25 | 0 | 22 | 22 | 0 | 0 | 0 | 47 |
| Apprch % | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| Total % | 53.2 | 0 | 53.2 | 0 | 46.8 | 46.8 | 0 | 0 | 0 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | Lowell 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | **5** | 0 | **5** | 0 | 5 | 5 | 0 | 0 | 0 | **10** |
| 04:15 PM | 3 | 0 | 3 | 0 | **7** | **7** | 0 | 0 | 0 | 10 |
| 04:30 PM | 2 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 5 |
| 04:45 PM | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| Total Volume | 13 | 0 | 13 | 0 | 16 | 16 | 0 | 0 | 0 | 29 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| PHF | .650 | .000 | .650 | .000 | .571 | .571 | .000 | .000 | .000 | .725 |

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City of Rialto
N/S: Locust Avenue
E/W: Lowell Street
Weather: Clear

File Name : 02_RLT_Loc_Low Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **5** | 0 | **5** | 0 | 5 | 5 | 0 | 0 | 0 |
| +15 mins. | 3 | 0 | 3 | 0 | **7** | **7** | 0 | 0 | 0 |
| +30 mins. | 2 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 0 |
| +45 mins. | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 |
| Total Volume | 13 | 0 | 13 | 0 | 16 | 16 | 0 | 0 | 0 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | |
| PHF | .650 | .000 | .650 | .000 | .571 | .571 | .000 | .000 | .000 |

Location: Rialto
N/S: Locust Avenue
E/W: Lowell Street

Date: 5/7/2024
Day: Tuesday

**PEDESTRIANS**

| | North Leg<br>Locust Avenue | East Leg<br>Dead End | South Leg<br>Locust Avenue | West Leg<br>Lowell Street | |
|---|---|---|---|---|---|
| | 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 | 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 | 1 | 1 |
| 8:45 AM | 0 | 0 | 0 | 2 | 2 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 4 | 4 |

| | North Leg<br>Locust Avenue | East Leg<br>Dead End | South Leg<br>Locust Avenue | West Leg<br>Lowell 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 | 1 | 1 |
| 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 | 1 | 1 |

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Corona, CA 92878
951-268-6268

Location: Rialto
N/S: Locust Avenue
E/W: Lowell Street

Date: 5/7/2024
Day: Tuesday

**BICYCLES**

| | Southbound Locust Avenue | | | Westbound Dead End | | | Northbound Locust Avenue | | | Eastbound Lowell 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |

| | Southbound Locust Avenue | | | Westbound Dead End | | | Northbound Locust Avenue | | | Eastbound Lowell 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 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |

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Location: Rialto
N/S: Locust Avenue
E/W: Lowell Street

Date: 5/8/2024
Day: Wednesday

**PEDESTRIANS**

| | North Leg<br>Locust Avenue | East Leg<br>Dead End | South Leg<br>Locust Avenue | West Leg<br>Lowell Street | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 |

| | North Leg<br>Locust Avenue | East Leg<br>Dead End | South Leg<br>Locust Avenue | West Leg<br>Lowell 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 |

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

Location: Rialto
N/S: Locust Avenue
E/W: Lowell Street

Date: 5/8/2024
Day: Wednesday

**BICYCLES**

| | Southbound Locust Avenue | | | Westbound Dead End | | | Northbound Locust Avenue | | | Eastbound Lowell 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 Locust Avenue | | | Westbound Dead End | | | Northbound Locust Avenue | | | Eastbound Lowell 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 | 1 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

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

Location: Rialto
N/S: Locust Avenue
E/W: Lowell Street

Date: 5/9/2024
Day: Thursday

**PEDESTRIANS**

| | North Leg<br>Locust Avenue | East Leg<br>Dead End | South Leg<br>Locust Avenue | West Leg<br>Lowell Street | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 |

| | North Leg<br>Locust Avenue | East Leg<br>Dead End | South Leg<br>Locust Avenue | West Leg<br>Lowell 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 |

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

Location: Rialto
N/S: Locust Avenue
E/W: Lowell Street

Date: 5/9/2024
Day: Thursday

**BICYCLES**

| | Southbound Locust Avenue | | | Westbound Dead End | | | Northbound Locust Avenue | | | Eastbound Lowell 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 Locust Avenue | | | Westbound Dead End | | | Northbound Locust Avenue | | | Eastbound Lowell 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 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

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(951) 268-6268

City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

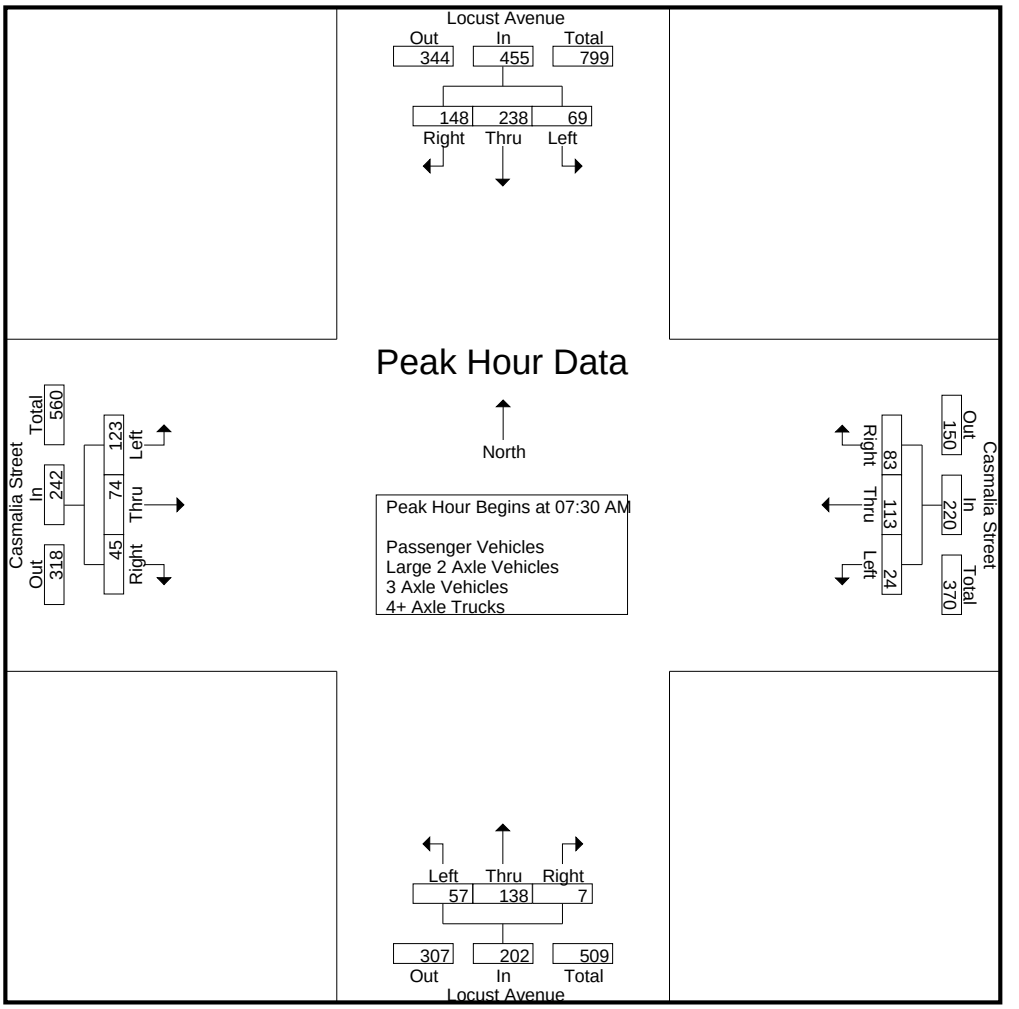
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 10 | 41 | 31 | 82 | 2 | 22 | 13 | 37 | 6 | 36 | 0 | 42 | 26 | 9 | 4 | 39 | 200 |
| 07:15 AM | 5 | 50 | 43 | 98 | 3 | 34 | 13 | 50 | 14 | 23 | 2 | 39 | 26 | 12 | 3 | 41 | 228 |
| 07:30 AM | 17 | 59 | 41 | 117 | 11 | 23 | 28 | 62 | 20 | 32 | 3 | 55 | 29 | 19 | 15 | 63 | 297 |
| 07:45 AM | 26 | 66 | 41 | 133 | 4 | 34 | 18 | 56 | 9 | 47 | 2 | 58 | 24 | 16 | 10 | 50 | 297 |
| Total | 58 | 216 | 156 | 430 | 20 | 113 | 72 | 205 | 49 | 138 | 7 | 194 | 105 | 56 | 32 | 193 | 1022 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 19 | 66 | 31 | 116 | 7 | 35 | 24 | 66 | 18 | 32 | 0 | 50 | 27 | 19 | 12 | 58 | 290 |
| 08:15 AM | 7 | 47 | 35 | 89 | 2 | 21 | 13 | 36 | 10 | 27 | 2 | 39 | 43 | 20 | 8 | 71 | 235 |
| 08:30 AM | 11 | 44 | 50 | 105 | 2 | 17 | 16 | 35 | 7 | 22 | 2 | 31 | 37 | 24 | 14 | 75 | 246 |
| 08:45 AM | 12 | 43 | 39 | 94 | 3 | 29 | 13 | 45 | 15 | 22 | 2 | 39 | 26 | 16 | 8 | 50 | 228 |
| Total | 49 | 200 | 155 | 404 | 14 | 102 | 66 | 182 | 50 | 103 | 6 | 159 | 133 | 79 | 42 | 254 | 999 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 107 | 416 | 311 | 834 | 34 | 215 | 138 | 387 | 99 | 241 | 13 | 353 | 238 | 135 | 74 | 447 | 2021 |
| Apprch % | 12.8 | 49.9 | 37.3 | | 8.8 | 55.6 | 35.7 | | 28 | 68.3 | 3.7 | | 53.2 | 30.2 | 16.6 | | |
| Total % | 5.3 | 20.6 | 15.4 | 41.3 | 1.7 | 10.6 | 6.8 | 19.1 | 4.9 | 11.9 | 0.6 | 17.5 | 11.8 | 6.7 | 3.7 | 22.1 | |
| Passenger Vehicles | 85 | 364 | 247 | 696 | 28 | 203 | 114 | 345 | 82 | 219 | 13 | 314 | 182 | 128 | 60 | 370 | 1725 |
| % Passenger Vehicles | 79.4 | 87.5 | 79.4 | 83.5 | 82.4 | 94.4 | 82.6 | 89.1 | 82.8 | 90.9 | 100 | 89 | 76.5 | 94.8 | 81.1 | 82.8 | 85.4 |
| Large 2 Axle Vehicles | 3 | 11 | 15 | 29 | 2 | 7 | 8 | 17 | 2 | 11 | 0 | 13 | 5 | 2 | 7 | 14 | 73 |
| % Large 2 Axle Vehicles | 2.8 | 2.6 | 4.8 | 3.5 | 5.9 | 3.3 | 5.8 | 4.4 | 2 | 4.6 | 0 | 3.7 | 2.1 | 1.5 | 9.5 | 3.1 | 3.6 |
| 3 Axle Vehicles | 2 | 3 | 5 | 10 | 3 | 1 | 1 | 5 | 6 | 3 | 0 | 9 | 2 | 2 | 0 | 4 | 28 |
| % 3 Axle Vehicles | 1.9 | 0.7 | 1.6 | 1.2 | 8.8 | 0.5 | 0.7 | 1.3 | 6.1 | 1.2 | 0 | 2.5 | 0.8 | 1.5 | 0 | 0.9 | 1.4 |
| 4+ Axle Trucks | 17 | 38 | 44 | 99 | 1 | 4 | 15 | 20 | 9 | 8 | 0 | 17 | 49 | 3 | 7 | 59 | 195 |
| % 4+ Axle Trucks | 15.9 | 9.1 | 14.1 | 11.9 | 2.9 | 1.9 | 10.9 | 5.2 | 9.1 | 3.3 | 0 | 4.8 | 20.6 | 2.2 | 9.5 | 13.2 | 9.6 |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 17 | 59 | **41** | 117 | **11** | 23 | **28** | 62 | **20** | 32 | **3** | 55 | 29 | 19 | **15** | 63 | **297** |
| 07:45 AM | **26** | **66** | 41 | **133** | 4 | 34 | 18 | 56 | 9 | **47** | 2 | **58** | 24 | 16 | 10 | 50 | 297 |
| 08:00 AM | 19 | 66 | 31 | 116 | 7 | **35** | 24 | **66** | 18 | 32 | 0 | 50 | 27 | 19 | 12 | 58 | 290 |
| 08:15 AM | 7 | 47 | 35 | 89 | 2 | 21 | 13 | 36 | 10 | 27 | 2 | 39 | **43** | **20** | 8 | **71** | 235 |
| Total Volume | 69 | 238 | 148 | 455 | 24 | 113 | 83 | 220 | 57 | 138 | 7 | 202 | 123 | 74 | 45 | 242 | 1119 |
| % App. Total | 15.2 | 52.3 | 32.5 | | 10.9 | 51.4 | 37.7 | | 28.2 | 68.3 | 3.5 | | 50.8 | 30.6 | 18.6 | | |
| PHF | .663 | .902 | .902 | .855 | .545 | .807 | .741 | .833 | .713 | .734 | .583 | .871 | .715 | .925 | .750 | .852 | .942 |

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

City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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 | | | | 07:15 AM | | | | 07:15 AM | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 5 | 50 | **43** | 98 | 3 | 34 | 13 | 50 | 14 | 23 | 2 | 39 | 24 | 16 | 10 | 50 |
| +15 mins. | 17 | 59 | 41 | 117 | **11** | 23 | **28** | 62 | **20** | 32 | **3** | 55 | 27 | 19 | 12 | 58 |
| +30 mins. | **26** | **66** | 41 | **133** | 4 | 34 | 18 | 56 | 9 | **47** | 2 | **58** | **43** | 20 | 8 | 71 |
| +45 mins. | 19 | 66 | 31 | 116 | 7 | **35** | 24 | **66** | 18 | 32 | 0 | 50 | 37 | **24** | **14** | **75** |
| Total Volume | 67 | 241 | 156 | 464 | 25 | 126 | 83 | 234 | 61 | 134 | 7 | 202 | 131 | 79 | 44 | 254 |
| % App. Total | 14.4 | 51.9 | 33.6 | | 10.7 | 53.8 | 35.5 | | 30.2 | 66.3 | 3.5 | | 51.6 | 31.1 | 17.3 | |
| PHF | .644 | .913 | .907 | .872 | .568 | .900 | .741 | .886 | .763 | .713 | .583 | .871 | .762 | .823 | .786 | .847 |

Counts Unlimited, Inc.
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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

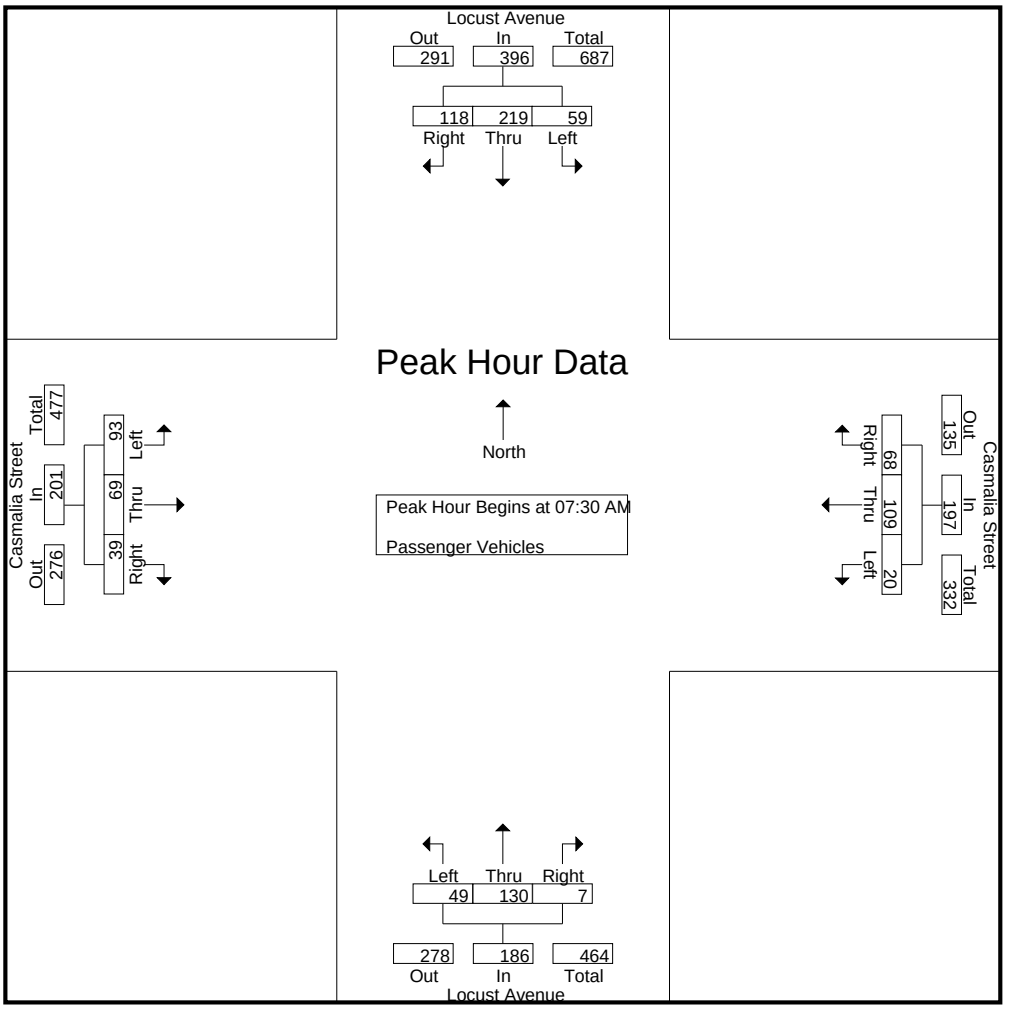
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 6 | 32 | 24 | 62 | 1 | 19 | 11 | 31 | 6 | 30 | 0 | 36 | 21 | 8 | 4 | 33 | 162 |
| 07:15 AM | 3 | 41 | 35 | 79 | 3 | 32 | 11 | 46 | 11 | 21 | 2 | 34 | 22 | 12 | 2 | 36 | 195 |
| 07:30 AM | 15 | 54 | 33 | 102 | 10 | 23 | 26 | 59 | 19 | 30 | 3 | 52 | 23 | 18 | 12 | 53 | 266 |
| 07:45 AM | 22 | 60 | 32 | 114 | 4 | 32 | 15 | 51 | 8 | 43 | 2 | 53 | 20 | 15 | 9 | 44 | 262 |
| Total | 46 | 187 | 124 | 357 | 18 | 106 | 63 | 187 | 44 | 124 | 7 | 175 | 86 | 53 | 27 | 166 | 885 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 16 | 62 | 26 | 104 | 5 | 35 | 18 | 58 | 15 | 31 | 0 | 46 | 22 | 17 | 10 | 49 | 257 |
| 08:15 AM | 6 | 43 | 27 | 76 | 1 | 19 | 9 | 29 | 7 | 26 | 2 | 35 | 28 | 19 | 8 | 55 | 195 |
| 08:30 AM | 6 | 39 | 42 | 87 | 2 | 15 | 13 | 30 | 4 | 20 | 2 | 26 | 28 | 24 | 11 | 63 | 206 |
| 08:45 AM | 11 | 33 | 28 | 72 | 2 | 28 | 11 | 41 | 12 | 18 | 2 | 32 | 18 | 15 | 4 | 37 | 182 |
| Total | 39 | 177 | 123 | 339 | 10 | 97 | 51 | 158 | 38 | 95 | 6 | 139 | 96 | 75 | 33 | 204 | 840 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 85 | 364 | 247 | 696 | 28 | 203 | 114 | 345 | 82 | 219 | 13 | 314 | 182 | 128 | 60 | 370 | 1725 |
| Apprch % | 12.2 | 52.3 | 35.5 | | 8.1 | 58.8 | 33 | | 26.1 | 69.7 | 4.1 | | 49.2 | 34.6 | 16.2 | | |
| Total % | 4.9 | 21.1 | 14.3 | 40.3 | 1.6 | 11.8 | 6.6 | 20 | 4.8 | 12.7 | 0.8 | 18.2 | 10.6 | 7.4 | 3.5 | 21.4 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 15 | 54 | **33** | 102 | **10** | 23 | **26** | **59** | **19** | 30 | **3** | 52 | 23 | 18 | **12** | 53 | **266** |
| 07:45 AM | **22** | 60 | 32 | **114** | 4 | 32 | 15 | 51 | 8 | **43** | 2 | **53** | 20 | 15 | 9 | 44 | 262 |
| 08:00 AM | 16 | **62** | 26 | 104 | 5 | **35** | 18 | 58 | 15 | 31 | 0 | 46 | 22 | 17 | 10 | 49 | 257 |
| 08:15 AM | 6 | 43 | 27 | 76 | 1 | 19 | 9 | 29 | 7 | 26 | 2 | 35 | **28** | **19** | 8 | **55** | 195 |
| Total Volume | 59 | 219 | 118 | 396 | 20 | 109 | 68 | 197 | 49 | 130 | 7 | 186 | 93 | 69 | 39 | 201 | 980 |
| % App. Total | 14.9 | 55.3 | 29.8 | | 10.2 | 55.3 | 34.5 | | 26.3 | 69.9 | 3.8 | | 46.3 | 34.3 | 19.4 | | |
| PHF | .670 | .883 | .894 | .868 | .500 | .779 | .654 | .835 | .645 | .756 | .583 | .877 | .830 | .908 | .813 | .914 | .921 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 15 | 54 | **33** | 102 | **10** | 23 | **26** | **59** | **19** | 30 | **3** | 52 | 23 | 18 | **12** | 53 |
| +15 mins. | **22** | 60 | 32 | **114** | 4 | 32 | 15 | 51 | 8 | **43** | 2 | **53** | 20 | 15 | 9 | 44 |
| +30 mins. | 16 | **62** | 26 | 104 | 5 | **35** | 18 | 58 | 15 | 31 | 0 | 46 | 22 | 17 | 10 | 49 |
| +45 mins. | 6 | 43 | 27 | 76 | 1 | 19 | 9 | 29 | 7 | 26 | 2 | 35 | **28** | **19** | 8 | **55** |
| Total Volume | 59 | 219 | 118 | 396 | 20 | 109 | 68 | 197 | 49 | 130 | 7 | 186 | 93 | 69 | 39 | 201 |
| % App. Total | 14.9 | 55.3 | 29.8 | | 10.2 | 55.3 | 34.5 | | 26.3 | 69.9 | 3.8 | | 46.3 | 34.3 | 19.4 | |
| PHF | .670 | .883 | .894 | .868 | .500 | .779 | .654 | .835 | .645 | .756 | .583 | .877 | .830 | .908 | .813 | .914 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

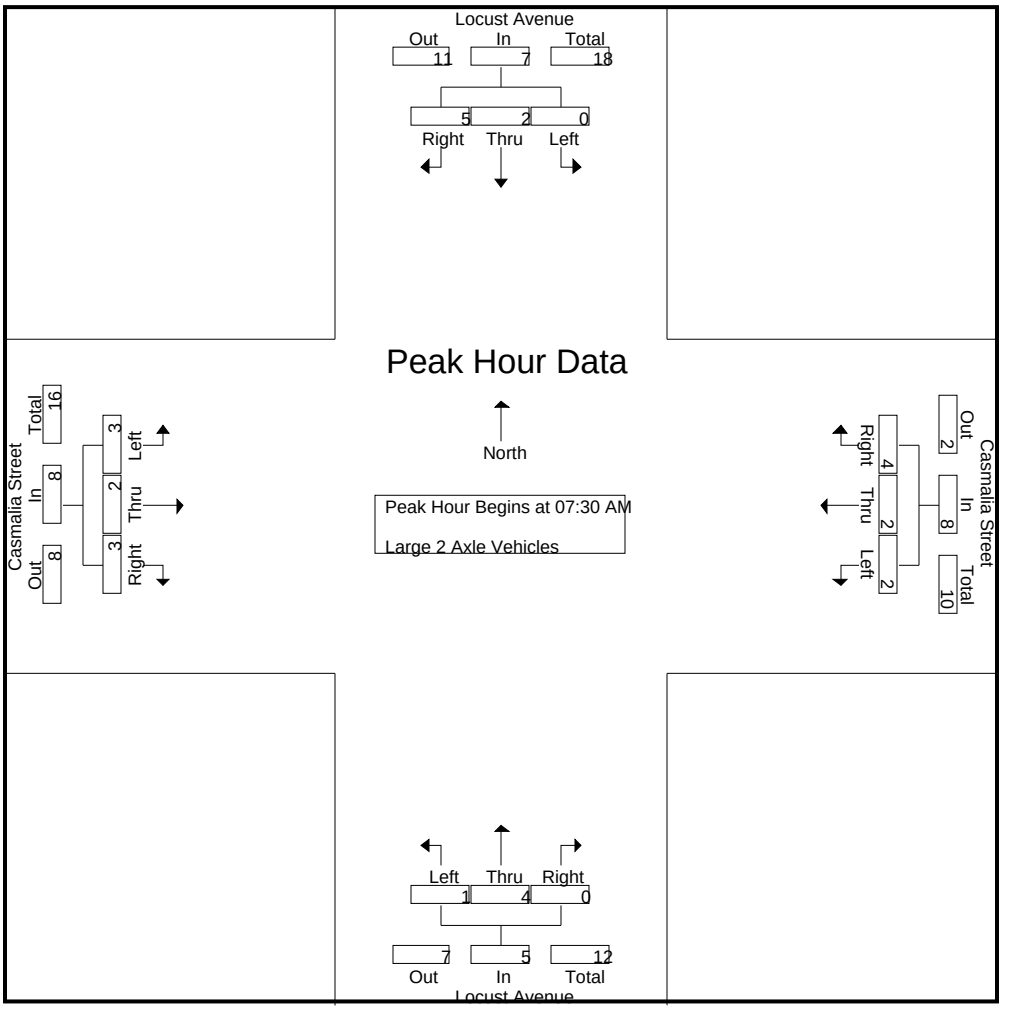
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 0 | 2 | 3 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 9 |
| 07:15 AM | 1 | 4 | 2 | 7 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 14 |
| 07:30 AM | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 6 |
| 07:45 AM | 0 | 1 | 1 | 2 | 0 | 1 | 2 | 3 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 9 |
| Total | 2 | 5 | 6 | 13 | 1 | 5 | 5 | 11 | 0 | 9 | 0 | 9 | 2 | 1 | 2 | 5 | 38 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 6 |
| 08:15 AM | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 2 | 7 |
| 08:30 AM | 0 | 1 | 3 | 4 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 9 |
| 08:45 AM | 1 | 4 | 3 | 8 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 2 | 13 |
| Total | 1 | 6 | 9 | 16 | 1 | 2 | 3 | 6 | 2 | 2 | 0 | 4 | 3 | 1 | 5 | 9 | 35 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 3 | 11 | 15 | 29 | 2 | 7 | 8 | 17 | 2 | 11 | 0 | 13 | 5 | 2 | 7 | 14 | 73 |
| Apprch % | 10.3 | 37.9 | 51.7 | | 11.8 | 41.2 | 47.1 | | 15.4 | 84.6 | 0 | | 35.7 | 14.3 | 50 | | |
| Total % | 4.1 | 15.1 | 20.5 | 39.7 | 2.7 | 9.6 | 11 | 23.3 | 2.7 | 15.1 | 0 | 17.8 | 6.8 | 2.7 | 9.6 | 19.2 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 1 | 1 | **1** | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | **1** | **2** | 6 |
| 07:45 AM | 0 | **1** | 1 | 2 | 0 | **1** | **2** | **3** | 0 | **2** | 0 | **2** | 0 | **1** | 1 | 2 | **9** |
| 08:00 AM | 0 | 1 | **2** | **3** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 6 |
| 08:15 AM | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | **1** | 1 | 0 | 2 | **2** | 0 | 0 | 2 | 7 |
| Total Volume | 0 | 2 | 5 | 7 | 2 | 2 | 4 | 8 | 1 | 4 | 0 | 5 | 3 | 2 | 3 | 8 | 28 |
| % App. Total | 0 | 28.6 | 71.4 | | 25 | 25 | 50 | | 20 | 80 | 0 | | 37.5 | 25 | 37.5 | | |
| PHF | .000 | .500 | .625 | .583 | .500 | .500 | .500 | .667 | .250 | .500 | .000 | .625 | .375 | .500 | .750 | 1.00 | .778 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 1 | 1 | **1** | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | **1** | **2** |
| +15 mins. | 0 | **1** | 1 | 2 | 0 | **1** | **2** | **3** | 0 | **2** | 0 | **2** | 0 | **1** | 1 | 2 |
| +30 mins. | 0 | 1 | **2** | **3** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| +45 mins. | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | **1** | 1 | 0 | 2 | **2** | 0 | 0 | 2 |
| Total Volume | 0 | 2 | 5 | 7 | 2 | 2 | 4 | 8 | 1 | 4 | 0 | 5 | 3 | 2 | 3 | 8 |
| % App. Total | 0 | 28.6 | 71.4 | | 25 | 25 | 50 | | 20 | 80 | 0 | | 37.5 | 25 | 37.5 | |
| PHF | .000 | .500 | .625 | .583 | .500 | .500 | .500 | .667 | .250 | .500 | .000 | .625 | .375 | .500 | .750 | 1.000 |

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City of Rialto
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Weather: Clear

File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

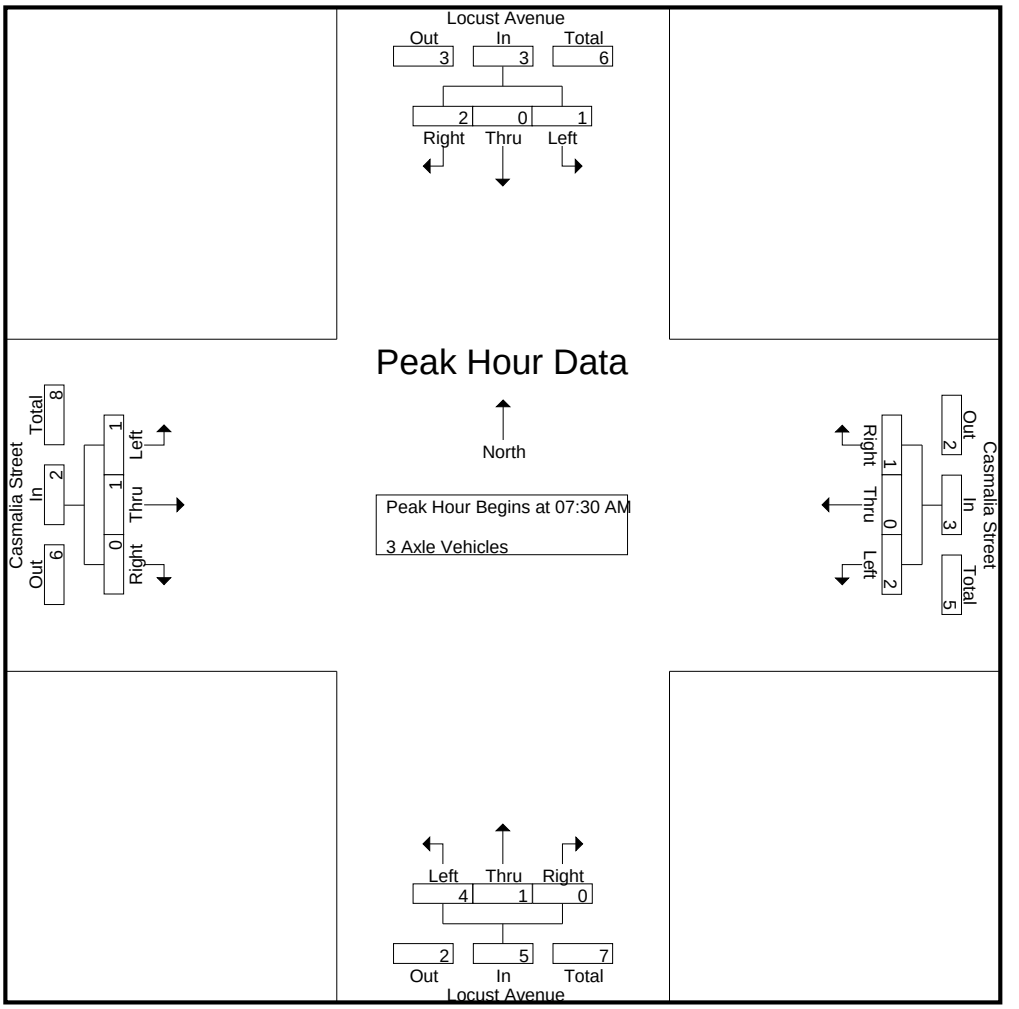
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 7 |
| 07:15 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 07:30 AM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 3 | 5 | 8 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 1 | 0 | 1 | 13 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 08:15 AM | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 5 |
| 08:30 AM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 5 |
| 08:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 2 | 0 | 0 | 2 | 3 | 1 | 1 | 5 | 4 | 1 | 0 | 5 | 2 | 1 | 0 | 3 | 15 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 2 | 3 | 5 | 10 | 3 | 1 | 1 | 5 | 6 | 3 | 0 | 9 | 2 | 2 | 0 | 4 | 28 |
| Apprch % | 20 | 30 | 50 | | 60 | 20 | 20 | | 66.7 | 33.3 | 0 | | 50 | 50 | 0 | | |
| Total % | 7.1 | 10.7 | 17.9 | 35.7 | 10.7 | 3.6 | 3.6 | 17.9 | 21.4 | 10.7 | 0 | 32.1 | 7.1 | 7.1 | 0 | 14.3 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 1 | **1** | 0 | **2** | 0 | 0 | 0 | 0 | 4 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | **2** | 0 | 0 | **2** | **2** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 08:15 AM | **1** | 0 | 0 | 1 | 0 | 0 | **1** | 1 | 1 | 0 | 0 | 1 | **1** | **1** | 0 | **2** | **5** |
| Total Volume | 1 | 0 | 2 | 3 | 2 | 0 | 1 | 3 | 4 | 1 | 0 | 5 | 1 | 1 | 0 | 2 | 13 |
| % App. Total | 33.3 | 0 | 66.7 | | 66.7 | 0 | 33.3 | | 80 | 20 | 0 | | 50 | 50 | 0 | | |
| PHF | .250 | .000 | .250 | .375 | .250 | .000 | .250 | .375 | .500 | .250 | .000 | .625 | .250 | .250 | .000 | .250 | .650 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 1 | **1** | 0 | **2** | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | **2** | 0 | 0 | **2** | **2** | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| +45 mins. | **1** | 0 | 0 | 1 | 0 | 0 | **1** | 1 | 1 | 0 | 0 | 1 | **1** | **1** | 0 | **2** |
| Total Volume | 1 | 0 | 2 | 3 | 2 | 0 | 1 | 3 | 4 | 1 | 0 | 5 | 1 | 1 | 0 | 2 |
| % App. Total | 33.3 | 0 | 66.7 | | 66.7 | 0 | 33.3 | | 80 | 20 | 0 | | 50 | 50 | 0 | |
| PHF | .250 | .000 | .250 | .375 | .250 | .000 | .250 | .375 | .500 | .250 | .000 | .625 | .250 | .250 | .000 | .250 |

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City of Rialto
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File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

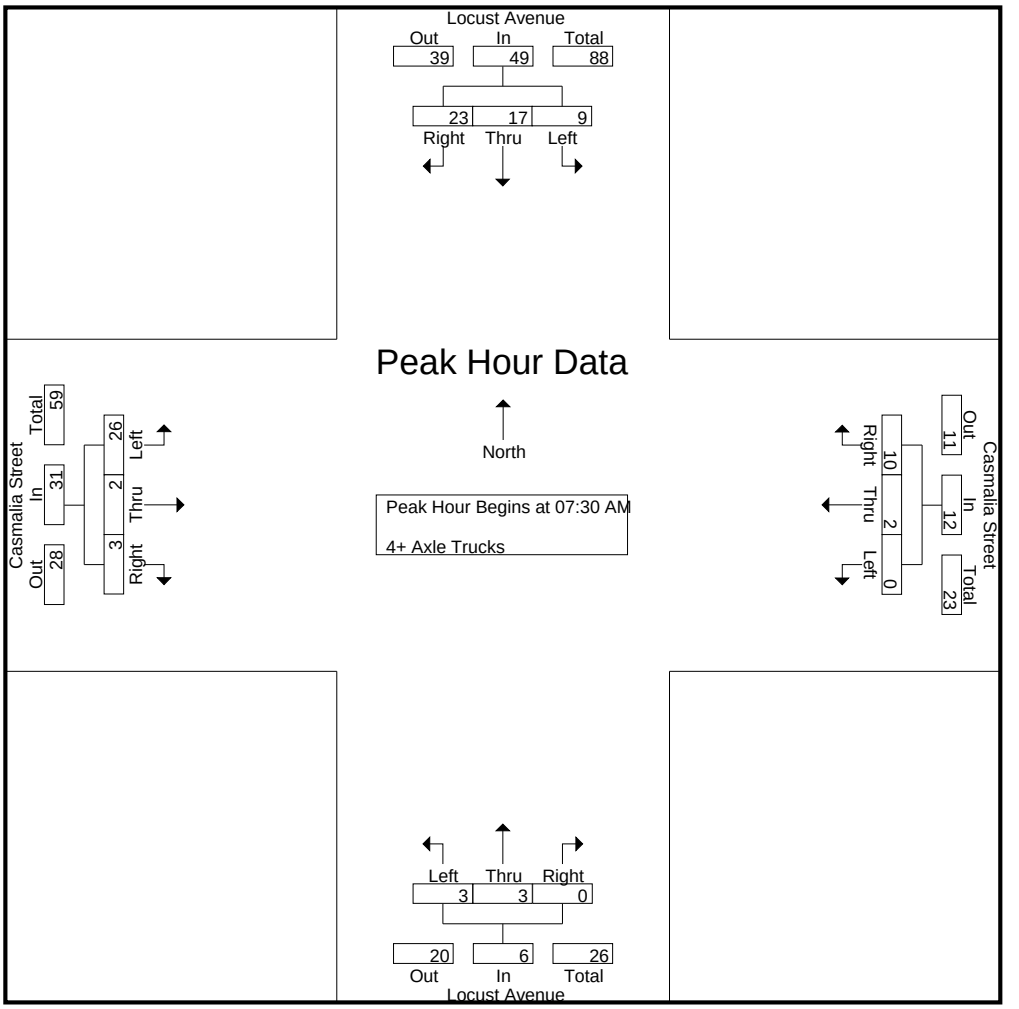
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 3 | 6 | 3 | 12 | 1 | 1 | 2 | 4 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 5 | 22 |
| 07:15 AM | 1 | 5 | 5 | 11 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 1 | 4 | 17 |
| 07:30 AM | 2 | 5 | 5 | 12 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 1 | 2 | 8 | 21 |
| 07:45 AM | 4 | 5 | 8 | 17 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 3 | 4 | 0 | 0 | 4 | 26 |
| Total | 10 | 21 | 21 | 52 | 1 | 2 | 4 | 7 | 3 | 3 | 0 | 6 | 17 | 1 | 3 | 21 | 86 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 3 | 3 | 3 | 9 | 0 | 0 | 5 | 5 | 1 | 1 | 0 | 2 | 5 | 1 | 1 | 7 | 23 |
| 08:15 AM | 0 | 4 | 7 | 11 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 1 | 12 | 0 | 0 | 12 | 28 |
| 08:30 AM | 4 | 4 | 5 | 13 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 3 | 7 | 0 | 1 | 8 | 26 |
| 08:45 AM | 0 | 6 | 8 | 14 | 0 | 1 | 1 | 2 | 2 | 3 | 0 | 5 | 8 | 1 | 2 | 11 | 32 |
| Total | 7 | 17 | 23 | 47 | 0 | 2 | 11 | 13 | 6 | 5 | 0 | 11 | 32 | 2 | 4 | 38 | 109 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 17 | 38 | 44 | 99 | 1 | 4 | 15 | 20 | 9 | 8 | 0 | 17 | 49 | 3 | 7 | 59 | 195 |
| Apprch % | 17.2 | 38.4 | 44.4 | | 5 | 20 | 75 | | 52.9 | 47.1 | 0 | | 83.1 | 5.1 | 11.9 | | |
| Total % | 8.7 | 19.5 | 22.6 | 50.8 | 0.5 | 2.1 | 7.7 | 10.3 | 4.6 | 4.1 | 0 | 8.7 | 25.1 | 1.5 | 3.6 | 30.3 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 2 | **5** | 5 | 12 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | **1** | **2** | 8 | 21 |
| 07:45 AM | **4** | 5 | **8** | **17** | 0 | **1** | 1 | 2 | **1** | **2** | 0 | **3** | 4 | 0 | 0 | 4 | 26 |
| 08:00 AM | 3 | 3 | 3 | 9 | 0 | 0 | **5** | **5** | 1 | 1 | 0 | 2 | 5 | 1 | 1 | 7 | 23 |
| 08:15 AM | 0 | 4 | 7 | 11 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 1 | **12** | 0 | 0 | **12** | **28** |
| Total Volume | 9 | 17 | 23 | 49 | 0 | 2 | 10 | 12 | 3 | 3 | 0 | 6 | 26 | 2 | 3 | 31 | 98 |
| % App. Total | 18.4 | 34.7 | 46.9 | | 0 | 16.7 | 83.3 | | 50 | 50 | 0 | | 83.9 | 6.5 | 9.7 | | |
| PHF | .563 | .850 | .719 | .721 | .000 | .500 | .500 | .600 | .750 | .375 | .000 | .500 | .542 | .500 | .375 | .646 | .875 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 2 | **5** | 5 | 12 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | **1** | **2** | 8 |
| +15 mins. | **4** | 5 | **8** | **17** | 0 | **1** | 1 | 2 | **1** | **2** | 0 | **3** | 4 | 0 | 0 | 4 |
| +30 mins. | 3 | 3 | 3 | 9 | 0 | 0 | **5** | **5** | 1 | 1 | 0 | 2 | 5 | 1 | 1 | 7 |
| +45 mins. | 0 | 4 | 7 | 11 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 1 | **12** | 0 | 0 | **12** |
| Total Volume | 9 | 17 | 23 | 49 | 0 | 2 | 10 | 12 | 3 | 3 | 0 | 6 | 26 | 2 | 3 | 31 |
| % App. Total | 18.4 | 34.7 | 46.9 | | 0 | 16.7 | 83.3 | | 50 | 50 | 0 | | 83.9 | 6.5 | 9.7 | |
| PHF | .563 | .850 | .719 | .721 | .000 | .500 | .500 | .600 | .750 | .375 | .000 | .500 | .542 | .500 | .375 | .646 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

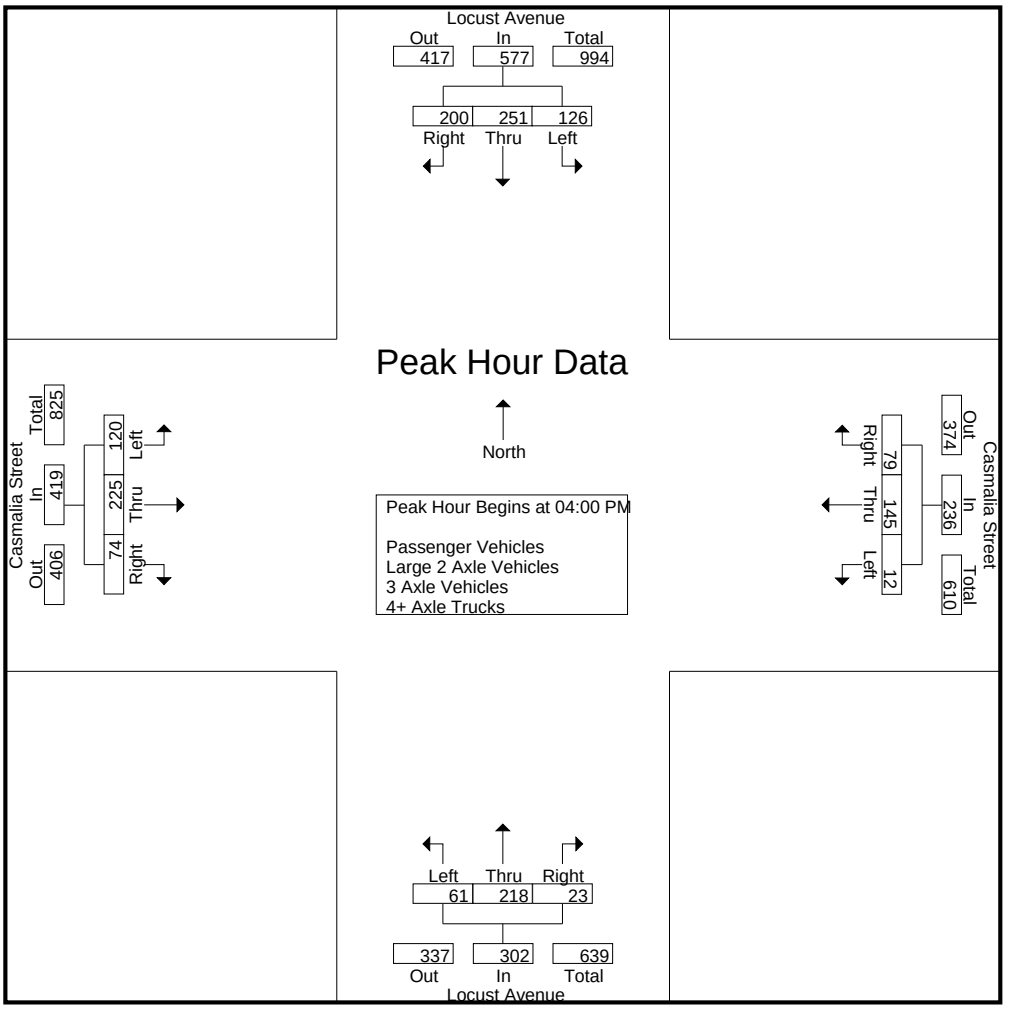
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 18 | 37 | 54 | 109 | 4 | 31 | 30 | 65 | 25 | 69 | 9 | 103 | 30 | 55 | 21 | 106 | 383 |
| 04:15 PM | 26 | 43 | 22 | 91 | 4 | 33 | 21 | 58 | 14 | 57 | 2 | 73 | 35 | 54 | 22 | 111 | 333 |
| 04:30 PM | 56 | 107 | 78 | 241 | 3 | 38 | 13 | 54 | 10 | 56 | 3 | 69 | 22 | 66 | 19 | 107 | 471 |
| 04:45 PM | 26 | 64 | 46 | 136 | 1 | 43 | 15 | 59 | 12 | 36 | 9 | 57 | 33 | 50 | 12 | 95 | 347 |
| Total | 126 | 251 | 200 | 577 | 12 | 145 | 79 | 236 | 61 | 218 | 23 | 302 | 120 | 225 | 74 | 419 | 1534 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 19 | 46 | 51 | 116 | 5 | 38 | 13 | 56 | 18 | 30 | 4 | 52 | 38 | 50 | 15 | 103 | 327 |
| 05:15 PM | 14 | 32 | 27 | 73 | 4 | 28 | 5 | 37 | 9 | 45 | 6 | 60 | 33 | 46 | 17 | 96 | 266 |
| 05:30 PM | 24 | 36 | 32 | 92 | 3 | 35 | 16 | 54 | 22 | 30 | 3 | 55 | 30 | 50 | 18 | 98 | 299 |
| 05:45 PM | 6 | 35 | 39 | 80 | 3 | 49 | 10 | 62 | 13 | 29 | 2 | 44 | 25 | 40 | 13 | 78 | 264 |
| Total | 63 | 149 | 149 | 361 | 15 | 150 | 44 | 209 | 62 | 134 | 15 | 211 | 126 | 186 | 63 | 375 | 1156 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 189 | 400 | 349 | 938 | 27 | 295 | 123 | 445 | 123 | 352 | 38 | 513 | 246 | 411 | 137 | 794 | 2690 |
| Apprch % | 20.1 | 42.6 | 37.2 | | 6.1 | 66.3 | 27.6 | | 24 | 68.6 | 7.4 | | 31 | 51.8 | 17.3 | | |
| Total % | 7 | 14.9 | 13 | 34.9 | 1 | 11 | 4.6 | 16.5 | 4.6 | 13.1 | 1.4 | 19.1 | 9.1 | 15.3 | 5.1 | 29.5 | |
| Passenger Vehicles | 185 | 378 | 322 | 885 | 19 | 288 | 115 | 422 | 110 | 327 | 30 | 467 | 209 | 403 | 129 | 741 | 2515 |
| % Passenger Vehicles | 97.9 | 94.5 | 92.3 | 94.3 | 70.4 | 97.6 | 93.5 | 94.8 | 89.4 | 92.9 | 78.9 | 91 | 85 | 98.1 | 94.2 | 93.3 | 93.5 |
| Large 2 Axle Vehicles | 3 | 6 | 6 | 15 | 0 | 3 | 2 | 5 | 3 | 4 | 1 | 8 | 7 | 1 | 2 | 10 | 38 |
| % Large 2 Axle Vehicles | 1.6 | 1.5 | 1.7 | 1.6 | 0 | 1 | 1.6 | 1.1 | 2.4 | 1.1 | 2.6 | 1.6 | 2.8 | 0.2 | 1.5 | 1.3 | 1.4 |
| 3 Axle Vehicles | 0 | 3 | 4 | 7 | 4 | 1 | 1 | 6 | 6 | 4 | 3 | 13 | 2 | 4 | 3 | 9 | 35 |
| % 3 Axle Vehicles | 0 | 0.8 | 1.1 | 0.7 | 14.8 | 0.3 | 0.8 | 1.3 | 4.9 | 1.1 | 7.9 | 2.5 | 0.8 | 1 | 2.2 | 1.1 | 1.3 |
| 4+ Axle Trucks | 1 | 13 | 17 | 31 | 4 | 3 | 5 | 12 | 4 | 17 | 4 | 25 | 28 | 3 | 3 | 34 | 102 |
| % 4+ Axle Trucks | 0.5 | 3.2 | 4.9 | 3.3 | 14.8 | 1 | 4.1 | 2.7 | 3.3 | 4.8 | 10.5 | 4.9 | 11.4 | 0.7 | 2.2 | 4.3 | 3.8 |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 18 | 37 | 54 | 109 | **4** | 31 | **30** | **65** | **25** | **69** | **9** | **103** | 30 | 55 | 21 | 106 | 383 |
| 04:15 PM | 26 | 43 | 22 | 91 | 4 | 33 | 21 | 58 | 14 | 57 | 2 | 73 | **35** | 54 | **22** | **111** | 333 |
| 04:30 PM | **56** | **107** | **78** | **241** | 3 | 38 | 13 | 54 | 10 | 56 | 3 | 69 | 22 | **66** | 19 | 107 | **471** |
| 04:45 PM | 26 | 64 | 46 | 136 | 1 | **43** | 15 | 59 | 12 | 36 | 9 | 57 | 33 | 50 | 12 | 95 | 347 |
| Total Volume | 126 | 251 | 200 | 577 | 12 | 145 | 79 | 236 | 61 | 218 | 23 | 302 | 120 | 225 | 74 | 419 | 1534 |
| % App. Total | 21.8 | 43.5 | 34.7 | | 5.1 | 61.4 | 33.5 | | 20.2 | 72.2 | 7.6 | | 28.6 | 53.7 | 17.7 | | |
| PHF | .563 | .586 | .641 | .599 | .750 | .843 | .658 | .908 | .610 | .790 | .639 | .733 | .857 | .852 | .841 | .944 | .814 |

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File Name : 03_RLT_Loc_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:15 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 26 | 43 | 22 | 91 | **4** | 31 | **30** | **65** | **25** | **69** | **9** | **103** | 30 | 55 | 21 | 106 |
| +15 mins. | **56** | **107** | **78** | **241** | 4 | 33 | 21 | 58 | 14 | 57 | 2 | 73 | **35** | 54 | **22** | **111** |
| +30 mins. | 26 | 64 | 46 | 136 | 3 | 38 | 13 | 54 | 10 | 56 | 3 | 69 | 22 | **66** | 19 | 107 |
| +45 mins. | 19 | 46 | 51 | 116 | 1 | **43** | 15 | 59 | 12 | 36 | 9 | 57 | 33 | 50 | 12 | 95 |
| Total Volume | 127 | 260 | 197 | 584 | 12 | 145 | 79 | 236 | 61 | 218 | 23 | 302 | 120 | 225 | 74 | 419 |
| % App. Total | 21.7 | 44.5 | 33.7 | | 5.1 | 61.4 | 33.5 | | 20.2 | 72.2 | 7.6 | | 28.6 | 53.7 | 17.7 | |
| PHF | .567 | .607 | .631 | .606 | .750 | .843 | .658 | .908 | .610 | .790 | .639 | .733 | .857 | .852 | .841 | .944 |

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Page No : 1

Groups Printed- Passenger Vehicles

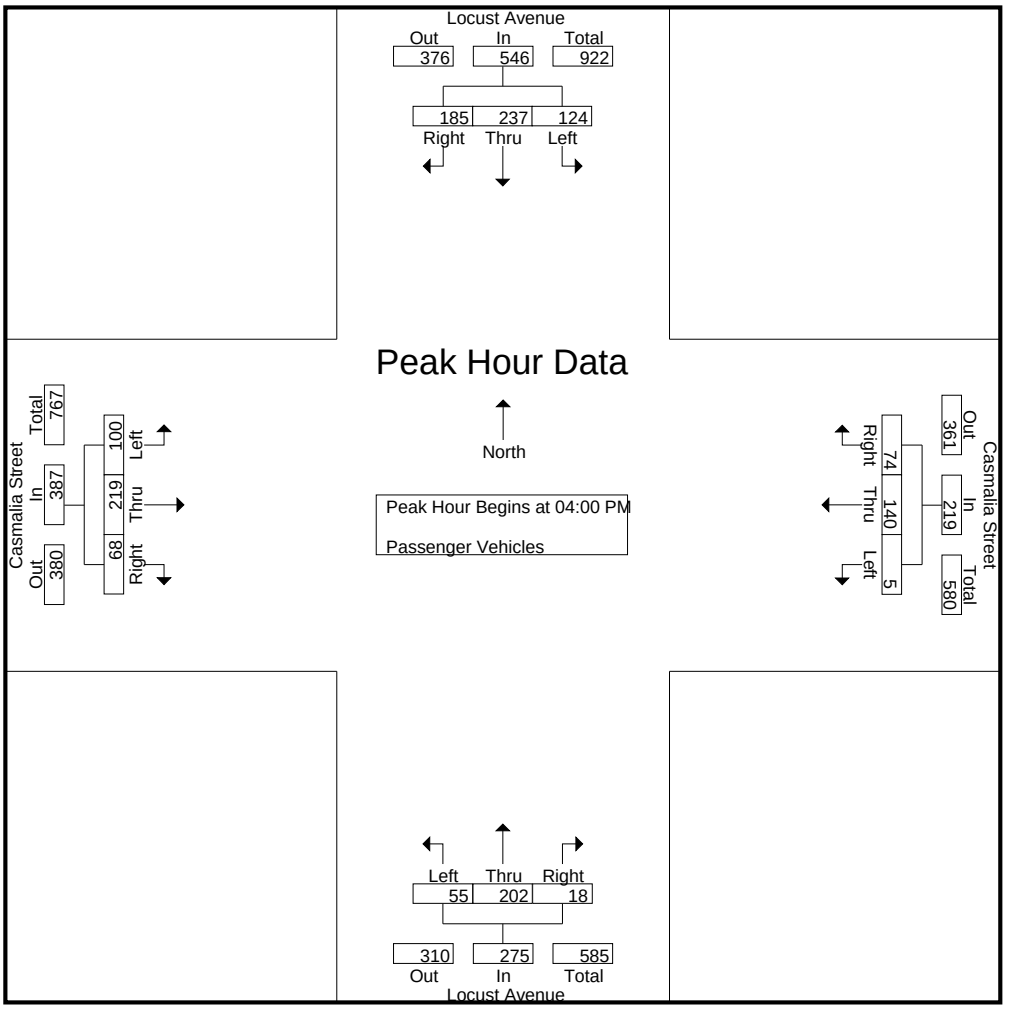
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 17 | 33 | 48 | 98 | 0 | 30 | 27 | 57 | 21 | 63 | 7 | 91 | 25 | 52 | 18 | 95 | 341 |
| 04:15 PM | 25 | 39 | 21 | 85 | 2 | 32 | 20 | 54 | 12 | 55 | 2 | 69 | 27 | 52 | 21 | 100 | 308 |
| 04:30 PM | 56 | 101 | 76 | 233 | 2 | 37 | 13 | 52 | 10 | 51 | 2 | 63 | 21 | 66 | 18 | 105 | 453 |
| 04:45 PM | 26 | 64 | 40 | 130 | 1 | 41 | 14 | 56 | 12 | 33 | 7 | 52 | 27 | 49 | 11 | 87 | 325 |
| Total | 124 | 237 | 185 | 546 | 5 | 140 | 74 | 219 | 55 | 202 | 18 | 275 | 100 | 219 | 68 | 387 | 1427 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 17 | 43 | 45 | 105 | 4 | 37 | 12 | 53 | 16 | 29 | 3 | 48 | 35 | 49 | 15 | 99 | 305 |
| 05:15 PM | 14 | 28 | 26 | 68 | 4 | 27 | 5 | 36 | 7 | 43 | 4 | 54 | 28 | 45 | 16 | 89 | 247 |
| 05:30 PM | 24 | 35 | 30 | 89 | 3 | 35 | 15 | 53 | 21 | 26 | 3 | 50 | 26 | 50 | 17 | 93 | 285 |
| 05:45 PM | 6 | 35 | 36 | 77 | 3 | 49 | 9 | 61 | 11 | 27 | 2 | 40 | 20 | 40 | 13 | 73 | 251 |
| Total | 61 | 141 | 137 | 339 | 14 | 148 | 41 | 203 | 55 | 125 | 12 | 192 | 109 | 184 | 61 | 354 | 1088 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 185 | 378 | 322 | 885 | 19 | 288 | 115 | 422 | 110 | 327 | 30 | 467 | 209 | 403 | 129 | 741 | 2515 |
| Apprch % | 20.9 | 42.7 | 36.4 | | 4.5 | 68.2 | 27.3 | | 23.6 | 70 | 6.4 | | 28.2 | 54.4 | 17.4 | | |
| Total % | 7.4 | 15 | 12.8 | 35.2 | 0.8 | 11.5 | 4.6 | 16.8 | 4.4 | 13 | 1.2 | 18.6 | 8.3 | 16 | 5.1 | 29.5 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 17 | 33 | 48 | 98 | 0 | 30 | **27** | **57** | **21** | **63** | **7** | **91** | 25 | 52 | 18 | 95 | 341 |
| 04:15 PM | 25 | 39 | 21 | 85 | **2** | 32 | 20 | 54 | 12 | 55 | 2 | 69 | **27** | 52 | **21** | 100 | 308 |
| 04:30 PM | **56** | **101** | **76** | **233** | 2 | 37 | 13 | 52 | 10 | 51 | 2 | 63 | 21 | **66** | 18 | **105** | **453** |
| 04:45 PM | 26 | 64 | 40 | 130 | 1 | **41** | 14 | 56 | 12 | 33 | 7 | 52 | 27 | 49 | 11 | 87 | 325 |
| Total Volume | 124 | 237 | 185 | 546 | 5 | 140 | 74 | 219 | 55 | 202 | 18 | 275 | 100 | 219 | 68 | 387 | 1427 |
| % App. Total | 22.7 | 43.4 | 33.9 | | 2.3 | 63.9 | 33.8 | | 20 | 73.5 | 6.5 | | 25.8 | 56.6 | 17.6 | | |
| PHF | .554 | .587 | .609 | .586 | .625 | .854 | .685 | .961 | .655 | .802 | .643 | .755 | .926 | .830 | .810 | .921 | .788 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 17 | 33 | 48 | 98 | 0 | 30 | **27** | **57** | **21** | **63** | **7** | **91** | 25 | 52 | 18 | 95 |
| +15 mins. | 25 | 39 | 21 | 85 | **2** | 32 | 20 | 54 | 12 | 55 | 2 | 69 | **27** | 52 | **21** | 100 |
| +30 mins. | **56** | **101** | **76** | **233** | 2 | 37 | 13 | 52 | 10 | 51 | 2 | 63 | 21 | **66** | 18 | **105** |
| +45 mins. | 26 | 64 | 40 | 130 | 1 | **41** | 14 | 56 | 12 | 33 | 7 | 52 | 27 | 49 | 11 | 87 |
| Total Volume | 124 | 237 | 185 | 546 | 5 | 140 | 74 | 219 | 55 | 202 | 18 | 275 | 100 | 219 | 68 | 387 |
| % App. Total | 22.7 | 43.4 | 33.9 | | 2.3 | 63.9 | 33.8 | | 20 | 73.5 | 6.5 | | 25.8 | 56.6 | 17.6 | |
| PHF | .554 | .587 | .609 | .586 | .625 | .854 | .685 | .961 | .655 | .802 | .643 | .755 | .926 | .830 | .810 | .921 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

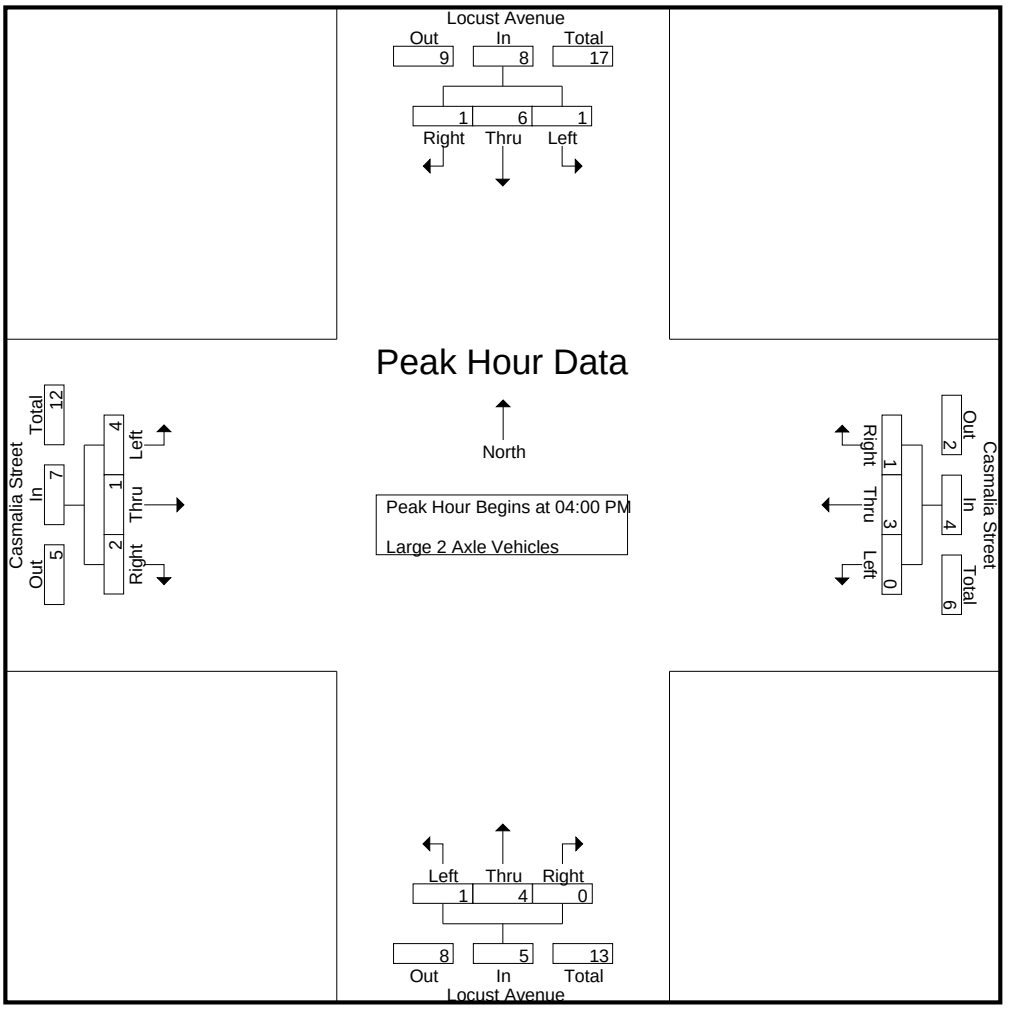
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 1 | 1 | 3 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 3 | 0 | 0 | 1 | 1 | 8 |
| 04:15 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 6 |
| 04:30 PM | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| Total | 1 | 6 | 1 | 8 | 0 | 3 | 1 | 4 | 1 | 4 | 0 | 5 | 4 | 1 | 2 | 7 | 24 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 2 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 2 |
| 05:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| Total | 2 | 0 | 5 | 7 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 3 | 3 | 0 | 0 | 3 | 14 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 3 | 6 | 6 | 15 | 0 | 3 | 2 | 5 | 3 | 4 | 1 | 8 | 7 | 1 | 2 | 10 | 38 |
| Apprch % | 20 | 40 | 40 | | 0 | 60 | 40 | | 37.5 | 50 | 12.5 | | 70 | 10 | 20 | | |
| Total % | 7.9 | 15.8 | 15.8 | 39.5 | 0 | 7.9 | 5.3 | 13.2 | 7.9 | 10.5 | 2.6 | 21.1 | 18.4 | 2.6 | 5.3 | 26.3 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **1** | 1 | **1** | **3** | 0 | 0 | **1** | 1 | **1** | **2** | 0 | **3** | 0 | 0 | **1** | 1 | **8** |
| 04:15 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **1** | 0 | **4** | 6 |
| 04:30 PM | 0 | **3** | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| Total Volume | 1 | 6 | 1 | 8 | 0 | 3 | 1 | 4 | 1 | 4 | 0 | 5 | 4 | 1 | 2 | 7 | 24 |
| % App. Total | 12.5 | 75 | 12.5 | | 0 | 75 | 25 | | 20 | 80 | 0 | | 57.1 | 14.3 | 28.6 | | |
| PHF | .250 | .500 | .250 | .667 | .000 | .375 | .250 | .500 | .250 | .500 | .000 | .417 | .333 | .250 | .500 | .438 | .750 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | 1 | **1** | **3** | 0 | 0 | **1** | 1 | **1** | **2** | 0 | **3** | 0 | 0 | **1** | 1 |
| +15 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **1** | 0 | **4** |
| +30 mins. | 0 | **3** | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total Volume | 1 | 6 | 1 | 8 | 0 | 3 | 1 | 4 | 1 | 4 | 0 | 5 | 4 | 1 | 2 | 7 |
| % App. Total | 12.5 | 75 | 12.5 | | 0 | 75 | 25 | | 20 | 80 | 0 | | 57.1 | 14.3 | 28.6 | |
| PHF | .250 | .500 | .250 | .667 | .000 | .375 | .250 | .500 | .250 | .500 | .000 | .417 | .333 | .250 | .500 | .438 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

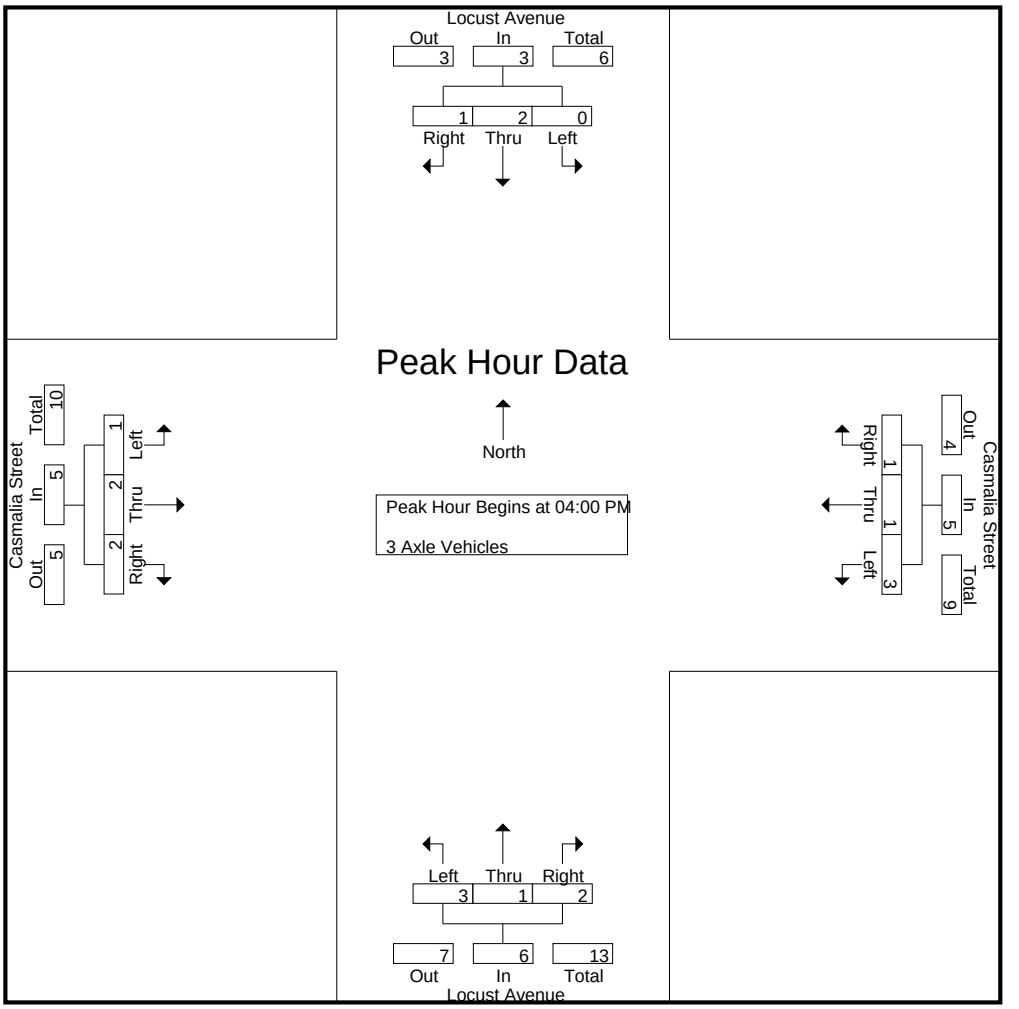
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 8 |
| 04:15 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 7 |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 2 |
| Total | 0 | 2 | 1 | 3 | 3 | 1 | 1 | 5 | 3 | 1 | 2 | 6 | 1 | 2 | 2 | 5 | 19 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 05:15 PM | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 1 | 3 | 7 |
| 05:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 1 | 3 | 3 | 1 | 7 | 1 | 2 | 1 | 4 | 16 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 3 | 4 | 7 | 4 | 1 | 1 | 6 | 6 | 4 | 3 | 13 | 2 | 4 | 3 | 9 | 35 |
| Apprch % | 0 | 42.9 | 57.1 | | 66.7 | 16.7 | 16.7 | | 46.2 | 30.8 | 23.1 | | 22.2 | 44.4 | 33.3 | | |
| Total % | 0 | 8.6 | 11.4 | 20 | 11.4 | 2.9 | 2.9 | 17.1 | 17.1 | 11.4 | 8.6 | 37.1 | 5.7 | 11.4 | 8.6 | 25.7 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **2** | **1** | **3** | 0 | 0 | **1** | 1 | **2** | 0 | 0 | **2** | 0 | **1** | **1** | **2** | **8** |
| 04:15 PM | 0 | 0 | 0 | 0 | **2** | **1** | 0 | **3** | 1 | **1** | 0 | 2 | 0 | 1 | 1 | 2 | 7 |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | **1** | 0 | 0 | 1 | 2 |
| Total Volume | 0 | 2 | 1 | 3 | 3 | 1 | 1 | 5 | 3 | 1 | 2 | 6 | 1 | 2 | 2 | 5 | 19 |
| % App. Total | 0 | 66.7 | 33.3 | | 60 | 20 | 20 | | 50 | 16.7 | 33.3 | | 20 | 40 | 40 | | |
| PHF | .000 | .250 | .250 | .250 | .375 | .250 | .250 | .417 | .375 | .250 | .500 | .750 | .250 | .500 | .500 | .625 | .594 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **2** | **1** | **3** | 0 | 0 | **1** | 1 | **2** | 0 | 0 | **2** | 0 | **1** | **1** | **2** |
| +15 mins. | 0 | 0 | 0 | 0 | **2** | **1** | 0 | **3** | 1 | **1** | 0 | 2 | 0 | 1 | 1 | 2 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | **1** | 0 | 0 | 1 |
| Total Volume | 0 | 2 | 1 | 3 | 3 | 1 | 1 | 5 | 3 | 1 | 2 | 6 | 1 | 2 | 2 | 5 |
| % App. Total | 0 | 66.7 | 33.3 | | 60 | 20 | 20 | | 50 | 16.7 | 33.3 | | 20 | 40 | 40 | |
| PHF | .000 | .250 | .250 | .250 | .375 | .250 | .250 | .417 | .375 | .250 | .500 | .750 | .250 | .500 | .500 | .625 |

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City of Rialto
N/S: Locust Avenue
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Weather: Clear

File Name : 03_RLT_Loc_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

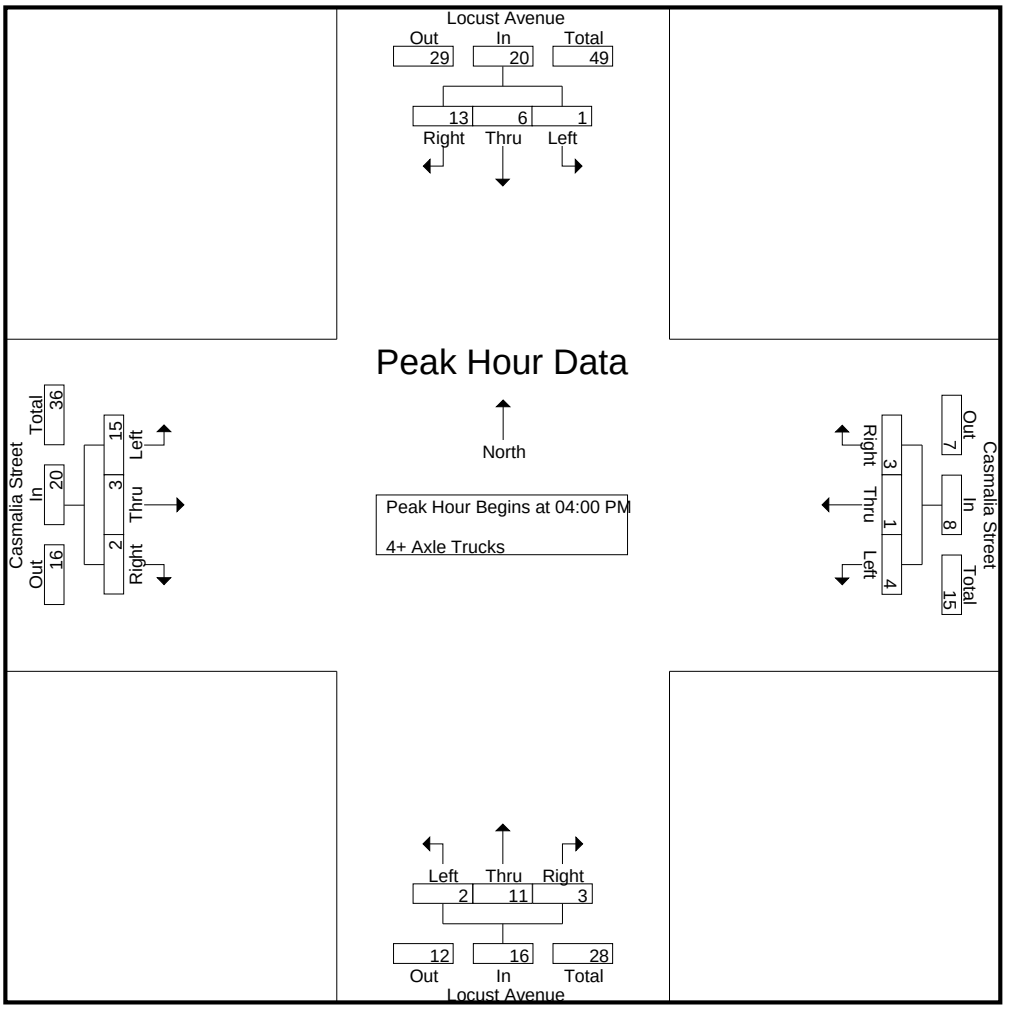
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 1 | 4 | 5 | 4 | 1 | 1 | 6 | 1 | 4 | 2 | 7 | 5 | 2 | 1 | 8 | 26 |
| 04:15 PM | 1 | 2 | 1 | 4 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 5 | 0 | 0 | 5 | 12 |
| 04:30 PM | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 9 |
| 04:45 PM | 0 | 0 | 6 | 6 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 4 | 4 | 1 | 1 | 6 | 17 |
| Total | 1 | 6 | 13 | 20 | 4 | 1 | 3 | 8 | 2 | 11 | 3 | 16 | 15 | 3 | 2 | 20 | 64 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 3 | 1 | 4 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 4 | 3 | 0 | 0 | 3 | 13 |
| 05:15 PM | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 4 | 10 |
| 05:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 3 | 0 | 1 | 4 | 8 |
| 05:45 PM | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 7 |
| Total | 0 | 7 | 4 | 11 | 0 | 2 | 2 | 4 | 2 | 6 | 1 | 9 | 13 | 0 | 1 | 14 | 38 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 1 | 13 | 17 | 31 | 4 | 3 | 5 | 12 | 4 | 17 | 4 | 25 | 28 | 3 | 3 | 34 | 102 |
| Apprch % | 3.2 | 41.9 | 54.8 | | 33.3 | 25 | 41.7 | | 16 | 68 | 16 | | 82.4 | 8.8 | 8.8 | | |
| Total % | 1 | 12.7 | 16.7 | 30.4 | 3.9 | 2.9 | 4.9 | 11.8 | 3.9 | 16.7 | 3.9 | 24.5 | 27.5 | 2.9 | 2.9 | 33.3 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 4 | 5 | **4** | **1** | **1** | **6** | **1** | **4** | **2** | **7** | **5** | **2** | **1** | **8** | **26** |
| 04:15 PM | **1** | 2 | 1 | 4 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 5 | 0 | 0 | 5 | 12 |
| 04:30 PM | 0 | **3** | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 9 |
| 04:45 PM | 0 | 0 | **6** | **6** | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 4 | 4 | 1 | 1 | 6 | 17 |
| Total Volume | 1 | 6 | 13 | 20 | 4 | 1 | 3 | 8 | 2 | 11 | 3 | 16 | 15 | 3 | 2 | 20 | 64 |
| % App. Total | 5 | 30 | 65 | | 50 | 12.5 | 37.5 | | 12.5 | 68.8 | 18.8 | | 75 | 15 | 10 | | |
| PHF | .250 | .500 | .542 | .833 | .250 | .250 | .750 | .333 | .500 | .688 | .375 | .571 | .750 | .375 | .500 | .625 | .615 |

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City of Rialto
N/S: Locust Avenue
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File Name : 03_RLT_Loc_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | 4 | 5 | **4** | **1** | **1** | **6** | **1** | **4** | **2** | **7** | **5** | **2** | **1** | **8** |
| +15 mins. | **1** | 2 | 1 | 4 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 5 | 0 | 0 | 5 |
| +30 mins. | 0 | **3** | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 |
| +45 mins. | 0 | 0 | **6** | **6** | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 4 | 4 | 1 | 1 | 6 |
| Total Volume | 1 | 6 | 13 | 20 | 4 | 1 | 3 | 8 | 2 | 11 | 3 | 16 | 15 | 3 | 2 | 20 |
| % App. Total | 5 | 30 | 65 | | 50 | 12.5 | 37.5 | | 12.5 | 68.8 | 18.8 | | 75 | 15 | 10 | |
| PHF | .250 | .500 | .542 | .833 | .250 | .250 | .750 | .333 | .500 | .688 | .375 | .571 | .750 | .375 | .500 | .625 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

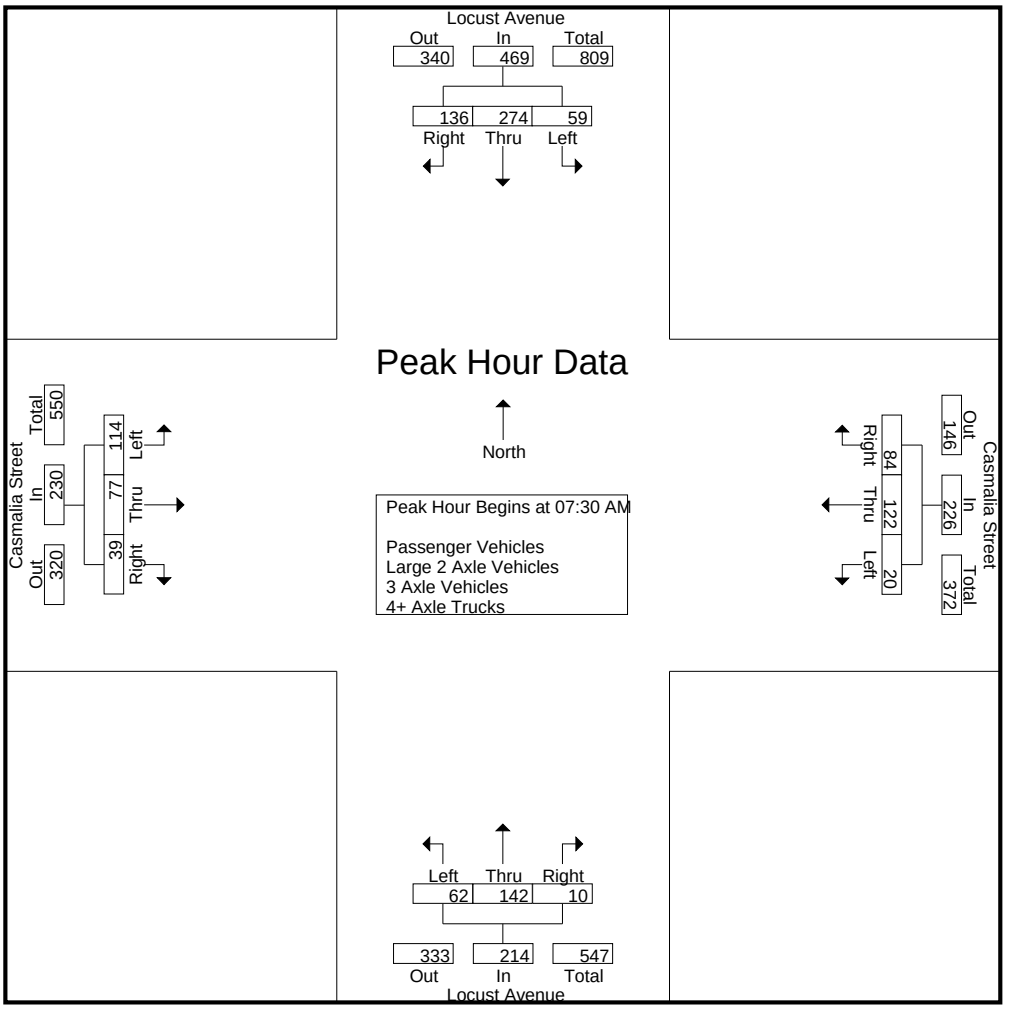
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 10 | 39 | 43 | 92 | 5 | 22 | 10 | 37 | 8 | 39 | 0 | 47 | 19 | 10 | 3 | 32 | 208 |
| 07:15 AM | 9 | 42 | 38 | 89 | 4 | 28 | 16 | 48 | 13 | 22 | 1 | 36 | 14 | 8 | 6 | 28 | 201 |
| 07:30 AM | 7 | 68 | 41 | 116 | 3 | 32 | 29 | 64 | 12 | 37 | 1 | 50 | 17 | 10 | 12 | 39 | 269 |
| 07:45 AM | 19 | 85 | 35 | 139 | 6 | 33 | 27 | 66 | 14 | 52 | 4 | 70 | 30 | 13 | 11 | 54 | 329 |
| Total | 45 | 234 | 157 | 436 | 18 | 115 | 82 | 215 | 47 | 150 | 6 | 203 | 80 | 41 | 32 | 153 | 1007 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 24 | 80 | 25 | 129 | 4 | 35 | 13 | 52 | 18 | 29 | 2 | 49 | 35 | 26 | 7 | 68 | 298 |
| 08:15 AM | 9 | 41 | 35 | 85 | 7 | 22 | 15 | 44 | 18 | 24 | 3 | 45 | 32 | 28 | 9 | 69 | 243 |
| 08:30 AM | 9 | 42 | 58 | 109 | 2 | 25 | 17 | 44 | 9 | 21 | 1 | 31 | 32 | 26 | 12 | 70 | 254 |
| 08:45 AM | 10 | 35 | 23 | 68 | 5 | 30 | 21 | 56 | 11 | 17 | 3 | 31 | 26 | 19 | 7 | 52 | 207 |
| Total | 52 | 198 | 141 | 391 | 18 | 112 | 66 | 196 | 56 | 91 | 9 | 156 | 125 | 99 | 35 | 259 | 1002 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 97 | 432 | 298 | 827 | 36 | 227 | 148 | 411 | 103 | 241 | 15 | 359 | 205 | 140 | 67 | 412 | 2009 |
| Apprch % | 11.7 | 52.2 | 36 | | 8.8 | 55.2 | 36 | | 28.7 | 67.1 | 4.2 | | 49.8 | 34 | 16.3 | | |
| Total % | 4.8 | 21.5 | 14.8 | 41.2 | 1.8 | 11.3 | 7.4 | 20.5 | 5.1 | 12 | 0.7 | 17.9 | 10.2 | 7 | 3.3 | 20.5 | |
| Passenger Vehicles | 78 | 368 | 258 | 704 | 29 | 215 | 119 | 363 | 78 | 210 | 12 | 300 | 161 | 128 | 63 | 352 | 1719 |
| % Passenger Vehicles | 80.4 | 85.2 | 86.6 | 85.1 | 80.6 | 94.7 | 80.4 | 88.3 | 75.7 | 87.1 | 80 | 83.6 | 78.5 | 91.4 | 94 | 85.4 | 85.6 |
| Large 2 Axle Vehicles | 3 | 14 | 4 | 21 | 0 | 6 | 7 | 13 | 7 | 8 | 0 | 15 | 6 | 0 | 1 | 7 | 56 |
| % Large 2 Axle Vehicles | 3.1 | 3.2 | 1.3 | 2.5 | 0 | 2.6 | 4.7 | 3.2 | 6.8 | 3.3 | 0 | 4.2 | 2.9 | 0 | 1.5 | 1.7 | 2.8 |
| 3 Axle Vehicles | 6 | 7 | 4 | 17 | 6 | 6 | 4 | 16 | 6 | 12 | 2 | 20 | 6 | 4 | 2 | 12 | 65 |
| % 3 Axle Vehicles | 6.2 | 1.6 | 1.3 | 2.1 | 16.7 | 2.6 | 2.7 | 3.9 | 5.8 | 5 | 13.3 | 5.6 | 2.9 | 2.9 | 3 | 2.9 | 3.2 |
| 4+ Axle Trucks | 10 | 43 | 32 | 85 | 1 | 0 | 18 | 19 | 12 | 11 | 1 | 24 | 32 | 8 | 1 | 41 | 169 |
| % 4+ Axle Trucks | 10.3 | 10 | 10.7 | 10.3 | 2.8 | 0 | 12.2 | 4.6 | 11.7 | 4.6 | 6.7 | 6.7 | 15.6 | 5.7 | 1.5 | 10 | 8.4 |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 7 | 68 | **41** | 116 | 3 | 32 | **29** | 64 | 12 | 37 | 1 | 50 | 17 | 10 | **12** | 39 | 269 |
| 07:45 AM | 19 | **85** | 35 | **139** | 6 | 33 | 27 | **66** | 14 | **52** | **4** | **70** | 30 | 13 | 11 | 54 | **329** |
| 08:00 AM | **24** | 80 | 25 | 129 | 4 | **35** | 13 | 52 | **18** | 29 | 2 | 49 | **35** | 26 | 7 | 68 | 298 |
| 08:15 AM | 9 | 41 | 35 | 85 | **7** | 22 | 15 | 44 | 18 | 24 | 3 | 45 | 32 | **28** | 9 | **69** | 243 |
| Total Volume | 59 | 274 | 136 | 469 | 20 | 122 | 84 | 226 | 62 | 142 | 10 | 214 | 114 | 77 | 39 | 230 | 1139 |
| % App. Total | 12.6 | 58.4 | 29 | | 8.8 | 54 | 37.2 | | 29 | 66.4 | 4.7 | | 49.6 | 33.5 | 17 | | |
| PHF | .615 | .806 | .829 | .844 | .714 | .871 | .724 | .856 | .861 | .683 | .625 | .764 | .814 | .688 | .813 | .833 | .866 |

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City of Rialto
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File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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 | | | | 07:15 AM | | | | 07:30 AM | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 9 | 42 | 38 | 89 | 4 | 28 | 16 | 48 | 12 | 37 | 1 | 50 | 30 | 13 | 11 | 54 |
| +15 mins. | 7 | 68 | **41** | 116 | 3 | 32 | **29** | 64 | 14 | **52** | **4** | **70** | **35** | 26 | 7 | 68 |
| +30 mins. | 19 | **85** | 35 | **139** | **6** | 33 | 27 | **66** | **18** | 29 | 2 | 49 | 32 | **28** | 9 | 69 |
| +45 mins. | **24** | 80 | 25 | 129 | 4 | **35** | 13 | 52 | 18 | 24 | 3 | 45 | 32 | 26 | **12** | **70** |
| Total Volume | 59 | 275 | 139 | 473 | 17 | 128 | 85 | 230 | 62 | 142 | 10 | 214 | 129 | 93 | 39 | 261 |
| % App. Total | 12.5 | 58.1 | 29.4 | | 7.4 | 55.7 | 37 | | 29 | 66.4 | 4.7 | | 49.4 | 35.6 | 14.9 | |
| PHF | .615 | .809 | .848 | .851 | .708 | .914 | .733 | .871 | .861 | .683 | .625 | .764 | .921 | .830 | .813 | .932 |

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File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

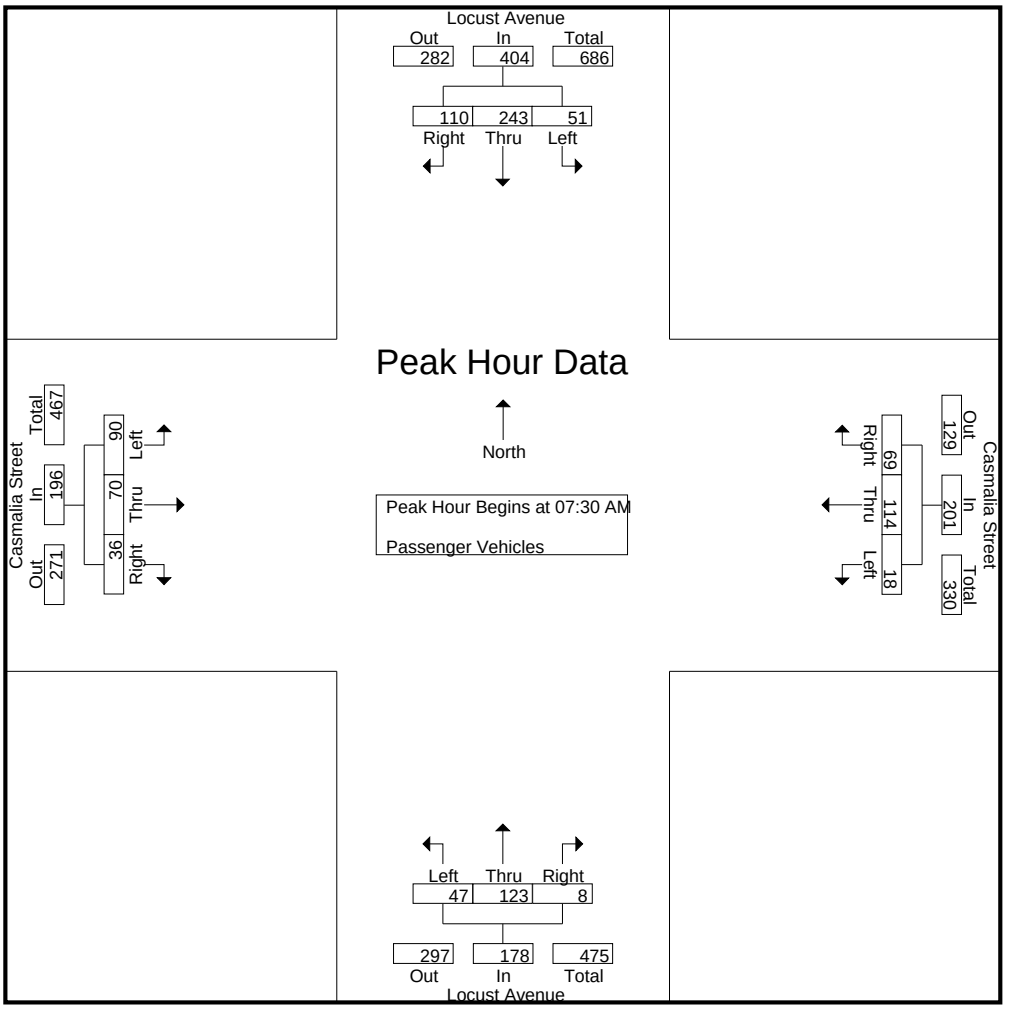
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 7 | 33 | 40 | 80 | 4 | 20 | 9 | 33 | 6 | 32 | 0 | 38 | 16 | 8 | 3 | 27 | 178 |
| 07:15 AM | 7 | 32 | 34 | 73 | 3 | 28 | 13 | 44 | 12 | 21 | 1 | 34 | 11 | 7 | 6 | 24 | 175 |
| 07:30 AM | 7 | 60 | 33 | 100 | 3 | 28 | 23 | 54 | 10 | 31 | 1 | 42 | 13 | 9 | 12 | 34 | 230 |
| 07:45 AM | 18 | 78 | 27 | 123 | 5 | 31 | 22 | 58 | 10 | 46 | 4 | 60 | 24 | 11 | 9 | 44 | 285 |
| Total | 39 | 203 | 134 | 376 | 15 | 107 | 67 | 189 | 38 | 130 | 6 | 174 | 64 | 35 | 30 | 129 | 868 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 19 | 71 | 22 | 112 | 4 | 34 | 12 | 50 | 16 | 25 | 2 | 43 | 29 | 24 | 6 | 59 | 264 |
| 08:15 AM | 7 | 34 | 28 | 69 | 6 | 21 | 12 | 39 | 11 | 21 | 1 | 33 | 24 | 26 | 9 | 59 | 200 |
| 08:30 AM | 7 | 31 | 55 | 93 | 1 | 24 | 12 | 37 | 6 | 19 | 1 | 26 | 25 | 24 | 11 | 60 | 216 |
| 08:45 AM | 6 | 29 | 19 | 54 | 3 | 29 | 16 | 48 | 7 | 15 | 2 | 24 | 19 | 19 | 7 | 45 | 171 |
| Total | 39 | 165 | 124 | 328 | 14 | 108 | 52 | 174 | 40 | 80 | 6 | 126 | 97 | 93 | 33 | 223 | 851 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 78 | 368 | 258 | 704 | 29 | 215 | 119 | 363 | 78 | 210 | 12 | 300 | 161 | 128 | 63 | 352 | 1719 |
| Apprch % | 11.1 | 52.3 | 36.6 | | 8 | 59.2 | 32.8 | | 26 | 70 | 4 | | 45.7 | 36.4 | 17.9 | | |
| Total % | 4.5 | 21.4 | 15 | 41 | 1.7 | 12.5 | 6.9 | 21.1 | 4.5 | 12.2 | 0.7 | 17.5 | 9.4 | 7.4 | 3.7 | 20.5 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 7 | 60 | **33** | 100 | 3 | 28 | **23** | 54 | 10 | 31 | 1 | 42 | 13 | 9 | **12** | 34 | 230 |
| 07:45 AM | 18 | **78** | 27 | **123** | 5 | 31 | 22 | **58** | 10 | **46** | **4** | **60** | 24 | 11 | 9 | 44 | **285** |
| 08:00 AM | **19** | 71 | 22 | 112 | 4 | **34** | 12 | 50 | **16** | 25 | 2 | 43 | **29** | 24 | 6 | **59** | 264 |
| 08:15 AM | 7 | 34 | 28 | 69 | **6** | 21 | 12 | 39 | 11 | 21 | 1 | 33 | 24 | **26** | 9 | 59 | 200 |
| Total Volume | 51 | 243 | 110 | 404 | 18 | 114 | 69 | 201 | 47 | 123 | 8 | 178 | 90 | 70 | 36 | 196 | 979 |
| % App. Total | 12.6 | 60.1 | 27.2 | | 9 | 56.7 | 34.3 | | 26.4 | 69.1 | 4.5 | | 45.9 | 35.7 | 18.4 | | |
| PHF | .671 | .779 | .833 | .821 | .750 | .838 | .750 | .866 | .734 | .668 | .500 | .742 | .776 | .673 | .750 | .831 | .859 |

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File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 7 | 60 | **33** | 100 | 3 | 28 | **23** | 54 | 10 | 31 | 1 | 42 | 13 | 9 | **12** | 34 |
| +15 mins. | 18 | **78** | 27 | **123** | 5 | 31 | 22 | **58** | 10 | **46** | **4** | **60** | 24 | 11 | 9 | 44 |
| +30 mins. | **19** | 71 | 22 | 112 | 4 | **34** | 12 | 50 | **16** | 25 | 2 | 43 | **29** | 24 | 6 | **59** |
| +45 mins. | 7 | 34 | 28 | 69 | **6** | 21 | 12 | 39 | 11 | 21 | 1 | 33 | 24 | **26** | 9 | 59 |
| Total Volume | 51 | 243 | 110 | 404 | 18 | 114 | 69 | 201 | 47 | 123 | 8 | 178 | 90 | 70 | 36 | 196 |
| % App. Total | 12.6 | 60.1 | 27.2 | | 9 | 56.7 | 34.3 | | 26.4 | 69.1 | 4.5 | | 45.9 | 35.7 | 18.4 | |
| PHF | .671 | .779 | .833 | .821 | .750 | .838 | .750 | .866 | .734 | .668 | .500 | .742 | .776 | .673 | .750 | .831 |

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File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

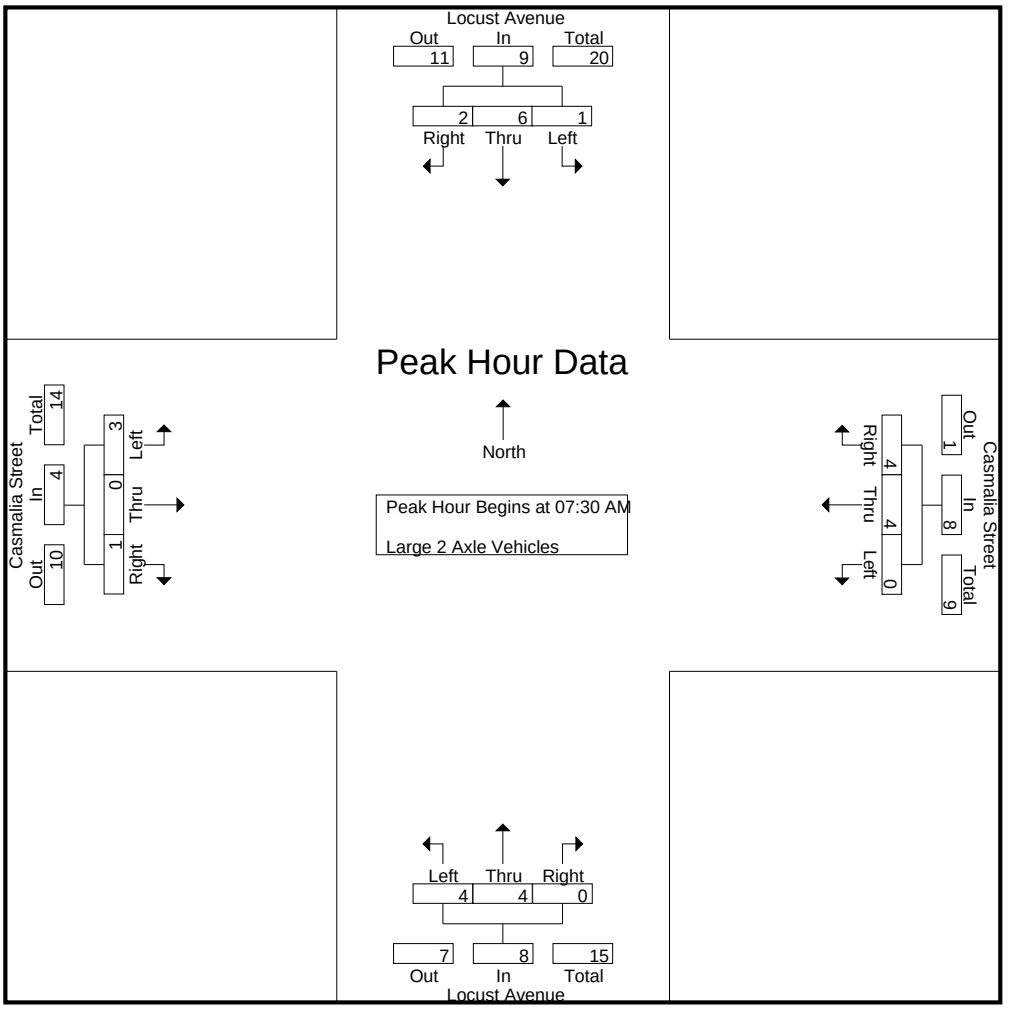
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 3 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 10 |
| 07:15 AM | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 AM | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 07:45 AM | 0 | 5 | 0 | 5 | 0 | 1 | 1 | 2 | 1 | 3 | 0 | 4 | 1 | 0 | 1 | 2 | 13 |
| Total | 0 | 9 | 2 | 11 | 0 | 5 | 5 | 10 | 3 | 7 | 0 | 10 | 1 | 0 | 1 | 2 | 33 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 08:15 AM | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 6 |
| 08:30 AM | 1 | 2 | 1 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 7 |
| 08:45 AM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 6 |
| Total | 3 | 5 | 2 | 10 | 0 | 1 | 2 | 3 | 4 | 1 | 0 | 5 | 5 | 0 | 0 | 5 | 23 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 3 | 14 | 4 | 21 | 0 | 6 | 7 | 13 | 7 | 8 | 0 | 15 | 6 | 0 | 1 | 7 | 56 |
| Apprch % | 14.3 | 66.7 | 19 | | 0 | 46.2 | 53.8 | | 46.7 | 53.3 | 0 | | 85.7 | 0 | 14.3 | | |
| Total % | 5.4 | 25 | 7.1 | 37.5 | 0 | 10.7 | 12.5 | 23.2 | 12.5 | 14.3 | 0 | 26.8 | 10.7 | 0 | 1.8 | 12.5 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | **1** | 1 | 0 | **2** | **2** | **4** | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 07:45 AM | 0 | **5** | 0 | **5** | 0 | 1 | 1 | 2 | 1 | **3** | 0 | **4** | 1 | 0 | **1** | **2** | **13** |
| 08:00 AM | **1** | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 08:15 AM | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | **2** | 0 | 0 | 2 | **2** | 0 | 0 | 2 | 6 |
| Total Volume | 1 | 6 | 2 | 9 | 0 | 4 | 4 | 8 | 4 | 4 | 0 | 8 | 3 | 0 | 1 | 4 | 29 |
| % App. Total | 11.1 | 66.7 | 22.2 | | 0 | 50 | 50 | | 50 | 50 | 0 | | 75 | 0 | 25 | | |
| PHF | .250 | .300 | .500 | .450 | .000 | .500 | .500 | .500 | .500 | .333 | .000 | .500 | .375 | .000 | .250 | .500 | .558 |

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File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | **1** | 1 | 0 | **2** | **2** | **4** | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | **5** | 0 | **5** | 0 | 1 | 1 | 2 | 1 | **3** | 0 | **4** | 1 | 0 | **1** | **2** |
| +30 mins. | **1** | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | **2** | 0 | 0 | 2 | **2** | 0 | 0 | 2 |
| Total Volume | 1 | 6 | 2 | 9 | 0 | 4 | 4 | 8 | 4 | 4 | 0 | 8 | 3 | 0 | 1 | 4 |
| % App. Total | 11.1 | 66.7 | 22.2 | | 0 | 50 | 50 | | 50 | 50 | 0 | | 75 | 0 | 25 | |
| PHF | .250 | .300 | .500 | .450 | .000 | .500 | .500 | .500 | .500 | .333 | .000 | .500 | .375 | .000 | .250 | .500 |

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File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

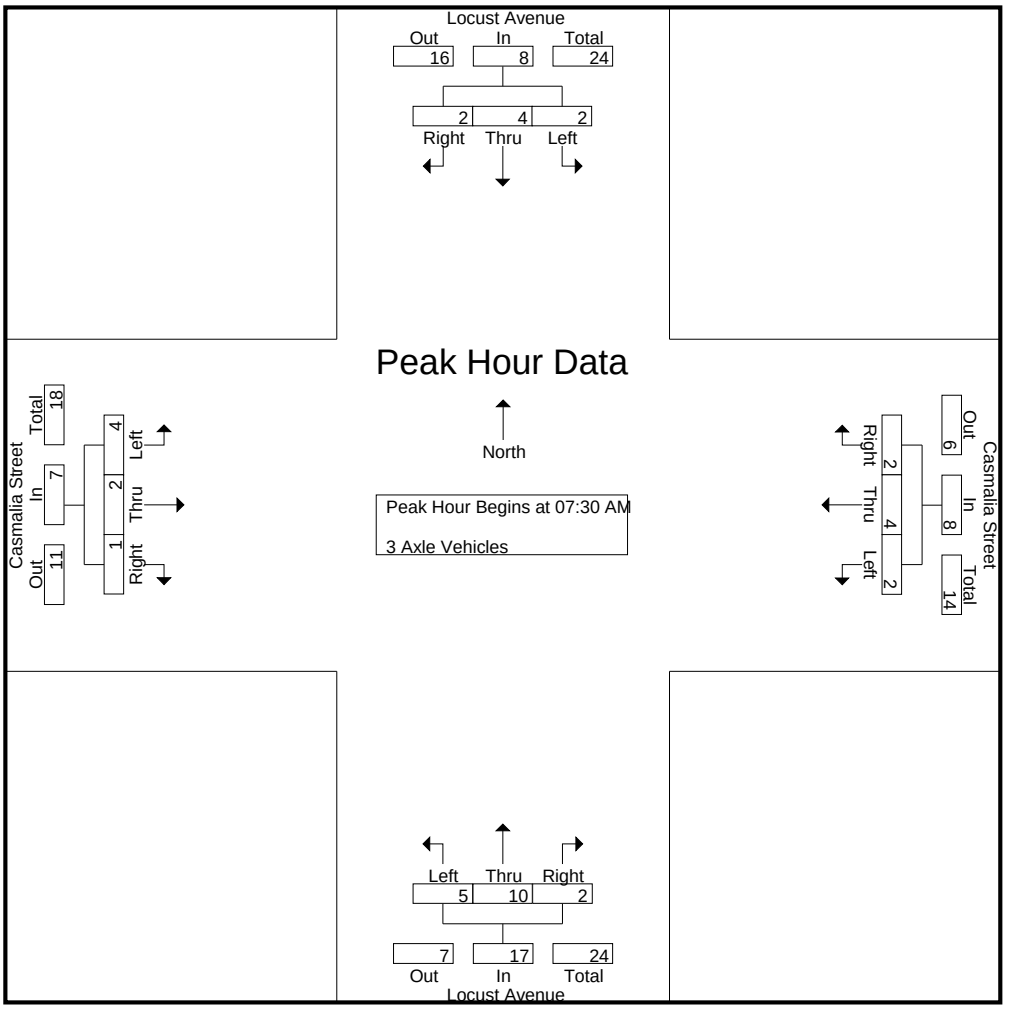
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 07:15 AM | 1 | 2 | 1 | 4 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 8 |
| 07:30 AM | 0 | 3 | 1 | 4 | 0 | 2 | 0 | 2 | 0 | 5 | 0 | 5 | 1 | 1 | 0 | 2 | 13 |
| 07:45 AM | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 8 |
| Total | 3 | 6 | 3 | 12 | 3 | 3 | 2 | 8 | 1 | 8 | 0 | 9 | 3 | 2 | 0 | 5 | 34 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 2 | 6 |
| 08:15 AM | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 3 | 3 | 3 | 2 | 8 | 1 | 0 | 0 | 1 | 13 |
| 08:30 AM | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 7 |
| 08:45 AM | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 5 |
| Total | 3 | 1 | 1 | 5 | 3 | 3 | 2 | 8 | 5 | 4 | 2 | 11 | 3 | 2 | 2 | 7 | 31 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 6 | 7 | 4 | 17 | 6 | 6 | 4 | 16 | 6 | 12 | 2 | 20 | 6 | 4 | 2 | 12 | 65 |
| Apprch % | 35.3 | 41.2 | 23.5 | | 37.5 | 37.5 | 25 | | 30 | 60 | 10 | | 50 | 33.3 | 16.7 | | |
| Total % | 9.2 | 10.8 | 6.2 | 26.2 | 9.2 | 9.2 | 6.2 | 24.6 | 9.2 | 18.5 | 3.1 | 30.8 | 9.2 | 6.2 | 3.1 | 18.5 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | **3** | **1** | **4** | 0 | **2** | 0 | 2 | 0 | **5** | 0 | 5 | **1** | **1** | 0 | **2** | **13** |
| 07:45 AM | 0 | 0 | 1 | 1 | **1** | 1 | **1** | **3** | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 8 |
| 08:00 AM | **2** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | **1** | 2 | 6 |
| 08:15 AM | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 3 | **3** | 3 | **2** | **8** | 1 | 0 | 0 | 1 | 13 |
| Total Volume | 2 | 4 | 2 | 8 | 2 | 4 | 2 | 8 | 5 | 10 | 2 | 17 | 4 | 2 | 1 | 7 | 40 |
| % App. Total | 25 | 50 | 25 | | 25 | 50 | 25 | | 29.4 | 58.8 | 11.8 | | 57.1 | 28.6 | 14.3 | | |
| PHF | .250 | .333 | .500 | .500 | .500 | .500 | .500 | .667 | .417 | .500 | .250 | .531 | 1.00 | .500 | .250 | .875 | .769 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **3** | **1** | **4** | 0 | **2** | 0 | 2 | 0 | **5** | 0 | 5 | **1** | **1** | 0 | **2** |
| +15 mins. | 0 | 0 | 1 | 1 | **1** | 1 | **1** | **3** | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 |
| +30 mins. | **2** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | **1** | 2 |
| +45 mins. | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 3 | **3** | 3 | **2** | **8** | 1 | 0 | 0 | 1 |
| Total Volume | 2 | 4 | 2 | 8 | 2 | 4 | 2 | 8 | 5 | 10 | 2 | 17 | 4 | 2 | 1 | 7 |
| % App. Total | 25 | 50 | 25 | | 25 | 50 | 25 | | 29.4 | 58.8 | 11.8 | | 57.1 | 28.6 | 14.3 | |
| PHF | .250 | .333 | .500 | .500 | .500 | .500 | .500 | .667 | .417 | .500 | .250 | .531 | 1.000 | .500 | .250 | .875 |

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City of Rialto
N/S: Locust Avenue
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File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

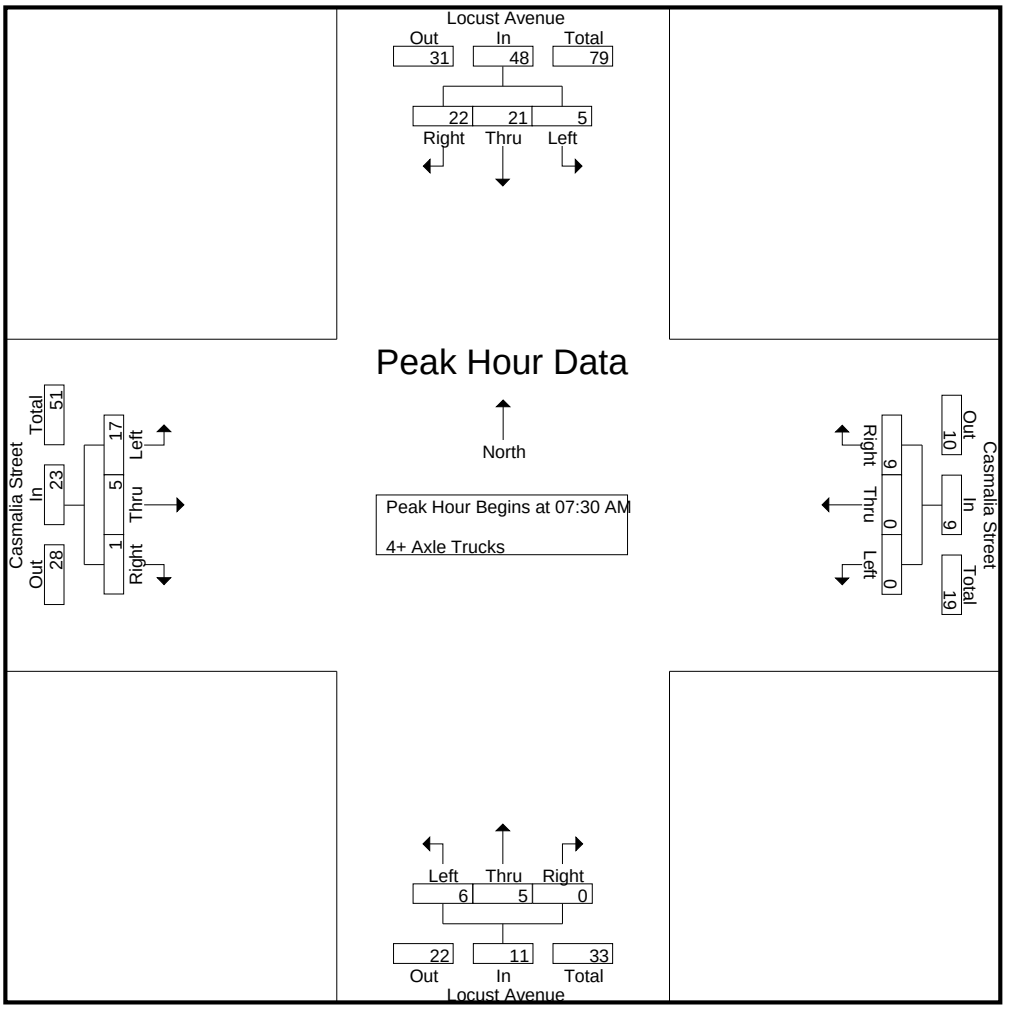
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 4 | 2 | 7 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 3 | 2 | 0 | 5 | 15 |
| 07:15 AM | 1 | 5 | 3 | 9 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 3 | 14 |
| 07:30 AM | 0 | 5 | 6 | 11 | 0 | 0 | 4 | 4 | 1 | 1 | 0 | 2 | 3 | 0 | 0 | 3 | 20 |
| 07:45 AM | 1 | 2 | 7 | 10 | 0 | 0 | 3 | 3 | 2 | 2 | 0 | 4 | 4 | 1 | 1 | 6 | 23 |
| Total | 3 | 16 | 18 | 37 | 0 | 0 | 8 | 8 | 5 | 5 | 0 | 10 | 12 | 4 | 1 | 17 | 72 |
| 08:00 AM | 2 | 8 | 3 | 13 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 3 | 5 | 2 | 0 | 7 | 24 |
| 08:15 AM | 2 | 6 | 6 | 14 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 5 | 2 | 0 | 7 | 24 |
| 08:30 AM | 0 | 9 | 2 | 11 | 0 | 0 | 3 | 3 | 3 | 2 | 0 | 5 | 5 | 0 | 0 | 5 | 24 |
| 08:45 AM | 3 | 4 | 3 | 10 | 1 | 0 | 5 | 6 | 1 | 2 | 1 | 4 | 5 | 0 | 0 | 5 | 25 |
| Total | 7 | 27 | 14 | 48 | 1 | 0 | 10 | 11 | 7 | 6 | 1 | 14 | 20 | 4 | 0 | 24 | 97 |
| Grand Total | 10 | 43 | 32 | 85 | 1 | 0 | 18 | 19 | 12 | 11 | 1 | 24 | 32 | 8 | 1 | 41 | 169 |
| Apprch % | 11.8 | 50.6 | 37.6 | | 5.3 | 0 | 94.7 | | 50 | 45.8 | 4.2 | | 78 | 19.5 | 2.4 | | |
| Total % | 5.9 | 25.4 | 18.9 | 50.3 | 0.6 | 0 | 10.7 | 11.2 | 7.1 | 6.5 | 0.6 | 14.2 | 18.9 | 4.7 | 0.6 | 24.3 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 5 | 6 | 11 | 0 | 0 | **4** | **4** | 1 | 1 | 0 | 2 | 3 | 0 | 0 | 3 | 20 |
| 07:45 AM | 1 | 2 | **7** | 10 | 0 | 0 | 3 | 3 | **2** | **2** | 0 | **4** | 4 | 1 | **1** | 6 | 23 |
| 08:00 AM | **2** | **8** | 3 | 13 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 3 | **5** | **2** | 0 | **7** | **24** |
| 08:15 AM | 2 | 6 | 6 | **14** | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 5 | 2 | 0 | 7 | 24 |
| Total Volume | 5 | 21 | 22 | 48 | 0 | 0 | 9 | 9 | 6 | 5 | 0 | 11 | 17 | 5 | 1 | 23 | 91 |
| % App. Total | 10.4 | 43.8 | 45.8 | | 0 | 0 | 100 | | 54.5 | 45.5 | 0 | | 73.9 | 21.7 | 4.3 | | |
| PHF | .625 | .656 | .786 | .857 | .000 | .000 | .563 | .563 | .750 | .625 | .000 | .688 | .850 | .625 | .250 | .821 | .948 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 5 | 6 | 11 | 0 | 0 | **4** | **4** | 1 | 1 | 0 | 2 | 3 | 0 | 0 | 3 |
| +15 mins. | 1 | 2 | **7** | 10 | 0 | 0 | 3 | 3 | **2** | **2** | 0 | **4** | 4 | 1 | **1** | 6 |
| +30 mins. | **2** | **8** | 3 | 13 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 3 | **5** | **2** | 0 | **7** |
| +45 mins. | 2 | 6 | 6 | **14** | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 5 | 2 | 0 | 7 |
| Total Volume | 5 | 21 | 22 | 48 | 0 | 0 | 9 | 9 | 6 | 5 | 0 | 11 | 17 | 5 | 1 | 23 |
| % App. Total | 10.4 | 43.8 | 45.8 | | 0 | 0 | 100 | | 54.5 | 45.5 | 0 | | 73.9 | 21.7 | 4.3 | |
| PHF | .625 | .656 | .786 | .857 | .000 | .000 | .563 | .563 | .750 | .625 | .000 | .688 | .850 | .625 | .250 | .821 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

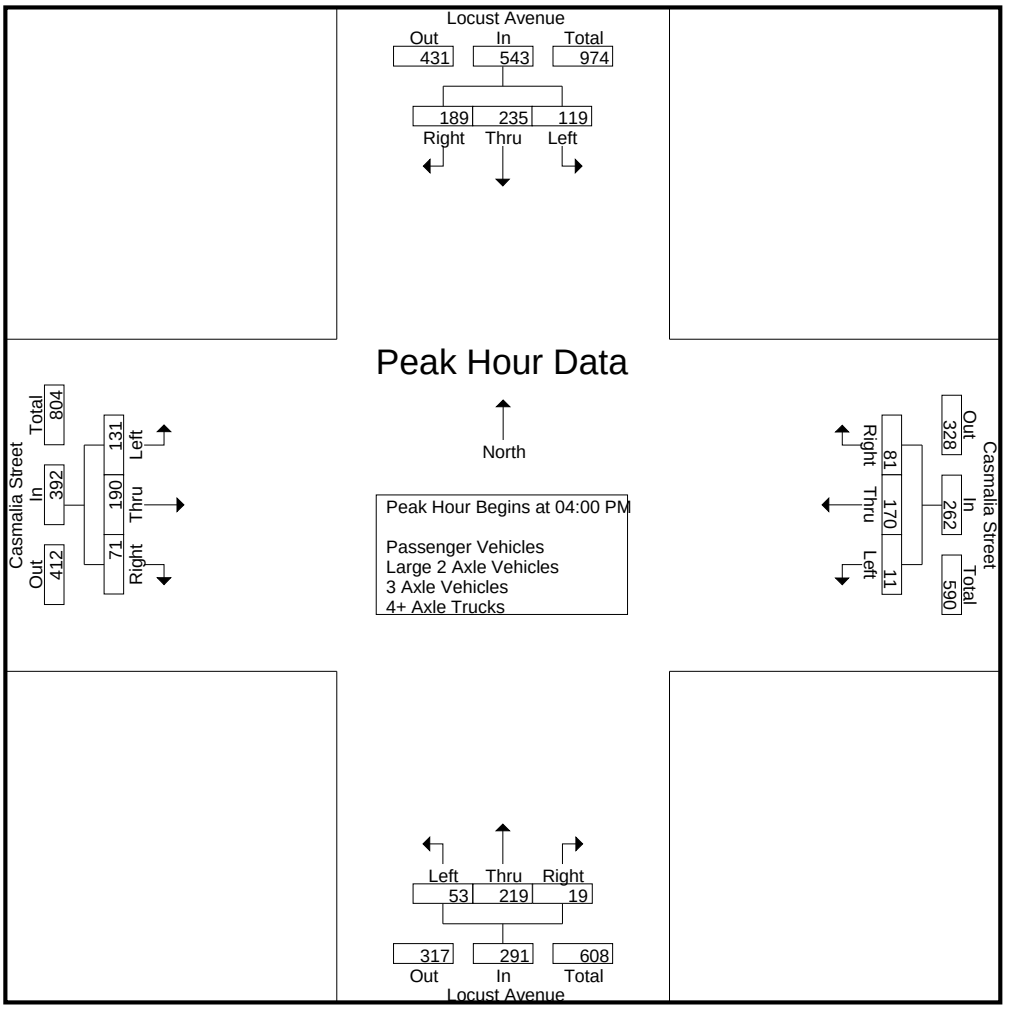
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 21 | 44 | 46 | 111 | 4 | 42 | 32 | 78 | 10 | 70 | 6 | 86 | 43 | 53 | 15 | 111 | 386 |
| 04:15 PM | 20 | 37 | 39 | 96 | 2 | 42 | 17 | 61 | 8 | 62 | 4 | 74 | 36 | 45 | 17 | 98 | 329 |
| 04:30 PM | 50 | 104 | 69 | 223 | 2 | 44 | 21 | 67 | 14 | 50 | 3 | 67 | 25 | 43 | 21 | 89 | 446 |
| 04:45 PM | 28 | 50 | 35 | 113 | 3 | 42 | 11 | 56 | 21 | 37 | 6 | 64 | 27 | 49 | 18 | 94 | 327 |
| Total | 119 | 235 | 189 | 543 | 11 | 170 | 81 | 262 | 53 | 219 | 19 | 291 | 131 | 190 | 71 | 392 | 1488 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 12 | 39 | 44 | 95 | 3 | 43 | 14 | 60 | 15 | 37 | 4 | 56 | 37 | 49 | 19 | 105 | 316 |
| 05:15 PM | 14 | 36 | 28 | 78 | 1 | 29 | 7 | 37 | 20 | 58 | 5 | 83 | 16 | 42 | 22 | 80 | 278 |
| 05:30 PM | 17 | 50 | 35 | 102 | 2 | 32 | 2 | 36 | 10 | 46 | 1 | 57 | 30 | 53 | 24 | 107 | 302 |
| 05:45 PM | 11 | 40 | 30 | 81 | 4 | 34 | 9 | 47 | 9 | 34 | 5 | 48 | 43 | 39 | 10 | 92 | 268 |
| Total | 54 | 165 | 137 | 356 | 10 | 138 | 32 | 180 | 54 | 175 | 15 | 244 | 126 | 183 | 75 | 384 | 1164 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 173 | 400 | 326 | 899 | 21 | 308 | 113 | 442 | 107 | 394 | 34 | 535 | 257 | 373 | 146 | 776 | 2652 |
| Apprch % | 19.2 | 44.5 | 36.3 | | 4.8 | 69.7 | 25.6 | | 20 | 73.6 | 6.4 | | 33.1 | 48.1 | 18.8 | | |
| Total % | 6.5 | 15.1 | 12.3 | 33.9 | 0.8 | 11.6 | 4.3 | 16.7 | 4 | 14.9 | 1.3 | 20.2 | 9.7 | 14.1 | 5.5 | 29.3 | |
| Passenger Vehicles | 166 | 376 | 306 | 848 | 16 | 297 | 103 | 416 | 98 | 369 | 30 | 497 | 235 | 363 | 136 | 734 | 2495 |
| % Passenger Vehicles | 96 | 94 | 93.9 | 94.3 | 76.2 | 96.4 | 91.2 | 94.1 | 91.6 | 93.7 | 88.2 | 92.9 | 91.4 | 97.3 | 93.2 | 94.6 | 94.1 |
| Large 2 Axle Vehicles | 4 | 8 | 2 | 14 | 1 | 2 | 0 | 3 | 0 | 7 | 1 | 8 | 7 | 2 | 4 | 13 | 38 |
| % Large 2 Axle Vehicles | 2.3 | 2 | 0.6 | 1.6 | 4.8 | 0.6 | 0 | 0.7 | 0 | 1.8 | 2.9 | 1.5 | 2.7 | 0.5 | 2.7 | 1.7 | 1.4 |
| 3 Axle Vehicles | 0 | 2 | 5 | 7 | 0 | 4 | 4 | 8 | 3 | 2 | 1 | 6 | 2 | 4 | 4 | 10 | 31 |
| % 3 Axle Vehicles | 0 | 0.5 | 1.5 | 0.8 | 0 | 1.3 | 3.5 | 1.8 | 2.8 | 0.5 | 2.9 | 1.1 | 0.8 | 1.1 | 2.7 | 1.3 | 1.2 |
| 4+ Axle Trucks | 3 | 14 | 13 | 30 | 4 | 5 | 6 | 15 | 6 | 16 | 2 | 24 | 13 | 4 | 2 | 19 | 88 |
| % 4+ Axle Trucks | 1.7 | 3.5 | 4 | 3.3 | 19 | 1.6 | 5.3 | 3.4 | 5.6 | 4.1 | 5.9 | 4.5 | 5.1 | 1.1 | 1.4 | 2.4 | 3.3 |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 21 | 44 | 46 | 111 | **4** | 42 | **32** | **78** | 10 | **70** | **6** | **86** | **43** | **53** | 15 | **111** | 386 |
| 04:15 PM | 20 | 37 | 39 | 96 | 2 | 42 | 17 | 61 | 8 | 62 | 4 | 74 | 36 | 45 | 17 | 98 | 329 |
| 04:30 PM | **50** | **104** | **69** | **223** | 2 | **44** | 21 | 67 | 14 | 50 | 3 | 67 | 25 | 43 | **21** | 89 | **446** |
| 04:45 PM | 28 | 50 | 35 | 113 | 3 | 42 | 11 | 56 | **21** | 37 | 6 | 64 | 27 | 49 | 18 | 94 | 327 |
| Total Volume | 119 | 235 | 189 | 543 | 11 | 170 | 81 | 262 | 53 | 219 | 19 | 291 | 131 | 190 | 71 | 392 | 1488 |
| % App. Total | 21.9 | 43.3 | 34.8 | | 4.2 | 64.9 | 30.9 | | 18.2 | 75.3 | 6.5 | | 33.4 | 48.5 | 18.1 | | |
| PHF | .595 | .565 | .685 | .609 | .688 | .966 | .633 | .840 | .631 | .782 | .792 | .846 | .762 | .896 | .845 | .883 | .834 |

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File Name : 03_RLT_Loc_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 21 | 44 | 46 | 111 | **4** | 42 | **32** | **78** | 10 | **70** | **6** | **86** | **43** | **53** | 15 | **111** |
| +15 mins. | 20 | 37 | 39 | 96 | 2 | 42 | 17 | 61 | 8 | 62 | 4 | 74 | 36 | 45 | 17 | 98 |
| +30 mins. | **50** | **104** | **69** | **223** | 2 | **44** | 21 | 67 | 14 | 50 | 3 | 67 | 25 | 43 | **21** | 89 |
| +45 mins. | 28 | 50 | 35 | 113 | 3 | 42 | 11 | 56 | **21** | 37 | 6 | 64 | 27 | 49 | 18 | 94 |
| Total Volume | 119 | 235 | 189 | 543 | 11 | 170 | 81 | 262 | 53 | 219 | 19 | 291 | 131 | 190 | 71 | 392 |
| % App. Total | 21.9 | 43.3 | 34.8 | | 4.2 | 64.9 | 30.9 | | 18.2 | 75.3 | 6.5 | | 33.4 | 48.5 | 18.1 | |
| PHF | .595 | .565 | .685 | .609 | .688 | .966 | .633 | .840 | .631 | .782 | .792 | .846 | .762 | .896 | .845 | .883 |

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City of Rialto
N/S: Locust Avenue
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Weather: Clear

File Name : 03_RLT_Loc_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

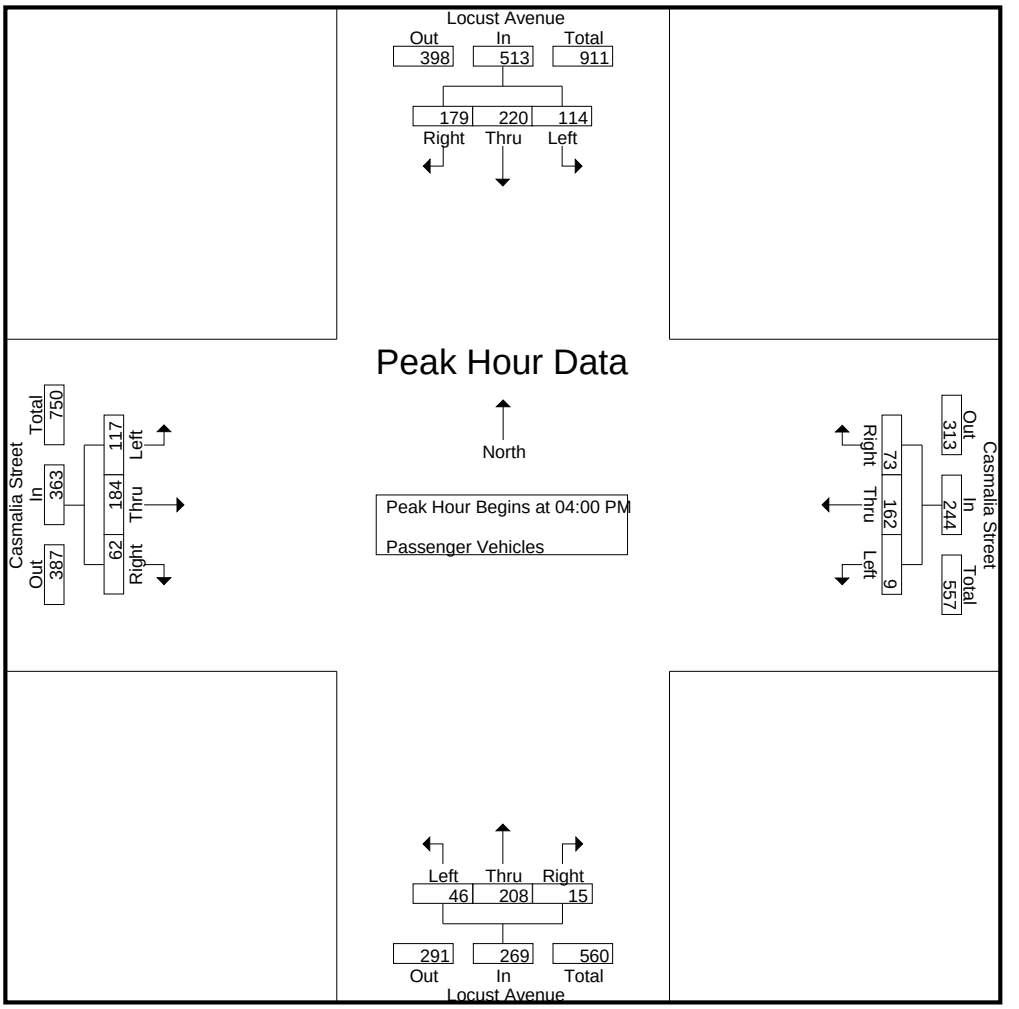
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 20 | 36 | 41 | 97 | 4 | 41 | 29 | 74 | 9 | 67 | 5 | 81 | 39 | 51 | 12 | 102 | 354 |
| 04:15 PM | 18 | 35 | 38 | 91 | 1 | 39 | 16 | 56 | 5 | 60 | 4 | 69 | 32 | 43 | 13 | 88 | 304 |
| 04:30 PM | 48 | 101 | 67 | 216 | 2 | 43 | 18 | 63 | 12 | 45 | 3 | 60 | 21 | 42 | 20 | 83 | 422 |
| 04:45 PM | 28 | 48 | 33 | 109 | 2 | 39 | 10 | 51 | 20 | 36 | 3 | 59 | 25 | 48 | 17 | 90 | 309 |
| Total | 114 | 220 | 179 | 513 | 9 | 162 | 73 | 244 | 46 | 208 | 15 | 269 | 117 | 184 | 62 | 363 | 1389 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 11 | 36 | 39 | 86 | 0 | 42 | 13 | 55 | 13 | 35 | 4 | 52 | 33 | 47 | 19 | 99 | 292 |
| 05:15 PM | 14 | 33 | 26 | 73 | 1 | 28 | 7 | 36 | 20 | 54 | 5 | 79 | 15 | 41 | 22 | 78 | 266 |
| 05:30 PM | 17 | 50 | 33 | 100 | 2 | 31 | 2 | 35 | 10 | 41 | 1 | 52 | 28 | 52 | 23 | 103 | 290 |
| 05:45 PM | 10 | 37 | 29 | 76 | 4 | 34 | 8 | 46 | 9 | 31 | 5 | 45 | 42 | 39 | 10 | 91 | 258 |
| Total | 52 | 156 | 127 | 335 | 7 | 135 | 30 | 172 | 52 | 161 | 15 | 228 | 118 | 179 | 74 | 371 | 1106 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 166 | 376 | 306 | 848 | 16 | 297 | 103 | 416 | 98 | 369 | 30 | 497 | 235 | 363 | 136 | 734 | 2495 |
| Apprch % | 19.6 | 44.3 | 36.1 | | 3.8 | 71.4 | 24.8 | | 19.7 | 74.2 | 6 | | 32 | 49.5 | 18.5 | | |
| Total % | 6.7 | 15.1 | 12.3 | 34 | 0.6 | 11.9 | 4.1 | 16.7 | 3.9 | 14.8 | 1.2 | 19.9 | 9.4 | 14.5 | 5.5 | 29.4 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 20 | 36 | 41 | 97 | **4** | 41 | **29** | **74** | 9 | **67** | **5** | **81** | **39** | **51** | 12 | **102** | 354 |
| 04:15 PM | 18 | 35 | 38 | 91 | 1 | 39 | 16 | 56 | 5 | 60 | 4 | 69 | 32 | 43 | 13 | 88 | 304 |
| 04:30 PM | **48** | **101** | **67** | **216** | 2 | **43** | 18 | 63 | 12 | 45 | 3 | 60 | 21 | 42 | **20** | 83 | **422** |
| 04:45 PM | 28 | 48 | 33 | 109 | 2 | 39 | 10 | 51 | **20** | 36 | 3 | 59 | 25 | 48 | 17 | 90 | 309 |
| Total Volume | 114 | 220 | 179 | 513 | 9 | 162 | 73 | 244 | 46 | 208 | 15 | 269 | 117 | 184 | 62 | 363 | 1389 |
| % App. Total | 22.2 | 42.9 | 34.9 | | 3.7 | 66.4 | 29.9 | | 17.1 | 77.3 | 5.6 | | 32.2 | 50.7 | 17.1 | | |
| PHF | .594 | .545 | .668 | .594 | .563 | .942 | .629 | .824 | .575 | .776 | .750 | .830 | .750 | .902 | .775 | .890 | .823 |

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City of Rialto
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Weather: Clear

File Name : 03_RLT_Loc_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 20 | 36 | 41 | 97 | **4** | 41 | **29** | **74** | 9 | **67** | **5** | **81** | **39** | **51** | 12 | **102** |
| +15 mins. | 18 | 35 | 38 | 91 | 1 | 39 | 16 | 56 | 5 | 60 | 4 | 69 | 32 | 43 | 13 | 88 |
| +30 mins. | **48** | **101** | **67** | **216** | 2 | **43** | 18 | 63 | 12 | 45 | 3 | 60 | 21 | 42 | **20** | 83 |
| +45 mins. | 28 | 48 | 33 | 109 | 2 | 39 | 10 | 51 | **20** | 36 | 3 | 59 | 25 | 48 | 17 | 90 |
| Total Volume | 114 | 220 | 179 | 513 | 9 | 162 | 73 | 244 | 46 | 208 | 15 | 269 | 117 | 184 | 62 | 363 |
| % App. Total | 22.2 | 42.9 | 34.9 | | 3.7 | 66.4 | 29.9 | | 17.1 | 77.3 | 5.6 | | 32.2 | 50.7 | 17.1 | |
| PHF | .594 | .545 | .668 | .594 | .563 | .942 | .629 | .824 | .575 | .776 | .750 | .830 | .750 | .902 | .775 | .890 |

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File Name : 03_RLT_Loc_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

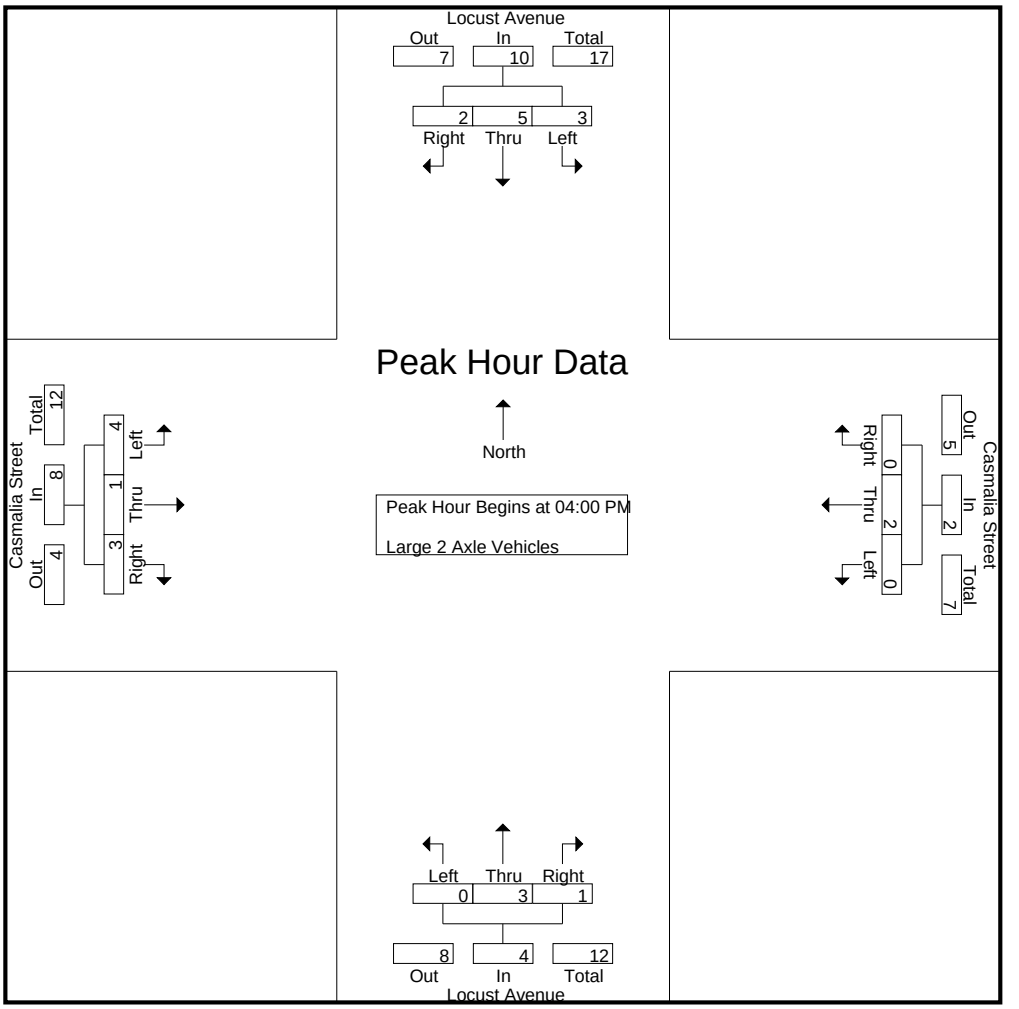
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 4 | 8 |
| 04:15 PM | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 3 | 7 |
| 04:30 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 4 |
| 04:45 PM | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| Total | 3 | 5 | 2 | 10 | 0 | 2 | 0 | 2 | 0 | 3 | 1 | 4 | 4 | 1 | 3 | 8 | 24 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 3 |
| 05:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 4 |
| 05:45 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 5 |
| Total | 1 | 3 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 3 | 1 | 1 | 5 | 14 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 4 | 8 | 2 | 14 | 1 | 2 | 0 | 3 | 0 | 7 | 1 | 8 | 7 | 2 | 4 | 13 | 38 |
| Apprch % | 28.6 | 57.1 | 14.3 | | 33.3 | 66.7 | 0 | | 0 | 87.5 | 12.5 | | 53.8 | 15.4 | 30.8 | | |
| Total % | 10.5 | 21.1 | 5.3 | 36.8 | 2.6 | 5.3 | 0 | 7.9 | 0 | 18.4 | 2.6 | 21.1 | 18.4 | 5.3 | 10.5 | 34.2 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **1** | 1 | **1** | **3** | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | **2** | **1** | 1 | **4** | **8** |
| 04:15 PM | 1 | 1 | 0 | 2 | 0 | **1** | 0 | **1** | 0 | 1 | 0 | 1 | 1 | 0 | **2** | 3 | 7 |
| 04:30 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 4 |
| 04:45 PM | 0 | **2** | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 | 5 |
| Total Volume | 3 | 5 | 2 | 10 | 0 | 2 | 0 | 2 | 0 | 3 | 1 | 4 | 4 | 1 | 3 | 8 | 24 |
| % App. Total | 30 | 50 | 20 | | 0 | 100 | 0 | | 0 | 75 | 25 | | 50 | 12.5 | 37.5 | | |
| PHF | .750 | .625 | .500 | .833 | .000 | .500 | .000 | .500 | .000 | .750 | .250 | 1.00 | .500 | .250 | .375 | .500 | .750 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | 1 | **1** | **3** | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | **2** | **1** | 1 | **4** |
| +15 mins. | 1 | 1 | 0 | 2 | 0 | **1** | 0 | **1** | 0 | 1 | 0 | 1 | 1 | 0 | **2** | 3 |
| +30 mins. | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 |
| +45 mins. | 0 | **2** | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 |
| Total Volume | 3 | 5 | 2 | 10 | 0 | 2 | 0 | 2 | 0 | 3 | 1 | 4 | 4 | 1 | 3 | 8 |
| % App. Total | 30 | 50 | 20 | | 0 | 100 | 0 | | 0 | 75 | 25 | | 50 | 12.5 | 37.5 | |
| PHF | .750 | .625 | .500 | .833 | .000 | .500 | .000 | .500 | .000 | .750 | .250 | 1.000 | .500 | .250 | .375 | .500 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

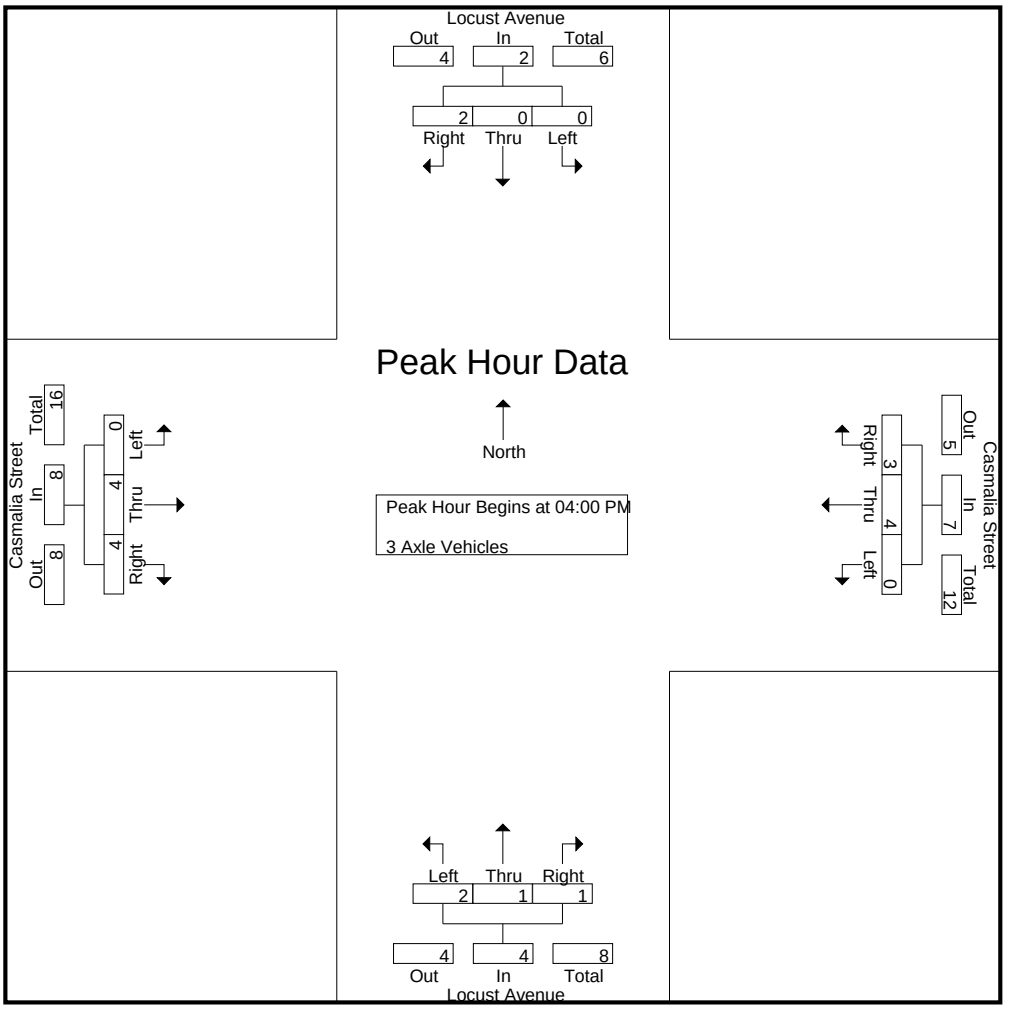
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 6 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 5 |
| 04:30 PM | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 2 | 5 |
| Total | 0 | 0 | 2 | 2 | 0 | 4 | 3 | 7 | 2 | 1 | 1 | 4 | 0 | 4 | 4 | 8 | 21 |
| 05:00 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 5 |
| 05:15 PM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 2 | 3 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 2 | 10 |
| Grand Total | 0 | 2 | 5 | 7 | 0 | 4 | 4 | 8 | 3 | 2 | 1 | 6 | 2 | 4 | 4 | 10 | 31 |
| Apprch % | 0 | 28.6 | 71.4 | | 0 | 50 | 50 | | 50 | 33.3 | 16.7 | | 20 | 40 | 40 | | |
| Total % | 0 | 6.5 | 16.1 | 22.6 | 0 | 12.9 | 12.9 | 25.8 | 9.7 | 6.5 | 3.2 | 19.4 | 6.5 | 12.9 | 12.9 | 32.3 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | **1** | **1** | 0 | 0 | **2** | **2** | 0 | **1** | 0 | 1 | 0 | **1** | **1** | **2** | **6** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 2 | **1** | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 5 |
| 04:30 PM | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | **1** | **2** | 0 | 1 | 1 | 2 | 5 |
| Total Volume | 0 | 0 | 2 | 2 | 0 | 4 | 3 | 7 | 2 | 1 | 1 | 4 | 0 | 4 | 4 | 8 | 21 |
| % App. Total | 0 | 0 | 100 | | 0 | 57.1 | 42.9 | | 50 | 25 | 25 | | 0 | 50 | 50 | | |
| PHF | .000 | .000 | .500 | .500 | .000 | .500 | .375 | .875 | .500 | .250 | .250 | .500 | .000 | 1.00 | 1.00 | 1.00 | .875 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | **1** | **1** | 0 | 0 | **2** | **2** | 0 | **1** | 0 | 1 | 0 | **1** | **1** | **2** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 2 | **1** | 0 | 0 | 1 | 0 | 1 | 1 | 2 |
| +30 mins. | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | **1** | **2** | 0 | 1 | 1 | 2 |
| Total Volume | 0 | 0 | 2 | 2 | 0 | 4 | 3 | 7 | 2 | 1 | 1 | 4 | 0 | 4 | 4 | 8 |
| % App. Total | 0 | 0 | 100 | | 0 | 57.1 | 42.9 | | 50 | 25 | 25 | | 0 | 50 | 50 | |
| PHF | .000 | .000 | .500 | .500 | .000 | .500 | .375 | .875 | .500 | .250 | .250 | .500 | .000 | 1.000 | 1.000 | 1.000 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

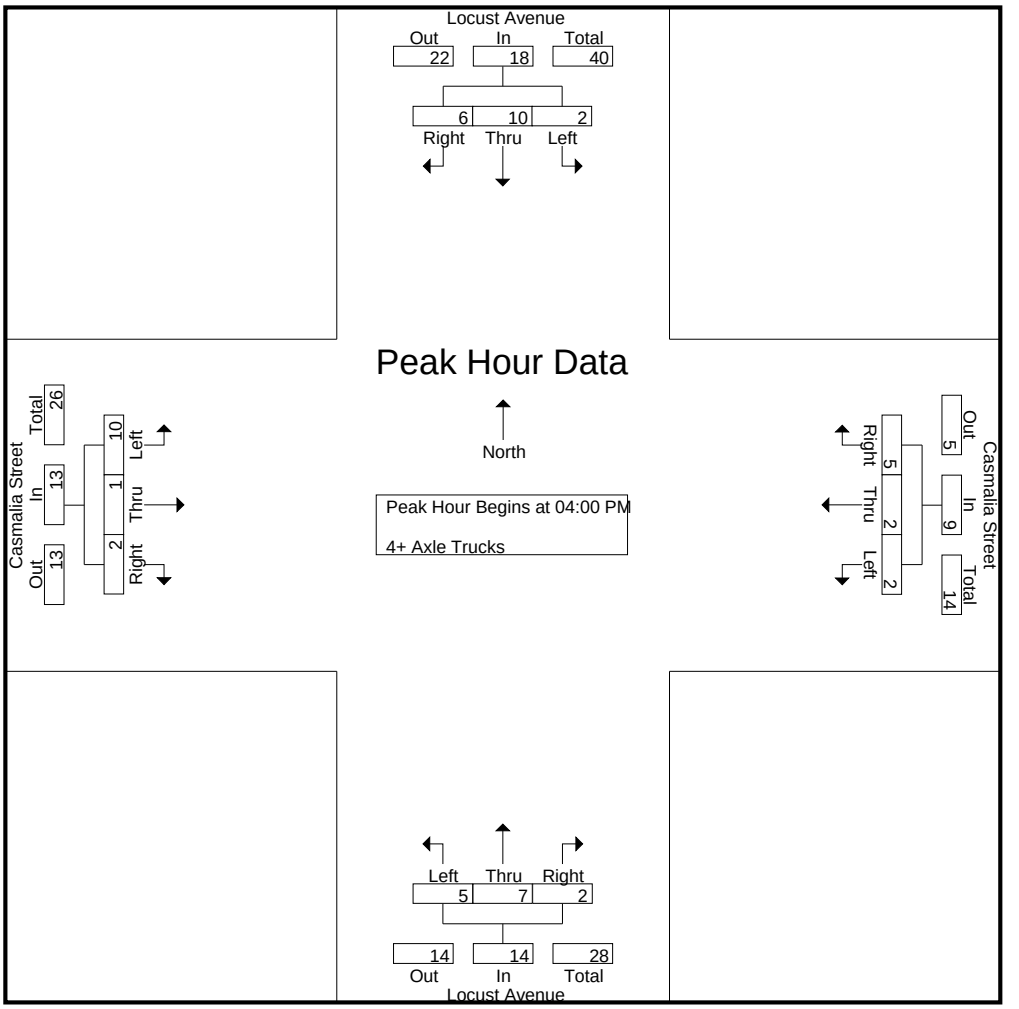
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 7 | 3 | 10 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 2 | 0 | 1 | 3 | 18 |
| 04:15 PM | 1 | 1 | 1 | 3 | 1 | 0 | 1 | 2 | 2 | 1 | 0 | 3 | 3 | 1 | 1 | 5 | 13 |
| 04:30 PM | 1 | 2 | 1 | 4 | 0 | 0 | 2 | 2 | 2 | 4 | 0 | 6 | 3 | 0 | 0 | 3 | 15 |
| 04:45 PM | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 3 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 2 | 8 |
| Total | 2 | 10 | 6 | 18 | 2 | 2 | 5 | 9 | 5 | 7 | 2 | 14 | 10 | 1 | 2 | 13 | 54 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 1 | 5 | 7 | 2 | 1 | 1 | 4 | 1 | 1 | 0 | 2 | 1 | 2 | 0 | 3 | 16 |
| 05:15 PM | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 8 |
| 05:30 PM | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 2 | 6 |
| 05:45 PM | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| Total | 1 | 4 | 7 | 12 | 2 | 3 | 1 | 6 | 1 | 9 | 0 | 10 | 3 | 3 | 0 | 6 | 34 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 3 | 14 | 13 | 30 | 4 | 5 | 6 | 15 | 6 | 16 | 2 | 24 | 13 | 4 | 2 | 19 | 88 |
| Apprch % | 10 | 46.7 | 43.3 | | 26.7 | 33.3 | 40 | | 25 | 66.7 | 8.3 | | 68.4 | 21.1 | 10.5 | | |
| Total % | 3.4 | 15.9 | 14.8 | 34.1 | 4.5 | 5.7 | 6.8 | 17 | 6.8 | 18.2 | 2.3 | 27.3 | 14.8 | 4.5 | 2.3 | 21.6 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **7** | **3** | **10** | 0 | **1** | 1 | 2 | 1 | 1 | **1** | 3 | 2 | 0 | **1** | 3 | **18** |
| 04:15 PM | **1** | 1 | 1 | 3 | **1** | 0 | 1 | 2 | **2** | 1 | 0 | 3 | **3** | **1** | 1 | **5** | 13 |
| 04:30 PM | 1 | 2 | 1 | 4 | 0 | 0 | **2** | 2 | 2 | **4** | 0 | **6** | 3 | 0 | 0 | 3 | 15 |
| 04:45 PM | 0 | 0 | 1 | 1 | 1 | 1 | 1 | **3** | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 2 | 8 |
| Total Volume | 2 | 10 | 6 | 18 | 2 | 2 | 5 | 9 | 5 | 7 | 2 | 14 | 10 | 1 | 2 | 13 | 54 |
| % App. Total | 11.1 | 55.6 | 33.3 | | 22.2 | 22.2 | 55.6 | | 35.7 | 50 | 14.3 | | 76.9 | 7.7 | 15.4 | | |
| PHF | .500 | .357 | .500 | .450 | .500 | .500 | .625 | .750 | .625 | .438 | .500 | .583 | .833 | .250 | .500 | .650 | .750 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **7** | **3** | **10** | 0 | **1** | 1 | 2 | 1 | 1 | **1** | 3 | 2 | 0 | **1** | 3 |
| +15 mins. | **1** | 1 | 1 | 3 | **1** | 0 | 1 | 2 | **2** | 1 | 0 | 3 | **3** | **1** | 1 | **5** |
| +30 mins. | 1 | 2 | 1 | 4 | 0 | 0 | **2** | 2 | 2 | **4** | 0 | **6** | 3 | 0 | 0 | 3 |
| +45 mins. | 0 | 0 | 1 | 1 | 1 | 1 | 1 | **3** | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 2 |
| Total Volume | 2 | 10 | 6 | 18 | 2 | 2 | 5 | 9 | 5 | 7 | 2 | 14 | 10 | 1 | 2 | 13 |
| % App. Total | 11.1 | 55.6 | 33.3 | | 22.2 | 22.2 | 55.6 | | 35.7 | 50 | 14.3 | | 76.9 | 7.7 | 15.4 | |
| PHF | .500 | .357 | .500 | .450 | .500 | .500 | .625 | .750 | .625 | .438 | .500 | .583 | .833 | .250 | .500 | .650 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

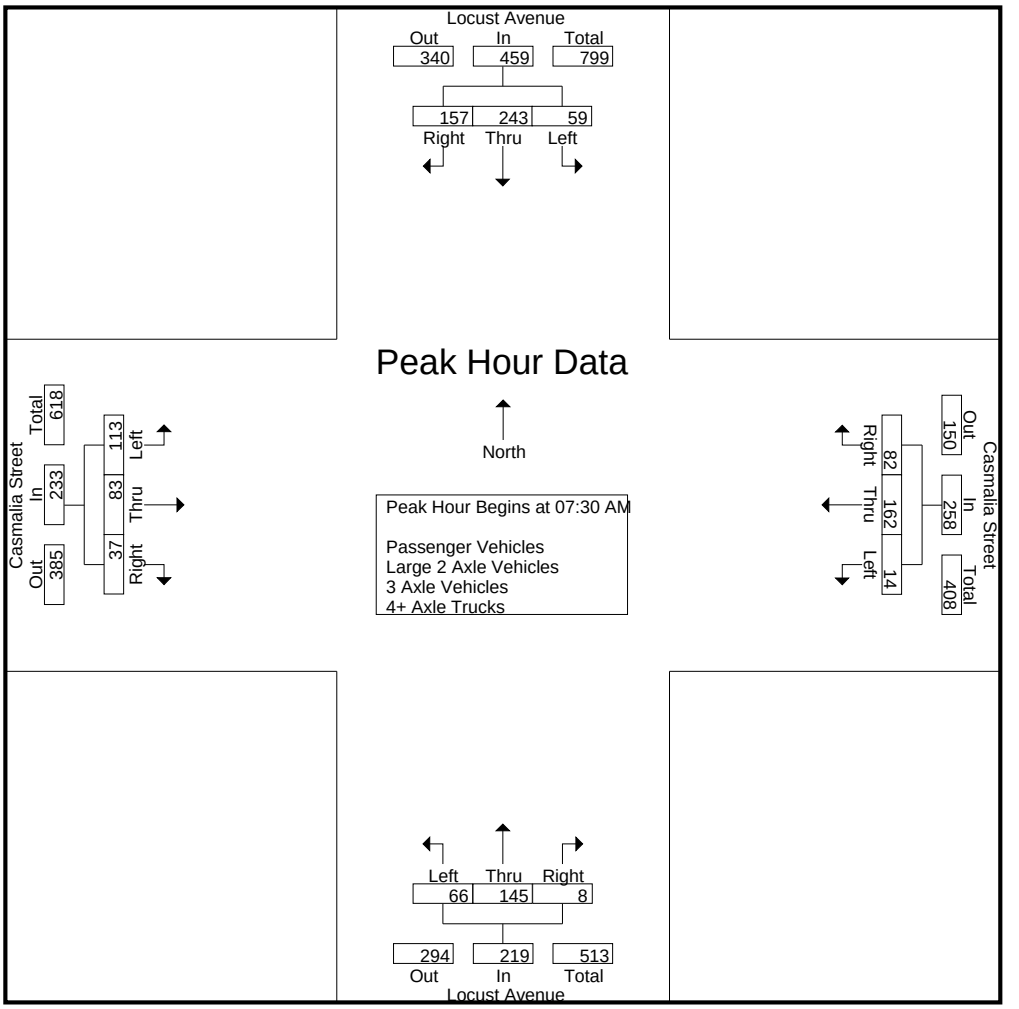
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 10 | 44 | 46 | 100 | 2 | 34 | 16 | 52 | 8 | 31 | 2 | 41 | 25 | 11 | 6 | 42 | 235 |
| 07:15 AM | 14 | 35 | 42 | 91 | 11 | 37 | 14 | 62 | 17 | 28 | 5 | 50 | 27 | 11 | 8 | 46 | 249 |
| 07:30 AM | 17 | 69 | 41 | 127 | 4 | 49 | 26 | 79 | 23 | 38 | 2 | 63 | 26 | 19 | 7 | 52 | 321 |
| 07:45 AM | 23 | 69 | 37 | 129 | 6 | 55 | 25 | 86 | 18 | 42 | 3 | 63 | 17 | 13 | 10 | 40 | 318 |
| Total | 64 | 217 | 166 | 447 | 23 | 175 | 81 | 279 | 66 | 139 | 12 | 217 | 95 | 54 | 31 | 180 | 1123 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 10 | 67 | 40 | 117 | 3 | 33 | 21 | 57 | 12 | 23 | 1 | 36 | 37 | 22 | 10 | 69 | 279 |
| 08:15 AM | 9 | 38 | 39 | 86 | 1 | 25 | 10 | 36 | 13 | 42 | 2 | 57 | 33 | 29 | 10 | 72 | 251 |
| 08:30 AM | 11 | 46 | 59 | 116 | 1 | 30 | 14 | 45 | 8 | 28 | 5 | 41 | 31 | 23 | 8 | 62 | 264 |
| 08:45 AM | 12 | 28 | 29 | 69 | 4 | 28 | 15 | 47 | 11 | 20 | 1 | 32 | 23 | 13 | 9 | 45 | 193 |
| Total | 42 | 179 | 167 | 388 | 9 | 116 | 60 | 185 | 44 | 113 | 9 | 166 | 124 | 87 | 37 | 248 | 987 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 106 | 396 | 333 | 835 | 32 | 291 | 141 | 464 | 110 | 252 | 21 | 383 | 219 | 141 | 68 | 428 | 2110 |
| Apprch % | 12.7 | 47.4 | 39.9 | | 6.9 | 62.7 | 30.4 | | 28.7 | 65.8 | 5.5 | | 51.2 | 32.9 | 15.9 | | |
| Total % | 5 | 18.8 | 15.8 | 39.6 | 1.5 | 13.8 | 6.7 | 22 | 5.2 | 11.9 | 1 | 18.2 | 10.4 | 6.7 | 3.2 | 20.3 | |
| Passenger Vehicles | 89 | 359 | 273 | 721 | 28 | 276 | 127 | 431 | 96 | 228 | 19 | 343 | 171 | 131 | 57 | 359 | 1854 |
| % Passenger Vehicles | 84 | 90.7 | 82 | 86.3 | 87.5 | 94.8 | 90.1 | 92.9 | 87.3 | 90.5 | 90.5 | 89.6 | 78.1 | 92.9 | 83.8 | 83.9 | 87.9 |
| Large 2 Axle Vehicles | 3 | 8 | 14 | 25 | 0 | 6 | 4 | 10 | 2 | 9 | 1 | 12 | 13 | 4 | 5 | 22 | 69 |
| % Large 2 Axle Vehicles | 2.8 | 2 | 4.2 | 3 | 0 | 2.1 | 2.8 | 2.2 | 1.8 | 3.6 | 4.8 | 3.1 | 5.9 | 2.8 | 7.4 | 5.1 | 3.3 |
| 3 Axle Vehicles | 3 | 4 | 7 | 14 | 2 | 3 | 1 | 6 | 3 | 7 | 0 | 10 | 3 | 0 | 4 | 7 | 37 |
| % 3 Axle Vehicles | 2.8 | 1 | 2.1 | 1.7 | 6.2 | 1 | 0.7 | 1.3 | 2.7 | 2.8 | 0 | 2.6 | 1.4 | 0 | 5.9 | 1.6 | 1.8 |
| 4+ Axle Trucks | 11 | 25 | 39 | 75 | 2 | 6 | 9 | 17 | 9 | 8 | 1 | 18 | 32 | 6 | 2 | 40 | 150 |
| % 4+ Axle Trucks | 10.4 | 6.3 | 11.7 | 9 | 6.2 | 2.1 | 6.4 | 3.7 | 8.2 | 3.2 | 4.8 | 4.7 | 14.6 | 4.3 | 2.9 | 9.3 | 7.1 |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 17 | **69** | **41** | 127 | 4 | 49 | **26** | 79 | **23** | 38 | 2 | **63** | 26 | 19 | 7 | 52 | **321** |
| 07:45 AM | **23** | 69 | 37 | **129** | **6** | **55** | 25 | **86** | 18 | **42** | **3** | 63 | 17 | 13 | **10** | 40 | 318 |
| 08:00 AM | 10 | 67 | 40 | 117 | 3 | 33 | 21 | 57 | 12 | 23 | 1 | 36 | **37** | 22 | 10 | 69 | 279 |
| 08:15 AM | 9 | 38 | 39 | 86 | 1 | 25 | 10 | 36 | 13 | 42 | 2 | 57 | 33 | **29** | 10 | **72** | 251 |
| Total Volume | 59 | 243 | 157 | 459 | 14 | 162 | 82 | 258 | 66 | 145 | 8 | 219 | 113 | 83 | 37 | 233 | 1169 |
| % App. Total | 12.9 | 52.9 | 34.2 | | 5.4 | 62.8 | 31.8 | | 30.1 | 66.2 | 3.7 | | 48.5 | 35.6 | 15.9 | | |
| PHF | .641 | .880 | .957 | .890 | .583 | .736 | .788 | .750 | .717 | .863 | .667 | .869 | .764 | .716 | .925 | .809 | .910 |

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File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
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 | | | | 07:15 AM | | | | 07:30 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 14 | 35 | **42** | 91 | **11** | 37 | 14 | 62 | **23** | 38 | 2 | **63** | **37** | 22 | **10** | 69 |
| +15 mins. | 17 | **69** | 41 | 127 | 4 | 49 | **26** | 79 | 18 | **42** | **3** | 63 | 33 | **29** | 10 | **72** |
| +30 mins. | **23** | 69 | 37 | **129** | 6 | **55** | 25 | **86** | 12 | 23 | 1 | 36 | 31 | 23 | 8 | 62 |
| +45 mins. | 10 | 67 | 40 | 117 | 3 | 33 | 21 | 57 | 13 | 42 | 2 | 57 | 23 | 13 | 9 | 45 |
| Total Volume | 64 | 240 | 160 | 464 | 24 | 174 | 86 | 284 | 66 | 145 | 8 | 219 | 124 | 87 | 37 | 248 |
| % App. Total | 13.8 | 51.7 | 34.5 | | 8.5 | 61.3 | 30.3 | | 30.1 | 66.2 | 3.7 | | 50 | 35.1 | 14.9 | |
| PHF | .696 | .870 | .952 | .899 | .545 | .791 | .827 | .826 | .717 | .863 | .667 | .869 | .838 | .750 | .925 | .861 |

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Weather: Clear

File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

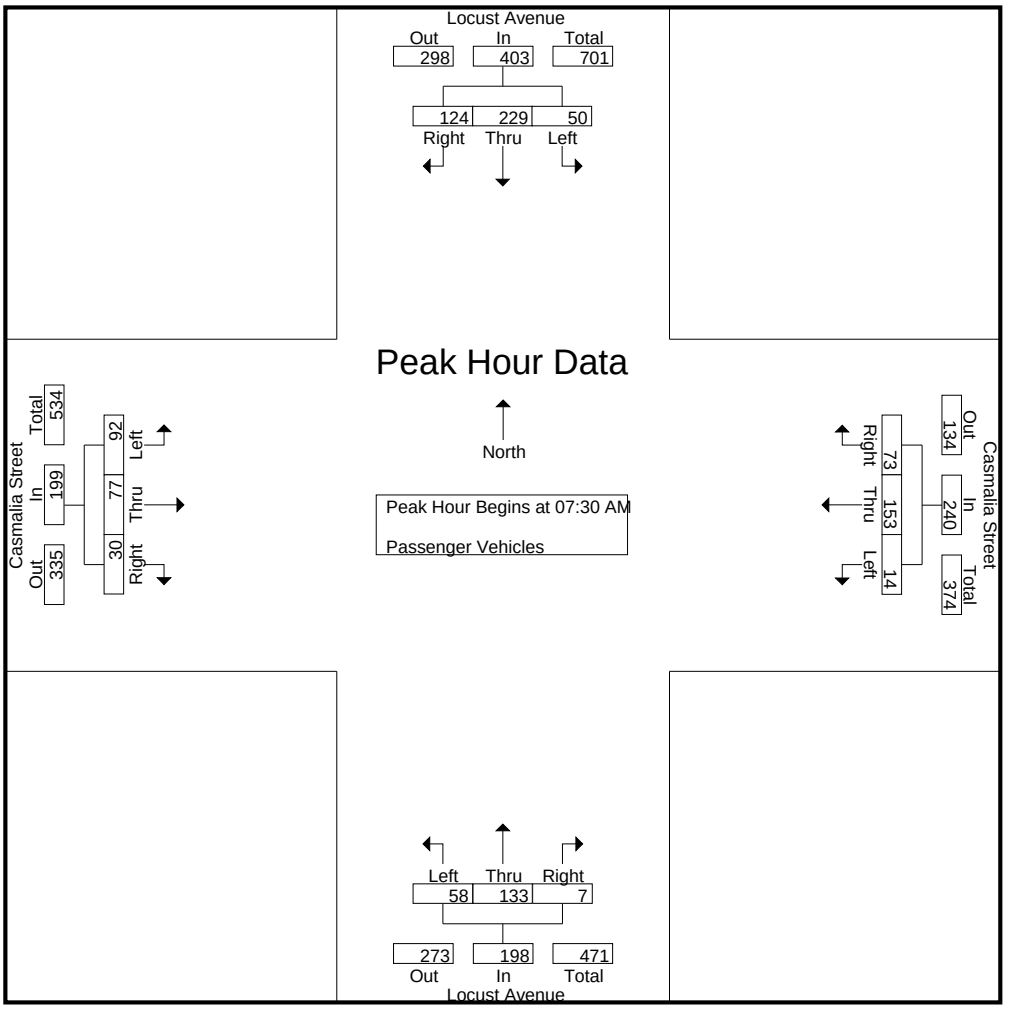
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 8 | 39 | 40 | 87 | 1 | 30 | 16 | 47 | 7 | 27 | 2 | 36 | 15 | 10 | 6 | 31 | 201 |
| 07:15 AM | 12 | 28 | 34 | 74 | 10 | 35 | 14 | 59 | 14 | 26 | 5 | 45 | 23 | 10 | 7 | 40 | 218 |
| 07:30 AM | 15 | 66 | 28 | 109 | 4 | 46 | 24 | 74 | 18 | 35 | 2 | 55 | 20 | 17 | 6 | 43 | 281 |
| 07:45 AM | 20 | 63 | 28 | 111 | 6 | 52 | 18 | 76 | 17 | 40 | 3 | 60 | 15 | 13 | 6 | 34 | 281 |
| Total | 55 | 196 | 130 | 381 | 21 | 163 | 72 | 256 | 56 | 128 | 12 | 196 | 73 | 50 | 25 | 148 | 981 |
| 08:00 AM | 9 | 63 | 33 | 105 | 3 | 32 | 21 | 56 | 11 | 21 | 1 | 33 | 28 | 19 | 8 | 55 | 249 |
| 08:15 AM | 6 | 37 | 35 | 78 | 1 | 23 | 10 | 34 | 12 | 37 | 1 | 50 | 29 | 28 | 10 | 67 | 229 |
| 08:30 AM | 10 | 39 | 53 | 102 | 1 | 30 | 11 | 42 | 8 | 27 | 4 | 39 | 25 | 22 | 7 | 54 | 237 |
| 08:45 AM | 9 | 24 | 22 | 55 | 2 | 28 | 13 | 43 | 9 | 15 | 1 | 25 | 16 | 12 | 7 | 35 | 158 |
| Total | 34 | 163 | 143 | 340 | 7 | 113 | 55 | 175 | 40 | 100 | 7 | 147 | 98 | 81 | 32 | 211 | 873 |
| Grand Total | 89 | 359 | 273 | 721 | 28 | 276 | 127 | 431 | 96 | 228 | 19 | 343 | 171 | 131 | 57 | 359 | 1854 |
| Apprch % | 12.3 | 49.8 | 37.9 | | 6.5 | 64 | 29.5 | | 28 | 66.5 | 5.5 | | 47.6 | 36.5 | 15.9 | | |
| Total % | 4.8 | 19.4 | 14.7 | 38.9 | 1.5 | 14.9 | 6.9 | 23.2 | 5.2 | 12.3 | 1 | 18.5 | 9.2 | 7.1 | 3.1 | 19.4 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 15 | **66** | 28 | 109 | 4 | 46 | **24** | 74 | **18** | 35 | 2 | 55 | 20 | 17 | 6 | 43 | **281** |
| 07:45 AM | **20** | 63 | 28 | **111** | **6** | **52** | 18 | **76** | 17 | **40** | **3** | **60** | 15 | 13 | 6 | 34 | 281 |
| 08:00 AM | 9 | 63 | 33 | 105 | 3 | 32 | 21 | 56 | 11 | 21 | 1 | 33 | 28 | 19 | 8 | 55 | 249 |
| 08:15 AM | 6 | 37 | **35** | 78 | 1 | 23 | 10 | 34 | 12 | 37 | 1 | 50 | **29** | **28** | **10** | **67** | 229 |
| Total Volume | 50 | 229 | 124 | 403 | 14 | 153 | 73 | 240 | 58 | 133 | 7 | 198 | 92 | 77 | 30 | 199 | 1040 |
| % App. Total | 12.4 | 56.8 | 30.8 | | 5.8 | 63.8 | 30.4 | | 29.3 | 67.2 | 3.5 | | 46.2 | 38.7 | 15.1 | | |
| PHF | .625 | .867 | .886 | .908 | .583 | .736 | .760 | .789 | .806 | .831 | .583 | .825 | .793 | .688 | .750 | .743 | .925 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 15 | **66** | 28 | 109 | 4 | 46 | **24** | 74 | **18** | 35 | 2 | 55 | 20 | 17 | 6 | 43 |
| +15 mins. | **20** | 63 | 28 | **111** | **6** | **52** | 18 | **76** | 17 | **40** | **3** | **60** | 15 | 13 | 6 | 34 |
| +30 mins. | 9 | 63 | 33 | 105 | 3 | 32 | 21 | 56 | 11 | 21 | 1 | 33 | 28 | 19 | 8 | 55 |
| +45 mins. | 6 | 37 | **35** | 78 | 1 | 23 | 10 | 34 | 12 | 37 | 1 | 50 | **29** | **28** | **10** | **67** |
| Total Volume | 50 | 229 | 124 | 403 | 14 | 153 | 73 | 240 | 58 | 133 | 7 | 198 | 92 | 77 | 30 | 199 |
| % App. Total | 12.4 | 56.8 | 30.8 | | 5.8 | 63.8 | 30.4 | | 29.3 | 67.2 | 3.5 | | 46.2 | 38.7 | 15.1 | |
| PHF | .625 | .867 | .886 | .908 | .583 | .736 | .760 | .789 | .806 | .831 | .583 | .825 | .793 | .688 | .750 | .743 |

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City of Rialto
N/S: Locust Avenue
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File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

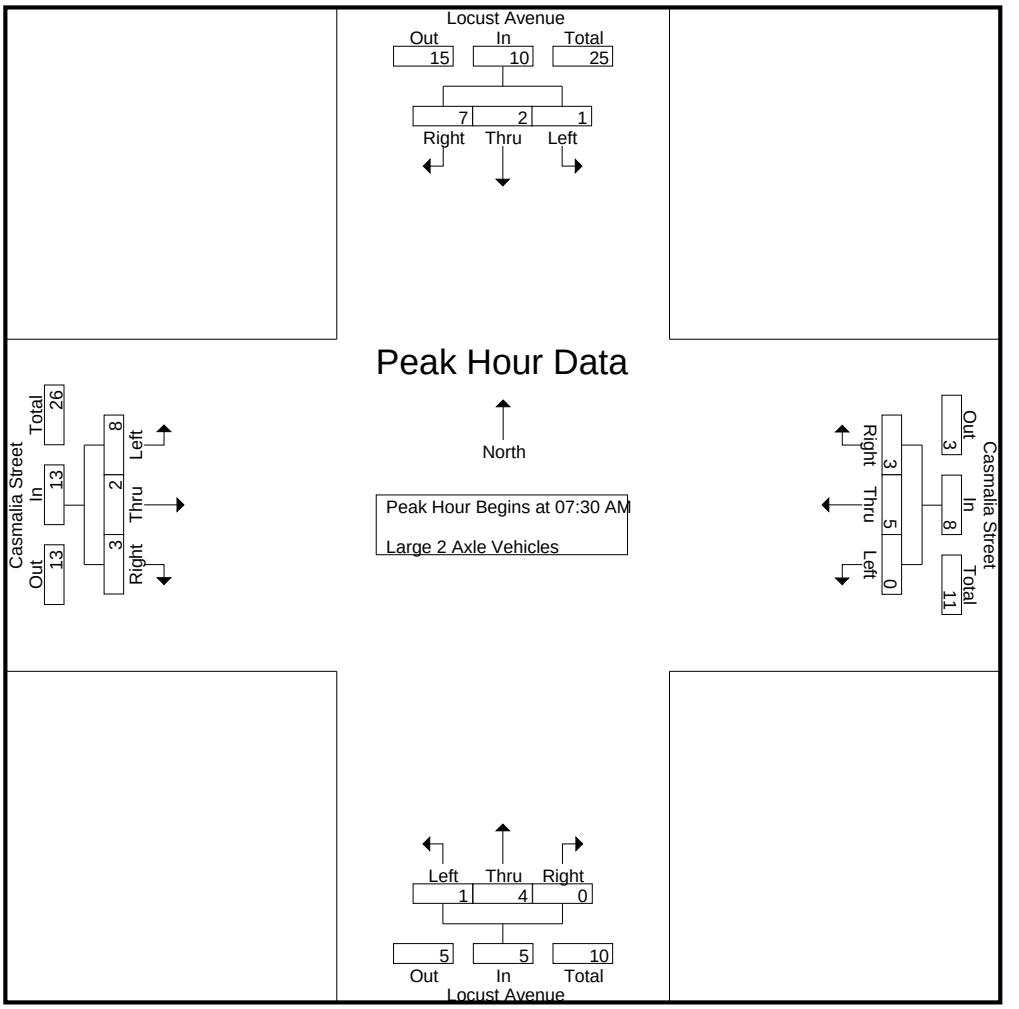
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 3 | 0 | 0 | 3 | 9 |
| 07:15 AM | 1 | 3 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 8 |
| 07:30 AM | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 2 | 1 | 0 | 3 | 7 |
| 07:45 AM | 1 | 0 | 2 | 3 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 11 |
| Total | 2 | 4 | 4 | 10 | 0 | 4 | 3 | 7 | 1 | 5 | 0 | 6 | 7 | 2 | 3 | 12 | 35 |
| 08:00 AM | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 5 | 10 |
| 08:15 AM | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 2 | 8 |
| 08:30 AM | 1 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 7 |
| 08:45 AM | 0 | 0 | 5 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 9 |
| Total | 1 | 4 | 10 | 15 | 0 | 2 | 1 | 3 | 1 | 4 | 1 | 6 | 6 | 2 | 2 | 10 | 34 |
| Grand Total | 3 | 8 | 14 | 25 | 0 | 6 | 4 | 10 | 2 | 9 | 1 | 12 | 13 | 4 | 5 | 22 | 69 |
| Apprch % | 12 | 32 | 56 | | 0 | 60 | 40 | | 16.7 | 75 | 8.3 | | 59.1 | 18.2 | 22.7 | | |
| Total % | 4.3 | 11.6 | 20.3 | 36.2 | 0 | 8.7 | 5.8 | 14.5 | 2.9 | 13 | 1.4 | 17.4 | 18.8 | 5.8 | 7.2 | 31.9 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | **1** | 1 | 0 | **2** | 2 | **1** | 0 | 3 | 7 |
| 07:45 AM | **1** | 0 | 2 | 3 | 0 | **2** | **3** | **5** | 0 | 0 | 0 | 0 | 1 | 0 | **2** | 3 | **11** |
| 08:00 AM | 0 | **1** | **3** | **4** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | **3** | 1 | 1 | **5** | 10 |
| 08:15 AM | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | **2** | 0 | 2 | 2 | 0 | 0 | 2 | 8 |
| Total Volume | 1 | 2 | 7 | 10 | 0 | 5 | 3 | 8 | 1 | 4 | 0 | 5 | 8 | 2 | 3 | 13 | 36 |
| % App. Total | 10 | 20 | 70 | | 0 | 62.5 | 37.5 | | 20 | 80 | 0 | | 61.5 | 15.4 | 23.1 | | |
| PHF | .250 | .500 | .583 | .625 | .000 | .625 | .250 | .400 | .250 | .500 | .000 | .625 | .667 | .500 | .375 | .650 | .818 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | **1** | 1 | 0 | **2** | 2 | **1** | 0 | 3 |
| +15 mins. | **1** | 0 | 2 | 3 | 0 | **2** | **3** | **5** | 0 | 0 | 0 | 0 | 1 | 0 | **2** | 3 |
| +30 mins. | 0 | **1** | **3** | **4** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | **3** | 1 | 1 | **5** |
| +45 mins. | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | **2** | 0 | 2 | 2 | 0 | 0 | 2 |
| Total Volume | 1 | 2 | 7 | 10 | 0 | 5 | 3 | 8 | 1 | 4 | 0 | 5 | 8 | 2 | 3 | 13 |
| % App. Total | 10 | 20 | 70 | | 0 | 62.5 | 37.5 | | 20 | 80 | 0 | | 61.5 | 15.4 | 23.1 | |
| PHF | .250 | .500 | .583 | .625 | .000 | .625 | .250 | .400 | .250 | .500 | .000 | .625 | .667 | .500 | .375 | .650 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

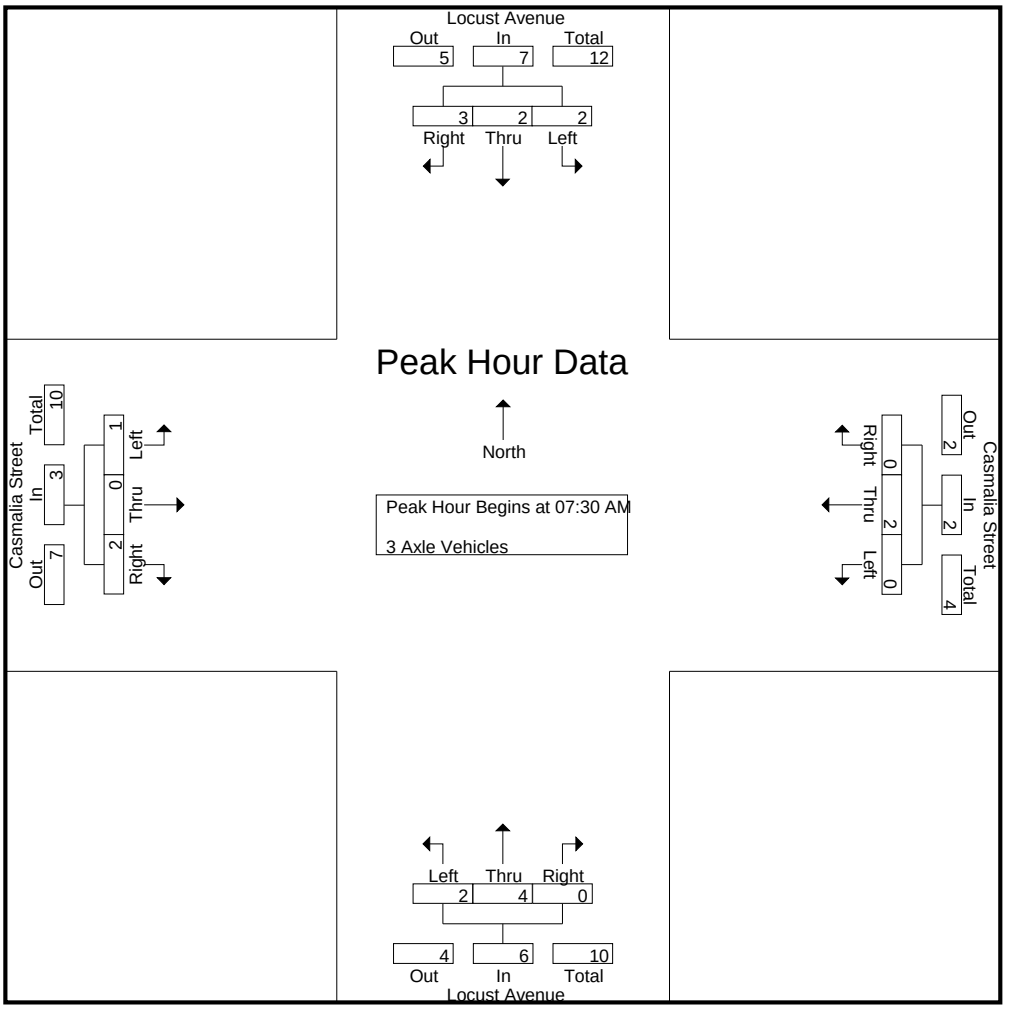
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:15 AM | 0 | 1 | 4 | 5 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 07:30 AM | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 AM | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 0 | 1 | 1 | 7 |
| Total | 2 | 3 | 7 | 12 | 2 | 3 | 0 | 5 | 2 | 3 | 0 | 5 | 0 | 0 | 1 | 1 | 23 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 2 |
| 08:15 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 08:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 4 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 2 | 4 |
| Total | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 4 | 0 | 5 | 3 | 0 | 3 | 6 | 14 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 3 | 4 | 7 | 14 | 2 | 3 | 1 | 6 | 3 | 7 | 0 | 10 | 3 | 0 | 4 | 7 | 37 |
| Apprch % | 21.4 | 28.6 | 50 | | 33.3 | 50 | 16.7 | | 30 | 70 | 0 | | 42.9 | 0 | 57.1 | | |
| Total % | 8.1 | 10.8 | 18.9 | 37.8 | 5.4 | 8.1 | 2.7 | 16.2 | 8.1 | 18.9 | 0 | 27 | 8.1 | 0 | 10.8 | 18.9 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | **1** | **3** | **4** | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 AM | **1** | 1 | 0 | 2 | 0 | 1 | 0 | 1 | **1** | **2** | 0 | **3** | 0 | 0 | **1** | 1 | **7** |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | **2** | 2 |
| 08:15 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 2 | 2 | 3 | 7 | 0 | 2 | 0 | 2 | 2 | 4 | 0 | 6 | 1 | 0 | 2 | 3 | 18 |
| % App. Total | 28.6 | 28.6 | 42.9 | | 0 | 100 | 0 | | 33.3 | 66.7 | 0 | | 33.3 | 0 | 66.7 | | |
| PHF | .500 | .500 | .250 | .438 | .000 | .500 | .000 | .500 | .500 | .500 | .000 | .500 | .250 | .000 | .500 | .375 | .643 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **1** | **3** | **4** | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | **1** | 1 | 0 | 2 | 0 | 1 | 0 | 1 | **1** | **2** | 0 | **3** | 0 | 0 | **1** | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | **2** |
| +45 mins. | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 |
| Total Volume | 2 | 2 | 3 | 7 | 0 | 2 | 0 | 2 | 2 | 4 | 0 | 6 | 1 | 0 | 2 | 3 |
| % App. Total | 28.6 | 28.6 | 42.9 | | 0 | 100 | 0 | | 33.3 | 66.7 | 0 | | 33.3 | 0 | 66.7 | |
| PHF | .500 | .500 | .250 | .438 | .000 | .500 | .000 | .500 | .500 | .500 | .000 | .500 | .250 | .000 | .500 | .375 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

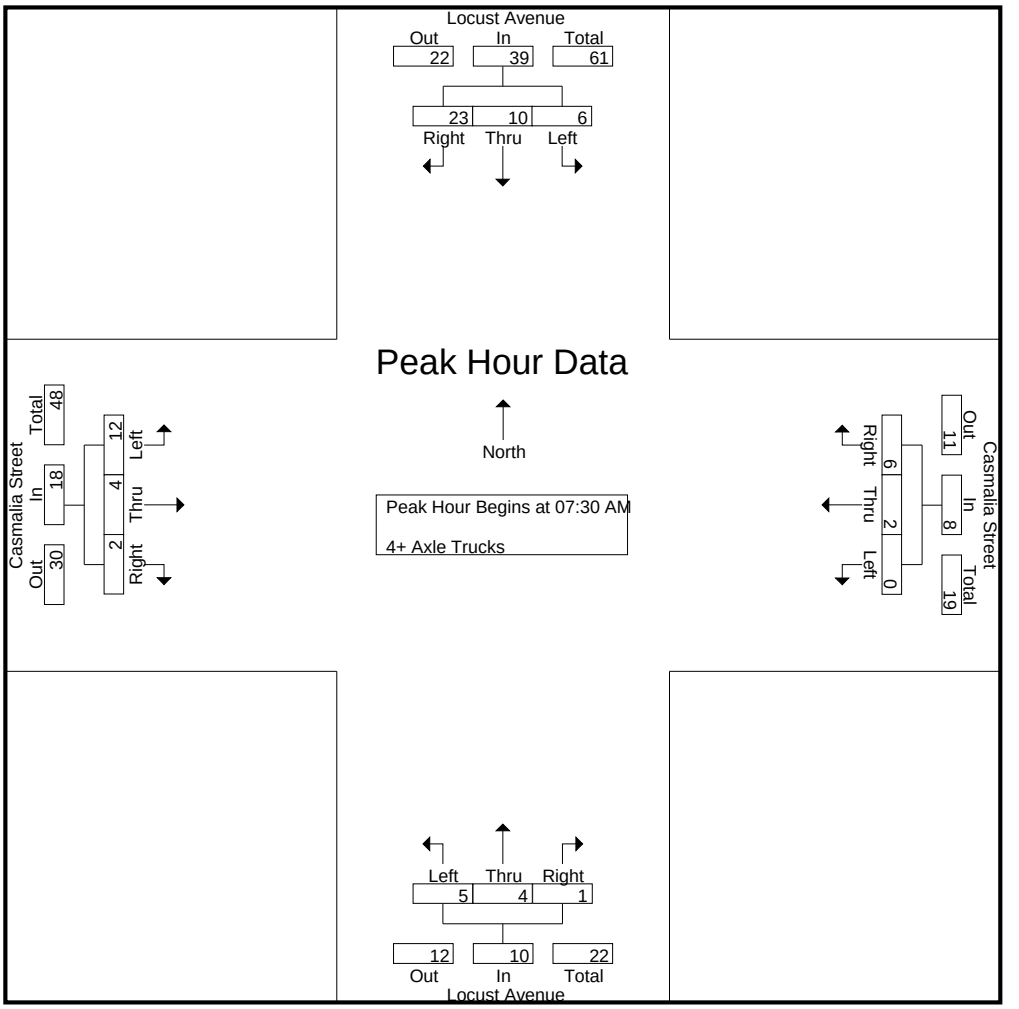
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 4 | 6 | 11 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 7 | 1 | 0 | 8 | 22 |
| 07:15 AM | 1 | 3 | 3 | 7 | 0 | 2 | 0 | 2 | 2 | 1 | 0 | 3 | 3 | 0 | 0 | 3 | 15 |
| 07:30 AM | 2 | 2 | 9 | 13 | 0 | 1 | 2 | 3 | 4 | 2 | 0 | 6 | 4 | 1 | 1 | 6 | 28 |
| 07:45 AM | 1 | 5 | 7 | 13 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 19 |
| Total | 5 | 14 | 25 | 44 | 0 | 5 | 6 | 11 | 7 | 3 | 0 | 10 | 15 | 2 | 2 | 19 | 84 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | 3 | 4 | 8 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 5 | 2 | 0 | 7 | 18 |
| 08:15 AM | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 3 | 10 |
| 08:30 AM | 0 | 4 | 5 | 9 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 16 |
| 08:45 AM | 3 | 4 | 2 | 9 | 2 | 0 | 1 | 3 | 1 | 2 | 0 | 3 | 6 | 1 | 0 | 7 | 22 |
| Total | 6 | 11 | 14 | 31 | 2 | 1 | 3 | 6 | 2 | 5 | 1 | 8 | 17 | 4 | 0 | 21 | 66 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 11 | 25 | 39 | 75 | 2 | 6 | 9 | 17 | 9 | 8 | 1 | 18 | 32 | 6 | 2 | 40 | 150 |
| Apprch % | 14.7 | 33.3 | 52 | | 11.8 | 35.3 | 52.9 | | 50 | 44.4 | 5.6 | | 80 | 15 | 5 | | |
| Total % | 7.3 | 16.7 | 26 | 50 | 1.3 | 4 | 6 | 11.3 | 6 | 5.3 | 0.7 | 12 | 21.3 | 4 | 1.3 | 26.7 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **2** | 2 | **9** | **13** | 0 | **1** | 2 | 3 | **4** | **2** | 0 | **6** | 4 | 1 | **1** | 6 | **28** |
| 07:45 AM | 1 | **5** | 7 | 13 | 0 | 0 | **4** | **4** | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 19 |
| 08:00 AM | 1 | 3 | 4 | 8 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | **5** | **2** | 0 | **7** | 18 |
| 08:15 AM | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | **1** | 2 | 2 | 1 | 0 | 3 | 10 |
| Total Volume | 6 | 10 | 23 | 39 | 0 | 2 | 6 | 8 | 5 | 4 | 1 | 10 | 12 | 4 | 2 | 18 | 75 |
| % App. Total | 15.4 | 25.6 | 59 | | 0 | 25 | 75 | | 50 | 40 | 10 | | 66.7 | 22.2 | 11.1 | | |
| PHF | .750 | .500 | .639 | .750 | .000 | .500 | .375 | .500 | .313 | .500 | .250 | .417 | .600 | .500 | .500 | .643 | .670 |

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City of Rialto
N/S: Locust Avenue
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File Name : 03_RLT_Loc_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **2** | 2 | **9** | **13** | 0 | **1** | 2 | 3 | **4** | **2** | 0 | **6** | 4 | 1 | **1** | 6 |
| +15 mins. | 1 | **5** | 7 | 13 | 0 | 0 | **4** | **4** | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| +30 mins. | 1 | 3 | 4 | 8 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | **5** | **2** | 0 | **7** |
| +45 mins. | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | **1** | 2 | 2 | 1 | 0 | 3 |
| Total Volume | 6 | 10 | 23 | 39 | 0 | 2 | 6 | 8 | 5 | 4 | 1 | 10 | 12 | 4 | 2 | 18 |
| % App. Total | 15.4 | 25.6 | 59 | | 0 | 25 | 75 | | 50 | 40 | 10 | | 66.7 | 22.2 | 11.1 | |
| PHF | .750 | .500 | .639 | .750 | .000 | .500 | .375 | .500 | .313 | .500 | .250 | .417 | .600 | .500 | .500 | .643 |

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City of Rialto
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Weather: Clear

File Name : 03_RLT_Loc_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

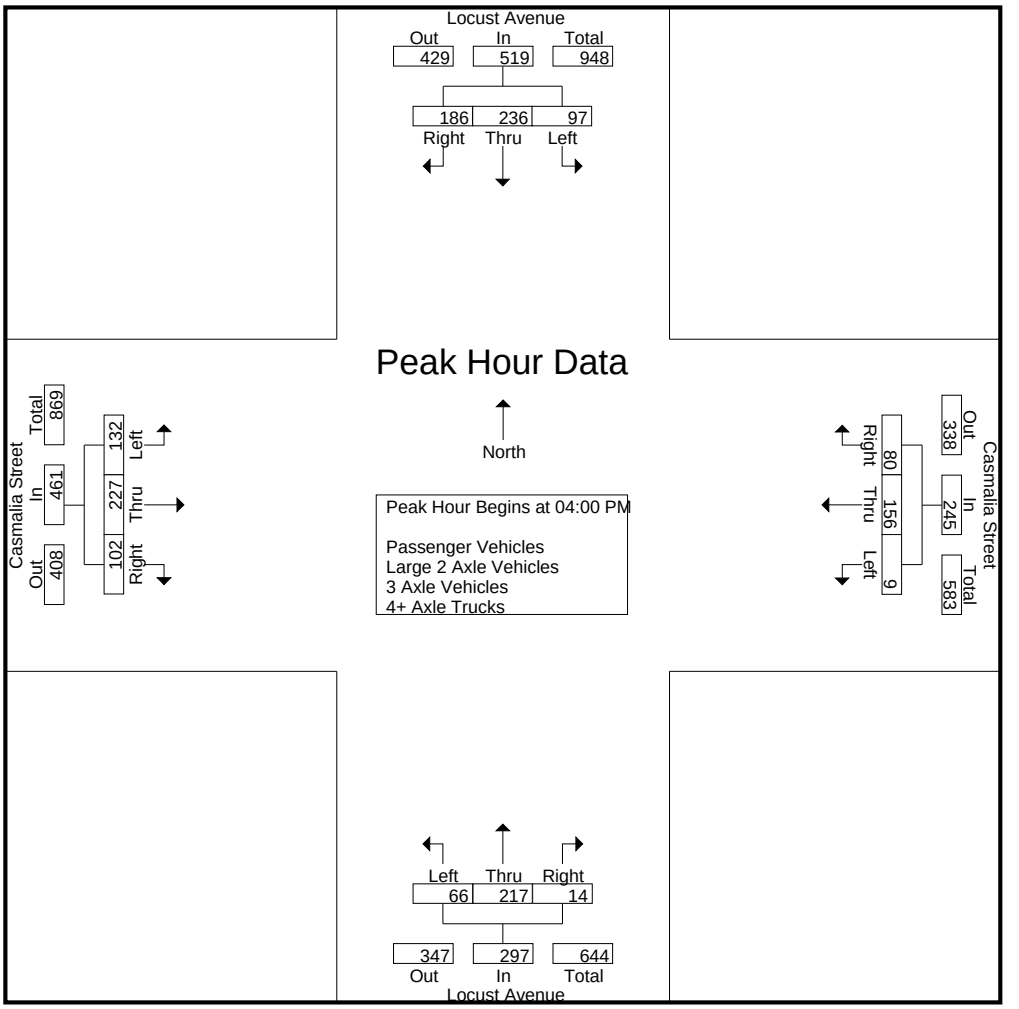
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 21 | 44 | 40 | 105 | 0 | 23 | 19 | 42 | 16 | 71 | 5 | 92 | 34 | 53 | 32 | 119 | 358 |
| 04:15 PM | 20 | 46 | 36 | 102 | 1 | 35 | 30 | 66 | 16 | 57 | 1 | 74 | 41 | 57 | 15 | 113 | 355 |
| 04:30 PM | 35 | 107 | 75 | 217 | 2 | 58 | 20 | 80 | 18 | 55 | 5 | 78 | 30 | 64 | 32 | 126 | 501 |
| 04:45 PM | 21 | 39 | 35 | 95 | 6 | 40 | 11 | 57 | 16 | 34 | 3 | 53 | 27 | 53 | 23 | 103 | 308 |
| Total | 97 | 236 | 186 | 519 | 9 | 156 | 80 | 245 | 66 | 217 | 14 | 297 | 132 | 227 | 102 | 461 | 1522 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 19 | 42 | 51 | 112 | 2 | 46 | 17 | 65 | 24 | 42 | 5 | 71 | 26 | 61 | 12 | 99 | 347 |
| 05:15 PM | 11 | 40 | 35 | 86 | 3 | 39 | 9 | 51 | 13 | 39 | 6 | 58 | 23 | 43 | 16 | 82 | 277 |
| 05:30 PM | 18 | 33 | 44 | 95 | 5 | 32 | 11 | 48 | 18 | 29 | 4 | 51 | 27 | 44 | 18 | 89 | 283 |
| 05:45 PM | 10 | 37 | 27 | 74 | 3 | 50 | 12 | 65 | 11 | 41 | 4 | 56 | 25 | 48 | 10 | 83 | 278 |
| Total | 58 | 152 | 157 | 367 | 13 | 167 | 49 | 229 | 66 | 151 | 19 | 236 | 101 | 196 | 56 | 353 | 1185 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 155 | 388 | 343 | 886 | 22 | 323 | 129 | 474 | 132 | 368 | 33 | 533 | 233 | 423 | 158 | 814 | 2707 |
| Apprch % | 17.5 | 43.8 | 38.7 | | 4.6 | 68.1 | 27.2 | | 24.8 | 69 | 6.2 | | 28.6 | 52 | 19.4 | | |
| Total % | 5.7 | 14.3 | 12.7 | 32.7 | 0.8 | 11.9 | 4.8 | 17.5 | 4.9 | 13.6 | 1.2 | 19.7 | 8.6 | 15.6 | 5.8 | 30.1 | |
| Passenger Vehicles | 154 | 372 | 329 | 855 | 20 | 310 | 123 | 453 | 115 | 355 | 27 | 497 | 221 | 410 | 147 | 778 | 2583 |
| % Passenger Vehicles | 99.4 | 95.9 | 95.9 | 96.5 | 90.9 | 96 | 95.3 | 95.6 | 87.1 | 96.5 | 81.8 | 93.2 | 94.8 | 96.9 | 93 | 95.6 | 95.4 |
| Large 2 Axle Vehicles | 1 | 5 | 2 | 8 | 0 | 8 | 0 | 8 | 4 | 2 | 2 | 8 | 3 | 4 | 4 | 11 | 35 |
| % Large 2 Axle Vehicles | 0.6 | 1.3 | 0.6 | 0.9 | 0 | 2.5 | 0 | 1.7 | 3 | 0.5 | 6.1 | 1.5 | 1.3 | 0.9 | 2.5 | 1.4 | 1.3 |
| 3 Axle Vehicles | 0 | 4 | 0 | 4 | 1 | 2 | 1 | 4 | 1 | 4 | 1 | 6 | 1 | 8 | 4 | 13 | 27 |
| % 3 Axle Vehicles | 0 | 1 | 0 | 0.5 | 4.5 | 0.6 | 0.8 | 0.8 | 0.8 | 1.1 | 3 | 1.1 | 0.4 | 1.9 | 2.5 | 1.6 | 1 |
| 4+ Axle Trucks | 0 | 7 | 12 | 19 | 1 | 3 | 5 | 9 | 12 | 7 | 3 | 22 | 8 | 1 | 3 | 12 | 62 |
| % 4+ Axle Trucks | 0 | 1.8 | 3.5 | 2.1 | 4.5 | 0.9 | 3.9 | 1.9 | 9.1 | 1.9 | 9.1 | 4.1 | 3.4 | 0.2 | 1.9 | 1.5 | 2.3 |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 21 | 44 | 40 | 105 | 0 | 23 | 19 | 42 | 16 | **71** | **5** | **92** | 34 | 53 | **32** | 119 | 358 |
| 04:15 PM | 20 | 46 | 36 | 102 | 1 | 35 | **30** | 66 | 16 | 57 | 1 | 74 | **41** | 57 | 15 | 113 | 355 |
| 04:30 PM | **35** | **107** | **75** | **217** | 2 | **58** | 20 | **80** | **18** | 55 | 5 | 78 | 30 | **64** | 32 | **126** | **501** |
| 04:45 PM | 21 | 39 | 35 | 95 | **6** | 40 | 11 | 57 | 16 | 34 | 3 | 53 | 27 | 53 | 23 | 103 | 308 |
| Total Volume | 97 | 236 | 186 | 519 | 9 | 156 | 80 | 245 | 66 | 217 | 14 | 297 | 132 | 227 | 102 | 461 | 1522 |
| % App. Total | 18.7 | 45.5 | 35.8 | | 3.7 | 63.7 | 32.7 | | 22.2 | 73.1 | 4.7 | | 28.6 | 49.2 | 22.1 | | |
| PHF | .693 | .551 | .620 | .598 | .375 | .672 | .667 | .766 | .917 | .764 | .700 | .807 | .805 | .887 | .797 | .915 | .759 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 04:15 PM | | | | 04:15 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 20 | 46 | 36 | 102 | 1 | 35 | **30** | 66 | 16 | **71** | **5** | **92** | 34 | 53 | **32** | 119 |
| +15 mins. | **35** | **107** | **75** | **217** | 2 | **58** | 20 | **80** | 16 | 57 | 1 | 74 | **41** | 57 | 15 | 113 |
| +30 mins. | 21 | 39 | 35 | 95 | **6** | 40 | 11 | 57 | **18** | 55 | 5 | 78 | 30 | **64** | 32 | **126** |
| +45 mins. | 19 | 42 | 51 | 112 | 2 | 46 | 17 | 65 | 16 | 34 | 3 | 53 | 27 | 53 | 23 | 103 |
| Total Volume | 95 | 234 | 197 | 526 | 11 | 179 | 78 | 268 | 66 | 217 | 14 | 297 | 132 | 227 | 102 | 461 |
| % App. Total | 18.1 | 44.5 | 37.5 | | 4.1 | 66.8 | 29.1 | | 22.2 | 73.1 | 4.7 | | 28.6 | 49.2 | 22.1 | |
| PHF | .679 | .547 | .657 | .606 | .458 | .772 | .650 | .838 | .917 | .764 | .700 | .807 | .805 | .887 | .797 | .915 |

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City of Rialto
N/S: Locust Avenue
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File Name : 03_RLT_Loc_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

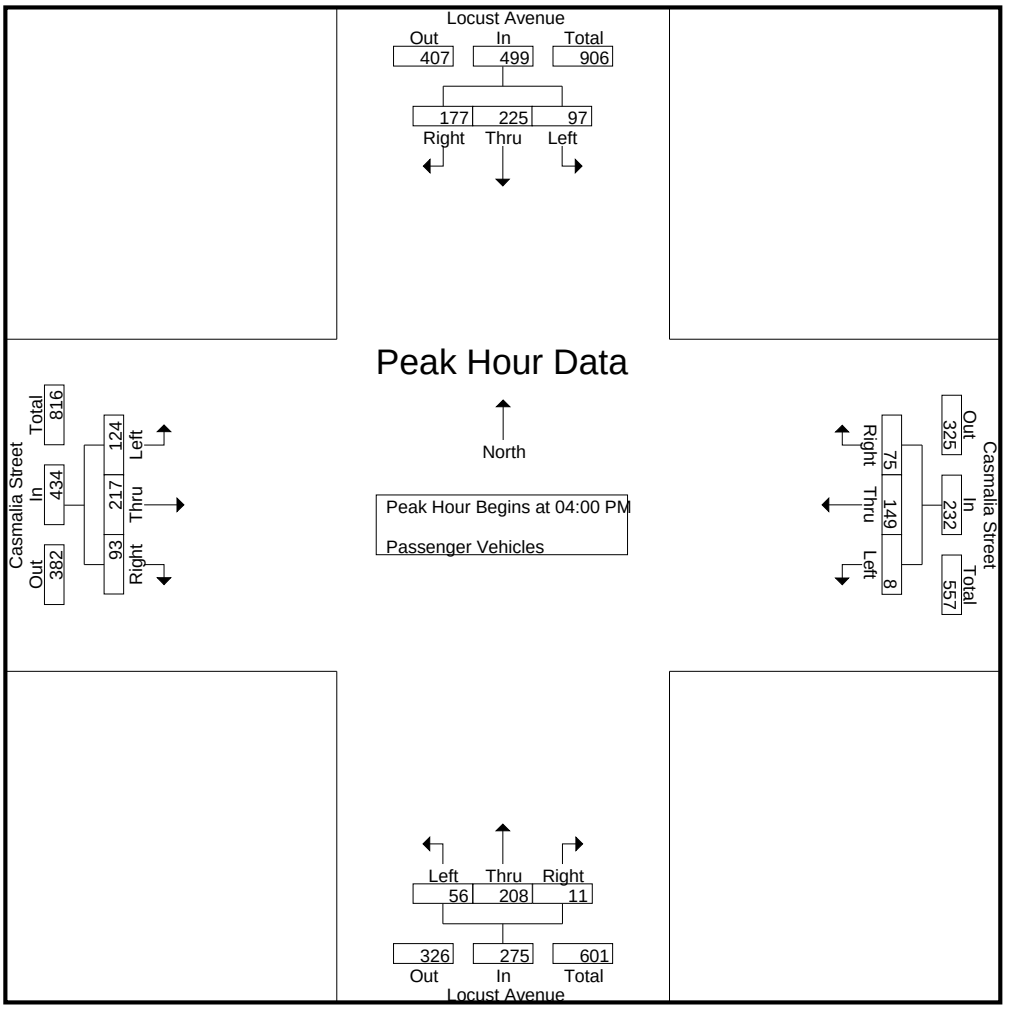
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 21 | 40 | 37 | 98 | 0 | 22 | 18 | 40 | 13 | 68 | 4 | 85 | 33 | 52 | 31 | 116 | 339 |
| 04:15 PM | 20 | 44 | 33 | 97 | 1 | 34 | 27 | 62 | 15 | 55 | 1 | 71 | 36 | 54 | 12 | 102 | 332 |
| 04:30 PM | 35 | 103 | 74 | 212 | 2 | 54 | 19 | 75 | 14 | 52 | 5 | 71 | 29 | 60 | 29 | 118 | 476 |
| 04:45 PM | 21 | 38 | 33 | 92 | 5 | 39 | 11 | 55 | 14 | 33 | 1 | 48 | 26 | 51 | 21 | 98 | 293 |
| Total | 97 | 225 | 177 | 499 | 8 | 149 | 75 | 232 | 56 | 208 | 11 | 275 | 124 | 217 | 93 | 434 | 1440 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 19 | 41 | 49 | 109 | 2 | 45 | 17 | 64 | 21 | 40 | 5 | 66 | 25 | 60 | 12 | 97 | 336 |
| 05:15 PM | 11 | 38 | 33 | 82 | 3 | 36 | 8 | 47 | 11 | 39 | 5 | 55 | 22 | 42 | 15 | 79 | 263 |
| 05:30 PM | 18 | 32 | 43 | 93 | 5 | 32 | 11 | 48 | 17 | 29 | 3 | 49 | 26 | 43 | 18 | 87 | 277 |
| 05:45 PM | 9 | 36 | 27 | 72 | 2 | 48 | 12 | 62 | 10 | 39 | 3 | 52 | 24 | 48 | 9 | 81 | 267 |
| Total | 57 | 147 | 152 | 356 | 12 | 161 | 48 | 221 | 59 | 147 | 16 | 222 | 97 | 193 | 54 | 344 | 1143 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 154 | 372 | 329 | 855 | 20 | 310 | 123 | 453 | 115 | 355 | 27 | 497 | 221 | 410 | 147 | 778 | 2583 |
| Apprch % | 18 | 43.5 | 38.5 | | 4.4 | 68.4 | 27.2 | | 23.1 | 71.4 | 5.4 | | 28.4 | 52.7 | 18.9 | | |
| Total % | 6 | 14.4 | 12.7 | 33.1 | 0.8 | 12 | 4.8 | 17.5 | 4.5 | 13.7 | 1 | 19.2 | 8.6 | 15.9 | 5.7 | 30.1 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 21 | 40 | 37 | 98 | 0 | 22 | 18 | 40 | 13 | **68** | 4 | **85** | 33 | 52 | **31** | 116 | 339 |
| 04:15 PM | 20 | 44 | 33 | 97 | 1 | 34 | **27** | 62 | **15** | 55 | 1 | 71 | **36** | 54 | 12 | 102 | 332 |
| 04:30 PM | **35** | **103** | **74** | **212** | 2 | **54** | 19 | **75** | 14 | 52 | **5** | 71 | 29 | **60** | 29 | **118** | **476** |
| 04:45 PM | 21 | 38 | 33 | 92 | **5** | 39 | 11 | 55 | 14 | 33 | 1 | 48 | 26 | 51 | 21 | 98 | 293 |
| Total Volume | 97 | 225 | 177 | 499 | 8 | 149 | 75 | 232 | 56 | 208 | 11 | 275 | 124 | 217 | 93 | 434 | 1440 |
| % App. Total | 19.4 | 45.1 | 35.5 | | 3.4 | 64.2 | 32.3 | | 20.4 | 75.6 | 4 | | 28.6 | 50 | 21.4 | | |
| PHF | .693 | .546 | .598 | .588 | .400 | .690 | .694 | .773 | .933 | .765 | .550 | .809 | .861 | .904 | .750 | .919 | .756 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 21 | 40 | 37 | 98 | 0 | 22 | 18 | 40 | 13 | **68** | 4 | **85** | 33 | 52 | **31** | 116 |
| +15 mins. | 20 | 44 | 33 | 97 | 1 | 34 | **27** | 62 | **15** | 55 | 1 | 71 | **36** | 54 | 12 | 102 |
| +30 mins. | **35** | **103** | **74** | **212** | 2 | **54** | 19 | **75** | 14 | 52 | **5** | 71 | 29 | **60** | 29 | **118** |
| +45 mins. | 21 | 38 | 33 | 92 | **5** | 39 | 11 | 55 | 14 | 33 | 1 | 48 | 26 | 51 | 21 | 98 |
| Total Volume | 97 | 225 | 177 | 499 | 8 | 149 | 75 | 232 | 56 | 208 | 11 | 275 | 124 | 217 | 93 | 434 |
| % App. Total | 19.4 | 45.1 | 35.5 | | 3.4 | 64.2 | 32.3 | | 20.4 | 75.6 | 4 | | 28.6 | 50 | 21.4 | |
| PHF | .693 | .546 | .598 | .588 | .400 | .690 | .694 | .773 | .933 | .765 | .550 | .809 | .861 | .904 | .750 | .919 |

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City of Rialto
N/S: Locust Avenue
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File Name : 03_RLT_Loc_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

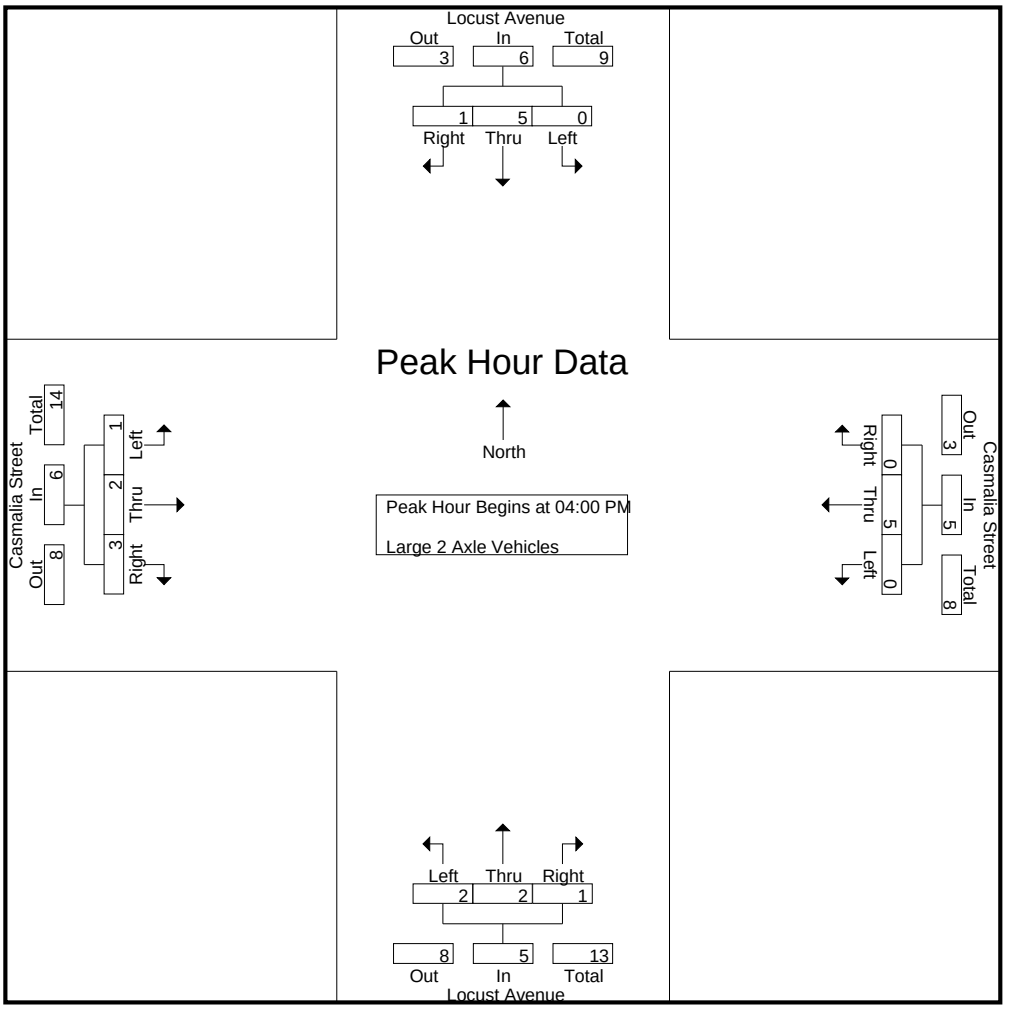
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 3 | 1 | 4 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 04:15 PM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| 04:30 PM | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 8 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 2 | 4 |
| Total | 0 | 5 | 1 | 6 | 0 | 5 | 0 | 5 | 2 | 2 | 1 | 5 | 1 | 2 | 3 | 6 | 22 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 05:15 PM | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 2 | 7 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 05:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 |
| Total | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 3 | 2 | 0 | 1 | 3 | 2 | 2 | 1 | 5 | 13 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 1 | 5 | 2 | 8 | 0 | 8 | 0 | 8 | 4 | 2 | 2 | 8 | 3 | 4 | 4 | 11 | 35 |
| Apprch % | 12.5 | 62.5 | 25 | | 0 | 100 | 0 | | 50 | 25 | 25 | | 27.3 | 36.4 | 36.4 | | |
| Total % | 2.9 | 14.3 | 5.7 | 22.9 | 0 | 22.9 | 0 | 22.9 | 11.4 | 5.7 | 5.7 | 22.9 | 8.6 | 11.4 | 11.4 | 31.4 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **3** | **1** | **4** | 0 | 1 | 0 | 1 | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 04:15 PM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** | 4 |
| 04:30 PM | 0 | 1 | 0 | 1 | 0 | **3** | 0 | **3** | **1** | 1 | 0 | **2** | 0 | **1** | 1 | 2 | **8** |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | **1** | 2 | **1** | 1 | 0 | 2 | 4 |
| Total Volume | 0 | 5 | 1 | 6 | 0 | 5 | 0 | 5 | 2 | 2 | 1 | 5 | 1 | 2 | 3 | 6 | 22 |
| % App. Total | 0 | 83.3 | 16.7 | | 0 | 100 | 0 | | 40 | 40 | 20 | | 16.7 | 33.3 | 50 | | |
| PHF | .000 | .417 | .250 | .375 | .000 | .417 | .000 | .417 | .500 | .500 | .250 | .625 | .250 | .500 | .375 | .750 | .688 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **3** | **1** | **4** | 0 | 1 | 0 | 1 | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | **3** | 0 | **3** | **1** | 1 | 0 | **2** | 0 | **1** | 1 | 2 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | **1** | 2 | **1** | 1 | 0 | 2 |
| Total Volume | 0 | 5 | 1 | 6 | 0 | 5 | 0 | 5 | 2 | 2 | 1 | 5 | 1 | 2 | 3 | 6 |
| % App. Total | 0 | 83.3 | 16.7 | | 0 | 100 | 0 | | 40 | 40 | 20 | | 16.7 | 33.3 | 50 | |
| PHF | .000 | .417 | .250 | .375 | .000 | .417 | .000 | .417 | .500 | .500 | .250 | .625 | .250 | .500 | .375 | .750 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

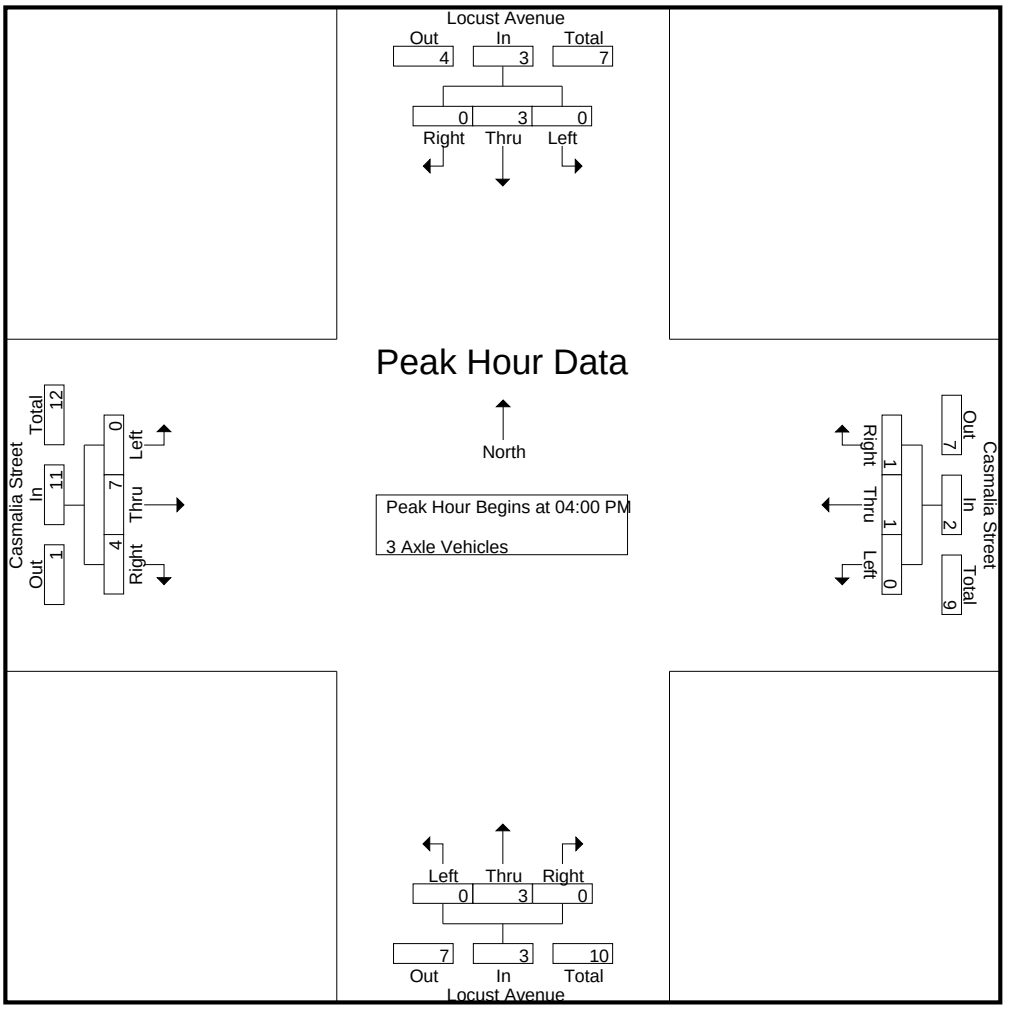
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 3 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 4 |
| 04:30 PM | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 4 | 8 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 4 |
| Total | 0 | 3 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 3 | 0 | 7 | 4 | 11 | 19 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 2 | 8 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 4 | 0 | 4 | 1 | 2 | 1 | 4 | 1 | 4 | 1 | 6 | 1 | 8 | 4 | 13 | 27 |
| Apprch % | 0 | 100 | 0 | | 25 | 50 | 25 | | 16.7 | 66.7 | 16.7 | | 7.7 | 61.5 | 30.8 | | |
| Total % | 0 | 14.8 | 0 | 14.8 | 3.7 | 7.4 | 3.7 | 14.8 | 3.7 | 14.8 | 3.7 | 22.2 | 3.7 | 29.6 | 14.8 | 48.1 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 0 | 0 | **1** | 1 | 3 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 1 | **4** | 4 |
| 04:30 PM | 0 | **2** | 0 | **2** | 0 | 0 | **1** | **1** | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 4 | **8** |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 4 |
| Total Volume | 0 | 3 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 3 | 0 | 7 | 4 | 11 | 19 |
| % App. Total | 0 | 100 | 0 | | 0 | 50 | 50 | | 0 | 100 | 0 | | 0 | 63.6 | 36.4 | | |
| PHF | .000 | .375 | .000 | .375 | .000 | .250 | .250 | .500 | .000 | .750 | .000 | .750 | .000 | .583 | 1.00 | .688 | .594 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 0 | 0 | **1** | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 1 | **4** |
| +30 mins. | 0 | **2** | 0 | **2** | 0 | 0 | **1** | **1** | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 4 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 |
| Total Volume | 0 | 3 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 3 | 0 | 7 | 4 | 11 |
| % App. Total | 0 | 100 | 0 | | 0 | 50 | 50 | | 0 | 100 | 0 | | 0 | 63.6 | 36.4 | |
| PHF | .000 | .375 | .000 | .375 | .000 | .250 | .250 | .500 | .000 | .750 | .000 | .750 | .000 | .583 | 1.000 | .688 |

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

City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

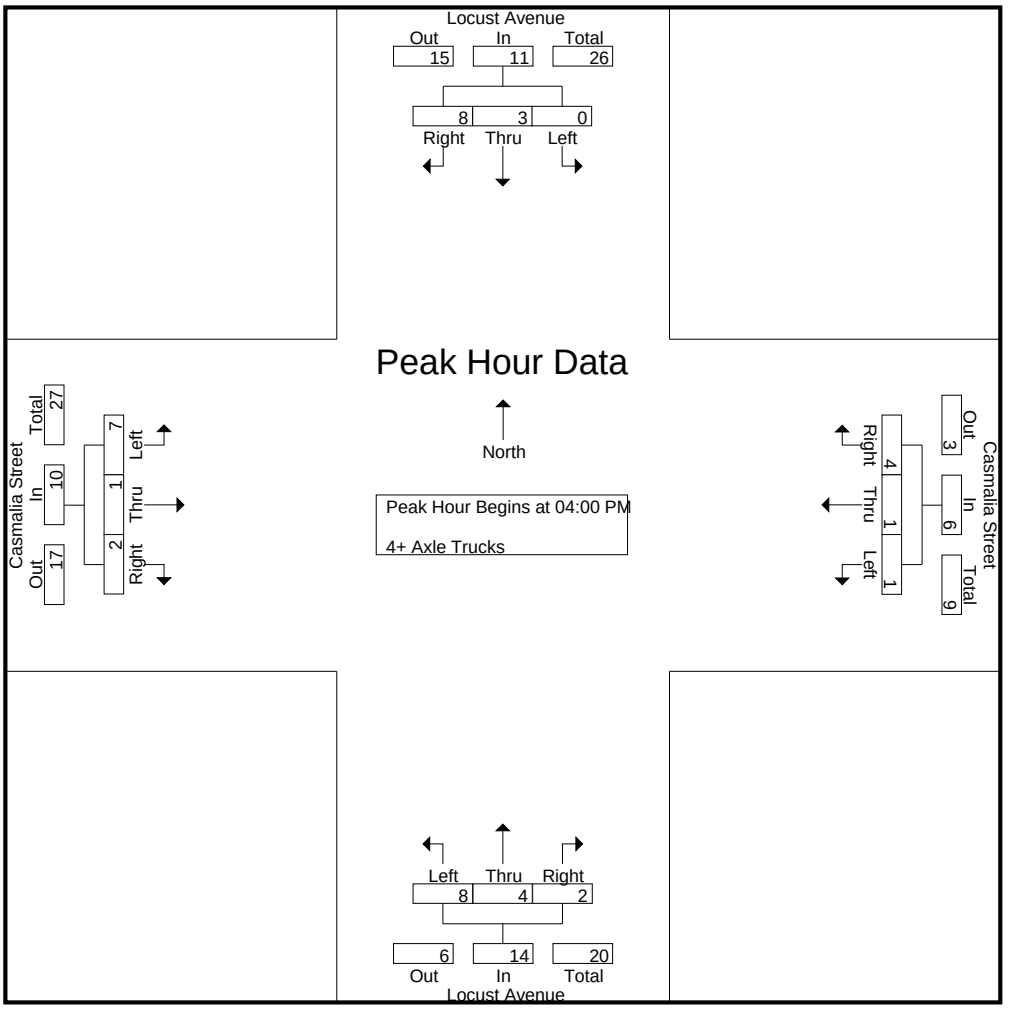
| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 5 | 1 | 1 | 0 | 2 | 10 |
| 04:15 PM | 0 | 1 | 3 | 4 | 0 | 0 | 3 | 3 | 1 | 2 | 0 | 3 | 5 | 0 | 0 | 5 | 15 |
| 04:30 PM | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 4 | 1 | 0 | 1 | 2 | 9 |
| 04:45 PM | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 7 |
| Total | 0 | 3 | 8 | 11 | 1 | 1 | 4 | 6 | 8 | 4 | 2 | 14 | 7 | 1 | 2 | 10 | 41 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 7 |
| 05:15 PM | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 6 |
| 05:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 5 |
| Total | 0 | 4 | 4 | 8 | 0 | 2 | 1 | 3 | 4 | 3 | 1 | 8 | 1 | 0 | 1 | 2 | 21 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 7 | 12 | 19 | 1 | 3 | 5 | 9 | 12 | 7 | 3 | 22 | 8 | 1 | 3 | 12 | 62 |
| Apprch % | 0 | 36.8 | 63.2 | | 11.1 | 33.3 | 55.6 | | 54.5 | 31.8 | 13.6 | | 66.7 | 8.3 | 25 | | |
| Total % | 0 | 11.3 | 19.4 | 30.6 | 1.6 | 4.8 | 8.1 | 14.5 | 19.4 | 11.3 | 4.8 | 35.5 | 12.9 | 1.6 | 4.8 | 19.4 | |

| | Locust Avenue Southbound | | | | Casmalia Street Westbound | | | | Locust Avenue Northbound | | | | Casmalia Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | **3** | 1 | **1** | **5** | 1 | **1** | 0 | 2 | 10 |
| 04:15 PM | 0 | **1** | **3** | **4** | 0 | 0 | **3** | **3** | 1 | **2** | 0 | 3 | **5** | 0 | 0 | **5** | **15** |
| 04:30 PM | 0 | 1 | 1 | 2 | 0 | **1** | 0 | 1 | 3 | 1 | 0 | 4 | 1 | 0 | **1** | 2 | 9 |
| 04:45 PM | 0 | 1 | 2 | 3 | **1** | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 7 |
| Total Volume | 0 | 3 | 8 | 11 | 1 | 1 | 4 | 6 | 8 | 4 | 2 | 14 | 7 | 1 | 2 | 10 | 41 |
| % App. Total | 0 | 27.3 | 72.7 | | 16.7 | 16.7 | 66.7 | | 57.1 | 28.6 | 14.3 | | 70 | 10 | 20 | | |
| PHF | .000 | .750 | .667 | .688 | .250 | .250 | .333 | .500 | .667 | .500 | .500 | .700 | .350 | .250 | .500 | .500 | .683 |

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City of Rialto
N/S: Locust Avenue
E/W: Casmalia Street
Weather: Clear

File Name : 03_RLT_Loc_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | **3** | 1 | **1** | **5** | 1 | **1** | 0 | 2 |
| +15 mins. | 0 | **1** | **3** | **4** | 0 | 0 | **3** | **3** | 1 | **2** | 0 | 3 | **5** | 0 | 0 | **5** |
| +30 mins. | 0 | 1 | 1 | 2 | 0 | **1** | 0 | 1 | 3 | 1 | 0 | 4 | 1 | 0 | **1** | 2 |
| +45 mins. | 0 | 1 | 2 | 3 | **1** | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 |
| Total Volume | 0 | 3 | 8 | 11 | 1 | 1 | 4 | 6 | 8 | 4 | 2 | 14 | 7 | 1 | 2 | 10 |
| % App. Total | 0 | 27.3 | 72.7 | | 16.7 | 16.7 | 66.7 | | 57.1 | 28.6 | 14.3 | | 70 | 10 | 20 | |
| PHF | .000 | .750 | .667 | .688 | .250 | .250 | .333 | .500 | .667 | .500 | .500 | .700 | .350 | .250 | .500 | .500 |

Location: Rialto
N/S: Locust Avenue
E/W: Casmalia Street

Date: 5/7/2024
Day: Tuesday

**PEDESTRIANS**

| | North Leg<br>Locust Avenue | East Leg<br>Casmalia Street | South Leg<br>Locust Avenue | West Leg<br>Casmalia 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 | 1 | 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 | 0 | 1 | 1 |

| | North Leg<br>Locust Avenue | East Leg<br>Casmalia Street | South Leg<br>Locust Avenue | West Leg<br>Casmalia Street | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 0 | 0 | 1 |
| 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 | 1 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 2 | 0 | 0 | 2 |

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

Location: Rialto
N/S: Locust Avenue
E/W: Casmalia Street

Date: 5/7/2024
Day: Tuesday

**BICYCLES**

| | Southbound Locust Avenue | | | Westbound Casmalia Street | | | Northbound Locust Avenue | | | Eastbound Casmalia 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 | 1 | 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 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| | Southbound Locust Avenue | | | Westbound Casmalia Street | | | Northbound Locust Avenue | | | Eastbound Casmalia 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 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

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

Location: Rialto
N/S: Locust Avenue
E/W: Casmalia Street

Date: 5/8/2024
Day: Wednesday

**PEDESTRIANS**

| | North Leg<br>Locust Avenue | East Leg<br>Casmalia Street | South Leg<br>Locust Avenue | West Leg<br>Casmalia Street | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 0 | 0 | 1 |
| 7:30 AM | 1 | 0 | 0 | 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 | 1 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 1 | 2 | 0 | 0 | 3 |

| | North Leg<br>Locust Avenue | East Leg<br>Casmalia Street | South Leg<br>Locust Avenue | West Leg<br>Casmalia Street | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 1 | 1 | 0 | 0 | 2 |

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PO Box 1178
Corona, CA 92878
951-268-6268

Location: Rialto
N/S: Locust Avenue
E/W: Casmalia Street

Date: 5/8/2024
Day: Wednesday

**BICYCLES**

| | Southbound Locust Avenue | | | Westbound Casmalia Street | | | Northbound Locust Avenue | | | Eastbound Casmalia 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 | 1 | 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 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| | Southbound Locust Avenue | | | Westbound Casmalia Street | | | Northbound Locust Avenue | | | Eastbound Casmalia 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 | 1 | 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 | 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 | 1 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |

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Corona, CA 92878
951-268-6268

Location: Rialto
N/S: Locust Avenue
E/W: Casmalia Street

Date: 5/9/2024
Day: Thursday

**PEDESTRIANS**

| | North Leg<br>Locust Avenue | East Leg<br>Casmalia Street | South Leg<br>Locust Avenue | West Leg<br>Casmalia 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 | 1 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 1 | 0 | 1 |

| | North Leg<br>Locust Avenue | East Leg<br>Casmalia Street | South Leg<br>Locust Avenue | West Leg<br>Casmalia 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 | 1 | 0 | 0 | 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 | 1 | 1 | 1 | 0 | 3 |
| 5:45 PM | 2 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES: | 4 | 2 | 1 | 0 | 7 |

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951-268-6268

Location: Rialto
N/S: Locust Avenue
E/W: Casmalia Street

Date: 5/9/2024
Day: Thursday

**BICYCLES**

| | Southbound Locust Avenue | | | Westbound Casmalia Street | | | Northbound Locust Avenue | | | Eastbound Casmalia 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 | 1 | 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 | 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 | 0 | 0 | 1 |
| 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 | 0 | 0 | 2 |

| | Southbound Locust Avenue | | | Westbound Casmalia Street | | | Northbound Locust Avenue | | | Eastbound Casmalia 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 | 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

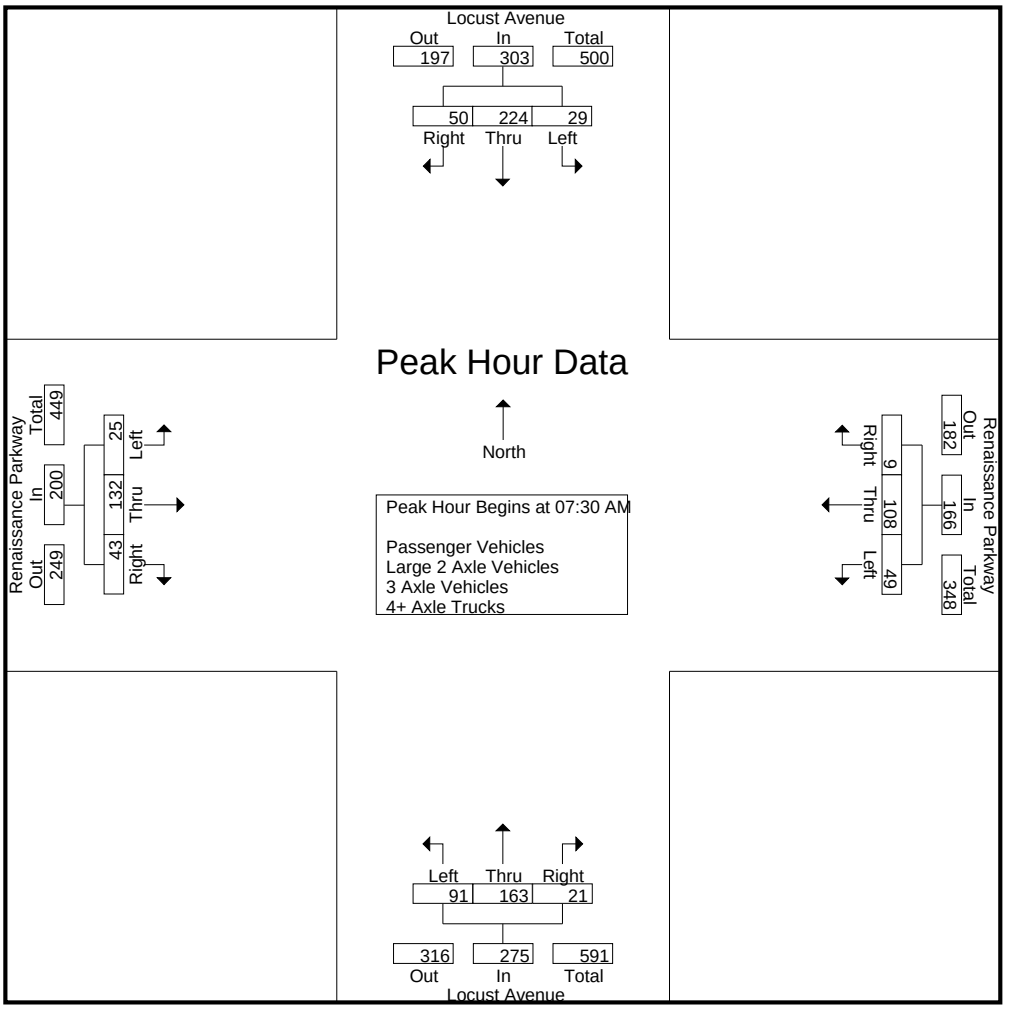
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 7 | 27 | 11 | 45 | 7 | 38 | 6 | 51 | 11 | 34 | 6 | 51 | 4 | 26 | 13 | 43 | 190 |
| 07:15 AM | 10 | 34 | 15 | 59 | 6 | 36 | 1 | 43 | 12 | 42 | 5 | 59 | 0 | 17 | 5 | 22 | 183 |
| 07:30 AM | 6 | 59 | 10 | 75 | 18 | 22 | 3 | 43 | 15 | 45 | 6 | 66 | 5 | 24 | 8 | 37 | 221 |
| 07:45 AM | 11 | 61 | 15 | 87 | 20 | 41 | 4 | 65 | 19 | 48 | 7 | 74 | 8 | 25 | 9 | 42 | 268 |
| Total | 34 | 181 | 51 | 266 | 51 | 137 | 14 | 202 | 57 | 169 | 24 | 250 | 17 | 92 | 35 | 144 | 862 |
| 08:00 AM | 8 | 67 | 13 | 88 | 6 | 30 | 0 | 36 | 25 | 41 | 4 | 70 | 5 | 47 | 13 | 65 | 259 |
| 08:15 AM | 4 | 37 | 12 | 53 | 5 | 15 | 2 | 22 | 32 | 29 | 4 | 65 | 7 | 36 | 13 | 56 | 196 |
| 08:30 AM | 6 | 42 | 11 | 59 | 5 | 25 | 0 | 30 | 15 | 28 | 5 | 48 | 8 | 23 | 28 | 59 | 196 |
| 08:45 AM | 4 | 40 | 12 | 56 | 3 | 39 | 4 | 46 | 14 | 28 | 1 | 43 | 1 | 23 | 12 | 36 | 181 |
| Total | 22 | 186 | 48 | 256 | 19 | 109 | 6 | 134 | 86 | 126 | 14 | 226 | 21 | 129 | 66 | 216 | 832 |
| Grand Total | 56 | 367 | 99 | 522 | 70 | 246 | 20 | 336 | 143 | 295 | 38 | 476 | 38 | 221 | 101 | 360 | 1694 |
| Apprch % | 10.7 | 70.3 | 19 | | 20.8 | 73.2 | 6 | | 30 | 62 | 8 | | 10.6 | 61.4 | 28.1 | | |
| Total % | 3.3 | 21.7 | 5.8 | 30.8 | 4.1 | 14.5 | 1.2 | 19.8 | 8.4 | 17.4 | 2.2 | 28.1 | 2.2 | 13 | 6 | 21.3 | |
| Passenger Vehicles | 53 | 331 | 66 | 450 | 66 | 240 | 19 | 325 | 96 | 259 | 34 | 389 | 32 | 214 | 82 | 328 | 1492 |
| % Passenger Vehicles | 94.6 | 90.2 | 66.7 | 86.2 | 94.3 | 97.6 | 95 | 96.7 | 67.1 | 87.8 | 89.5 | 81.7 | 84.2 | 96.8 | 81.2 | 91.1 | 88.1 |
| Large 2 Axle Vehicles | 2 | 10 | 7 | 19 | 2 | 5 | 1 | 8 | 4 | 9 | 4 | 17 | 3 | 3 | 3 | 9 | 53 |
| % Large 2 Axle Vehicles | 3.6 | 2.7 | 7.1 | 3.6 | 2.9 | 2 | 5 | 2.4 | 2.8 | 3.1 | 10.5 | 3.6 | 7.9 | 1.4 | 3 | 2.5 | 3.1 |
| 3 Axle Vehicles | 0 | 5 | 3 | 8 | 0 | 0 | 0 | 0 | 15 | 10 | 0 | 25 | 1 | 2 | 1 | 4 | 37 |
| % 3 Axle Vehicles | 0 | 1.4 | 3 | 1.5 | 0 | 0 | 0 | 0 | 10.5 | 3.4 | 0 | 5.3 | 2.6 | 0.9 | 1 | 1.1 | 2.2 |
| 4+ Axle Trucks | 1 | 21 | 23 | 45 | 2 | 1 | 0 | 3 | 28 | 17 | 0 | 45 | 2 | 2 | 15 | 19 | 112 |
| % 4+ Axle Trucks | 1.8 | 5.7 | 23.2 | 8.6 | 2.9 | 0.4 | 0 | 0.9 | 19.6 | 5.8 | 0 | 9.5 | 5.3 | 0.9 | 14.9 | 5.3 | 6.6 |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 6 | 59 | 10 | 75 | 18 | 22 | 3 | 43 | 15 | 45 | 6 | 66 | 5 | 24 | 8 | 37 | 221 |
| 07:45 AM | **11** | 61 | **15** | 87 | **20** | **41** | **4** | **65** | 19 | **48** | **7** | **74** | **8** | 25 | 9 | 42 | **268** |
| 08:00 AM | 8 | **67** | 13 | **88** | 6 | 30 | 0 | 36 | 25 | 41 | 4 | 70 | 5 | **47** | **13** | **65** | 259 |
| 08:15 AM | 4 | 37 | 12 | 53 | 5 | 15 | 2 | 22 | **32** | 29 | 4 | 65 | 7 | 36 | 13 | 56 | 196 |
| Total Volume | 29 | 224 | 50 | 303 | 49 | 108 | 9 | 166 | 91 | 163 | 21 | 275 | 25 | 132 | 43 | 200 | 944 |
| % App. Total | 9.6 | 73.9 | 16.5 | | 29.5 | 65.1 | 5.4 | | 33.1 | 59.3 | 7.6 | | 12.5 | 66 | 21.5 | | |
| PHF | .659 | .836 | .833 | .861 | .613 | .659 | .563 | .638 | .711 | .849 | .750 | .929 | .781 | .702 | .827 | .769 | .881 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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 | | | | 07:30 AM | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 10 | 34 | **15** | 59 | 7 | 38 | **6** | 51 | 15 | 45 | 6 | 66 | **8** | 25 | 9 | 42 |
| +15 mins. | 6 | 59 | 10 | 75 | 6 | 36 | 1 | 43 | 19 | **48** | **7** | **74** | 5 | **47** | 13 | **65** |
| +30 mins. | **11** | 61 | 15 | 87 | 18 | 22 | 3 | 43 | 25 | 41 | 4 | 70 | 7 | 36 | 13 | 56 |
| +45 mins. | 8 | **67** | 13 | **88** | **20** | **41** | 4 | **65** | **32** | 29 | 4 | 65 | 8 | 23 | **28** | 59 |
| Total Volume | 35 | 221 | 53 | 309 | 51 | 137 | 14 | 202 | 91 | 163 | 21 | 275 | 28 | 131 | 63 | 222 |
| % App. Total | 11.3 | 71.5 | 17.2 | | 25.2 | 67.8 | 6.9 | | 33.1 | 59.3 | 7.6 | | 12.6 | 59 | 28.4 | |
| PHF | .795 | .825 | .883 | .878 | .638 | .835 | .583 | .777 | .711 | .849 | .750 | .929 | .875 | .697 | .563 | .854 |

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City of Rialto
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Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

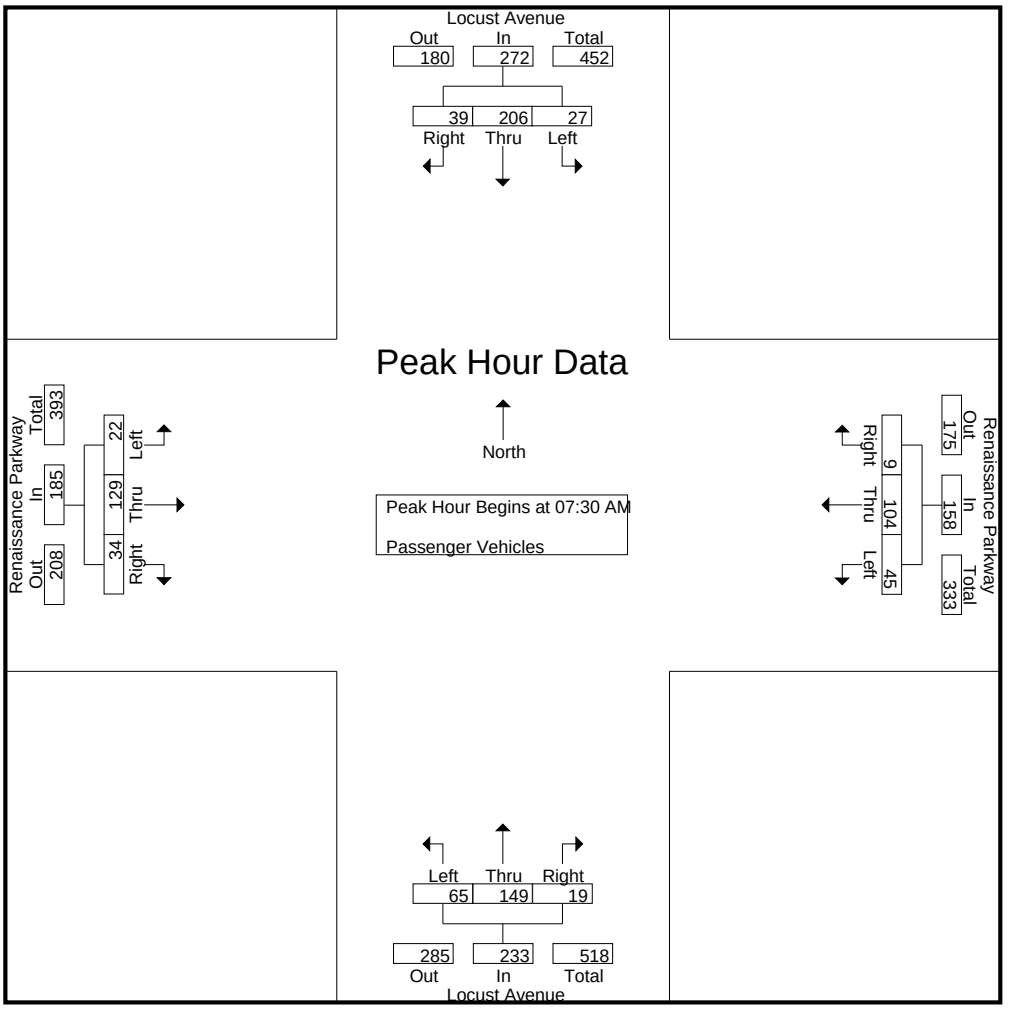
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 6 | 24 | 6 | 36 | 7 | 38 | 5 | 50 | 6 | 29 | 6 | 41 | 2 | 25 | 10 | 37 | 164 |
| 07:15 AM | 10 | 29 | 11 | 50 | 6 | 36 | 1 | 43 | 7 | 38 | 4 | 49 | 0 | 17 | 3 | 20 | 162 |
| 07:30 AM | 6 | 54 | 7 | 67 | 15 | 22 | 3 | 40 | 10 | 42 | 5 | 57 | 4 | 24 | 6 | 34 | 198 |
| 07:45 AM | 10 | 55 | 12 | 77 | 20 | 39 | 4 | 63 | 14 | 45 | 6 | 65 | 7 | 25 | 9 | 41 | 246 |
| Total | 32 | 162 | 36 | 230 | 48 | 135 | 13 | 196 | 37 | 154 | 21 | 212 | 13 | 91 | 28 | 132 | 770 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 8 | 62 | 11 | 81 | 6 | 29 | 0 | 35 | 19 | 38 | 4 | 61 | 4 | 45 | 10 | 59 | 236 |
| 08:15 AM | 3 | 35 | 9 | 47 | 4 | 14 | 2 | 20 | 22 | 24 | 4 | 50 | 7 | 35 | 9 | 51 | 168 |
| 08:30 AM | 6 | 40 | 5 | 51 | 5 | 25 | 0 | 30 | 11 | 23 | 4 | 38 | 7 | 23 | 26 | 56 | 175 |
| 08:45 AM | 4 | 32 | 5 | 41 | 3 | 37 | 4 | 44 | 7 | 20 | 1 | 28 | 1 | 20 | 9 | 30 | 143 |
| Total | 21 | 169 | 30 | 220 | 18 | 105 | 6 | 129 | 59 | 105 | 13 | 177 | 19 | 123 | 54 | 196 | 722 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 53 | 331 | 66 | 450 | 66 | 240 | 19 | 325 | 96 | 259 | 34 | 389 | 32 | 214 | 82 | 328 | 1492 |
| Apprch % | 11.8 | 73.6 | 14.7 | | 20.3 | 73.8 | 5.8 | | 24.7 | 66.6 | 8.7 | | 9.8 | 65.2 | 25 | | |
| Total % | 3.6 | 22.2 | 4.4 | 30.2 | 4.4 | 16.1 | 1.3 | 21.8 | 6.4 | 17.4 | 2.3 | 26.1 | 2.1 | 14.3 | 5.5 | 22 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 6 | 54 | 7 | 67 | 15 | 22 | 3 | 40 | 10 | 42 | 5 | 57 | 4 | 24 | 6 | 34 | 198 |
| 07:45 AM | **10** | 55 | **12** | 77 | **20** | **39** | **4** | **63** | 14 | **45** | **6** | **65** | **7** | 25 | 9 | 41 | **246** |
| 08:00 AM | 8 | **62** | 11 | **81** | 6 | 29 | 0 | 35 | 19 | 38 | 4 | 61 | 4 | **45** | **10** | **59** | 236 |
| 08:15 AM | 3 | 35 | 9 | 47 | 4 | 14 | 2 | 20 | **22** | 24 | 4 | 50 | 7 | 35 | 9 | 51 | 168 |
| Total Volume | 27 | 206 | 39 | 272 | 45 | 104 | 9 | 158 | 65 | 149 | 19 | 233 | 22 | 129 | 34 | 185 | 848 |
| % App. Total | 9.9 | 75.7 | 14.3 | | 28.5 | 65.8 | 5.7 | | 27.9 | 63.9 | 8.2 | | 11.9 | 69.7 | 18.4 | | |
| PHF | .675 | .831 | .813 | .840 | .563 | .667 | .563 | .627 | .739 | .828 | .792 | .896 | .786 | .717 | .850 | .784 | .862 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 6 | 54 | 7 | 67 | 15 | 22 | 3 | 40 | 10 | 42 | 5 | 57 | 4 | 24 | 6 | 34 |
| +15 mins. | **10** | 55 | **12** | 77 | **20** | **39** | **4** | **63** | 14 | **45** | **6** | **65** | **7** | 25 | 9 | 41 |
| +30 mins. | 8 | **62** | 11 | **81** | 6 | 29 | 0 | 35 | 19 | 38 | 4 | 61 | 4 | **45** | **10** | **59** |
| +45 mins. | 3 | 35 | 9 | 47 | 4 | 14 | 2 | 20 | **22** | 24 | 4 | 50 | 7 | 35 | 9 | 51 |
| Total Volume | 27 | 206 | 39 | 272 | 45 | 104 | 9 | 158 | 65 | 149 | 19 | 233 | 22 | 129 | 34 | 185 |
| % App. Total | 9.9 | 75.7 | 14.3 | | 28.5 | 65.8 | 5.7 | | 27.9 | 63.9 | 8.2 | | 11.9 | 69.7 | 18.4 | |
| PHF | .675 | .831 | .813 | .840 | .563 | .667 | .563 | .627 | .739 | .828 | .792 | .896 | .786 | .717 | .850 | .784 |

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City of Rialto
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File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

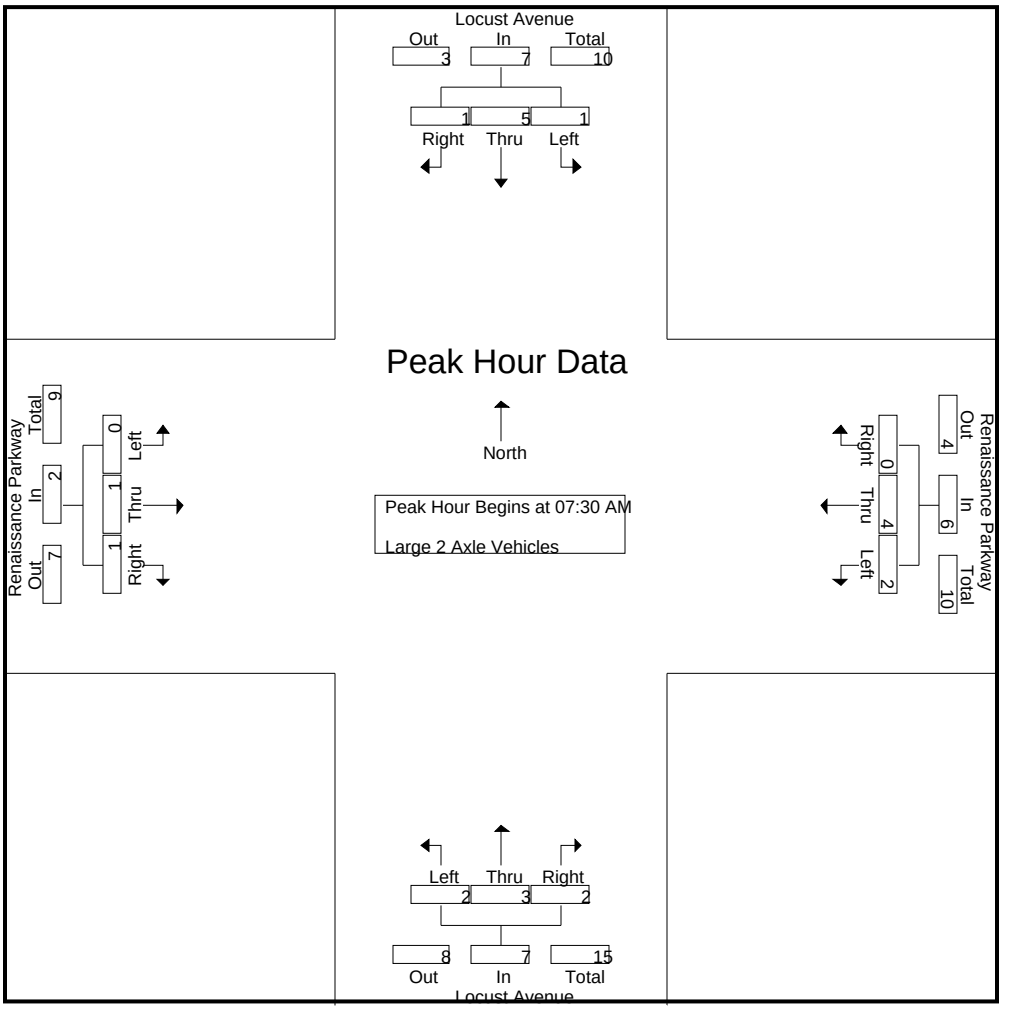
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 4 | 2 | 1 | 0 | 3 | 9 |
| 07:15 AM | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 7 |
| 07:30 AM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 5 |
| 07:45 AM | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 6 |
| Total | 1 | 6 | 2 | 9 | 1 | 2 | 1 | 4 | 2 | 6 | 3 | 11 | 2 | 1 | 0 | 3 | 27 |
| 08:00 AM | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 AM | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 2 | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 8 |
| 08:30 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 4 |
| 08:45 AM | 0 | 3 | 3 | 6 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 11 |
| Total | 1 | 4 | 5 | 10 | 1 | 3 | 0 | 4 | 2 | 3 | 1 | 6 | 1 | 2 | 3 | 6 | 26 |
| Grand Total | 2 | 10 | 7 | 19 | 2 | 5 | 1 | 8 | 4 | 9 | 4 | 17 | 3 | 3 | 3 | 9 | 53 |
| Apprch % | 10.5 | 52.6 | 36.8 | | 25 | 62.5 | 12.5 | | 23.5 | 52.9 | 23.5 | | 33.3 | 33.3 | 33.3 | | |
| Total % | 3.8 | 18.9 | 13.2 | 35.8 | 3.8 | 9.4 | 1.9 | 15.1 | 7.5 | 17 | 7.5 | 32.1 | 5.7 | 5.7 | 5.7 | 17 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | **2** | 0 | **2** | **1** | 0 | 0 | 1 | 0 | **1** | **1** | 2 | 0 | 0 | 0 | 0 | 5 |
| 07:45 AM | 0 | 2 | 0 | 2 | 0 | **2** | 0 | **2** | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 6 |
| 08:00 AM | 0 | 1 | **1** | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 AM | **1** | 0 | 0 | 1 | 1 | 1 | 0 | 2 | **2** | 1 | 0 | **3** | 0 | **1** | **1** | **2** | **8** |
| Total Volume | 1 | 5 | 1 | 7 | 2 | 4 | 0 | 6 | 2 | 3 | 2 | 7 | 0 | 1 | 1 | 2 | 22 |
| % App. Total | 14.3 | 71.4 | 14.3 | | 33.3 | 66.7 | 0 | | 28.6 | 42.9 | 28.6 | | 0 | 50 | 50 | | |
| PHF | .250 | .625 | .250 | .875 | .500 | .500 | .000 | .750 | .250 | .750 | .500 | .583 | .000 | .250 | .250 | .250 | .688 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024


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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **2** | 0 | **2** | **1** | 0 | 0 | 1 | 0 | **1** | **1** | 2 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 2 | 0 | 2 | 0 | **2** | 0 | **2** | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | **1** | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | **1** | 0 | 0 | 1 | 1 | 1 | 0 | 2 | **2** | 1 | 0 | **3** | 0 | **1** | **1** | **2** |
| Total Volume | 1 | 5 | 1 | 7 | 2 | 4 | 0 | 6 | 2 | 3 | 2 | 7 | 0 | 1 | 1 | 2 |
| % App. Total | 14.3 | 71.4 | 14.3 | | 33.3 | 66.7 | 0 | | 28.6 | 42.9 | 28.6 | | 0 | 50 | 50 | |
| PHF | .250 | .625 | .250 | .875 | .500 | .500 | .000 | .750 | .250 | .750 | .500 | .583 | .000 | .250 | .250 | .250 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

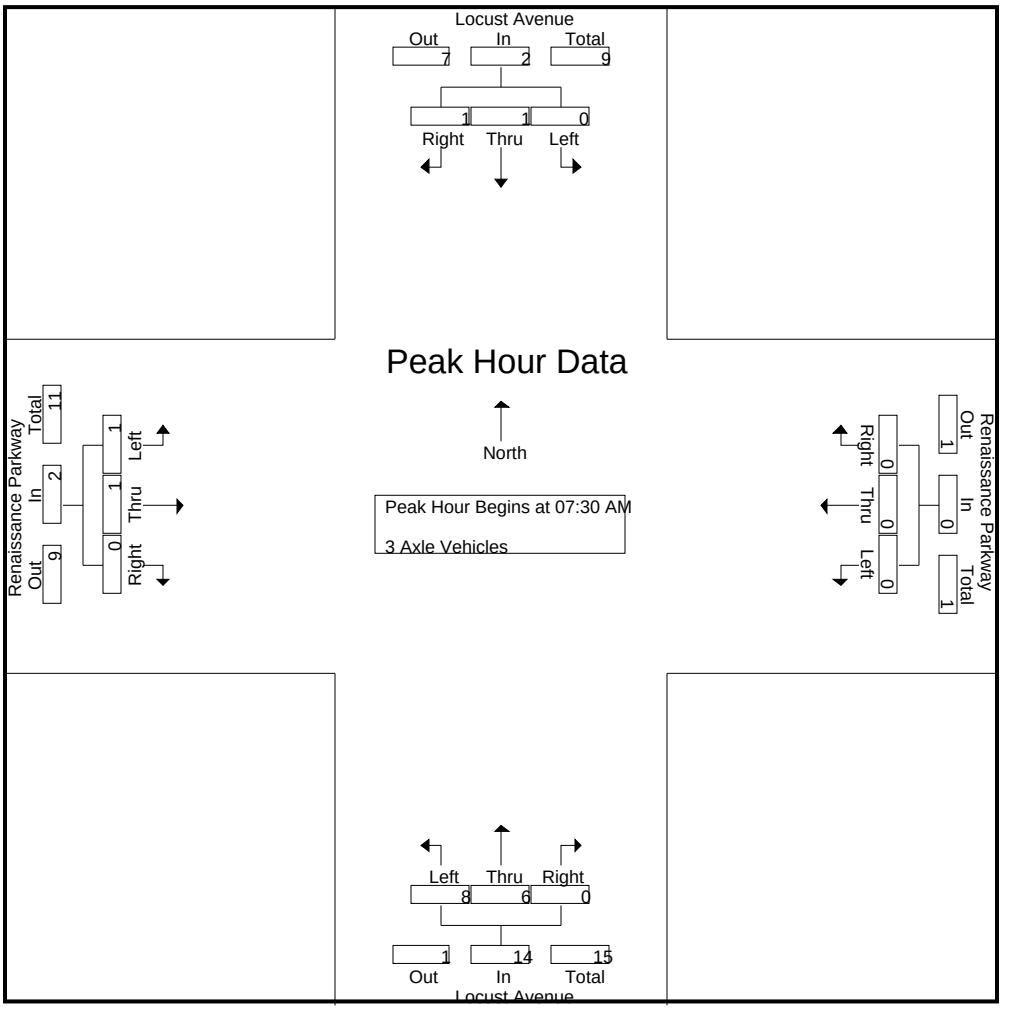
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 07:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 1 | 1 | 6 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 1 | 0 | 0 | 1 | 5 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 10 | 1 | 0 | 1 | 2 | 15 |
| 08:00 AM | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 1 | 0 | 1 | 7 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| 08:30 AM | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 08:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 5 |
| Total | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 9 | 6 | 0 | 15 | 0 | 2 | 0 | 2 | 22 |
| Grand Total | 0 | 5 | 3 | 8 | 0 | 0 | 0 | 0 | 15 | 10 | 0 | 25 | 1 | 2 | 1 | 4 | 37 |
| Apprch % | 0 | 62.5 | 37.5 | | 0 | 0 | 0 | | 60 | 40 | 0 | | 25 | 50 | 25 | | |
| Total % | 0 | 13.5 | 8.1 | 21.6 | 0 | 0 | 0 | 0 | 40.5 | 27 | 0 | 67.6 | 2.7 | 5.4 | 2.7 | 10.8 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **2** | 0 | 4 | **1** | 0 | 0 | **1** | 5 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | **1** | **1** | **2** | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | **1** | 0 | 1 | **7** |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 2 | 0 | **6** | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 8 | 6 | 0 | 14 | 1 | 1 | 0 | 2 | 18 |
| % App. Total | 0 | 50 | 50 | | 0 | 0 | 0 | | 57.1 | 42.9 | 0 | | 50 | 50 | 0 | | |
| PHF | .000 | .250 | .250 | .250 | .000 | .000 | .000 | .000 | .500 | .750 | .000 | .583 | .250 | .250 | .000 | .500 | .643 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024


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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **2** | 0 | 4 | **1** | 0 | 0 | **1** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | **1** | **1** | **2** | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | **1** | 0 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 2 | 0 | **6** | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 8 | 6 | 0 | 14 | 1 | 1 | 0 | 2 |
| % App. Total | 0 | 50 | 50 | | 0 | 0 | 0 | | 57.1 | 42.9 | 0 | | 50 | 50 | 0 | |
| PHF | .000 | .250 | .250 | .250 | .000 | .000 | .000 | .000 | .500 | .750 | .000 | .583 | .250 | .250 | .000 | .500 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

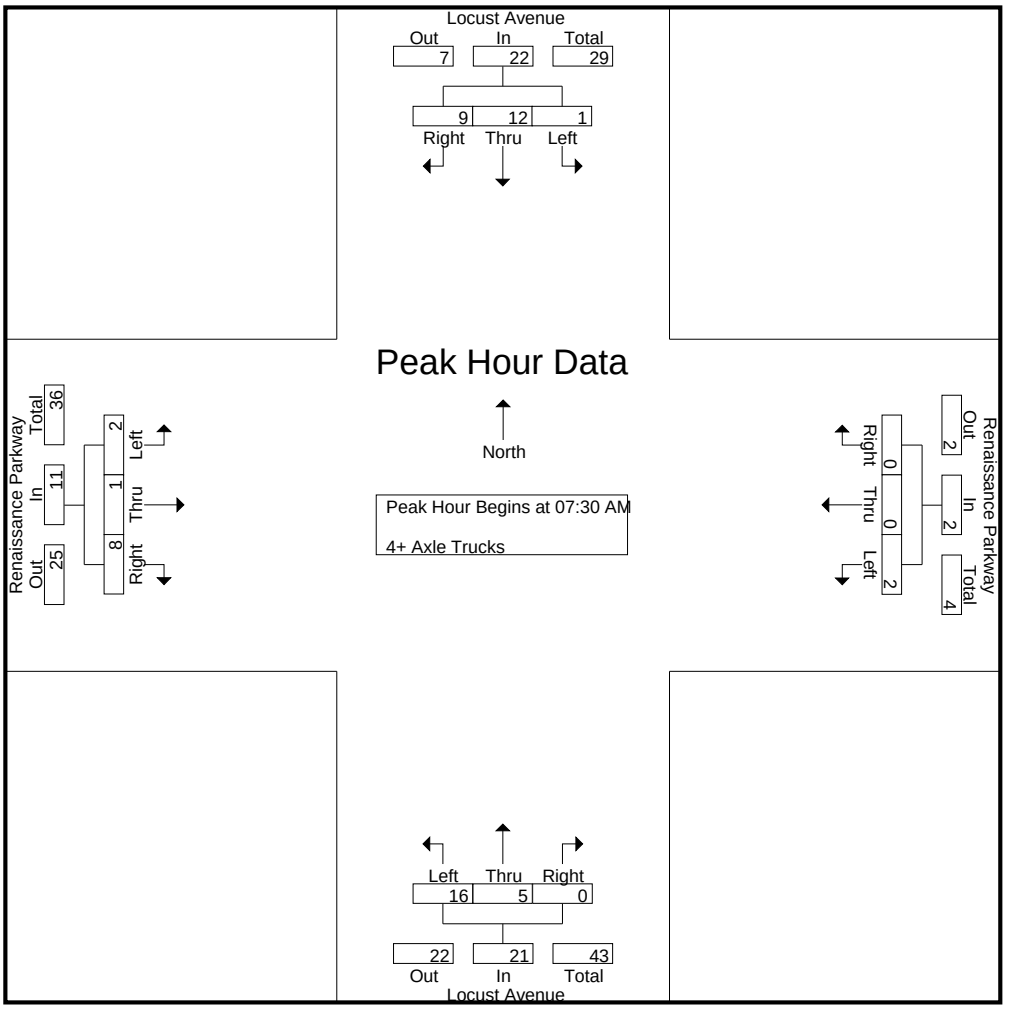
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 3 | 3 | 13 |
| 07:15 AM | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 1 | 1 | 8 |
| 07:30 AM | 0 | 3 | 3 | 6 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 2 | 13 |
| 07:45 AM | 1 | 4 | 3 | 8 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 1 | 0 | 0 | 1 | 16 |
| Total | 1 | 11 | 12 | 24 | 2 | 0 | 0 | 2 | 12 | 5 | 0 | 17 | 1 | 0 | 6 | 7 | 50 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 1 | 1 | 3 | 5 | 13 |
| 08:15 AM | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 3 | 3 | 14 |
| 08:30 AM | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 7 | 0 | 0 | 1 | 1 | 13 |
| 08:45 AM | 0 | 4 | 4 | 8 | 0 | 1 | 0 | 1 | 4 | 6 | 0 | 10 | 0 | 1 | 2 | 3 | 22 |
| Total | 0 | 10 | 11 | 21 | 0 | 1 | 0 | 1 | 16 | 12 | 0 | 28 | 1 | 2 | 9 | 12 | 62 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 1 | 21 | 23 | 45 | 2 | 1 | 0 | 3 | 28 | 17 | 0 | 45 | 2 | 2 | 15 | 19 | 112 |
| Apprch % | 2.2 | 46.7 | 51.1 | | 66.7 | 33.3 | 0 | | 62.2 | 37.8 | 0 | | 10.5 | 10.5 | 78.9 | | |
| Total % | 0.9 | 18.8 | 20.5 | 40.2 | 1.8 | 0.9 | 0 | 2.7 | 25 | 15.2 | 0 | 40.2 | 1.8 | 1.8 | 13.4 | 17 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 3 | **3** | 6 | **2** | 0 | 0 | **2** | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 2 | 13 |
| 07:45 AM | **1** | **4** | 3 | **8** | 0 | 0 | 0 | 0 | **5** | **2** | 0 | **7** | **1** | 0 | 0 | 1 | **16** |
| 08:00 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 1 | **1** | **3** | **5** | 13 |
| 08:15 AM | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 3 | 3 | 14 |
| Total Volume | 1 | 12 | 9 | 22 | 2 | 0 | 0 | 2 | 16 | 5 | 0 | 21 | 2 | 1 | 8 | 11 | 56 |
| % App. Total | 4.5 | 54.5 | 40.9 | | 100 | 0 | 0 | | 76.2 | 23.8 | 0 | | 18.2 | 9.1 | 72.7 | | |
| PHF | .250 | .750 | .750 | .688 | .250 | .000 | .000 | .250 | .800 | .625 | .000 | .750 | .500 | .250 | .667 | .550 | .875 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 3 | **3** | 6 | **2** | 0 | 0 | **2** | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 2 |
| +15 mins. | **1** | **4** | 3 | **8** | 0 | 0 | 0 | 0 | **5** | **2** | 0 | **7** | **1** | 0 | 0 | 1 |
| +30 mins. | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 1 | **1** | **3** | **5** |
| +45 mins. | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 3 | 3 |
| Total Volume | 1 | 12 | 9 | 22 | 2 | 0 | 0 | 2 | 16 | 5 | 0 | 21 | 2 | 1 | 8 | 11 |
| % App. Total | 4.5 | 54.5 | 40.9 | | 100 | 0 | 0 | | 76.2 | 23.8 | 0 | | 18.2 | 9.1 | 72.7 | |
| PHF | .250 | .750 | .750 | .688 | .250 | .000 | .000 | .250 | .800 | .625 | .000 | .750 | .500 | .250 | .667 | .550 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

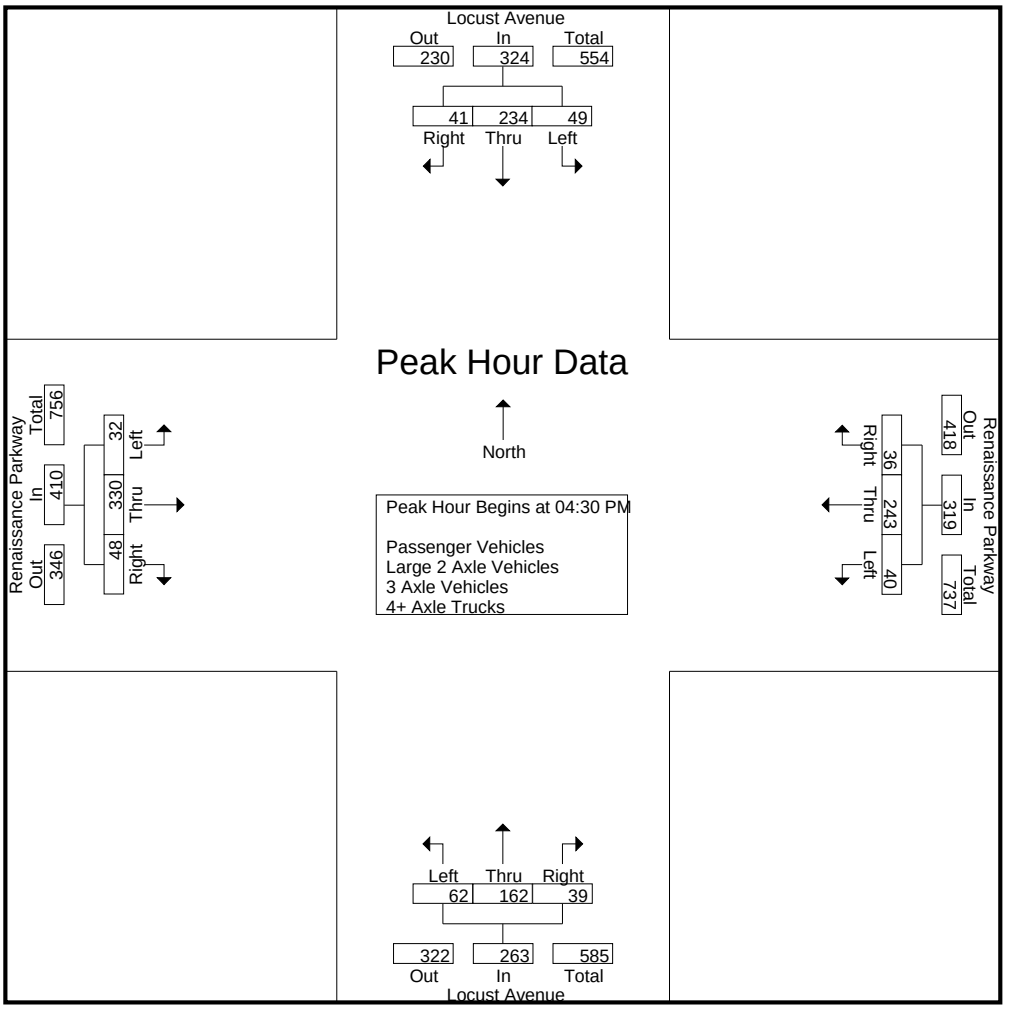
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 10 | 40 | 8 | 58 | 6 | 47 | 15 | 68 | 19 | 68 | 12 | 99 | 19 | 60 | 16 | 95 | 320 |
| 04:15 PM | 15 | 51 | 8 | 74 | 4 | 28 | 5 | 37 | 15 | 60 | 8 | 83 | 13 | 73 | 11 | 97 | 291 |
| 04:30 PM | 13 | 96 | 18 | 127 | 12 | 58 | 10 | 80 | 22 | 44 | 15 | 81 | 10 | 69 | 13 | 92 | 380 |
| 04:45 PM | 12 | 55 | 5 | 72 | 8 | 42 | 10 | 60 | 14 | 43 | 11 | 68 | 3 | 83 | 13 | 99 | 299 |
| Total | 50 | 242 | 39 | 331 | 30 | 175 | 40 | 245 | 70 | 215 | 46 | 331 | 45 | 285 | 53 | 383 | 1290 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 11 | 50 | 10 | 71 | 6 | 60 | 4 | 70 | 14 | 45 | 8 | 67 | 8 | 94 | 16 | 118 | 326 |
| 05:15 PM | 13 | 33 | 8 | 54 | 14 | 83 | 12 | 109 | 12 | 30 | 5 | 47 | 11 | 84 | 6 | 101 | 311 |
| 05:30 PM | 9 | 35 | 14 | 58 | 8 | 53 | 8 | 69 | 15 | 42 | 12 | 69 | 7 | 72 | 11 | 90 | 286 |
| 05:45 PM | 17 | 24 | 8 | 49 | 7 | 54 | 8 | 69 | 20 | 27 | 5 | 52 | 5 | 87 | 14 | 106 | 276 |
| Total | 50 | 142 | 40 | 232 | 35 | 250 | 32 | 317 | 61 | 144 | 30 | 235 | 31 | 337 | 47 | 415 | 1199 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 100 | 384 | 79 | 563 | 65 | 425 | 72 | 562 | 131 | 359 | 76 | 566 | 76 | 622 | 100 | 798 | 2489 |
| Apprch % | 17.8 | 68.2 | 14 | | 11.6 | 75.6 | 12.8 | | 23.1 | 63.4 | 13.4 | | 9.5 | 77.9 | 12.5 | | |
| Total % | 4 | 15.4 | 3.2 | 22.6 | 2.6 | 17.1 | 2.9 | 22.6 | 5.3 | 14.4 | 3.1 | 22.7 | 3.1 | 25 | 4 | 32.1 | |
| Passenger Vehicles | 100 | 356 | 68 | 524 | 65 | 417 | 71 | 553 | 76 | 321 | 75 | 472 | 71 | 613 | 89 | 773 | 2322 |
| % Passenger Vehicles | 100 | 92.7 | 86.1 | 93.1 | 100 | 98.1 | 98.6 | 98.4 | 58 | 89.4 | 98.7 | 83.4 | 93.4 | 98.6 | 89 | 96.9 | 93.3 |
| Large 2 Axle Vehicles | 0 | 5 | 4 | 9 | 0 | 3 | 0 | 3 | 2 | 6 | 1 | 9 | 1 | 4 | 5 | 10 | 31 |
| % Large 2 Axle Vehicles | 0 | 1.3 | 5.1 | 1.6 | 0 | 0.7 | 0 | 0.5 | 1.5 | 1.7 | 1.3 | 1.6 | 1.3 | 0.6 | 5 | 1.3 | 1.2 |
| 3 Axle Vehicles | 0 | 7 | 2 | 9 | 0 | 1 | 0 | 1 | 19 | 11 | 0 | 30 | 0 | 2 | 2 | 4 | 44 |
| % 3 Axle Vehicles | 0 | 1.8 | 2.5 | 1.6 | 0 | 0.2 | 0 | 0.2 | 14.5 | 3.1 | 0 | 5.3 | 0 | 0.3 | 2 | 0.5 | 1.8 |
| 4+ Axle Trucks | 0 | 16 | 5 | 21 | 0 | 4 | 1 | 5 | 34 | 21 | 0 | 55 | 4 | 3 | 4 | 11 | 92 |
| % 4+ Axle Trucks | 0 | 4.2 | 6.3 | 3.7 | 0 | 0.9 | 1.4 | 0.9 | 26 | 5.8 | 0 | 9.7 | 5.3 | 0.5 | 4 | 1.4 | 3.7 |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | **13** | **96** | **18** | **127** | 12 | 58 | 10 | 80 | **22** | 44 | **15** | **81** | 10 | 69 | 13 | 92 | **380** |
| 04:45 PM | 12 | 55 | 5 | 72 | 8 | 42 | 10 | 60 | 14 | 43 | 11 | 68 | 3 | 83 | 13 | 99 | 299 |
| 05:00 PM | 11 | 50 | 10 | 71 | 6 | 60 | 4 | 70 | 14 | **45** | 8 | 67 | 8 | **94** | **16** | **118** | 326 |
| 05:15 PM | 13 | 33 | 8 | 54 | **14** | **83** | **12** | **109** | 12 | 30 | 5 | 47 | **11** | 84 | 6 | 101 | 311 |
| Total Volume | 49 | 234 | 41 | 324 | 40 | 243 | 36 | 319 | 62 | 162 | 39 | 263 | 32 | 330 | 48 | 410 | 1316 |
| % App. Total | 15.1 | 72.2 | 12.7 | | 12.5 | 76.2 | 11.3 | | 23.6 | 61.6 | 14.8 | | 7.8 | 80.5 | 11.7 | | |
| PHF | .942 | .609 | .569 | .638 | .714 | .732 | .750 | .732 | .705 | .900 | .650 | .812 | .727 | .878 | .750 | .869 | .866 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:15 PM | | | | 04:30 PM | | | | 04:00 PM | | | | 05:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **15** | 51 | 8 | 74 | 12 | 58 | 10 | 80 | 19 | **68** | 12 | **99** | 8 | **94** | **16** | **118** |
| +15 mins. | 13 | **96** | **18** | **127** | 8 | 42 | 10 | 60 | 15 | 60 | 8 | 83 | **11** | 84 | 6 | 101 |
| +30 mins. | 12 | 55 | 5 | 72 | 6 | 60 | 4 | 70 | **22** | 44 | **15** | 81 | 7 | 72 | 11 | 90 |
| +45 mins. | 11 | 50 | 10 | 71 | **14** | **83** | **12** | **109** | 14 | 43 | 11 | 68 | 5 | 87 | 14 | 106 |
| Total Volume | 51 | 252 | 41 | 344 | 40 | 243 | 36 | 319 | 70 | 215 | 46 | 331 | 31 | 337 | 47 | 415 |
| % App. Total | 14.8 | 73.3 | 11.9 | | 12.5 | 76.2 | 11.3 | | 21.1 | 65 | 13.9 | | 7.5 | 81.2 | 11.3 | |
| PHF | .850 | .656 | .569 | .677 | .714 | .732 | .750 | .732 | .795 | .790 | .767 | .836 | .705 | .896 | .734 | .879 |

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Weather: Clear

File Name : 04_RLT_Loc_Ren Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

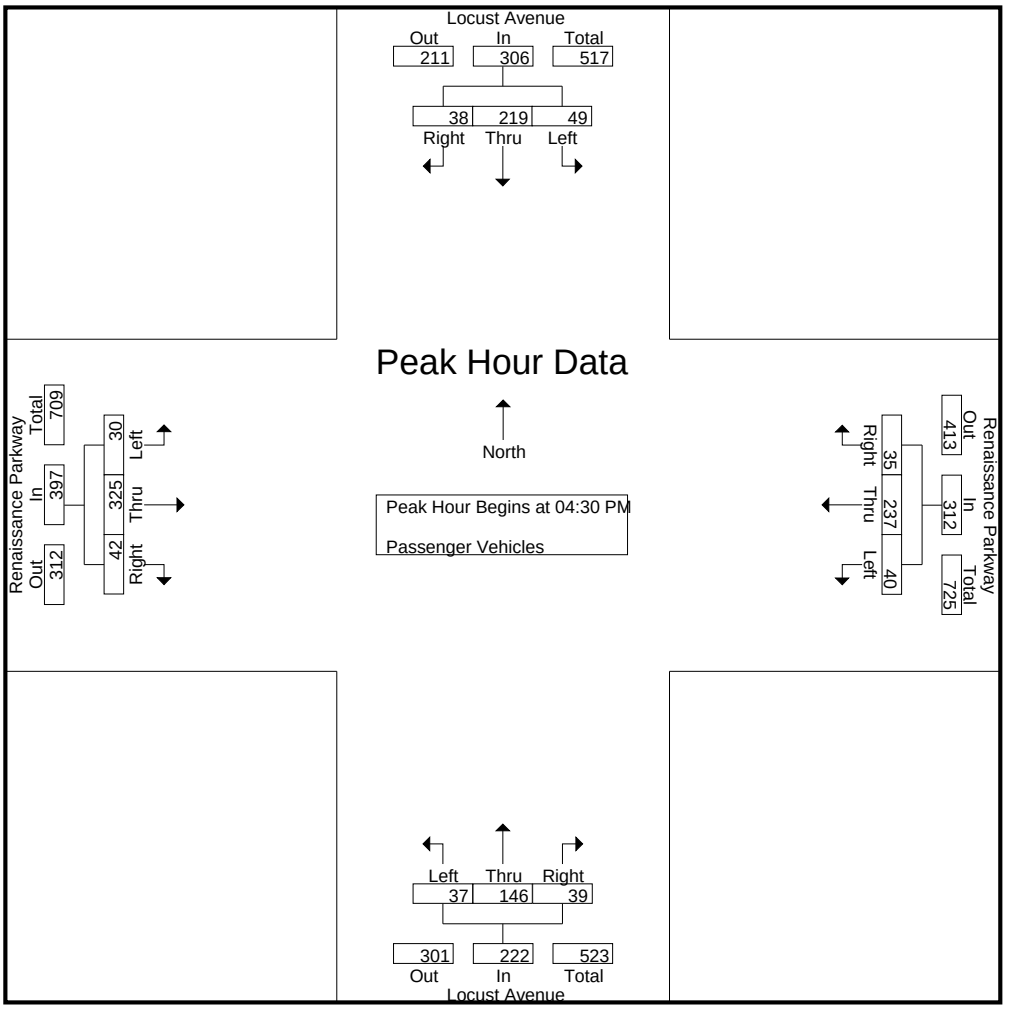
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 10 | 36 | 3 | 49 | 6 | 47 | 15 | 68 | 10 | 59 | 11 | 80 | 16 | 59 | 15 | 90 | 287 |
| 04:15 PM | 15 | 44 | 6 | 65 | 4 | 27 | 5 | 36 | 8 | 56 | 8 | 72 | 13 | 71 | 11 | 95 | 268 |
| 04:30 PM | 13 | 89 | 17 | 119 | 12 | 55 | 9 | 76 | 14 | 41 | 15 | 70 | 9 | 68 | 13 | 90 | 355 |
| 04:45 PM | 12 | 55 | 5 | 72 | 8 | 41 | 10 | 59 | 10 | 39 | 11 | 60 | 3 | 81 | 12 | 96 | 287 |
| Total | 50 | 224 | 31 | 305 | 30 | 170 | 39 | 239 | 42 | 195 | 45 | 282 | 41 | 279 | 51 | 371 | 1197 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 11 | 45 | 10 | 66 | 6 | 59 | 4 | 69 | 7 | 40 | 8 | 55 | 8 | 92 | 13 | 113 | 303 |
| 05:15 PM | 13 | 30 | 6 | 49 | 14 | 82 | 12 | 108 | 6 | 26 | 5 | 37 | 10 | 84 | 4 | 98 | 292 |
| 05:30 PM | 9 | 33 | 13 | 55 | 8 | 53 | 8 | 69 | 10 | 37 | 12 | 59 | 7 | 72 | 9 | 88 | 271 |
| 05:45 PM | 17 | 24 | 8 | 49 | 7 | 53 | 8 | 68 | 11 | 23 | 5 | 39 | 5 | 86 | 12 | 103 | 259 |
| Total | 50 | 132 | 37 | 219 | 35 | 247 | 32 | 314 | 34 | 126 | 30 | 190 | 30 | 334 | 38 | 402 | 1125 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 100 | 356 | 68 | 524 | 65 | 417 | 71 | 553 | 76 | 321 | 75 | 472 | 71 | 613 | 89 | 773 | 2322 |
| Apprch % | 19.1 | 67.9 | 13 | | 11.8 | 75.4 | 12.8 | | 16.1 | 68 | 15.9 | | 9.2 | 79.3 | 11.5 | | |
| Total % | 4.3 | 15.3 | 2.9 | 22.6 | 2.8 | 18 | 3.1 | 23.8 | 3.3 | 13.8 | 3.2 | 20.3 | 3.1 | 26.4 | 3.8 | 33.3 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | **13** | **89** | **17** | **119** | 12 | 55 | 9 | 76 | **14** | **41** | **15** | **70** | 9 | 68 | **13** | 90 | **355** |
| 04:45 PM | 12 | 55 | 5 | 72 | 8 | 41 | 10 | 59 | 10 | 39 | 11 | 60 | 3 | 81 | 12 | 96 | 287 |
| 05:00 PM | 11 | 45 | 10 | 66 | 6 | 59 | 4 | 69 | 7 | 40 | 8 | 55 | 8 | **92** | 13 | **113** | 303 |
| 05:15 PM | 13 | 30 | 6 | 49 | **14** | **82** | **12** | **108** | 6 | 26 | 5 | 37 | **10** | 84 | 4 | 98 | 292 |
| Total Volume | 49 | 219 | 38 | 306 | 40 | 237 | 35 | 312 | 37 | 146 | 39 | 222 | 30 | 325 | 42 | 397 | 1237 |
| % App. Total | 16 | 71.6 | 12.4 | | 12.8 | 76 | 11.2 | | 16.7 | 65.8 | 17.6 | | 7.6 | 81.9 | 10.6 | | |
| PHF | .942 | .615 | .559 | .643 | .714 | .723 | .729 | .722 | .661 | .890 | .650 | .793 | .750 | .883 | .808 | .878 | .871 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **13** | **89** | **17** | **119** | 12 | 55 | 9 | 76 | **14** | **41** | **15** | **70** | 9 | 68 | **13** | 90 |
| +15 mins. | 12 | 55 | 5 | 72 | 8 | 41 | 10 | 59 | 10 | 39 | 11 | 60 | 3 | 81 | 12 | 96 |
| +30 mins. | 11 | 45 | 10 | 66 | 6 | 59 | 4 | 69 | 7 | 40 | 8 | 55 | 8 | **92** | 13 | **113** |
| +45 mins. | 13 | 30 | 6 | 49 | **14** | **82** | **12** | **108** | 6 | 26 | 5 | 37 | **10** | 84 | 4 | 98 |
| Total Volume | 49 | 219 | 38 | 306 | 40 | 237 | 35 | 312 | 37 | 146 | 39 | 222 | 30 | 325 | 42 | 397 |
| % App. Total | 16 | 71.6 | 12.4 | | 12.8 | 76 | 11.2 | | 16.7 | 65.8 | 17.6 | | 7.6 | 81.9 | 10.6 | |
| PHF | .942 | .615 | .559 | .643 | .714 | .723 | .729 | .722 | .661 | .890 | .650 | .793 | .750 | .883 | .808 | .878 |

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File Name : 04_RLT_Loc_Ren Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

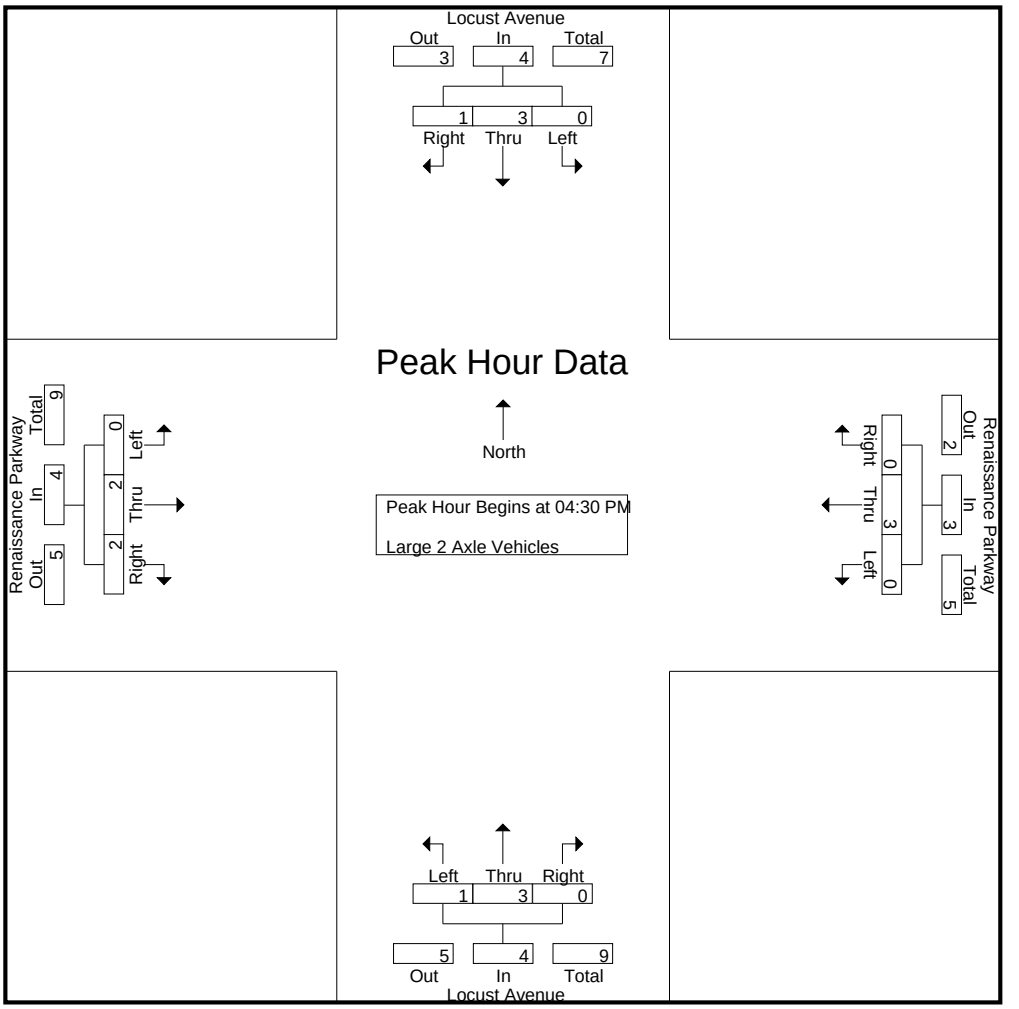
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 7 |
| 04:15 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 04:30 PM | 0 | 3 | 1 | 4 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total | 0 | 5 | 3 | 8 | 0 | 3 | 0 | 3 | 0 | 3 | 1 | 4 | 1 | 2 | 1 | 4 | 19 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 05:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 3 |
| Total | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 2 | 4 | 6 | 12 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 5 | 4 | 9 | 0 | 3 | 0 | 3 | 2 | 6 | 1 | 9 | 1 | 4 | 5 | 10 | 31 |
| Apprch % | 0 | 55.6 | 44.4 | | 0 | 100 | 0 | | 22.2 | 66.7 | 11.1 | | 10 | 40 | 50 | | |
| Total % | 0 | 16.1 | 12.9 | 29 | 0 | 9.7 | 0 | 9.7 | 6.5 | 19.4 | 3.2 | 29 | 3.2 | 12.9 | 16.1 | 32.3 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | **3** | **1** | **4** | 0 | **2** | 0 | **2** | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | **7** |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 2 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **2** | **3** | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **2** | 0 | **3** | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 3 | 1 | 4 | 0 | 3 | 0 | 3 | 1 | 3 | 0 | 4 | 0 | 2 | 2 | 4 | 15 |
| % App. Total | 0 | 75 | 25 | | 0 | 100 | 0 | | 25 | 75 | 0 | | 0 | 50 | 50 | | |
| PHF | .000 | .250 | .250 | .250 | .000 | .375 | .000 | .375 | .250 | .375 | .000 | .333 | .000 | .500 | .250 | .333 | .536 |

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City of Rialto
N/S: Locust Avenue
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Weather: Clear

File Name : 04_RLT_Loc_Ren Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **3** | **1** | **4** | 0 | **2** | 0 | **2** | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **2** | **3** |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **2** | 0 | **3** | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 3 | 1 | 4 | 0 | 3 | 0 | 3 | 1 | 3 | 0 | 4 | 0 | 2 | 2 | 4 |
| % App. Total | 0 | 75 | 25 | | 0 | 100 | 0 | | 25 | 75 | 0 | | 0 | 50 | 50 | |
| PHF | .000 | .250 | .250 | .250 | .000 | .375 | .000 | .375 | .250 | .375 | .000 | .333 | .000 | .500 | .250 | .333 |

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City of Rialto
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Weather: Clear

File Name : 04_RLT_Loc_Ren Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

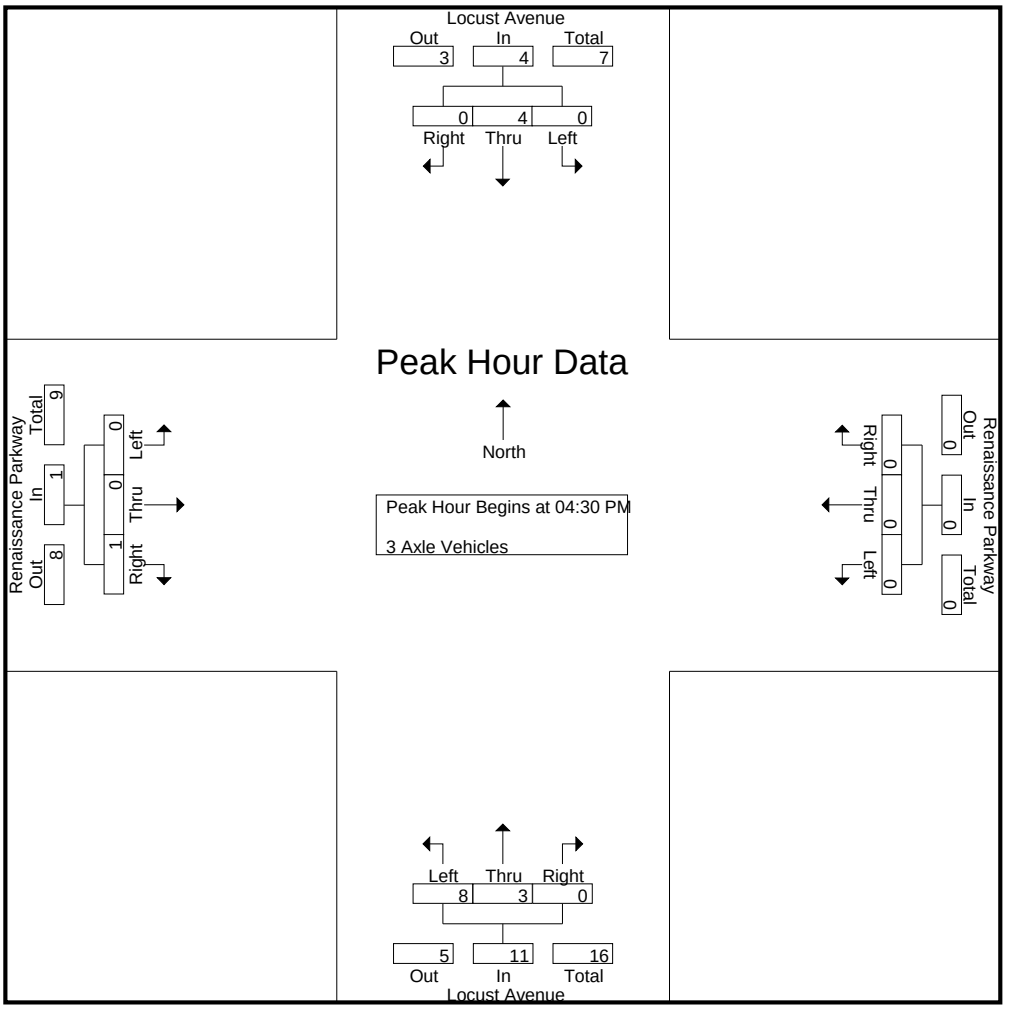
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 7 |
| 04:15 PM | 0 | 3 | 1 | 4 | 0 | 1 | 0 | 1 | 4 | 1 | 0 | 5 | 0 | 2 | 0 | 2 | 12 |
| 04:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 6 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 4 | 2 | 6 | 0 | 1 | 0 | 1 | 12 | 4 | 0 | 16 | 0 | 2 | 0 | 2 | 25 |
| 05:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 05:15 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 1 | 6 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 14 | 0 | 0 | 2 | 2 | 19 |
| Grand Total | 0 | 7 | 2 | 9 | 0 | 1 | 0 | 1 | 19 | 11 | 0 | 30 | 0 | 2 | 2 | 4 | 44 |
| Apprch % | 0 | 77.8 | 22.2 | | 0 | 100 | 0 | | 63.3 | 36.7 | 0 | | 0 | 50 | 50 | | |
| Total % | 0 | 15.9 | 4.5 | 20.5 | 0 | 2.3 | 0 | 2.3 | 43.2 | 25 | 0 | 68.2 | 0 | 4.5 | 4.5 | 9.1 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | **4** | **1** | 0 | **5** | 0 | 0 | 0 | 0 | **6** |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 05:15 PM | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | **1** | **1** | 6 |
| Total Volume | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 11 | 0 | 0 | 1 | 1 | 16 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 72.7 | 27.3 | 0 | | 0 | 0 | 100 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .500 | .750 | .000 | .550 | .000 | .000 | .250 | .250 | .667 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | **4** | **1** | 0 | **5** | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | **1** | **1** |
| Total Volume | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 11 | 0 | 0 | 1 | 1 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 72.7 | 27.3 | 0 | | 0 | 0 | 100 | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .500 | .750 | .000 | .550 | .000 | .000 | .250 | .250 |

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City of Rialto
N/S: Locust Avenue
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Weather: Clear

File Name : 04_RLT_Loc_Ren Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

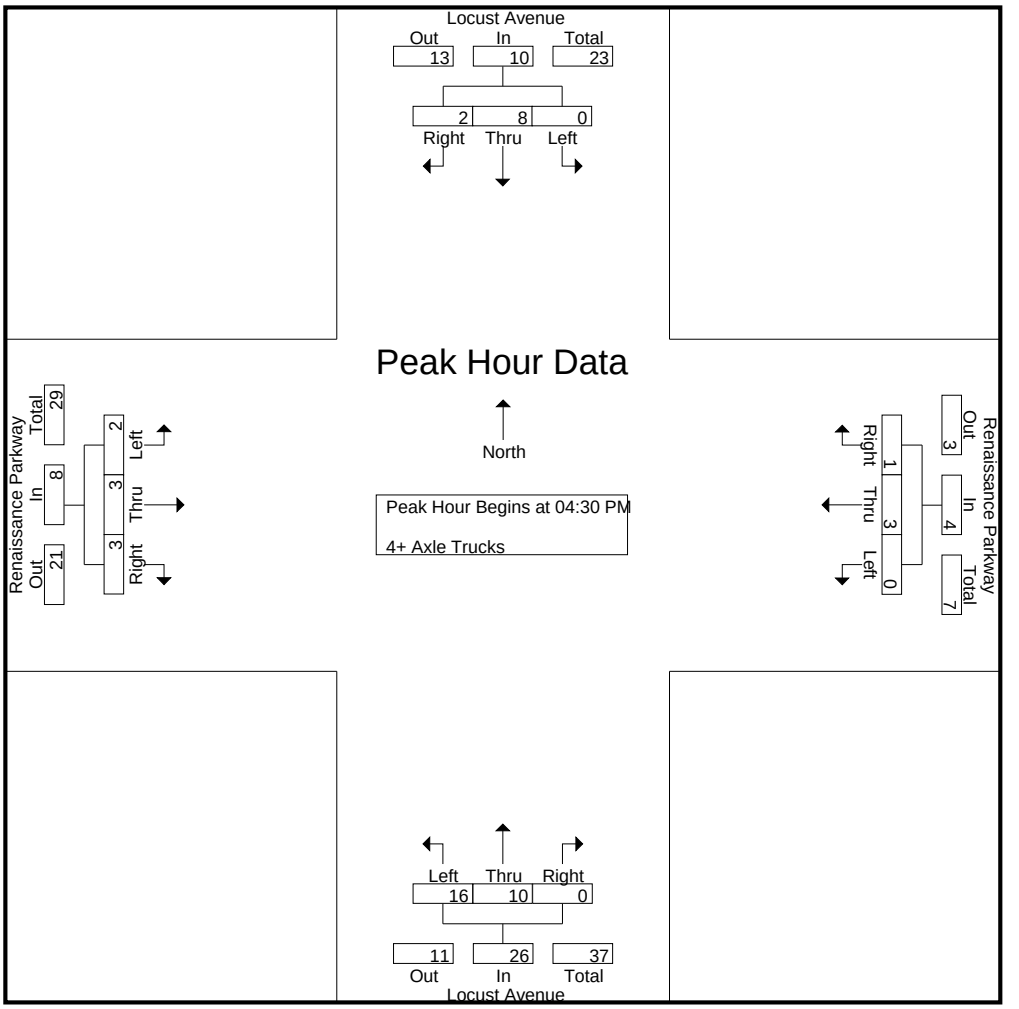
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 5 | 6 | 0 | 11 | 2 | 0 | 0 | 2 | 19 |
| 04:15 PM | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 8 |
| 04:30 PM | 0 | 3 | 0 | 3 | 0 | 1 | 1 | 2 | 4 | 1 | 0 | 5 | 1 | 1 | 0 | 2 | 12 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 8 | 0 | 1 | 1 | 2 | 10 |
| Total | 0 | 9 | 3 | 12 | 0 | 1 | 1 | 2 | 16 | 13 | 0 | 29 | 3 | 2 | 1 | 6 | 49 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 5 | 4 | 0 | 9 | 0 | 1 | 1 | 2 | 16 |
| 05:15 PM | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 4 | 1 | 0 | 1 | 2 | 10 |
| 05:30 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 9 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 1 | 0 | 6 | 0 | 0 | 1 | 1 | 8 |
| Total | 0 | 7 | 2 | 9 | 0 | 3 | 0 | 3 | 18 | 8 | 0 | 26 | 1 | 1 | 3 | 5 | 43 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 16 | 5 | 21 | 0 | 4 | 1 | 5 | 34 | 21 | 0 | 55 | 4 | 3 | 4 | 11 | 92 |
| Apprch % | 0 | 76.2 | 23.8 | | 0 | 80 | 20 | | 61.8 | 38.2 | 0 | | 36.4 | 27.3 | 36.4 | | |
| Total % | 0 | 17.4 | 5.4 | 22.8 | 0 | 4.3 | 1.1 | 5.4 | 37 | 22.8 | 0 | 59.8 | 4.3 | 3.3 | 4.3 | 12 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 3 | 0 | 3 | 0 | **1** | **1** | **2** | 4 | 1 | 0 | 5 | **1** | **1** | 0 | **2** | 12 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | **4** | 0 | 8 | 0 | 1 | **1** | 2 | 10 |
| 05:00 PM | 0 | **4** | 0 | **4** | 0 | 1 | 0 | 1 | **5** | 4 | 0 | **9** | 0 | 1 | 1 | 2 | **16** |
| 05:15 PM | 0 | 1 | **2** | 3 | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 4 | 1 | 0 | 1 | 2 | 10 |
| Total Volume | 0 | 8 | 2 | 10 | 0 | 3 | 1 | 4 | 16 | 10 | 0 | 26 | 2 | 3 | 3 | 8 | 48 |
| % App. Total | 0 | 80 | 20 | | 0 | 75 | 25 | | 61.5 | 38.5 | 0 | | 25 | 37.5 | 37.5 | | |
| PHF | .000 | .500 | .250 | .625 | .000 | .750 | .250 | .500 | .800 | .625 | .000 | .722 | .500 | .750 | .750 | 1.00 | .750 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 3 | 0 | 3 | 0 | **1** | **1** | **2** | 4 | 1 | 0 | 5 | **1** | **1** | 0 | **2** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | **4** | 0 | 8 | 0 | 1 | **1** | 2 |
| +30 mins. | 0 | **4** | 0 | **4** | 0 | 1 | 0 | 1 | **5** | 4 | 0 | **9** | 0 | 1 | 1 | 2 |
| +45 mins. | 0 | 1 | **2** | 3 | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 4 | 1 | 0 | 1 | 2 |
| Total Volume | 0 | 8 | 2 | 10 | 0 | 3 | 1 | 4 | 16 | 10 | 0 | 26 | 2 | 3 | 3 | 8 |
| % App. Total | 0 | 80 | 20 | | 0 | 75 | 25 | | 61.5 | 38.5 | 0 | | 25 | 37.5 | 37.5 | |
| PHF | .000 | .500 | .250 | .625 | .000 | .750 | .250 | .500 | .800 | .625 | .000 | .722 | .500 | .750 | .750 | 1.000 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

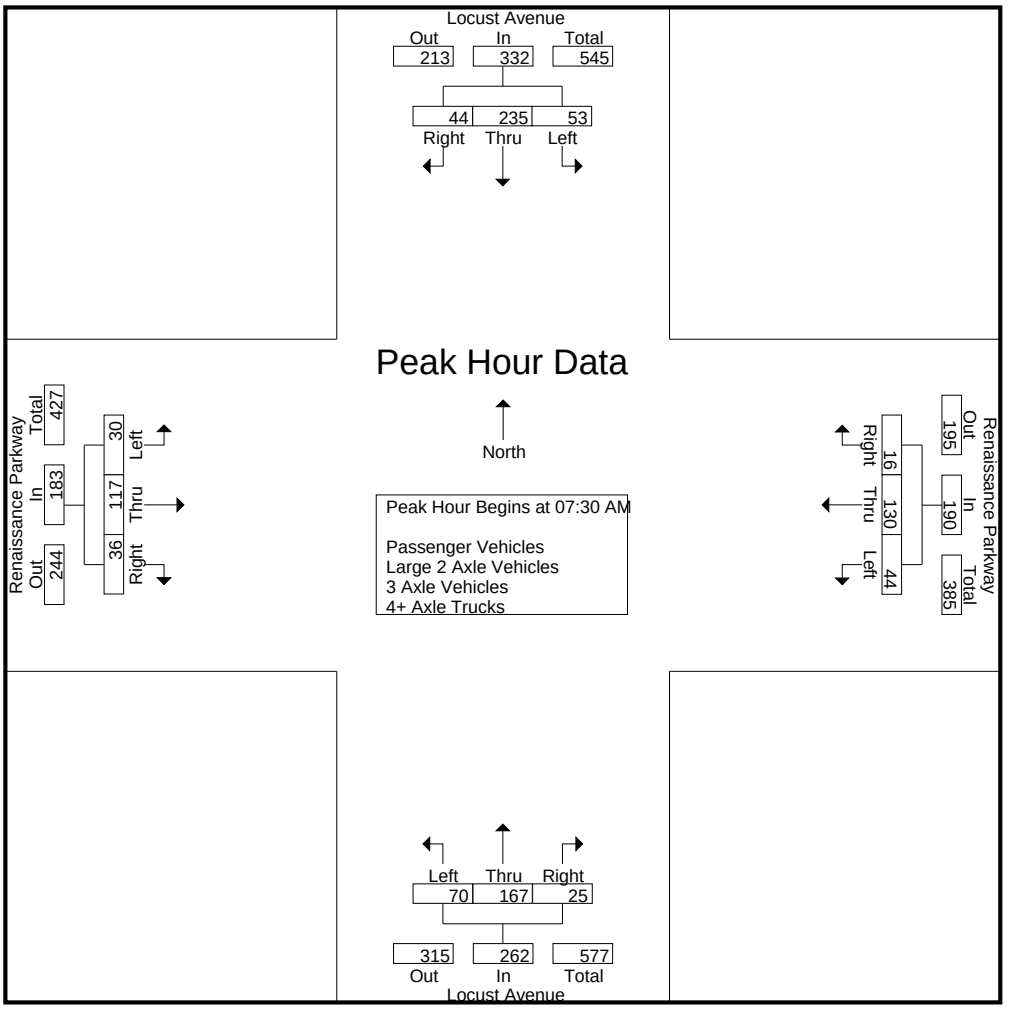
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 7 | 32 | 9 | 48 | 6 | 30 | 4 | 40 | 11 | 43 | 6 | 60 | 2 | 32 | 10 | 44 | 192 |
| 07:15 AM | 3 | 35 | 13 | 51 | 7 | 48 | 3 | 58 | 11 | 30 | 2 | 43 | 3 | 16 | 3 | 22 | 174 |
| 07:30 AM | 12 | 58 | 6 | 76 | 3 | 29 | 2 | 34 | 14 | 38 | 7 | 59 | 10 | 23 | 13 | 46 | 215 |
| 07:45 AM | 18 | 74 | 8 | 100 | 11 | 29 | 6 | 46 | 15 | 56 | 9 | 80 | 7 | 26 | 10 | 43 | 269 |
| Total | 40 | 199 | 36 | 275 | 27 | 136 | 15 | 178 | 51 | 167 | 24 | 242 | 22 | 97 | 36 | 155 | 850 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 13 | 71 | 16 | 100 | 11 | 32 | 6 | 49 | 18 | 40 | 7 | 65 | 5 | 33 | 3 | 41 | 255 |
| 08:15 AM | 10 | 32 | 14 | 56 | 19 | 40 | 2 | 61 | 23 | 33 | 2 | 58 | 8 | 35 | 10 | 53 | 228 |
| 08:30 AM | 7 | 39 | 9 | 55 | 12 | 36 | 0 | 48 | 24 | 25 | 5 | 54 | 3 | 38 | 8 | 49 | 206 |
| 08:45 AM | 5 | 33 | 13 | 51 | 4 | 16 | 4 | 24 | 9 | 23 | 7 | 39 | 5 | 33 | 2 | 40 | 154 |
| Total | 35 | 175 | 52 | 262 | 46 | 124 | 12 | 182 | 74 | 121 | 21 | 216 | 21 | 139 | 23 | 183 | 843 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 75 | 374 | 88 | 537 | 73 | 260 | 27 | 360 | 125 | 288 | 45 | 458 | 43 | 236 | 59 | 338 | 1693 |
| Apprch % | 14 | 69.6 | 16.4 | | 20.3 | 72.2 | 7.5 | | 27.3 | 62.9 | 9.8 | | 12.7 | 69.8 | 17.5 | | |
| Total % | 4.4 | 22.1 | 5.2 | 31.7 | 4.3 | 15.4 | 1.6 | 21.3 | 7.4 | 17 | 2.7 | 27.1 | 2.5 | 13.9 | 3.5 | 20 | |
| Passenger Vehicles | 72 | 328 | 59 | 459 | 63 | 255 | 26 | 344 | 92 | 236 | 43 | 371 | 38 | 226 | 52 | 316 | 1490 |
| % Passenger Vehicles | 96 | 87.7 | 67 | 85.5 | 86.3 | 98.1 | 96.3 | 95.6 | 73.6 | 81.9 | 95.6 | 81 | 88.4 | 95.8 | 88.1 | 93.5 | 88 |
| Large 2 Axle Vehicles | 0 | 10 | 7 | 17 | 0 | 4 | 1 | 5 | 1 | 12 | 2 | 15 | 1 | 6 | 2 | 9 | 46 |
| % Large 2 Axle Vehicles | 0 | 2.7 | 8 | 3.2 | 0 | 1.5 | 3.7 | 1.4 | 0.8 | 4.2 | 4.4 | 3.3 | 2.3 | 2.5 | 3.4 | 2.7 | 2.7 |
| 3 Axle Vehicles | 1 | 9 | 5 | 15 | 2 | 0 | 0 | 2 | 5 | 18 | 0 | 23 | 2 | 2 | 3 | 7 | 47 |
| % 3 Axle Vehicles | 1.3 | 2.4 | 5.7 | 2.8 | 2.7 | 0 | 0 | 0.6 | 4 | 6.2 | 0 | 5 | 4.7 | 0.8 | 5.1 | 2.1 | 2.8 |
| 4+ Axle Trucks | 2 | 27 | 17 | 46 | 8 | 1 | 0 | 9 | 27 | 22 | 0 | 49 | 2 | 2 | 2 | 6 | 110 |
| % 4+ Axle Trucks | 2.7 | 7.2 | 19.3 | 8.6 | 11 | 0.4 | 0 | 2.5 | 21.6 | 7.6 | 0 | 10.7 | 4.7 | 0.8 | 3.4 | 1.8 | 6.5 |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 12 | 58 | 6 | 76 | 3 | 29 | 2 | 34 | 14 | 38 | 7 | 59 | **10** | 23 | **13** | 46 | 215 |
| 07:45 AM | **18** | **74** | 8 | **100** | 11 | 29 | **6** | 46 | 15 | **56** | **9** | **80** | 7 | 26 | 10 | 43 | **269** |
| 08:00 AM | 13 | 71 | **16** | 100 | 11 | 32 | 6 | 49 | 18 | 40 | 7 | 65 | 5 | 33 | 3 | 41 | 255 |
| 08:15 AM | 10 | 32 | 14 | 56 | **19** | **40** | 2 | **61** | **23** | 33 | 2 | 58 | 8 | **35** | 10 | **53** | 228 |
| Total Volume | 53 | 235 | 44 | 332 | 44 | 130 | 16 | 190 | 70 | 167 | 25 | 262 | 30 | 117 | 36 | 183 | 967 |
| % App. Total | 16 | 70.8 | 13.3 | | 23.2 | 68.4 | 8.4 | | 26.7 | 63.7 | 9.5 | | 16.4 | 63.9 | 19.7 | | |
| PHF | .736 | .794 | .688 | .830 | .579 | .813 | .667 | .779 | .761 | .746 | .694 | .819 | .750 | .836 | .692 | .863 | .899 |

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City of Rialto
N/S: Locust Avenue
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File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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 | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 12 | 58 | 6 | 76 | 11 | 29 | **6** | 46 | 14 | 38 | 7 | 59 | 7 | 26 | **10** | 43 |
| +15 mins. | **18** | **74** | 8 | **100** | 11 | 32 | 6 | 49 | 15 | **56** | **9** | **80** | 5 | 33 | 3 | 41 |
| +30 mins. | 13 | 71 | **16** | 100 | **19** | **40** | 2 | **61** | 18 | 40 | 7 | 65 | **8** | 35 | 10 | **53** |
| +45 mins. | 10 | 32 | 14 | 56 | 12 | 36 | 0 | 48 | **23** | 33 | 2 | 58 | 3 | **38** | 8 | 49 |
| Total Volume | 53 | 235 | 44 | 332 | 53 | 137 | 14 | 204 | 70 | 167 | 25 | 262 | 23 | 132 | 31 | 186 |
| % App. Total | 16 | 70.8 | 13.3 | | 26 | 67.2 | 6.9 | | 26.7 | 63.7 | 9.5 | | 12.4 | 71 | 16.7 | |
| PHF | .736 | .794 | .688 | .830 | .697 | .856 | .583 | .836 | .761 | .746 | .694 | .819 | .719 | .868 | .775 | .877 |

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File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

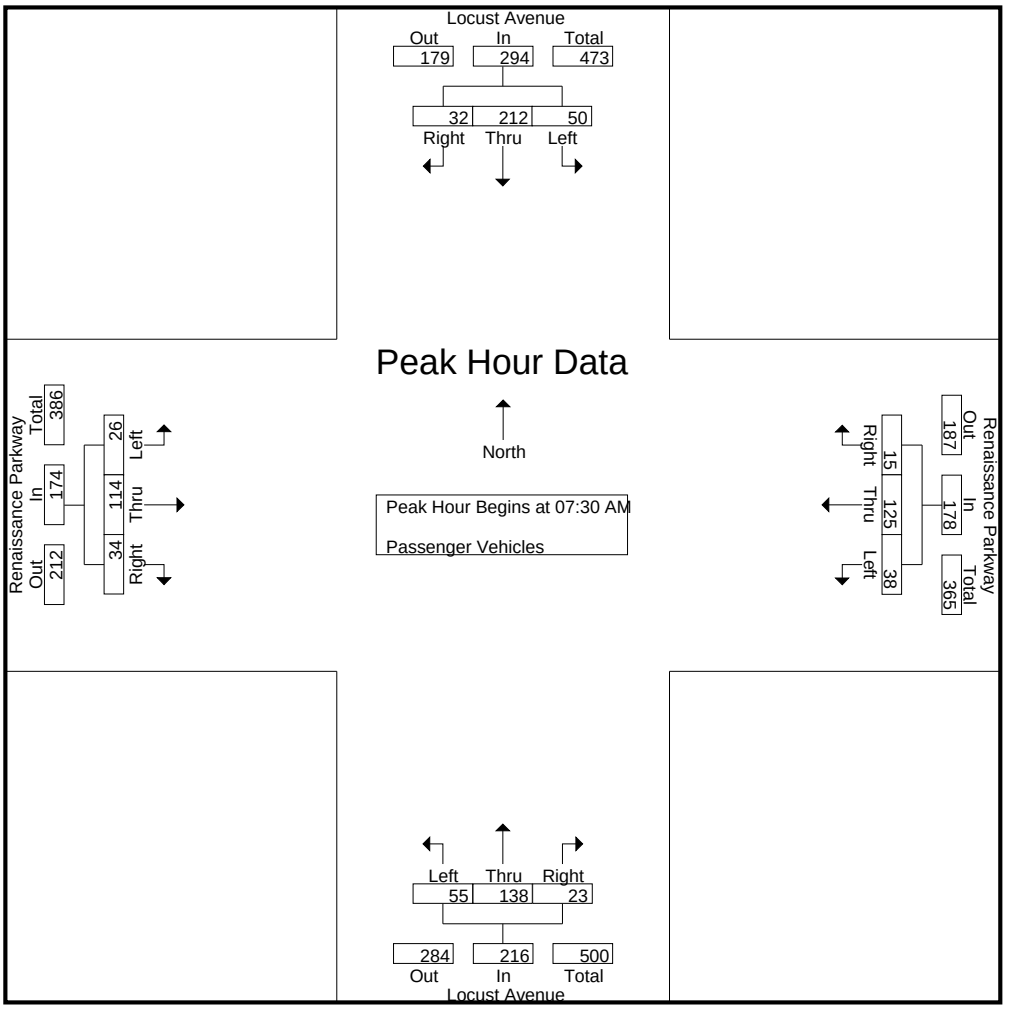
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 7 | 28 | 6 | 41 | 6 | 30 | 4 | 40 | 8 | 36 | 6 | 50 | 1 | 31 | 8 | 40 | 171 |
| 07:15 AM | 3 | 31 | 5 | 39 | 7 | 48 | 3 | 58 | 6 | 26 | 2 | 34 | 3 | 15 | 3 | 21 | 152 |
| 07:30 AM | 11 | 54 | 4 | 69 | 3 | 29 | 2 | 34 | 12 | 31 | 7 | 50 | 8 | 22 | 13 | 43 | 196 |
| 07:45 AM | 18 | 64 | 7 | 89 | 11 | 28 | 5 | 44 | 12 | 49 | 9 | 70 | 7 | 25 | 9 | 41 | 244 |
| Total | 39 | 177 | 22 | 238 | 27 | 135 | 14 | 176 | 38 | 142 | 24 | 204 | 19 | 93 | 33 | 145 | 763 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 11 | 67 | 11 | 89 | 9 | 31 | 6 | 46 | 13 | 33 | 7 | 53 | 4 | 32 | 3 | 39 | 227 |
| 08:15 AM | 10 | 27 | 10 | 47 | 15 | 37 | 2 | 54 | 18 | 25 | 0 | 43 | 7 | 35 | 9 | 51 | 195 |
| 08:30 AM | 7 | 30 | 6 | 43 | 10 | 36 | 0 | 46 | 17 | 20 | 5 | 42 | 3 | 35 | 6 | 44 | 175 |
| 08:45 AM | 5 | 27 | 10 | 42 | 2 | 16 | 4 | 22 | 6 | 16 | 7 | 29 | 5 | 31 | 1 | 37 | 130 |
| Total | 33 | 151 | 37 | 221 | 36 | 120 | 12 | 168 | 54 | 94 | 19 | 167 | 19 | 133 | 19 | 171 | 727 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 72 | 328 | 59 | 459 | 63 | 255 | 26 | 344 | 92 | 236 | 43 | 371 | 38 | 226 | 52 | 316 | 1490 |
| Apprch % | 15.7 | 71.5 | 12.9 | | 18.3 | 74.1 | 7.6 | | 24.8 | 63.6 | 11.6 | | 12 | 71.5 | 16.5 | | |
| Total % | 4.8 | 22 | 4 | 30.8 | 4.2 | 17.1 | 1.7 | 23.1 | 6.2 | 15.8 | 2.9 | 24.9 | 2.6 | 15.2 | 3.5 | 21.2 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 11 | 54 | 4 | 69 | 3 | 29 | 2 | 34 | 12 | 31 | 7 | 50 | **8** | 22 | **13** | 43 | 196 |
| 07:45 AM | **18** | 64 | 7 | **89** | 11 | 28 | 5 | 44 | 12 | **49** | **9** | **70** | 7 | 25 | 9 | 41 | **244** |
| 08:00 AM | 11 | **67** | **11** | 89 | 9 | 31 | **6** | 46 | 13 | 33 | 7 | 53 | 4 | 32 | 3 | 39 | 227 |
| 08:15 AM | 10 | 27 | 10 | 47 | **15** | **37** | 2 | **54** | **18** | 25 | 0 | 43 | 7 | **35** | 9 | **51** | 195 |
| Total Volume | 50 | 212 | 32 | 294 | 38 | 125 | 15 | 178 | 55 | 138 | 23 | 216 | 26 | 114 | 34 | 174 | 862 |
| % App. Total | 17 | 72.1 | 10.9 | | 21.3 | 70.2 | 8.4 | | 25.5 | 63.9 | 10.6 | | 14.9 | 65.5 | 19.5 | | |
| PHF | .694 | .791 | .727 | .826 | .633 | .845 | .625 | .824 | .764 | .704 | .639 | .771 | .813 | .814 | .654 | .853 | .883 |

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File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 11 | 54 | 4 | 69 | 3 | 29 | 2 | 34 | 12 | 31 | 7 | 50 | **8** | 22 | **13** | 43 |
| +15 mins. | **18** | 64 | 7 | **89** | 11 | 28 | 5 | 44 | 12 | **49** | **9** | **70** | 7 | 25 | 9 | 41 |
| +30 mins. | 11 | **67** | **11** | 89 | 9 | 31 | **6** | 46 | 13 | 33 | 7 | 53 | 4 | 32 | 3 | 39 |
| +45 mins. | 10 | 27 | 10 | 47 | **15** | **37** | 2 | **54** | **18** | 25 | 0 | 43 | 7 | **35** | 9 | **51** |
| Total Volume | 50 | 212 | 32 | 294 | 38 | 125 | 15 | 178 | 55 | 138 | 23 | 216 | 26 | 114 | 34 | 174 |
| % App. Total | 17 | 72.1 | 10.9 | | 21.3 | 70.2 | 8.4 | | 25.5 | 63.9 | 10.6 | | 14.9 | 65.5 | 19.5 | |
| PHF | .694 | .791 | .727 | .826 | .633 | .845 | .625 | .824 | .764 | .704 | .639 | .771 | .813 | .814 | .654 | .853 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

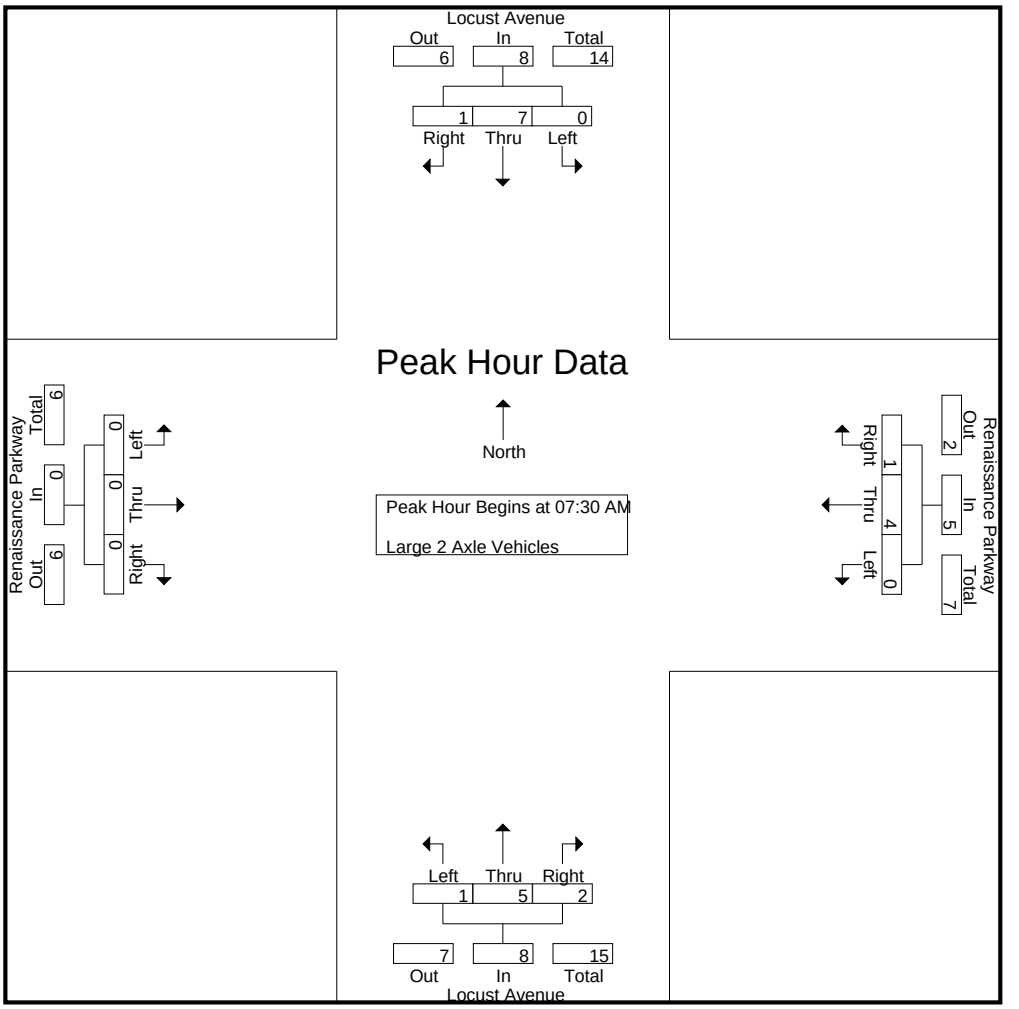
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 1 | 1 | 3 | 8 |
| 07:15 AM | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 6 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | 6 | 0 | 6 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 7 | 4 | 11 | 0 | 1 | 1 | 2 | 0 | 9 | 0 | 9 | 1 | 2 | 1 | 4 | 26 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 4 |
| 08:30 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 08:45 AM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 3 | 7 |
| Total | 0 | 3 | 3 | 6 | 0 | 3 | 0 | 3 | 1 | 3 | 2 | 6 | 0 | 4 | 1 | 5 | 20 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 10 | 7 | 17 | 0 | 4 | 1 | 5 | 1 | 12 | 2 | 15 | 1 | 6 | 2 | 9 | 46 |
| Apprch % | 0 | 58.8 | 41.2 | | 0 | 80 | 20 | | 6.7 | 80 | 13.3 | | 11.1 | 66.7 | 22.2 | | |
| Total % | 0 | 21.7 | 15.2 | 37 | 0 | 8.7 | 2.2 | 10.9 | 2.2 | 26.1 | 4.3 | 32.6 | 2.2 | 13 | 4.3 | 19.6 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | **6** | 0 | **6** | 0 | 1 | **1** | **2** | 0 | **3** | 0 | **3** | 0 | 0 | 0 | 0 | **11** |
| 08:00 AM | 0 | 1 | **1** | 2 | 0 | 1 | 0 | 1 | **1** | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 2 | 0 | 0 | **2** | 2 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 7 | 1 | 8 | 0 | 4 | 1 | 5 | 1 | 5 | 2 | 8 | 0 | 0 | 0 | 0 | 21 |
| % App. Total | 0 | 87.5 | 12.5 | | 0 | 80 | 20 | | 12.5 | 62.5 | 25 | | 0 | 0 | 0 | | |
| PHF | .000 | .292 | .250 | .333 | .000 | .500 | .250 | .625 | .250 | .417 | .250 | .667 | .000 | .000 | .000 | .000 | .477 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | **6** | 0 | **6** | 0 | 1 | **1** | **2** | 0 | **3** | 0 | **3** | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | **1** | 2 | 0 | 1 | 0 | 1 | **1** | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 2 | 0 | 0 | **2** | 2 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 7 | 1 | 8 | 0 | 4 | 1 | 5 | 1 | 5 | 2 | 8 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 87.5 | 12.5 | | 0 | 80 | 20 | | 12.5 | 62.5 | 25 | | 0 | 0 | 0 | |
| PHF | .000 | .292 | .250 | .333 | .000 | .500 | .250 | .625 | .250 | .417 | .250 | .667 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

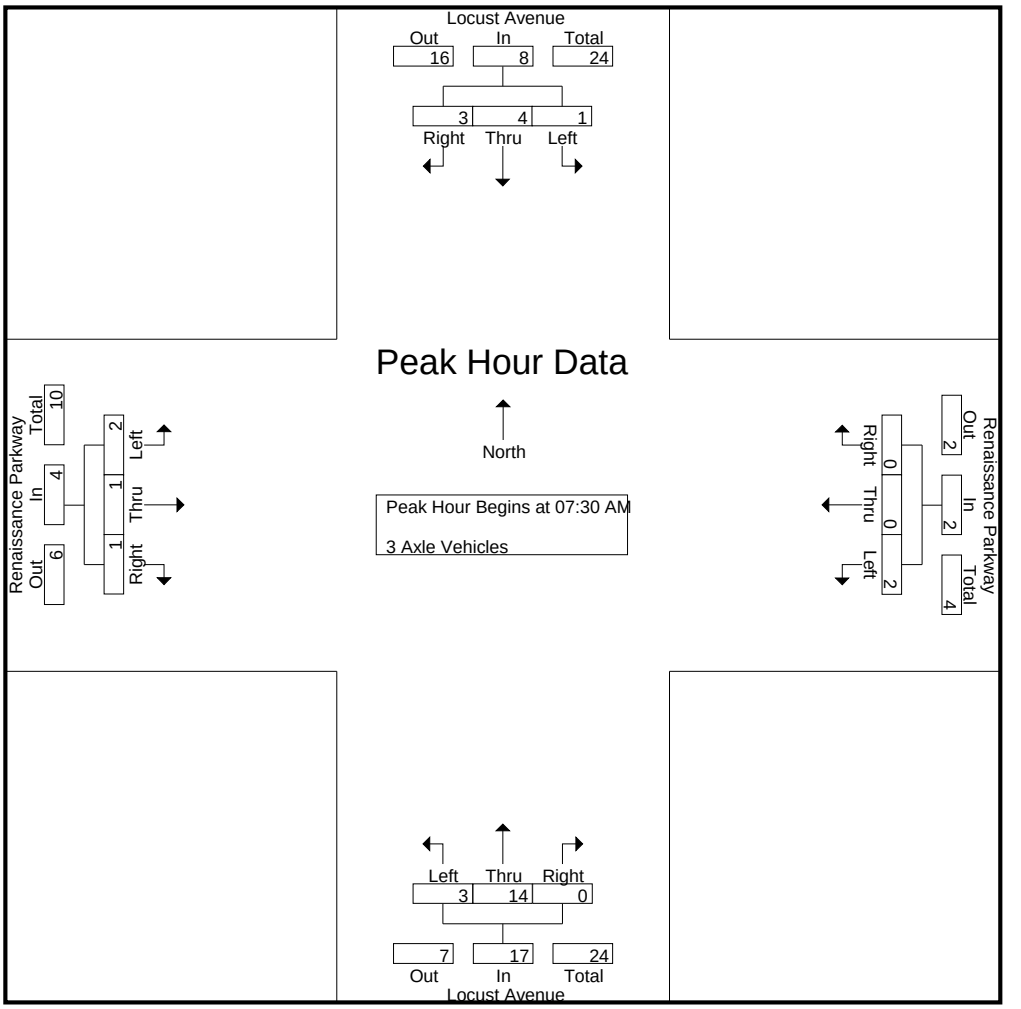
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 3 |
| 07:15 AM | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 07:30 AM | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 8 |
| 07:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 4 |
| Total | 0 | 4 | 4 | 8 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 2 | 0 | 2 | 4 | 20 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 4 | 0 | 6 | 0 | 1 | 0 | 1 | 9 |
| 08:15 AM | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 10 |
| 08:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 4 |
| 08:45 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| Total | 1 | 5 | 1 | 7 | 2 | 0 | 0 | 2 | 4 | 11 | 0 | 15 | 0 | 2 | 1 | 3 | 27 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 1 | 9 | 5 | 15 | 2 | 0 | 0 | 2 | 5 | 18 | 0 | 23 | 2 | 2 | 3 | 7 | 47 |
| Apprch % | 6.7 | 60 | 33.3 | | 100 | 0 | 0 | | 21.7 | 78.3 | 0 | | 28.6 | 28.6 | 42.9 | | |
| Total % | 2.1 | 19.1 | 10.6 | 31.9 | 4.3 | 0 | 0 | 4.3 | 10.6 | 38.3 | 0 | 48.9 | 4.3 | 4.3 | 6.4 | 14.9 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 1 | **2** | **3** | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | **2** | 0 | 0 | **2** | 8 |
| 07:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | **1** | 1 | 4 |
| 08:00 AM | **1** | 0 | 0 | 1 | **1** | 0 | 0 | **1** | **2** | 4 | 0 | **6** | 0 | **1** | 0 | 1 | 9 |
| 08:15 AM | 0 | **2** | 1 | 3 | 1 | 0 | 0 | 1 | 0 | **6** | 0 | 6 | 0 | 0 | 0 | 0 | **10** |
| Total Volume | 1 | 4 | 3 | 8 | 2 | 0 | 0 | 2 | 3 | 14 | 0 | 17 | 2 | 1 | 1 | 4 | 31 |
| % App. Total | 12.5 | 50 | 37.5 | | 100 | 0 | 0 | | 17.6 | 82.4 | 0 | | 50 | 25 | 25 | | |
| PHF | .250 | .500 | .375 | .667 | .500 | .000 | .000 | .500 | .375 | .583 | .000 | .708 | .250 | .250 | .250 | .500 | .775 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | **2** | **3** | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | **2** | 0 | 0 | **2** |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | **1** | 1 |
| +30 mins. | **1** | 0 | 0 | 1 | **1** | 0 | 0 | **1** | **2** | 4 | 0 | **6** | 0 | **1** | 0 | 1 |
| +45 mins. | 0 | **2** | 1 | 3 | 1 | 0 | 0 | 1 | 0 | **6** | 0 | 6 | 0 | 0 | 0 | 0 |
| Total Volume | 1 | 4 | 3 | 8 | 2 | 0 | 0 | 2 | 3 | 14 | 0 | 17 | 2 | 1 | 1 | 4 |
| % App. Total | 12.5 | 50 | 37.5 | | 100 | 0 | 0 | | 17.6 | 82.4 | 0 | | 50 | 25 | 25 | |
| PHF | .250 | .500 | .375 | .667 | .500 | .000 | .000 | .500 | .375 | .583 | .000 | .708 | .250 | .250 | .250 | .500 |

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City of Rialto
N/S: Locust Avenue
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Weather: Clear

File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

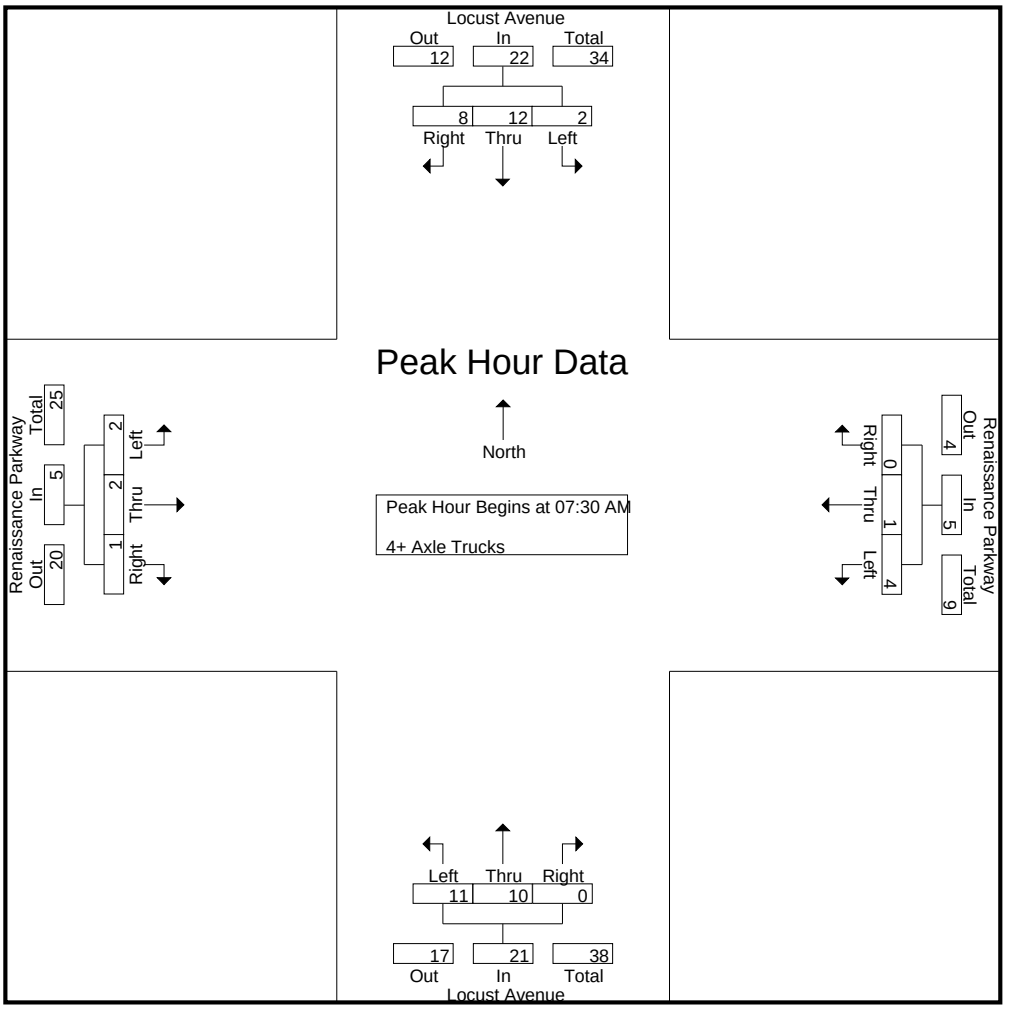
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 10 |
| 07:15 AM | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 11 |
| 07:30 AM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 1 | 0 | 1 | 10 |
| 07:45 AM | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 1 | 0 | 1 | 10 |
| Total | 1 | 11 | 6 | 18 | 0 | 0 | 0 | 0 | 12 | 9 | 0 | 21 | 0 | 2 | 0 | 2 | 41 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | 3 | 4 | 8 | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 4 | 1 | 0 | 0 | 1 | 14 |
| 08:15 AM | 0 | 3 | 3 | 6 | 3 | 1 | 0 | 4 | 5 | 2 | 0 | 7 | 1 | 0 | 1 | 2 | 19 |
| 08:30 AM | 0 | 6 | 3 | 9 | 2 | 0 | 0 | 2 | 6 | 5 | 0 | 11 | 0 | 0 | 1 | 1 | 23 |
| 08:45 AM | 0 | 4 | 1 | 5 | 2 | 0 | 0 | 2 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 13 |
| Total | 1 | 16 | 11 | 28 | 8 | 1 | 0 | 9 | 15 | 13 | 0 | 28 | 2 | 0 | 2 | 4 | 69 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 2 | 27 | 17 | 46 | 8 | 1 | 0 | 9 | 27 | 22 | 0 | 49 | 2 | 2 | 2 | 6 | 110 |
| Apprch % | 4.3 | 58.7 | 37 | | 88.9 | 11.1 | 0 | | 55.1 | 44.9 | 0 | | 33.3 | 33.3 | 33.3 | | |
| Total % | 1.8 | 24.5 | 15.5 | 41.8 | 7.3 | 0.9 | 0 | 8.2 | 24.5 | 20 | 0 | 44.5 | 1.8 | 1.8 | 1.8 | 5.5 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **1** | **3** | 0 | 4 | 0 | 0 | 0 | 0 | 2 | **3** | 0 | 5 | 0 | **1** | 0 | 1 | 10 |
| 07:45 AM | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 1 | 0 | 1 | 10 |
| 08:00 AM | 1 | 3 | **4** | **8** | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 4 | **1** | 0 | 0 | 1 | 14 |
| 08:15 AM | 0 | 3 | 3 | 6 | **3** | **1** | 0 | **4** | **5** | 2 | 0 | **7** | 1 | 0 | **1** | **2** | **19** |
| Total Volume | 2 | 12 | 8 | 22 | 4 | 1 | 0 | 5 | 11 | 10 | 0 | 21 | 2 | 2 | 1 | 5 | 53 |
| % App. Total | 9.1 | 54.5 | 36.4 | | 80 | 20 | 0 | | 52.4 | 47.6 | 0 | | 40 | 40 | 20 | | |
| PHF | .500 | 1.00 | .500 | .688 | .333 | .250 | .000 | .313 | .550 | .833 | .000 | .750 | .500 | .500 | .250 | .625 | .697 |

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Weather: Clear

File Name : 04_RLT_Loc_Ren Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | **3** | 0 | 4 | 0 | 0 | 0 | 0 | 2 | **3** | 0 | 5 | 0 | **1** | 0 | 1 |
| +15 mins. | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 1 | 0 | 1 |
| +30 mins. | 1 | 3 | **4** | **8** | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 4 | **1** | 0 | 0 | 1 |
| +45 mins. | 0 | 3 | 3 | 6 | **3** | **1** | 0 | **4** | **5** | 2 | 0 | **7** | 1 | 0 | **1** | **2** |
| Total Volume | 2 | 12 | 8 | 22 | 4 | 1 | 0 | 5 | 11 | 10 | 0 | 21 | 2 | 2 | 1 | 5 |
| % App. Total | 9.1 | 54.5 | 36.4 | | 80 | 20 | 0 | | 52.4 | 47.6 | 0 | | 40 | 40 | 20 | |
| PHF | .500 | 1.000 | .500 | .688 | .333 | .250 | .000 | .313 | .550 | .833 | .000 | .750 | .500 | .500 | .250 | .625 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

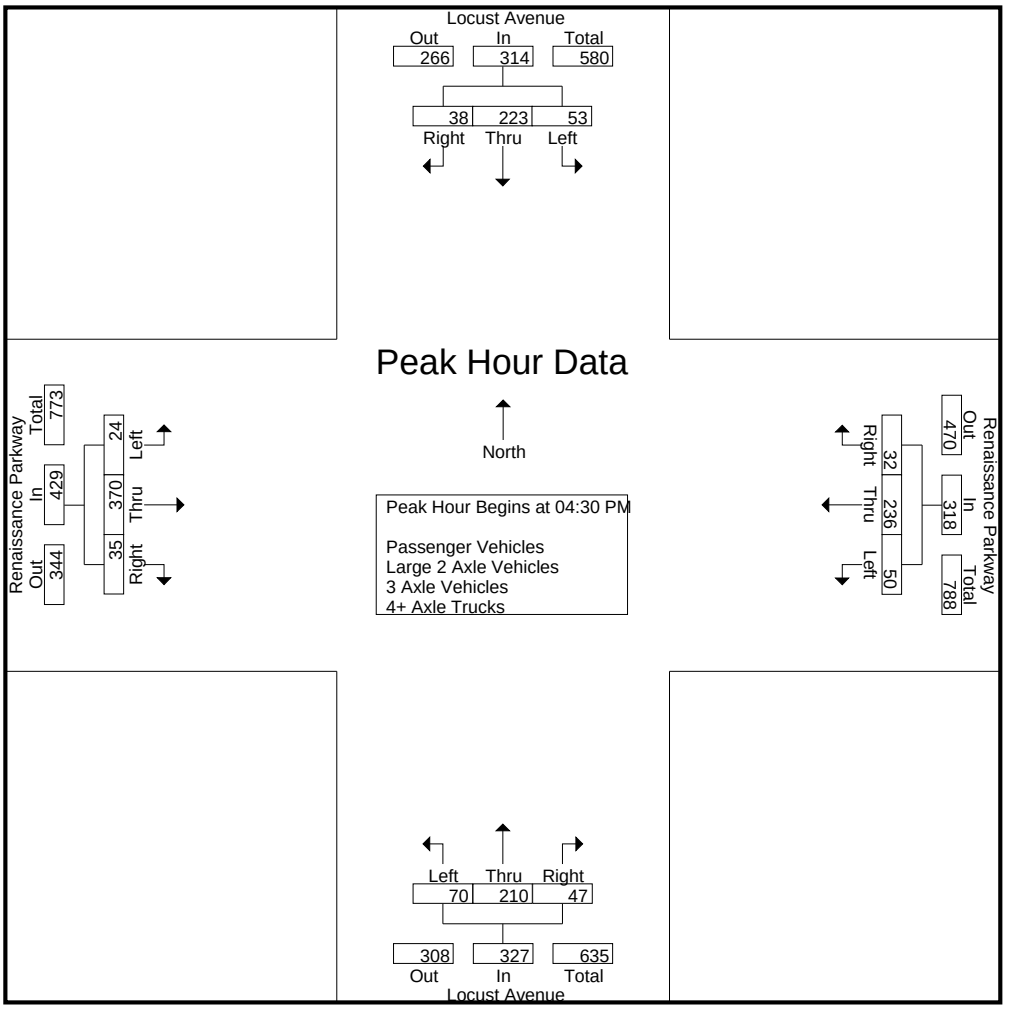
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 11 | 42 | 9 | 62 | 17 | 45 | 9 | 71 | 20 | 65 | 7 | 92 | 14 | 69 | 5 | 88 | 313 |
| 04:15 PM | 15 | 37 | 4 | 56 | 6 | 50 | 6 | 62 | 20 | 52 | 5 | 77 | 16 | 72 | 7 | 95 | 290 |
| 04:30 PM | 15 | 91 | 17 | 123 | 13 | 65 | 9 | 87 | 23 | 63 | 8 | 94 | 5 | 70 | 7 | 82 | 386 |
| 04:45 PM | 17 | 50 | 8 | 75 | 12 | 49 | 6 | 67 | 13 | 44 | 12 | 69 | 5 | 93 | 10 | 108 | 319 |
| Total | 58 | 220 | 38 | 316 | 48 | 209 | 30 | 287 | 76 | 224 | 32 | 332 | 40 | 304 | 29 | 373 | 1308 |
| 05:00 PM | 12 | 44 | 7 | 63 | 14 | 65 | 10 | 89 | 14 | 49 | 9 | 72 | 4 | 91 | 5 | 100 | 324 |
| 05:15 PM | 9 | 38 | 6 | 53 | 11 | 57 | 7 | 75 | 20 | 54 | 18 | 92 | 10 | 116 | 13 | 139 | 359 |
| 05:30 PM | 17 | 47 | 15 | 79 | 12 | 48 | 9 | 69 | 16 | 40 | 18 | 74 | 15 | 121 | 7 | 143 | 365 |
| 05:45 PM | 11 | 35 | 7 | 53 | 14 | 58 | 5 | 77 | 10 | 26 | 12 | 48 | 12 | 117 | 15 | 144 | 322 |
| Total | 49 | 164 | 35 | 248 | 51 | 228 | 31 | 310 | 60 | 169 | 57 | 286 | 41 | 445 | 40 | 526 | 1370 |
| Grand Total | 107 | 384 | 73 | 564 | 99 | 437 | 61 | 597 | 136 | 393 | 89 | 618 | 81 | 749 | 69 | 899 | 2678 |
| Apprch % | 19 | 68.1 | 12.9 | | 16.6 | 73.2 | 10.2 | | 22 | 63.6 | 14.4 | | 9 | 83.3 | 7.7 | | |
| Total % | 4 | 14.3 | 2.7 | 21.1 | 3.7 | 16.3 | 2.3 | 22.3 | 5.1 | 14.7 | 3.3 | 23.1 | 3 | 28 | 2.6 | 33.6 | |
| Passenger Vehicles | 107 | 350 | 67 | 524 | 84 | 432 | 60 | 576 | 86 | 357 | 87 | 530 | 79 | 741 | 68 | 888 | 2518 |
| % Passenger Vehicles | 100 | 91.1 | 91.8 | 92.9 | 84.8 | 98.9 | 98.4 | 96.5 | 63.2 | 90.8 | 97.8 | 85.8 | 97.5 | 98.9 | 98.6 | 98.8 | 94 |
| Large 2 Axle Vehicles | 0 | 10 | 3 | 13 | 5 | 1 | 0 | 6 | 2 | 8 | 1 | 11 | 1 | 2 | 0 | 3 | 33 |
| % Large 2 Axle Vehicles | 0 | 2.6 | 4.1 | 2.3 | 5.1 | 0.2 | 0 | 1 | 1.5 | 2 | 1.1 | 1.8 | 1.2 | 0.3 | 0 | 0.3 | 1.2 |
| 3 Axle Vehicles | 0 | 7 | 1 | 8 | 3 | 0 | 0 | 3 | 13 | 6 | 1 | 20 | 0 | 2 | 0 | 2 | 33 |
| % 3 Axle Vehicles | 0 | 1.8 | 1.4 | 1.4 | 3 | 0 | 0 | 0.5 | 9.6 | 1.5 | 1.1 | 3.2 | 0 | 0.3 | 0 | 0.2 | 1.2 |
| 4+ Axle Trucks | 0 | 17 | 2 | 19 | 7 | 4 | 1 | 12 | 35 | 22 | 0 | 57 | 1 | 4 | 1 | 6 | 94 |
| % 4+ Axle Trucks | 0 | 4.4 | 2.7 | 3.4 | 7.1 | 0.9 | 1.6 | 2 | 25.7 | 5.6 | 0 | 9.2 | 1.2 | 0.5 | 1.4 | 0.7 | 3.5 |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 15 | **91** | **17** | **123** | 13 | **65** | 9 | 87 | **23** | **63** | 8 | **94** | 5 | 70 | 7 | 82 | **386** |
| 04:45 PM | **17** | 50 | 8 | 75 | 12 | 49 | 6 | 67 | 13 | 44 | 12 | 69 | 5 | 93 | 10 | 108 | 319 |
| 05:00 PM | 12 | 44 | 7 | 63 | **14** | 65 | **10** | **89** | 14 | 49 | 9 | 72 | 4 | 91 | 5 | 100 | 324 |
| 05:15 PM | 9 | 38 | 6 | 53 | 11 | 57 | 7 | 75 | 20 | 54 | **18** | 92 | **10** | **116** | **13** | **139** | 359 |
| Total Volume | 53 | 223 | 38 | 314 | 50 | 236 | 32 | 318 | 70 | 210 | 47 | 327 | 24 | 370 | 35 | 429 | 1388 |
| % App. Total | 16.9 | 71 | 12.1 | | 15.7 | 74.2 | 10.1 | | 21.4 | 64.2 | 14.4 | | 5.6 | 86.2 | 8.2 | | |
| PHF | .779 | .613 | .559 | .638 | .893 | .908 | .800 | .893 | .761 | .833 | .653 | .870 | .600 | .797 | .673 | .772 | .899 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:15 PM | | | | 04:30 PM | | | | 04:00 PM | | | | 05:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 15 | 37 | 4 | 56 | 13 | **65** | 9 | 87 | 20 | **65** | 7 | 92 | 4 | 91 | 5 | 100 |
| +15 mins. | 15 | **91** | **17** | **123** | 12 | 49 | 6 | 67 | 20 | 52 | 5 | 77 | 10 | 116 | 13 | 139 |
| +30 mins. | **17** | 50 | 8 | 75 | **14** | 65 | **10** | **89** | **23** | 63 | 8 | **94** | **15** | **121** | 7 | 143 |
| +45 mins. | 12 | 44 | 7 | 63 | 11 | 57 | 7 | 75 | 13 | 44 | **12** | 69 | 12 | 117 | **15** | **144** |
| Total Volume | 59 | 222 | 36 | 317 | 50 | 236 | 32 | 318 | 76 | 224 | 32 | 332 | 41 | 445 | 40 | 526 |
| % App. Total | 18.6 | 70 | 11.4 | | 15.7 | 74.2 | 10.1 | | 22.9 | 67.5 | 9.6 | | 7.8 | 84.6 | 7.6 | |
| PHF | .868 | .610 | .529 | .644 | .893 | .908 | .800 | .893 | .826 | .862 | .667 | .883 | .683 | .919 | .667 | .913 |

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City of Rialto
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Weather: Clear

File Name : 04_RLT_Loc_Ren Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

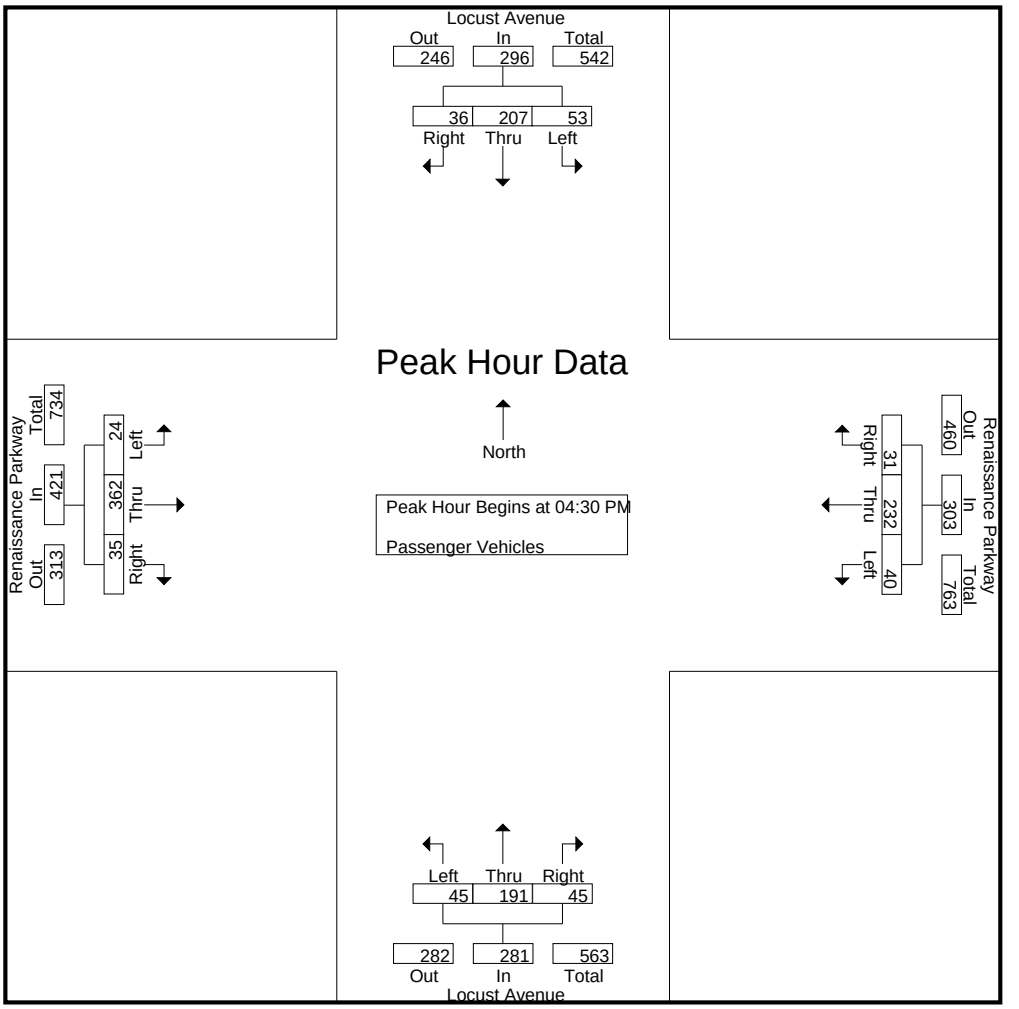
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 11 | 33 | 6 | 50 | 15 | 45 | 9 | 69 | 15 | 60 | 7 | 82 | 13 | 69 | 5 | 87 | 288 |
| 04:15 PM | 15 | 31 | 3 | 49 | 5 | 50 | 6 | 61 | 11 | 47 | 5 | 63 | 16 | 72 | 6 | 94 | 267 |
| 04:30 PM | 15 | 88 | 16 | 119 | 11 | 63 | 8 | 82 | 15 | 54 | 7 | 76 | 5 | 68 | 7 | 80 | 357 |
| 04:45 PM | 17 | 46 | 8 | 71 | 9 | 48 | 6 | 63 | 9 | 42 | 12 | 63 | 5 | 91 | 10 | 106 | 303 |
| Total | 58 | 198 | 33 | 289 | 40 | 206 | 29 | 275 | 50 | 203 | 31 | 284 | 39 | 300 | 28 | 367 | 1215 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 12 | 39 | 6 | 57 | 12 | 65 | 10 | 87 | 7 | 45 | 9 | 61 | 4 | 89 | 5 | 98 | 303 |
| 05:15 PM | 9 | 34 | 6 | 49 | 8 | 56 | 7 | 71 | 14 | 50 | 17 | 81 | 10 | 114 | 13 | 137 | 338 |
| 05:30 PM | 17 | 46 | 15 | 78 | 12 | 47 | 9 | 68 | 10 | 36 | 18 | 64 | 14 | 121 | 7 | 142 | 352 |
| 05:45 PM | 11 | 33 | 7 | 51 | 12 | 58 | 5 | 75 | 5 | 23 | 12 | 40 | 12 | 117 | 15 | 144 | 310 |
| Total | 49 | 152 | 34 | 235 | 44 | 226 | 31 | 301 | 36 | 154 | 56 | 246 | 40 | 441 | 40 | 521 | 1303 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 107 | 350 | 67 | 524 | 84 | 432 | 60 | 576 | 86 | 357 | 87 | 530 | 79 | 741 | 68 | 888 | 2518 |
| Apprch % | 20.4 | 66.8 | 12.8 | | 14.6 | 75 | 10.4 | | 16.2 | 67.4 | 16.4 | | 8.9 | 83.4 | 7.7 | | |
| Total % | 4.2 | 13.9 | 2.7 | 20.8 | 3.3 | 17.2 | 2.4 | 22.9 | 3.4 | 14.2 | 3.5 | 21 | 3.1 | 29.4 | 2.7 | 35.3 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 15 | **88** | **16** | **119** | 11 | 63 | 8 | 82 | **15** | **54** | 7 | 76 | 5 | 68 | 7 | 80 | **357** |
| 04:45 PM | **17** | 46 | 8 | 71 | 9 | 48 | 6 | 63 | 9 | 42 | 12 | 63 | 5 | 91 | 10 | 106 | 303 |
| 05:00 PM | 12 | 39 | 6 | 57 | **12** | **65** | **10** | **87** | 7 | 45 | 9 | 61 | 4 | 89 | 5 | 98 | 303 |
| 05:15 PM | 9 | 34 | 6 | 49 | 8 | 56 | 7 | 71 | 14 | 50 | **17** | **81** | **10** | **114** | **13** | **137** | 338 |
| Total Volume | 53 | 207 | 36 | 296 | 40 | 232 | 31 | 303 | 45 | 191 | 45 | 281 | 24 | 362 | 35 | 421 | 1301 |
| % App. Total | 17.9 | 69.9 | 12.2 | | 13.2 | 76.6 | 10.2 | | 16 | 68 | 16 | | 5.7 | 86 | 8.3 | | |
| PHF | .779 | .588 | .563 | .622 | .833 | .892 | .775 | .871 | .750 | .884 | .662 | .867 | .600 | .794 | .673 | .768 | .911 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 15 | **88** | **16** | **119** | 11 | 63 | 8 | 82 | **15** | **54** | 7 | 76 | 5 | 68 | 7 | 80 |
| +15 mins. | **17** | 46 | 8 | 71 | 9 | 48 | 6 | 63 | 9 | 42 | 12 | 63 | 5 | 91 | 10 | 106 |
| +30 mins. | 12 | 39 | 6 | 57 | **12** | **65** | **10** | **87** | 7 | 45 | 9 | 61 | 4 | 89 | 5 | 98 |
| +45 mins. | 9 | 34 | 6 | 49 | 8 | 56 | 7 | 71 | 14 | 50 | **17** | **81** | **10** | **114** | **13** | **137** |
| Total Volume | 53 | 207 | 36 | 296 | 40 | 232 | 31 | 303 | 45 | 191 | 45 | 281 | 24 | 362 | 35 | 421 |
| % App. Total | 17.9 | 69.9 | 12.2 | | 13.2 | 76.6 | 10.2 | | 16 | 68 | 16 | | 5.7 | 86 | 8.3 | |
| PHF | .779 | .588 | .563 | .622 | .833 | .892 | .775 | .871 | .750 | .884 | .662 | .867 | .600 | .794 | .673 | .768 |

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City of Rialto
N/S: Locust Avenue
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Weather: Clear

File Name : 04_RLT_Loc_Ren Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

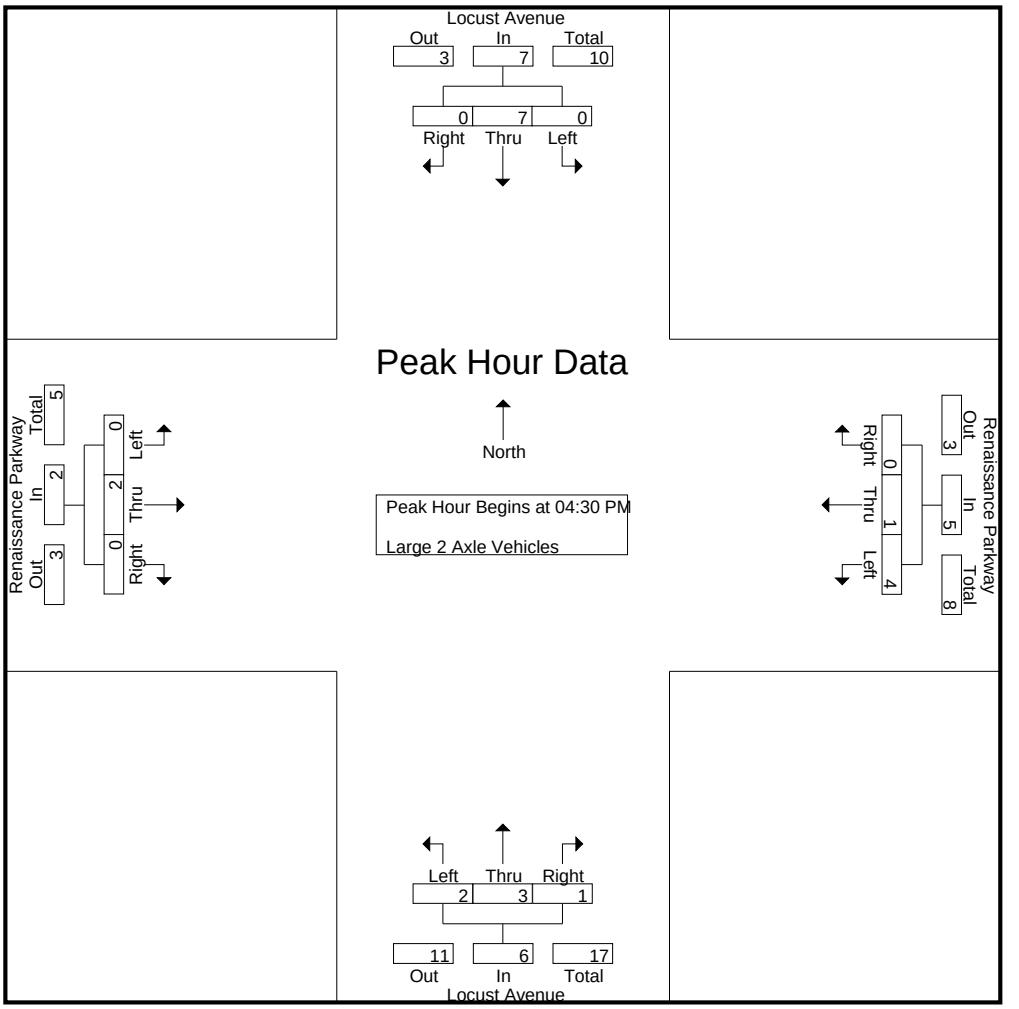
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 04:15 PM | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 04:30 PM | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 7 |
| 04:45 PM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| Total | 0 | 6 | 3 | 9 | 3 | 1 | 0 | 4 | 0 | 5 | 0 | 5 | 0 | 2 | 0 | 2 | 20 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 05:15 PM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 6 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 4 | 0 | 4 | 2 | 0 | 0 | 2 | 2 | 3 | 1 | 6 | 1 | 0 | 0 | 1 | 13 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 10 | 3 | 13 | 5 | 1 | 0 | 6 | 2 | 8 | 1 | 11 | 1 | 2 | 0 | 3 | 33 |
| Apprch % | 0 | 76.9 | 23.1 | | 83.3 | 16.7 | 0 | | 18.2 | 72.7 | 9.1 | | 33.3 | 66.7 | 0 | | |
| Total % | 0 | 30.3 | 9.1 | 39.4 | 15.2 | 3 | 0 | 18.2 | 6.1 | 24.2 | 3 | 33.3 | 3 | 6.1 | 0 | 9.1 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | **2** | 0 | **2** | **1** | **1** | 0 | **2** | 0 | **2** | 0 | 2 | 0 | **1** | 0 | **1** | **7** |
| 04:45 PM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 05:00 PM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 05:15 PM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | **2** | 0 | **1** | **3** | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 0 | 7 | 0 | 7 | 4 | 1 | 0 | 5 | 2 | 3 | 1 | 6 | 0 | 2 | 0 | 2 | 20 |
| % App. Total | 0 | 100 | 0 | | 80 | 20 | 0 | | 33.3 | 50 | 16.7 | | 0 | 100 | 0 | | |
| PHF | .000 | .875 | .000 | .875 | 1.00 | .250 | .000 | .625 | .250 | .375 | .250 | .500 | .000 | .500 | .000 | .500 | .714 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **2** | 0 | **2** | **1** | **1** | 0 | **2** | 0 | **2** | 0 | 2 | 0 | **1** | 0 | **1** |
| +15 mins. | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +30 mins. | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | **2** | 0 | **1** | **3** | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 7 | 0 | 7 | 4 | 1 | 0 | 5 | 2 | 3 | 1 | 6 | 0 | 2 | 0 | 2 |
| % App. Total | 0 | 100 | 0 | | 80 | 20 | 0 | | 33.3 | 50 | 16.7 | | 0 | 100 | 0 | |
| PHF | .000 | .875 | .000 | .875 | 1.000 | .250 | .000 | .625 | .250 | .375 | .250 | .500 | .000 | .500 | .000 | .500 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

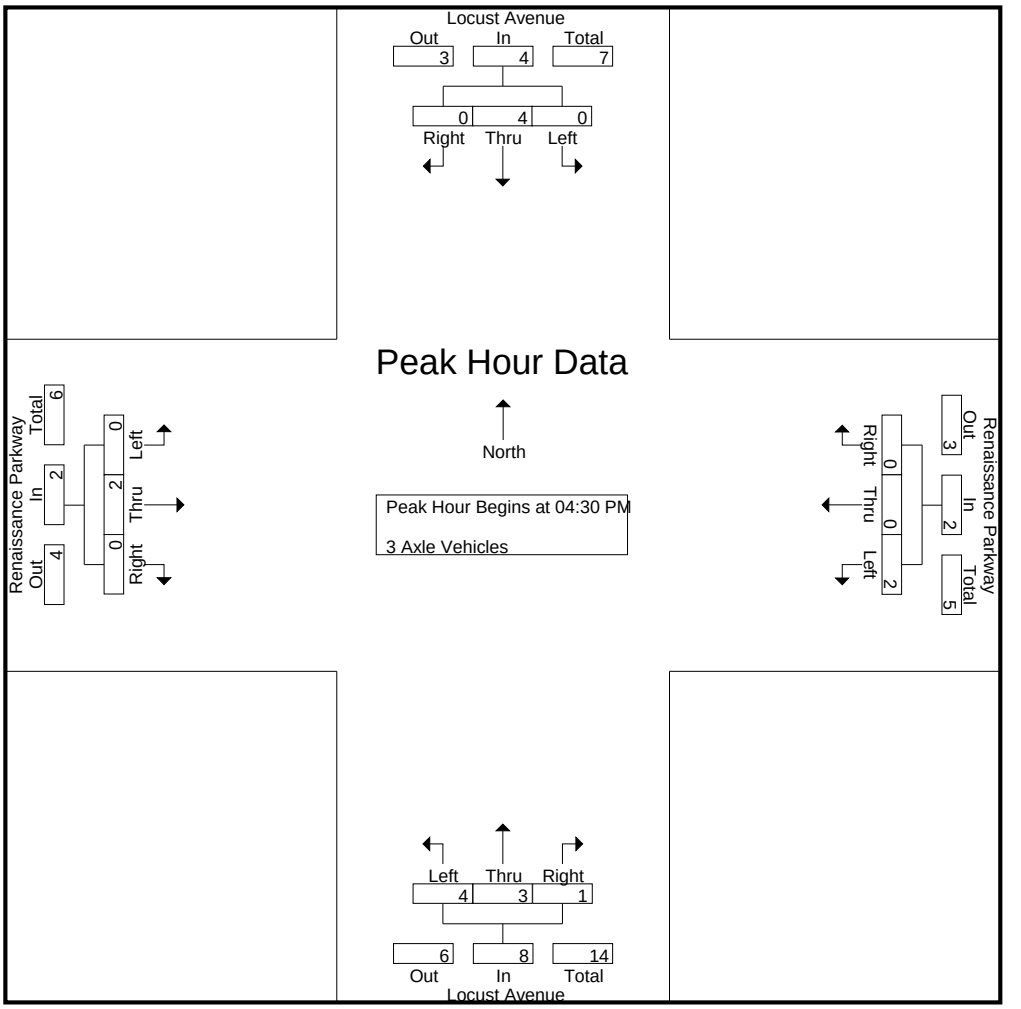
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 04:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 7 |
| 04:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 04:45 PM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| Total | 0 | 4 | 1 | 5 | 2 | 0 | 0 | 2 | 7 | 4 | 1 | 12 | 0 | 0 | 0 | 0 | 19 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| 05:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 6 | 2 | 0 | 8 | 0 | 2 | 0 | 2 | 14 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 7 | 1 | 8 | 3 | 0 | 0 | 3 | 13 | 6 | 1 | 20 | 0 | 2 | 0 | 2 | 33 |
| Apprch % | 0 | 87.5 | 12.5 | | 100 | 0 | 0 | | 65 | 30 | 5 | | 0 | 100 | 0 | | |
| Total % | 0 | 21.2 | 3 | 24.2 | 9.1 | 0 | 0 | 9.1 | 39.4 | 18.2 | 3 | 60.6 | 0 | 6.1 | 0 | 6.1 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | **1** | 2 | 0 | 0 | 0 | 0 | 3 |
| 04:45 PM | 0 | 1 | 0 | 1 | **1** | 0 | 0 | **1** | 1 | **2** | 0 | **3** | 0 | 0 | 0 | 0 | **5** |
| 05:00 PM | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | **2** | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** | 3 |
| Total Volume | 0 | 4 | 0 | 4 | 2 | 0 | 0 | 2 | 4 | 3 | 1 | 8 | 0 | 2 | 0 | 2 | 16 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 50 | 37.5 | 12.5 | | 0 | 100 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .500 | .000 | .000 | .500 | .500 | .375 | .250 | .667 | .000 | .250 | .000 | .250 | .800 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | **1** | 2 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 1 | **1** | 0 | 0 | **1** | 1 | **2** | 0 | **3** | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | **2** | 1 | 0 | 3 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** |
| Total Volume | 0 | 4 | 0 | 4 | 2 | 0 | 0 | 2 | 4 | 3 | 1 | 8 | 0 | 2 | 0 | 2 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 50 | 37.5 | 12.5 | | 0 | 100 | 0 | |
| PHF | .000 | .500 | .000 | .500 | .500 | .000 | .000 | .500 | .500 | .375 | .250 | .667 | .000 | .250 | .000 | .250 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

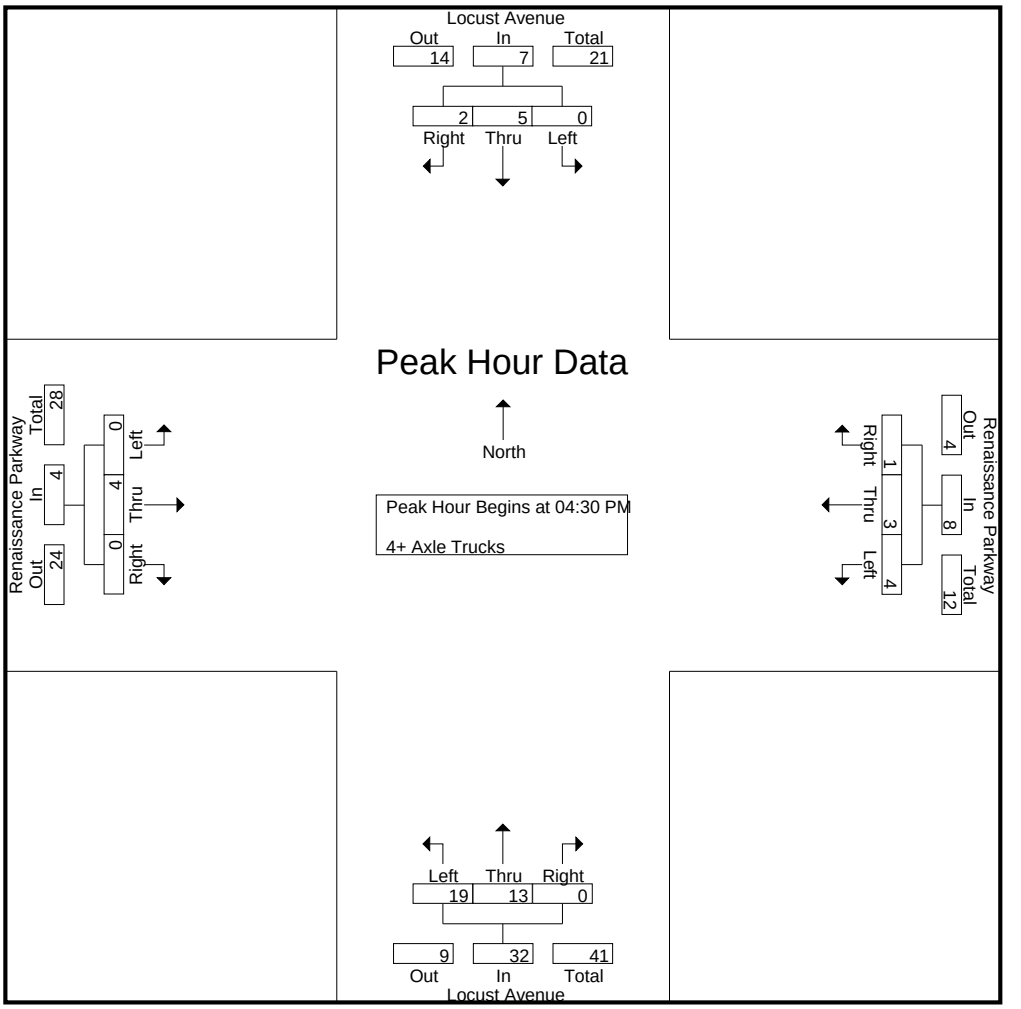
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 8 | 1 | 0 | 0 | 1 | 17 |
| 04:15 PM | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 4 | 2 | 0 | 6 | 0 | 0 | 1 | 1 | 11 |
| 04:30 PM | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 3 | 7 | 7 | 0 | 14 | 0 | 1 | 0 | 1 | 19 |
| 04:45 PM | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 7 |
| Total | 0 | 12 | 1 | 13 | 3 | 2 | 1 | 6 | 19 | 12 | 0 | 31 | 1 | 2 | 1 | 4 | 54 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 1 | 5 | 2 | 0 | 7 | 0 | 2 | 0 | 2 | 13 |
| 05:15 PM | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 12 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 7 |
| 05:45 PM | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 8 |
| Total | 0 | 5 | 1 | 6 | 4 | 2 | 0 | 6 | 16 | 10 | 0 | 26 | 0 | 2 | 0 | 2 | 40 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 17 | 2 | 19 | 7 | 4 | 1 | 12 | 35 | 22 | 0 | 57 | 1 | 4 | 1 | 6 | 94 |
| Apprch % | 0 | 89.5 | 10.5 | | 58.3 | 33.3 | 8.3 | | 61.4 | 38.6 | 0 | | 16.7 | 66.7 | 16.7 | | |
| Total % | 0 | 18.1 | 2.1 | 20.2 | 7.4 | 4.3 | 1.1 | 12.8 | 37.2 | 23.4 | 0 | 60.6 | 1.1 | 4.3 | 1.1 | 6.4 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | **1** | 1 | **1** | **1** | **1** | **3** | **7** | **7** | 0 | **14** | 0 | 1 | 0 | 1 | **19** |
| 04:45 PM | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 7 |
| 05:00 PM | 0 | **2** | 1 | **3** | 1 | 0 | 0 | 1 | 5 | 2 | 0 | 7 | 0 | **2** | 0 | **2** | 13 |
| 05:15 PM | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 12 |
| Total Volume | 0 | 5 | 2 | 7 | 4 | 3 | 1 | 8 | 19 | 13 | 0 | 32 | 0 | 4 | 0 | 4 | 51 |
| % App. Total | 0 | 71.4 | 28.6 | | 50 | 37.5 | 12.5 | | 59.4 | 40.6 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .625 | .500 | .583 | 1.00 | .750 | .250 | .667 | .679 | .464 | .000 | .571 | .000 | .500 | .000 | .500 | .671 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | **1** | 1 | **1** | **1** | **1** | **3** | **7** | **7** | 0 | **14** | 0 | 1 | 0 | 1 |
| +15 mins. | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 1 |
| +30 mins. | 0 | **2** | 1 | **3** | 1 | 0 | 0 | 1 | 5 | 2 | 0 | 7 | 0 | **2** | 0 | **2** |
| +45 mins. | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 5 | 2 | 7 | 4 | 3 | 1 | 8 | 19 | 13 | 0 | 32 | 0 | 4 | 0 | 4 |
| % App. Total | 0 | 71.4 | 28.6 | | 50 | 37.5 | 12.5 | | 59.4 | 40.6 | 0 | | 0 | 100 | 0 | |
| PHF | .000 | .625 | .500 | .583 | 1.000 | .750 | .250 | .667 | .679 | .464 | .000 | .571 | .000 | .500 | .000 | .500 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

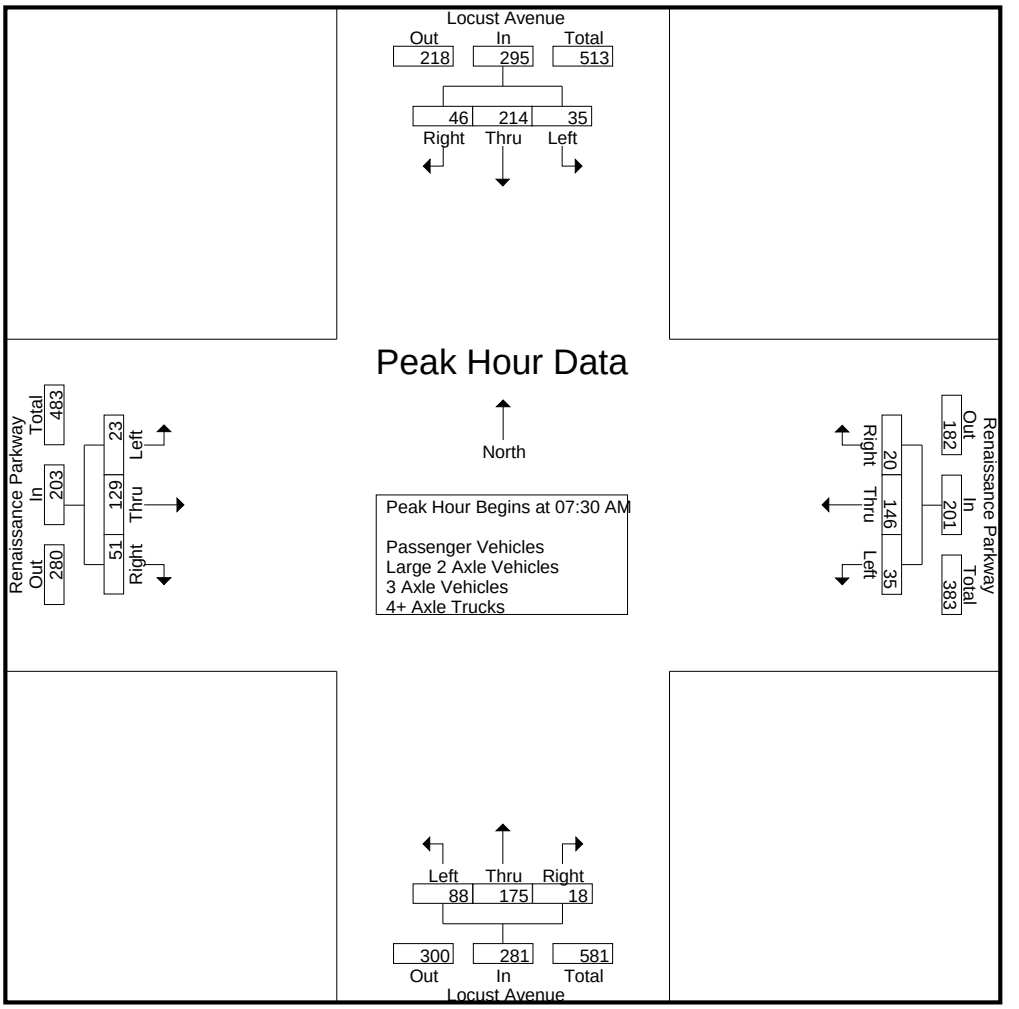
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 7 | 38 | 12 | 57 | 1 | 32 | 4 | 37 | 10 | 30 | 6 | 46 | 4 | 19 | 10 | 33 | 173 |
| 07:15 AM | 3 | 39 | 12 | 54 | 12 | 33 | 4 | 49 | 16 | 38 | 3 | 57 | 9 | 20 | 3 | 32 | 192 |
| 07:30 AM | 11 | 51 | 11 | 73 | 16 | 42 | 6 | 64 | 18 | 52 | 5 | 75 | 6 | 24 | 8 | 38 | 250 |
| 07:45 AM | 6 | 65 | 13 | 84 | 12 | 43 | 6 | 61 | 18 | 49 | 5 | 72 | 6 | 22 | 12 | 40 | 257 |
| Total | 27 | 193 | 48 | 268 | 41 | 150 | 20 | 211 | 62 | 169 | 19 | 250 | 25 | 85 | 33 | 143 | 872 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 9 | 64 | 12 | 85 | 6 | 33 | 3 | 42 | 22 | 36 | 6 | 64 | 5 | 40 | 15 | 60 | 251 |
| 08:15 AM | 9 | 34 | 10 | 53 | 1 | 28 | 5 | 34 | 30 | 38 | 2 | 70 | 6 | 43 | 16 | 65 | 222 |
| 08:30 AM | 5 | 37 | 12 | 54 | 3 | 26 | 3 | 32 | 14 | 31 | 6 | 51 | 5 | 41 | 12 | 58 | 195 |
| 08:45 AM | 9 | 25 | 11 | 45 | 4 | 31 | 3 | 38 | 12 | 29 | 1 | 42 | 4 | 43 | 8 | 55 | 180 |
| Total | 32 | 160 | 45 | 237 | 14 | 118 | 14 | 146 | 78 | 134 | 15 | 227 | 20 | 167 | 51 | 238 | 848 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 59 | 353 | 93 | 505 | 55 | 268 | 34 | 357 | 140 | 303 | 34 | 477 | 45 | 252 | 84 | 381 | 1720 |
| Apprch % | 11.7 | 69.9 | 18.4 | | 15.4 | 75.1 | 9.5 | | 29.4 | 63.5 | 7.1 | | 11.8 | 66.1 | 22 | | |
| Total % | 3.4 | 20.5 | 5.4 | 29.4 | 3.2 | 15.6 | 2 | 20.8 | 8.1 | 17.6 | 2 | 27.7 | 2.6 | 14.7 | 4.9 | 22.2 | |
| Passenger Vehicles | 57 | 323 | 71 | 451 | 55 | 259 | 33 | 347 | 94 | 266 | 34 | 394 | 40 | 242 | 60 | 342 | 1534 |
| % Passenger Vehicles | 96.6 | 91.5 | 76.3 | 89.3 | 100 | 96.6 | 97.1 | 97.2 | 67.1 | 87.8 | 100 | 82.6 | 88.9 | 96 | 71.4 | 89.8 | 89.2 |
| Large 2 Axle Vehicles | 0 | 10 | 6 | 16 | 0 | 3 | 0 | 3 | 3 | 10 | 0 | 13 | 2 | 6 | 5 | 13 | 45 |
| % Large 2 Axle Vehicles | 0 | 2.8 | 6.5 | 3.2 | 0 | 1.1 | 0 | 0.8 | 2.1 | 3.3 | 0 | 2.7 | 4.4 | 2.4 | 6 | 3.4 | 2.6 |
| 3 Axle Vehicles | 0 | 11 | 1 | 12 | 0 | 1 | 0 | 1 | 14 | 9 | 0 | 23 | 2 | 2 | 4 | 8 | 44 |
| % 3 Axle Vehicles | 0 | 3.1 | 1.1 | 2.4 | 0 | 0.4 | 0 | 0.3 | 10 | 3 | 0 | 4.8 | 4.4 | 0.8 | 4.8 | 2.1 | 2.6 |
| 4+ Axle Trucks | 2 | 9 | 15 | 26 | 0 | 5 | 1 | 6 | 29 | 18 | 0 | 47 | 1 | 2 | 15 | 18 | 97 |
| % 4+ Axle Trucks | 3.4 | 2.5 | 16.1 | 5.1 | 0 | 1.9 | 2.9 | 1.7 | 20.7 | 5.9 | 0 | 9.9 | 2.2 | 0.8 | 17.9 | 4.7 | 5.6 |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | **11** | 51 | 11 | 73 | **16** | 42 | **6** | **64** | 18 | **52** | 5 | **75** | **6** | 24 | 8 | 38 | 250 |
| 07:45 AM | 6 | **65** | **13** | 84 | 12 | **43** | 6 | 61 | 18 | 49 | 5 | 72 | 6 | 22 | 12 | 40 | **257** |
| 08:00 AM | 9 | 64 | 12 | **85** | 6 | 33 | 3 | 42 | 22 | 36 | **6** | 64 | 5 | 40 | 15 | 60 | 251 |
| 08:15 AM | 9 | 34 | 10 | 53 | 1 | 28 | 5 | 34 | **30** | 38 | 2 | 70 | 6 | **43** | **16** | **65** | 222 |
| Total Volume | 35 | 214 | 46 | 295 | 35 | 146 | 20 | 201 | 88 | 175 | 18 | 281 | 23 | 129 | 51 | 203 | 980 |
| % App. Total | 11.9 | 72.5 | 15.6 | | 17.4 | 72.6 | 10 | | 31.3 | 62.3 | 6.4 | | 11.3 | 63.5 | 25.1 | | |
| PHF | .795 | .823 | .885 | .868 | .547 | .849 | .833 | .785 | .733 | .841 | .750 | .937 | .958 | .750 | .797 | .781 | .953 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu AM
Site Code : 10824406
Start Date : 5/9/2024
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 | | | | 07:15 AM | | | | 07:30 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 3 | 39 | 12 | 54 | 12 | 33 | 4 | 49 | 18 | **52** | 5 | **75** | 5 | 40 | 15 | 60 |
| +15 mins. | **11** | 51 | 11 | 73 | **16** | 42 | **6** | **64** | 18 | 49 | 5 | 72 | **6** | **43** | **16** | **65** |
| +30 mins. | 6 | **65** | **13** | 84 | 12 | **43** | 6 | 61 | 22 | 36 | **6** | 64 | 5 | 41 | 12 | 58 |
| +45 mins. | 9 | 64 | 12 | **85** | 6 | 33 | 3 | 42 | **30** | 38 | 2 | 70 | 4 | 43 | 8 | 55 |
| Total Volume | 29 | 219 | 48 | 296 | 46 | 151 | 19 | 216 | 88 | 175 | 18 | 281 | 20 | 167 | 51 | 238 |
| % App. Total | 9.8 | 74 | 16.2 | | 21.3 | 69.9 | 8.8 | | 31.3 | 62.3 | 6.4 | | 8.4 | 70.2 | 21.4 | |
| PHF | .659 | .842 | .923 | .871 | .719 | .878 | .792 | .844 | .733 | .841 | .750 | .937 | .833 | .971 | .797 | .915 |

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Weather: Clear

File Name : 04_RLT_Loc_Ren Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

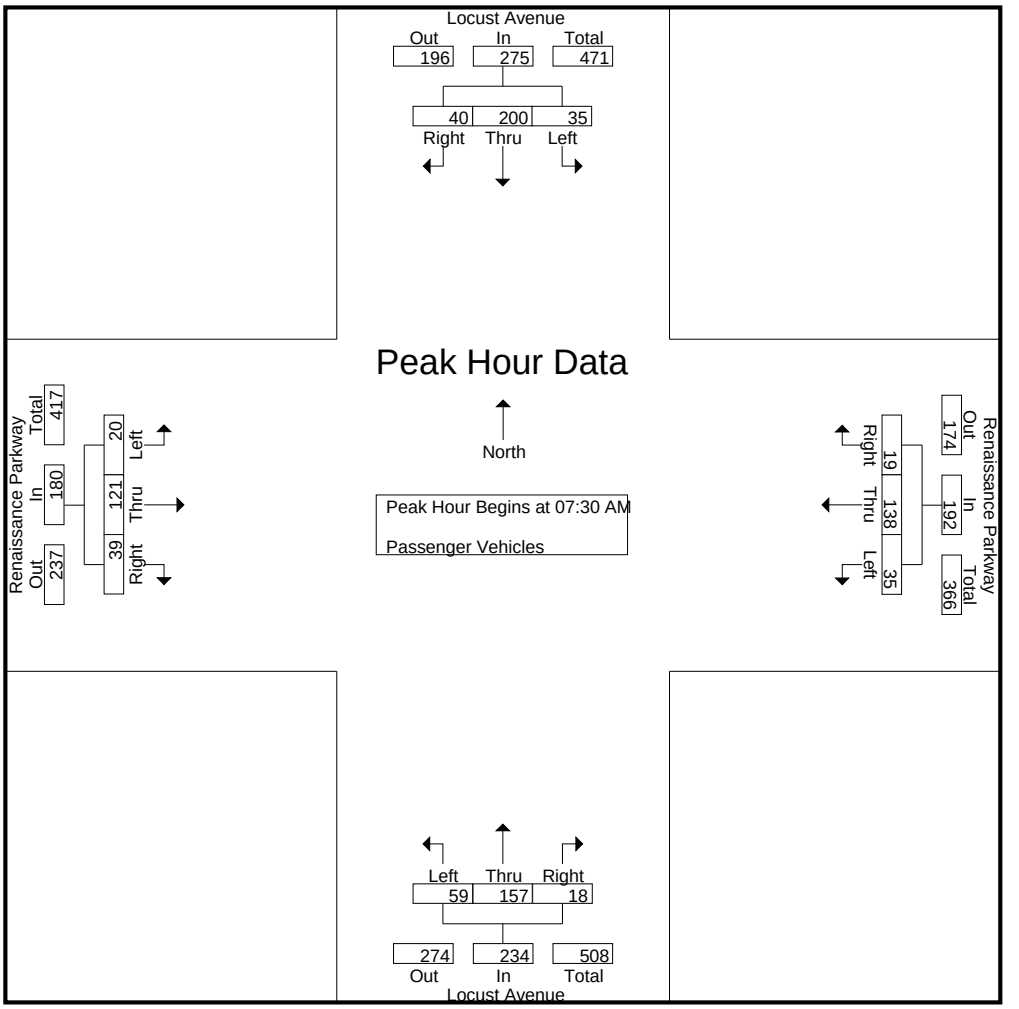
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 6 | 35 | 8 | 49 | 1 | 32 | 4 | 37 | 8 | 26 | 6 | 40 | 3 | 18 | 6 | 27 | 153 |
| 07:15 AM | 3 | 36 | 6 | 45 | 12 | 33 | 4 | 49 | 8 | 32 | 3 | 43 | 9 | 20 | 2 | 31 | 168 |
| 07:30 AM | 11 | 49 | 9 | 69 | 16 | 40 | 6 | 62 | 13 | 47 | 5 | 65 | 4 | 21 | 4 | 29 | 225 |
| 07:45 AM | 6 | 58 | 12 | 76 | 12 | 39 | 6 | 57 | 9 | 45 | 5 | 59 | 6 | 22 | 10 | 38 | 230 |
| Total | 26 | 178 | 35 | 239 | 41 | 144 | 20 | 205 | 38 | 150 | 19 | 207 | 22 | 81 | 22 | 125 | 776 |
| 08:00 AM | 9 | 61 | 9 | 79 | 6 | 31 | 2 | 39 | 18 | 32 | 6 | 56 | 4 | 39 | 11 | 54 | 228 |
| 08:15 AM | 9 | 32 | 10 | 51 | 1 | 28 | 5 | 34 | 19 | 33 | 2 | 54 | 6 | 39 | 14 | 59 | 198 |
| 08:30 AM | 5 | 31 | 9 | 45 | 3 | 25 | 3 | 31 | 12 | 29 | 6 | 47 | 5 | 40 | 10 | 55 | 178 |
| 08:45 AM | 8 | 21 | 8 | 37 | 4 | 31 | 3 | 38 | 7 | 22 | 1 | 30 | 3 | 43 | 3 | 49 | 154 |
| Total | 31 | 145 | 36 | 212 | 14 | 115 | 13 | 142 | 56 | 116 | 15 | 187 | 18 | 161 | 38 | 217 | 758 |
| Grand Total | 57 | 323 | 71 | 451 | 55 | 259 | 33 | 347 | 94 | 266 | 34 | 394 | 40 | 242 | 60 | 342 | 1534 |
| Apprch % | 12.6 | 71.6 | 15.7 | | 15.9 | 74.6 | 9.5 | | 23.9 | 67.5 | 8.6 | | 11.7 | 70.8 | 17.5 | | |
| Total % | 3.7 | 21.1 | 4.6 | 29.4 | 3.6 | 16.9 | 2.2 | 22.6 | 6.1 | 17.3 | 2.2 | 25.7 | 2.6 | 15.8 | 3.9 | 22.3 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **11** | 49 | 9 | 69 | **16** | **40** | **6** | **62** | 13 | **47** | 5 | **65** | 4 | 21 | 4 | 29 | 225 |
| 07:45 AM | 6 | 58 | **12** | 76 | 12 | 39 | 6 | 57 | 9 | 45 | 5 | 59 | **6** | 22 | 10 | 38 | **230** |
| 08:00 AM | 9 | **61** | 9 | **79** | 6 | 31 | 2 | 39 | 18 | 32 | **6** | 56 | 4 | **39** | 11 | 54 | 228 |
| 08:15 AM | 9 | 32 | 10 | 51 | 1 | 28 | 5 | 34 | **19** | 33 | 2 | 54 | 6 | 39 | **14** | **59** | 198 |
| Total Volume | 35 | 200 | 40 | 275 | 35 | 138 | 19 | 192 | 59 | 157 | 18 | 234 | 20 | 121 | 39 | 180 | 881 |
| % App. Total | 12.7 | 72.7 | 14.5 | | 18.2 | 71.9 | 9.9 | | 25.2 | 67.1 | 7.7 | | 11.1 | 67.2 | 21.7 | | |
| PHF | .795 | .820 | .833 | .870 | .547 | .863 | .792 | .774 | .776 | .835 | .750 | .900 | .833 | .776 | .696 | .763 | .958 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **11** | 49 | 9 | 69 | **16** | **40** | **6** | **62** | 13 | **47** | 5 | **65** | 4 | 21 | 4 | 29 |
| +15 mins. | 6 | 58 | **12** | 76 | 12 | 39 | 6 | 57 | 9 | 45 | 5 | 59 | **6** | 22 | 10 | 38 |
| +30 mins. | 9 | **61** | 9 | **79** | 6 | 31 | 2 | 39 | 18 | 32 | **6** | 56 | 4 | **39** | 11 | 54 |
| +45 mins. | 9 | 32 | 10 | 51 | 1 | 28 | 5 | 34 | **19** | 33 | 2 | 54 | 6 | 39 | **14** | **59** |
| Total Volume | 35 | 200 | 40 | 275 | 35 | 138 | 19 | 192 | 59 | 157 | 18 | 234 | 20 | 121 | 39 | 180 |
| % App. Total | 12.7 | 72.7 | 14.5 | | 18.2 | 71.9 | 9.9 | | 25.2 | 67.1 | 7.7 | | 11.1 | 67.2 | 21.7 | |
| PHF | .795 | .820 | .833 | .870 | .547 | .863 | .792 | .774 | .776 | .835 | .750 | .900 | .833 | .776 | .696 | .763 |

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City of Rialto
N/S: Locust Avenue
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File Name : 04_RLT_Loc_Ren Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

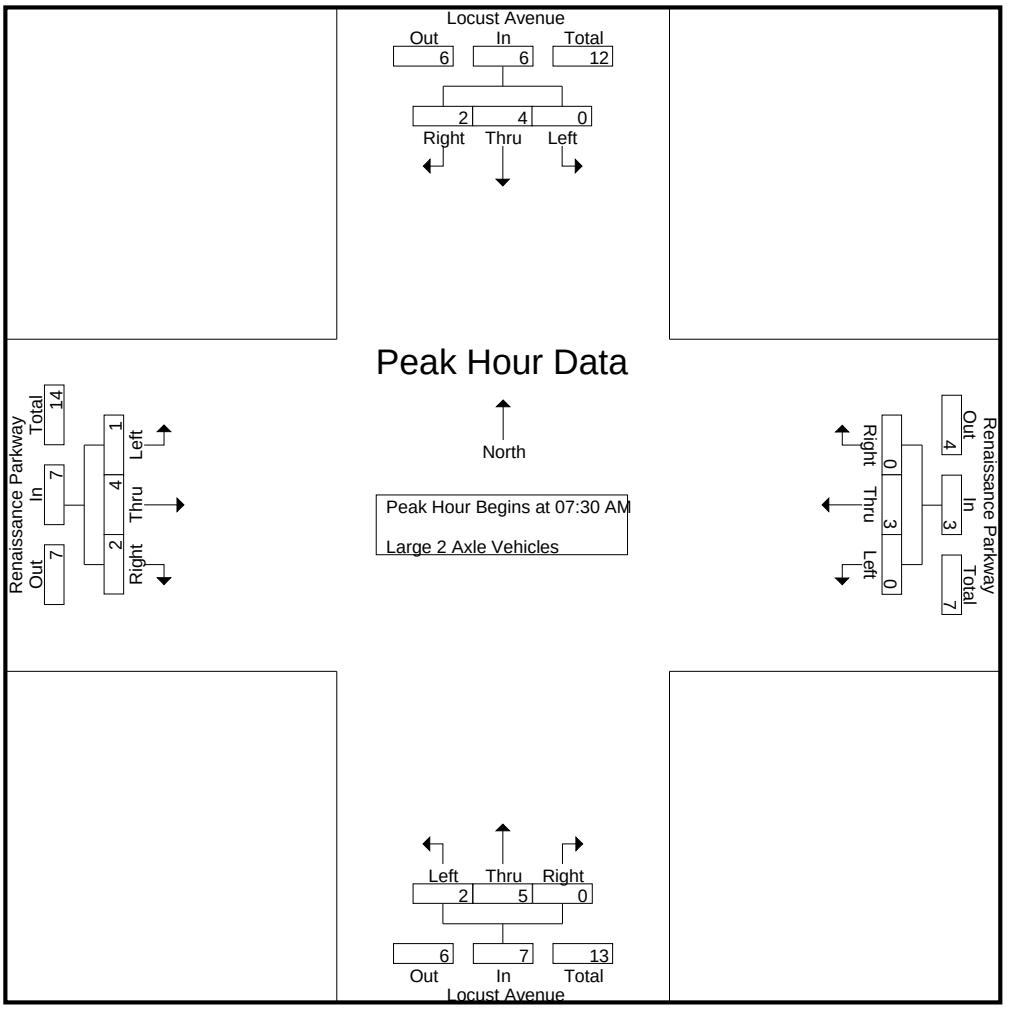
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 1 | 1 | 3 | 7 |
| 07:15 AM | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 3 |
| 07:45 AM | 0 | 2 | 1 | 3 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 4 | 4 | 8 | 0 | 2 | 0 | 2 | 0 | 5 | 0 | 5 | 1 | 3 | 1 | 5 | 20 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 3 | 1 | 1 | 0 | 2 | 8 |
| 08:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 2 | 3 | 6 |
| 08:30 AM | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 3 | 7 |
| 08:45 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 6 | 2 | 8 | 0 | 1 | 0 | 1 | 3 | 5 | 0 | 8 | 1 | 3 | 4 | 8 | 25 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 10 | 6 | 16 | 0 | 3 | 0 | 3 | 3 | 10 | 0 | 13 | 2 | 6 | 5 | 13 | 45 |
| Apprch % | 0 | 62.5 | 37.5 | | 0 | 100 | 0 | | 23.1 | 76.9 | 0 | | 15.4 | 46.2 | 38.5 | | |
| Total % | 0 | 22.2 | 13.3 | 35.6 | 0 | 6.7 | 0 | 6.7 | 6.7 | 22.2 | 0 | 28.9 | 4.4 | 13.3 | 11.1 | 28.9 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | **2** | 0 | 2 | 3 |
| 07:45 AM | 0 | **2** | **1** | **3** | 0 | **2** | 0 | **2** | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 08:00 AM | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | **1** | **2** | 0 | **3** | **1** | 1 | 0 | 2 | **8** |
| 08:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | **2** | **3** | 6 |
| Total Volume | 0 | 4 | 2 | 6 | 0 | 3 | 0 | 3 | 2 | 5 | 0 | 7 | 1 | 4 | 2 | 7 | 23 |
| % App. Total | 0 | 66.7 | 33.3 | | 0 | 100 | 0 | | 28.6 | 71.4 | 0 | | 14.3 | 57.1 | 28.6 | | |
| PHF | .000 | .500 | .500 | .500 | .000 | .375 | .000 | .375 | .500 | .625 | .000 | .583 | .250 | .500 | .250 | .583 | .719 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | **2** | 0 | 2 |
| +15 mins. | 0 | **2** | **1** | **3** | 0 | **2** | 0 | **2** | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | **1** | **2** | 0 | **3** | **1** | 1 | 0 | 2 |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | **2** | **3** |
| Total Volume | 0 | 4 | 2 | 6 | 0 | 3 | 0 | 3 | 2 | 5 | 0 | 7 | 1 | 4 | 2 | 7 |
| % App. Total | 0 | 66.7 | 33.3 | | 0 | 100 | 0 | | 28.6 | 71.4 | 0 | | 14.3 | 57.1 | 28.6 | |
| PHF | .000 | .500 | .500 | .500 | .000 | .375 | .000 | .375 | .500 | .625 | .000 | .583 | .250 | .500 | .250 | .583 |

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City of Rialto
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E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

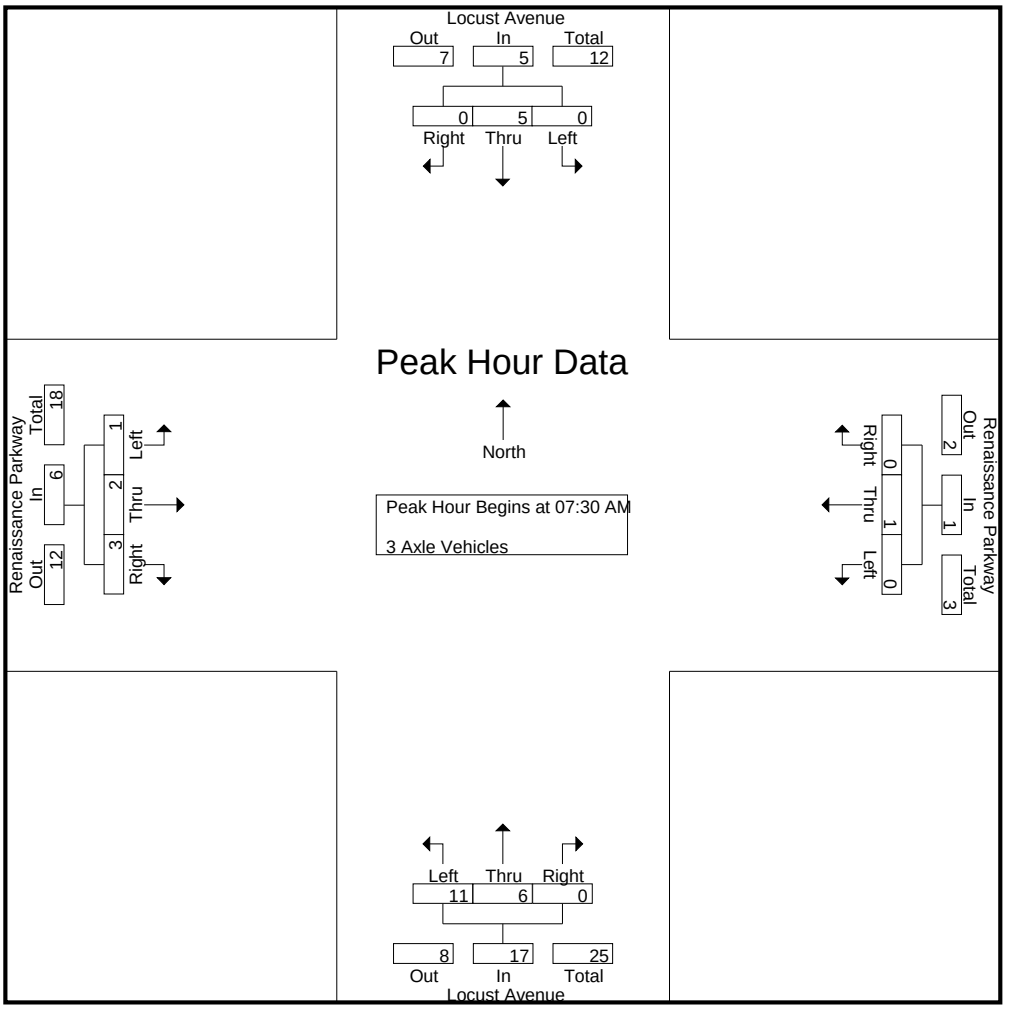
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 07:15 AM | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 07:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 4 |
| 07:45 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 7 | 0 | 0 | 2 | 2 | 11 |
| Total | 0 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 8 | 5 | 0 | 13 | 1 | 0 | 2 | 3 | 22 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 1 | 6 |
| 08:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 2 | 0 | 2 | 8 |
| 08:30 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 08:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 4 |
| Total | 0 | 6 | 0 | 6 | 0 | 1 | 0 | 1 | 6 | 4 | 0 | 10 | 1 | 2 | 2 | 5 | 22 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 11 | 1 | 12 | 0 | 1 | 0 | 1 | 14 | 9 | 0 | 23 | 2 | 2 | 4 | 8 | 44 |
| Apprch % | 0 | 91.7 | 8.3 | | 0 | 100 | 0 | | 60.9 | 39.1 | 0 | | 25 | 25 | 50 | | |
| Total % | 0 | 25 | 2.3 | 27.3 | 0 | 2.3 | 0 | 2.3 | 31.8 | 20.5 | 0 | 52.3 | 4.5 | 4.5 | 9.1 | 18.2 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | **1** | 0 | 0 | 1 | 4 |
| 07:45 AM | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | **4** | **3** | 0 | **7** | 0 | 0 | **2** | **2** | **11** |
| 08:00 AM | 0 | 1 | 0 | 1 | 0 | **1** | 0 | **1** | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 1 | 6 |
| 08:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | **2** | 0 | 2 | 8 |
| Total Volume | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 1 | 11 | 6 | 0 | 17 | 1 | 2 | 3 | 6 | 29 |
| % App. Total | 0 | 100 | 0 | | 0 | 100 | 0 | | 64.7 | 35.3 | 0 | | 16.7 | 33.3 | 50 | | |
| PHF | .000 | .625 | .000 | .625 | .000 | .250 | .000 | .250 | .688 | .500 | .000 | .607 | .250 | .250 | .375 | .750 | .659 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | **1** | 0 | 0 | 1 |
| +15 mins. | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | **4** | **3** | 0 | **7** | 0 | 0 | **2** | **2** |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | **1** | 0 | **1** | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 1 |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | **2** | 0 | 2 |
| Total Volume | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 1 | 11 | 6 | 0 | 17 | 1 | 2 | 3 | 6 |
| % App. Total | 0 | 100 | 0 | | 0 | 100 | 0 | | 64.7 | 35.3 | 0 | | 16.7 | 33.3 | 50 | |
| PHF | .000 | .625 | .000 | .625 | .000 | .250 | .000 | .250 | .688 | .500 | .000 | .607 | .250 | .250 | .375 | .750 |

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City of Rialto
N/S: Locust Avenue
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Weather: Clear

File Name : 04_RLT_Loc_Ren Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

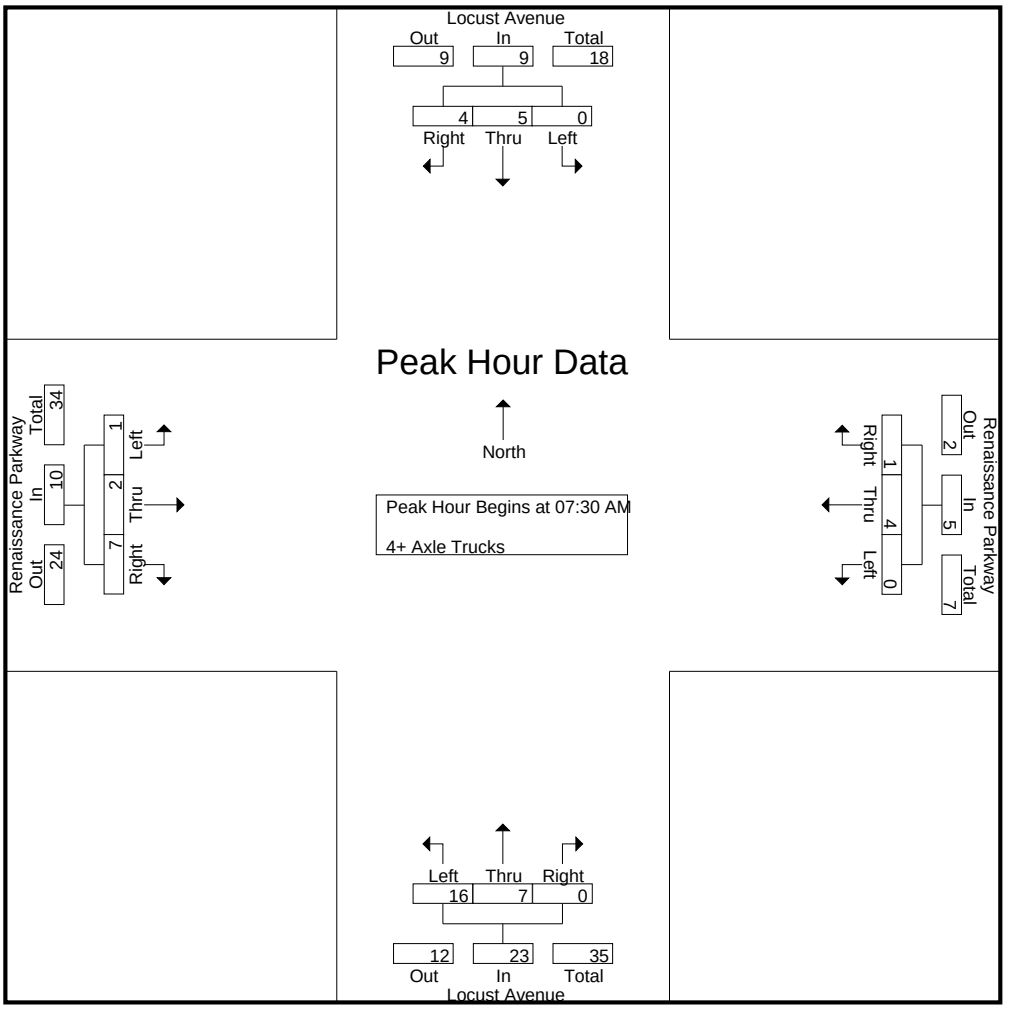
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 1 | 4 | 6 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 3 | 11 |
| 07:15 AM | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 11 | 0 | 0 | 1 | 1 | 15 |
| 07:30 AM | 0 | 1 | 2 | 3 | 0 | 2 | 0 | 2 | 3 | 4 | 0 | 7 | 1 | 1 | 4 | 6 | 18 |
| 07:45 AM | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 2 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 10 |
| Total | 1 | 6 | 8 | 15 | 0 | 4 | 0 | 4 | 16 | 9 | 0 | 25 | 1 | 1 | 8 | 10 | 54 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 3 | 9 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 9 | 0 | 1 | 0 | 1 | 10 |
| 08:30 AM | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 08:45 AM | 1 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 9 | 0 | 0 | 4 | 4 | 18 |
| Total | 1 | 3 | 7 | 11 | 0 | 1 | 1 | 2 | 13 | 9 | 0 | 22 | 0 | 1 | 7 | 8 | 43 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 2 | 9 | 15 | 26 | 0 | 5 | 1 | 6 | 29 | 18 | 0 | 47 | 1 | 2 | 15 | 18 | 97 |
| Apprch % | 7.7 | 34.6 | 57.7 | | 0 | 83.3 | 16.7 | | 61.7 | 38.3 | 0 | | 5.6 | 11.1 | 83.3 | | |
| Total % | 2.1 | 9.3 | 15.5 | 26.8 | 0 | 5.2 | 1 | 6.2 | 29.9 | 18.6 | 0 | 48.5 | 1 | 2.1 | 15.5 | 18.6 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 1 | **2** | **3** | 0 | **2** | 0 | **2** | 3 | **4** | 0 | 7 | **1** | **1** | **4** | **6** | **18** |
| 07:45 AM | 0 | **3** | 0 | 3 | 0 | 2 | 0 | 2 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 10 |
| 08:00 AM | 0 | 1 | 2 | 3 | 0 | 0 | **1** | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 3 | 9 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | 2 | 0 | **9** | 0 | 1 | 0 | 1 | 10 |
| Total Volume | 0 | 5 | 4 | 9 | 0 | 4 | 1 | 5 | 16 | 7 | 0 | 23 | 1 | 2 | 7 | 10 | 47 |
| % App. Total | 0 | 55.6 | 44.4 | | 0 | 80 | 20 | | 69.6 | 30.4 | 0 | | 10 | 20 | 70 | | |
| PHF | .000 | .417 | .500 | .750 | .000 | .500 | .250 | .625 | .571 | .438 | .000 | .639 | .250 | .500 | .438 | .417 | .653 |

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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | **2** | **3** | 0 | **2** | 0 | **2** | 3 | **4** | 0 | 7 | **1** | **1** | **4** | **6** |
| +15 mins. | 0 | **3** | 0 | 3 | 0 | 2 | 0 | 2 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 2 | 3 | 0 | 0 | **1** | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 3 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | 2 | 0 | **9** | 0 | 1 | 0 | 1 |
| Total Volume | 0 | 5 | 4 | 9 | 0 | 4 | 1 | 5 | 16 | 7 | 0 | 23 | 1 | 2 | 7 | 10 |
| % App. Total | 0 | 55.6 | 44.4 | | 0 | 80 | 20 | | 69.6 | 30.4 | 0 | | 10 | 20 | 70 | |
| PHF | .000 | .417 | .500 | .750 | .000 | .500 | .250 | .625 | .571 | .438 | .000 | .639 | .250 | .500 | .438 | .417 |

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City of Rialto
N/S: Locust Avenue
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File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

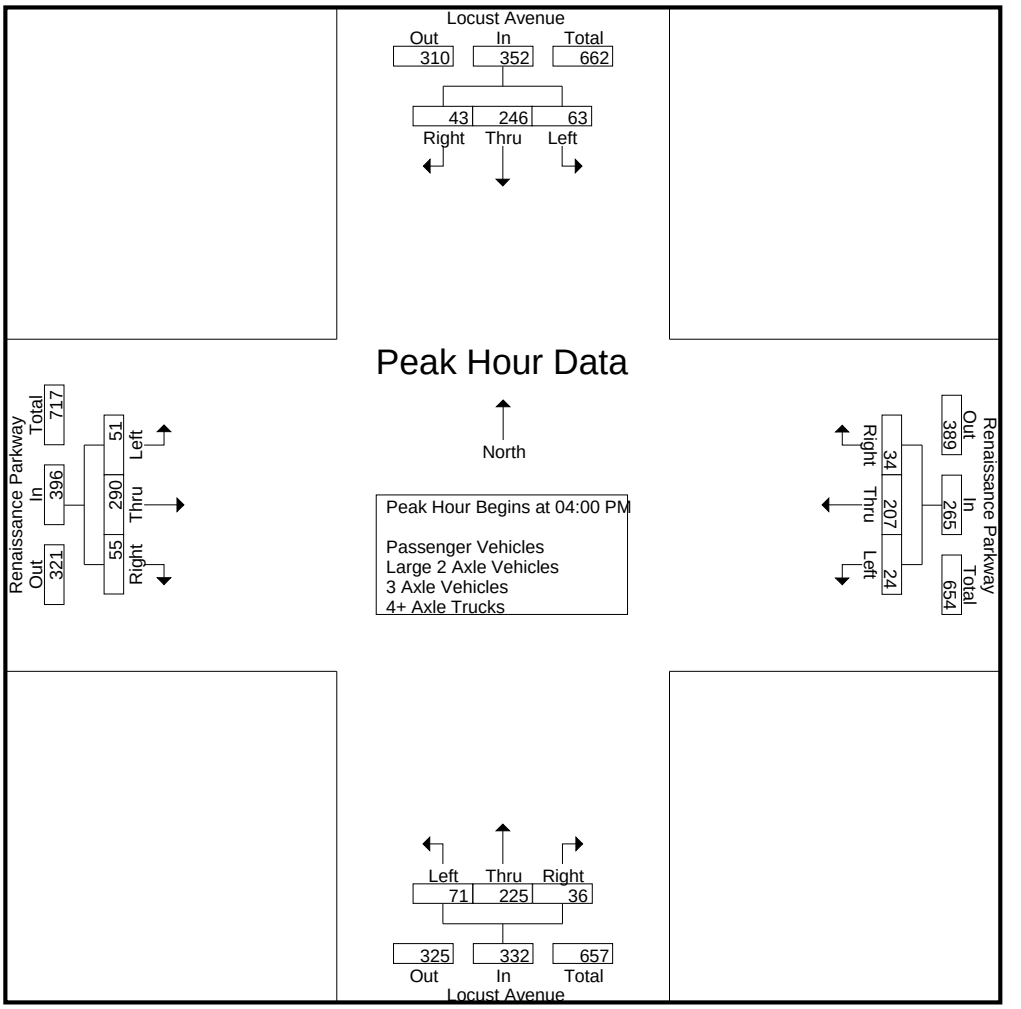
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 14 | 55 | 7 | 76 | 6 | 59 | 10 | 75 | 17 | 67 | 7 | 91 | 18 | 61 | 17 | 96 | 338 |
| 04:15 PM | 14 | 44 | 9 | 67 | 6 | 40 | 6 | 52 | 17 | 65 | 8 | 90 | 12 | 80 | 14 | 106 | 315 |
| 04:30 PM | 21 | 97 | 24 | 142 | 9 | 61 | 12 | 82 | 22 | 54 | 13 | 89 | 14 | 69 | 11 | 94 | 407 |
| 04:45 PM | 14 | 50 | 3 | 67 | 3 | 47 | 6 | 56 | 15 | 39 | 8 | 62 | 7 | 80 | 13 | 100 | 285 |
| Total | 63 | 246 | 43 | 352 | 24 | 207 | 34 | 265 | 71 | 225 | 36 | 332 | 51 | 290 | 55 | 396 | 1345 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 9 | 35 | 7 | 51 | 6 | 71 | 9 | 86 | 17 | 44 | 9 | 70 | 10 | 75 | 14 | 99 | 306 |
| 05:15 PM | 13 | 39 | 9 | 61 | 8 | 77 | 12 | 97 | 15 | 39 | 9 | 63 | 8 | 94 | 16 | 118 | 339 |
| 05:30 PM | 15 | 35 | 6 | 56 | 14 | 71 | 6 | 91 | 11 | 43 | 11 | 65 | 4 | 91 | 10 | 105 | 317 |
| 05:45 PM | 11 | 32 | 6 | 49 | 14 | 45 | 8 | 67 | 13 | 33 | 11 | 57 | 12 | 106 | 18 | 136 | 309 |
| Total | 48 | 141 | 28 | 217 | 42 | 264 | 35 | 341 | 56 | 159 | 40 | 255 | 34 | 366 | 58 | 458 | 1271 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 111 | 387 | 71 | 569 | 66 | 471 | 69 | 606 | 127 | 384 | 76 | 587 | 85 | 656 | 113 | 854 | 2616 |
| Apprch % | 19.5 | 68 | 12.5 | | 10.9 | 77.7 | 11.4 | | 21.6 | 65.4 | 12.9 | | 10 | 76.8 | 13.2 | | |
| Total % | 4.2 | 14.8 | 2.7 | 21.8 | 2.5 | 18 | 2.6 | 23.2 | 4.9 | 14.7 | 2.9 | 22.4 | 3.2 | 25.1 | 4.3 | 32.6 | |
| Passenger Vehicles | 111 | 366 | 63 | 540 | 63 | 465 | 67 | 595 | 86 | 353 | 75 | 514 | 82 | 651 | 97 | 830 | 2479 |
| % Passenger Vehicles | 100 | 94.6 | 88.7 | 94.9 | 95.5 | 98.7 | 97.1 | 98.2 | 67.7 | 91.9 | 98.7 | 87.6 | 96.5 | 99.2 | 85.8 | 97.2 | 94.8 |
| Large 2 Axle Vehicles | 0 | 5 | 3 | 8 | 1 | 3 | 0 | 4 | 3 | 7 | 1 | 11 | 1 | 4 | 4 | 9 | 32 |
| % Large 2 Axle Vehicles | 0 | 1.3 | 4.2 | 1.4 | 1.5 | 0.6 | 0 | 0.7 | 2.4 | 1.8 | 1.3 | 1.9 | 1.2 | 0.6 | 3.5 | 1.1 | 1.2 |
| 3 Axle Vehicles | 0 | 6 | 3 | 9 | 0 | 1 | 0 | 1 | 7 | 5 | 0 | 12 | 1 | 0 | 6 | 7 | 29 |
| % 3 Axle Vehicles | 0 | 1.6 | 4.2 | 1.6 | 0 | 0.2 | 0 | 0.2 | 5.5 | 1.3 | 0 | 2 | 1.2 | 0 | 5.3 | 0.8 | 1.1 |
| 4+ Axle Trucks | 0 | 10 | 2 | 12 | 2 | 2 | 2 | 6 | 31 | 19 | 0 | 50 | 1 | 1 | 6 | 8 | 76 |
| % 4+ Axle Trucks | 0 | 2.6 | 2.8 | 2.1 | 3 | 0.4 | 2.9 | 1 | 24.4 | 4.9 | 0 | 8.5 | 1.2 | 0.2 | 5.3 | 0.9 | 2.9 |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 14 | 55 | 7 | 76 | 6 | 59 | 10 | 75 | 17 | **67** | 7 | **91** | **18** | 61 | **17** | 96 | 338 |
| 04:15 PM | 14 | 44 | 9 | 67 | 6 | 40 | 6 | 52 | 17 | 65 | 8 | 90 | 12 | **80** | 14 | **106** | 315 |
| 04:30 PM | **21** | **97** | **24** | **142** | **9** | **61** | **12** | **82** | **22** | 54 | **13** | 89 | 14 | 69 | 11 | 94 | **407** |
| 04:45 PM | 14 | 50 | 3 | 67 | 3 | 47 | 6 | 56 | 15 | 39 | 8 | 62 | 7 | 80 | 13 | 100 | 285 |
| Total Volume | 63 | 246 | 43 | 352 | 24 | 207 | 34 | 265 | 71 | 225 | 36 | 332 | 51 | 290 | 55 | 396 | 1345 |
| % App. Total | 17.9 | 69.9 | 12.2 | | 9.1 | 78.1 | 12.8 | | 21.4 | 67.8 | 10.8 | | 12.9 | 73.2 | 13.9 | | |
| PHF | .750 | .634 | .448 | .620 | .667 | .848 | .708 | .808 | .807 | .840 | .692 | .912 | .708 | .906 | .809 | .934 | .826 |

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City of Rialto
N/S: Locust Avenue
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File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | | 05:00 PM | | | | 04:00 PM | | | | 05:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 14 | 55 | 7 | 76 | 6 | 71 | 9 | 86 | 17 | **67** | 7 | **91** | 10 | 75 | 14 | 99 |
| +15 mins. | 14 | 44 | 9 | 67 | 8 | **77** | **12** | **97** | 17 | 65 | 8 | 90 | 8 | 94 | 16 | 118 |
| +30 mins. | **21** | **97** | **24** | **142** | **14** | 71 | 6 | 91 | **22** | 54 | **13** | 89 | 4 | 91 | 10 | 105 |
| +45 mins. | 14 | 50 | 3 | 67 | 14 | 45 | 8 | 67 | 15 | 39 | 8 | 62 | **12** | **106** | **18** | **136** |
| Total Volume | 63 | 246 | 43 | 352 | 42 | 264 | 35 | 341 | 71 | 225 | 36 | 332 | 34 | 366 | 58 | 458 |
| % App. Total | 17.9 | 69.9 | 12.2 | | 12.3 | 77.4 | 10.3 | | 21.4 | 67.8 | 10.8 | | 7.4 | 79.9 | 12.7 | |
| PHF | .750 | .634 | .448 | .620 | .750 | .857 | .729 | .879 | .807 | .840 | .692 | .912 | .708 | .863 | .806 | .842 |

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File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

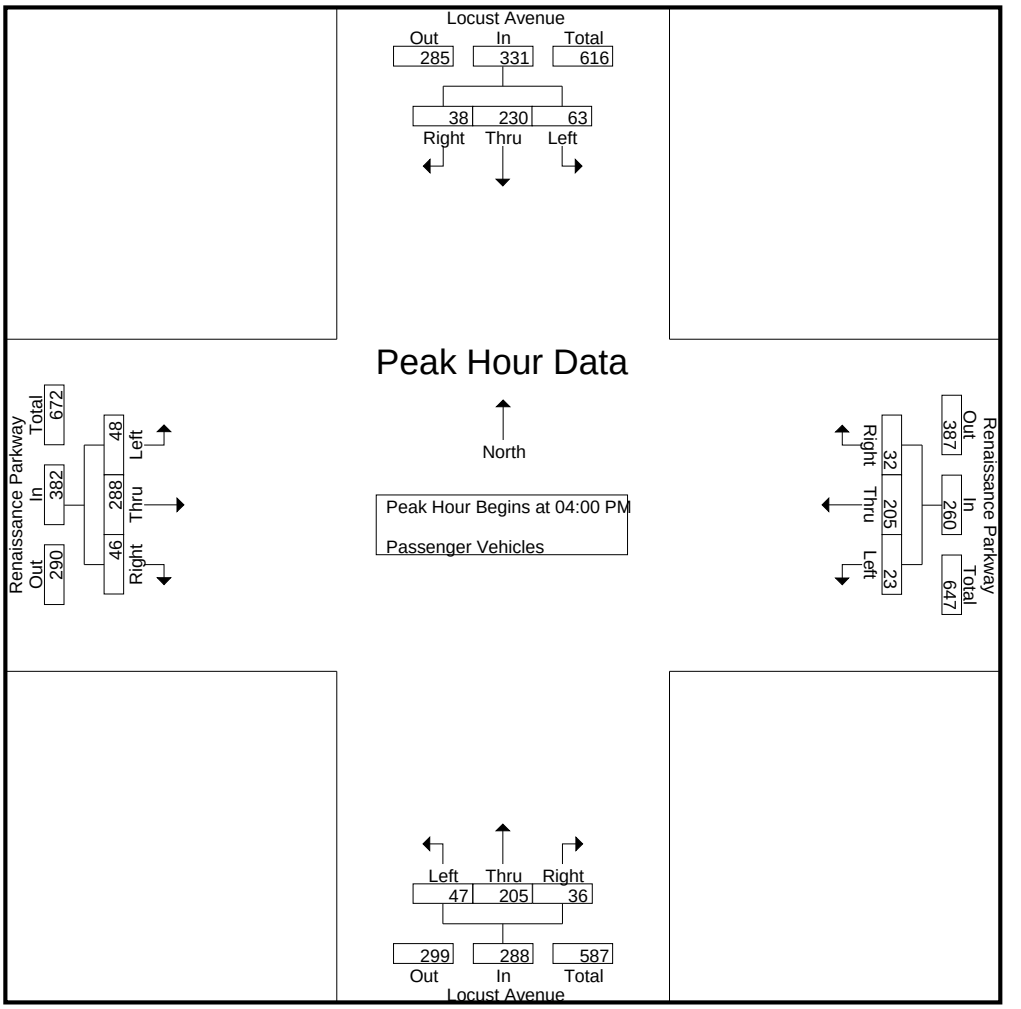
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 14 | 51 | 6 | 71 | 6 | 59 | 9 | 74 | 10 | 62 | 7 | 79 | 17 | 60 | 15 | 92 | 316 |
| 04:15 PM | 14 | 41 | 7 | 62 | 5 | 40 | 5 | 50 | 10 | 60 | 8 | 78 | 12 | 79 | 11 | 102 | 292 |
| 04:30 PM | 21 | 92 | 22 | 135 | 9 | 59 | 12 | 80 | 18 | 48 | 13 | 79 | 12 | 69 | 11 | 92 | 386 |
| 04:45 PM | 14 | 46 | 3 | 63 | 3 | 47 | 6 | 56 | 9 | 35 | 8 | 52 | 7 | 80 | 9 | 96 | 267 |
| Total | 63 | 230 | 38 | 331 | 23 | 205 | 32 | 260 | 47 | 205 | 36 | 288 | 48 | 288 | 46 | 382 | 1261 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 9 | 35 | 7 | 51 | 5 | 70 | 9 | 84 | 9 | 40 | 9 | 58 | 10 | 74 | 11 | 95 | 288 |
| 05:15 PM | 13 | 37 | 7 | 57 | 8 | 76 | 12 | 96 | 12 | 38 | 9 | 59 | 8 | 94 | 12 | 114 | 326 |
| 05:30 PM | 15 | 35 | 5 | 55 | 13 | 71 | 6 | 90 | 7 | 41 | 10 | 58 | 4 | 91 | 10 | 105 | 308 |
| 05:45 PM | 11 | 29 | 6 | 46 | 14 | 43 | 8 | 65 | 11 | 29 | 11 | 51 | 12 | 104 | 18 | 134 | 296 |
| Total | 48 | 136 | 25 | 209 | 40 | 260 | 35 | 335 | 39 | 148 | 39 | 226 | 34 | 363 | 51 | 448 | 1218 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 111 | 366 | 63 | 540 | 63 | 465 | 67 | 595 | 86 | 353 | 75 | 514 | 82 | 651 | 97 | 830 | 2479 |
| Apprch % | 20.6 | 67.8 | 11.7 | | 10.6 | 78.2 | 11.3 | | 16.7 | 68.7 | 14.6 | | 9.9 | 78.4 | 11.7 | | |
| Total % | 4.5 | 14.8 | 2.5 | 21.8 | 2.5 | 18.8 | 2.7 | 24 | 3.5 | 14.2 | 3 | 20.7 | 3.3 | 26.3 | 3.9 | 33.5 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 14 | 51 | 6 | 71 | 6 | **59** | 9 | 74 | 10 | **62** | 7 | **79** | **17** | 60 | **15** | 92 | 316 |
| 04:15 PM | 14 | 41 | 7 | 62 | 5 | 40 | 5 | 50 | 10 | 60 | 8 | 78 | 12 | 79 | 11 | **102** | 292 |
| 04:30 PM | **21** | **92** | **22** | **135** | **9** | 59 | **12** | **80** | **18** | 48 | **13** | 79 | 12 | 69 | 11 | 92 | **386** |
| 04:45 PM | 14 | 46 | 3 | 63 | 3 | 47 | 6 | 56 | 9 | 35 | 8 | 52 | 7 | **80** | 9 | 96 | 267 |
| Total Volume | 63 | 230 | 38 | 331 | 23 | 205 | 32 | 260 | 47 | 205 | 36 | 288 | 48 | 288 | 46 | 382 | 1261 |
| % App. Total | 19 | 69.5 | 11.5 | | 8.8 | 78.8 | 12.3 | | 16.3 | 71.2 | 12.5 | | 12.6 | 75.4 | 12 | | |
| PHF | .750 | .625 | .432 | .613 | .639 | .869 | .667 | .813 | .653 | .827 | .692 | .911 | .706 | .900 | .767 | .936 | .817 |

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E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 14 | 51 | 6 | 71 | 6 | **59** | 9 | 74 | 10 | **62** | 7 | **79** | **17** | 60 | **15** | 92 |
| +15 mins. | 14 | 41 | 7 | 62 | 5 | 40 | 5 | 50 | 10 | 60 | 8 | 78 | 12 | 79 | 11 | **102** |
| +30 mins. | **21** | **92** | **22** | **135** | **9** | 59 | **12** | **80** | **18** | 48 | **13** | 79 | 12 | 69 | 11 | 92 |
| +45 mins. | 14 | 46 | 3 | 63 | 3 | 47 | 6 | 56 | 9 | 35 | 8 | 52 | 7 | **80** | 9 | 96 |
| Total Volume | 63 | 230 | 38 | 331 | 23 | 205 | 32 | 260 | 47 | 205 | 36 | 288 | 48 | 288 | 46 | 382 |
| % App. Total | 19 | 69.5 | 11.5 | | 8.8 | 78.8 | 12.3 | | 16.3 | 71.2 | 12.5 | | 12.6 | 75.4 | 12 | |
| PHF | .750 | .625 | .432 | .613 | .639 | .869 | .667 | .813 | .653 | .827 | .692 | .911 | .706 | .900 | .767 | .936 |

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Corona, CA 92878
(951) 268-6268

City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

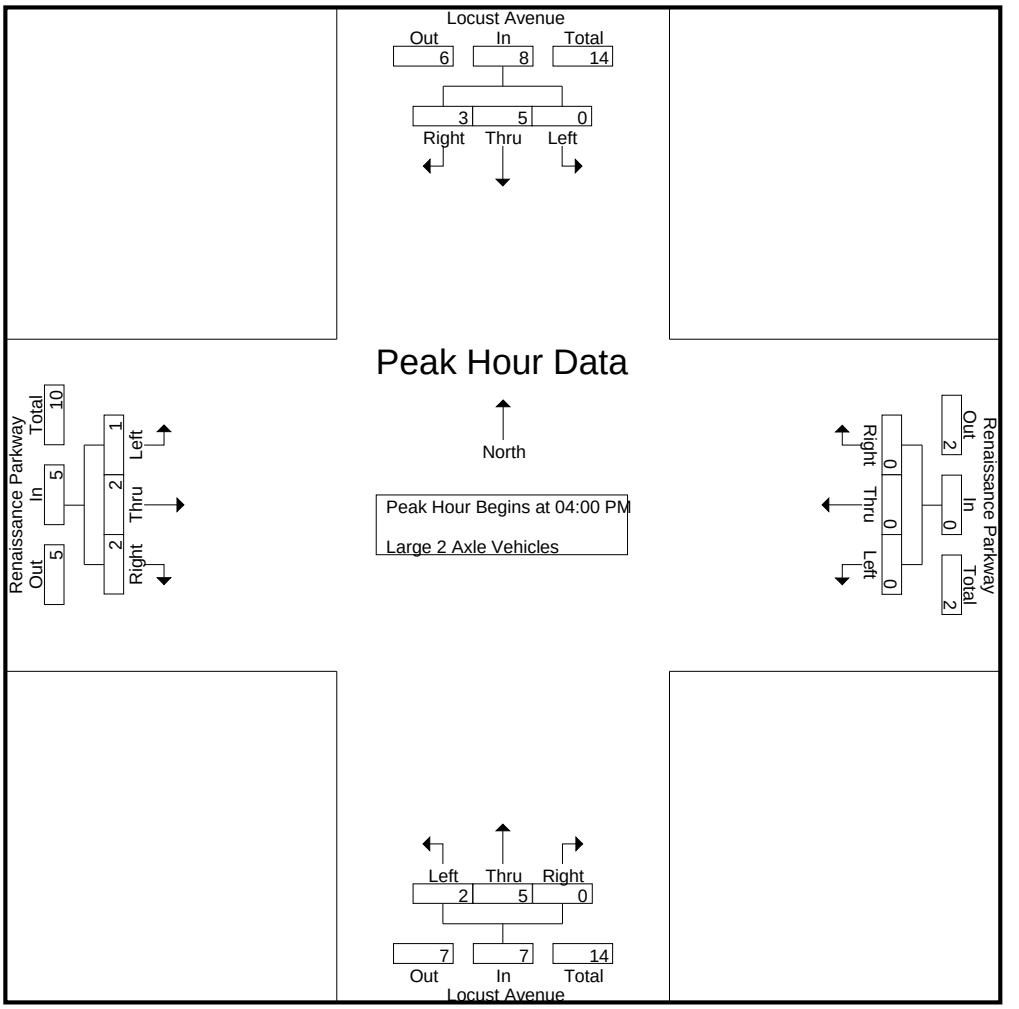
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 6 |
| 04:15 PM | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 6 |
| 04:30 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 3 |
| Total | 0 | 5 | 3 | 8 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 7 | 1 | 2 | 2 | 5 | 20 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| Total | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 1 | 2 | 1 | 4 | 0 | 2 | 2 | 4 | 12 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 5 | 3 | 8 | 1 | 3 | 0 | 4 | 3 | 7 | 1 | 11 | 1 | 4 | 4 | 9 | 32 |
| Apprch % | 0 | 62.5 | 37.5 | | 25 | 75 | 0 | | 27.3 | 63.6 | 9.1 | | 11.1 | 44.4 | 44.4 | | |
| Total % | 0 | 15.6 | 9.4 | 25 | 3.1 | 9.4 | 0 | 12.5 | 9.4 | 21.9 | 3.1 | 34.4 | 3.1 | 12.5 | 12.5 | 28.1 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **2** | 1 | **3** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | **1** | **1** | 0 | **2** | **6** |
| 04:15 PM | 0 | 1 | **2** | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 6 |
| 04:30 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | 0 | 0 | 0 | 0 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | **2** | 2 | 3 |
| Total Volume | 0 | 5 | 3 | 8 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 7 | 1 | 2 | 2 | 5 | 20 |
| % App. Total | 0 | 62.5 | 37.5 | | 0 | 0 | 0 | | 28.6 | 71.4 | 0 | | 20 | 40 | 40 | | |
| PHF | .000 | .625 | .375 | .667 | .000 | .000 | .000 | .000 | .500 | .417 | .000 | .583 | .250 | .500 | .250 | .625 | .833 |

Counts Unlimited, Inc.
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City of Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway
Weather: Clear

File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **2** | 1 | **3** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | **1** | **1** | 0 | **2** |
| +15 mins. | 0 | 1 | **2** | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 |
| +30 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | **2** | 2 |
| Total Volume | 0 | 5 | 3 | 8 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 7 | 1 | 2 | 2 | 5 |
| % App. Total | 0 | 62.5 | 37.5 | | 0 | 0 | 0 | | 28.6 | 71.4 | 0 | | 20 | 40 | 40 | |
| PHF | .000 | .625 | .375 | .667 | .000 | .000 | .000 | .000 | .500 | .417 | .000 | .583 | .250 | .500 | .250 | .625 |

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File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

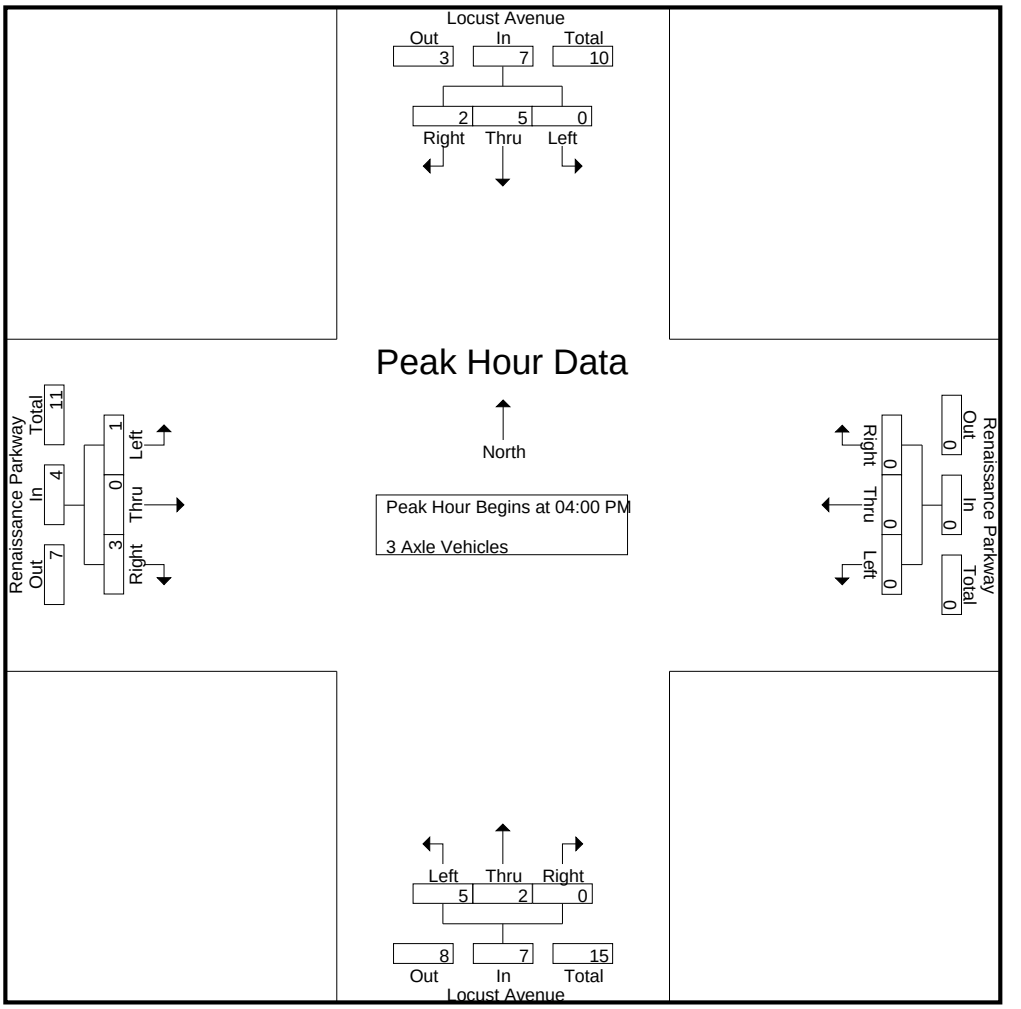
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 4 |
| 04:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 2 | 6 |
| 04:30 PM | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 6 |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 1 | 0 | 3 | 4 | 18 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 1 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 |
| 05:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 5 | 0 | 0 | 3 | 3 | 11 |
| Grand Total | 0 | 6 | 3 | 9 | 0 | 1 | 0 | 1 | 7 | 5 | 0 | 12 | 1 | 0 | 6 | 7 | 29 |
| Apprch % | 0 | 66.7 | 33.3 | | 0 | 100 | 0 | | 58.3 | 41.7 | 0 | | 14.3 | 0 | 85.7 | | |
| Total % | 0 | 20.7 | 10.3 | 31 | 0 | 3.4 | 0 | 3.4 | 24.1 | 17.2 | 0 | 41.4 | 3.4 | 0 | 20.7 | 24.1 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **2** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | 1 | 1 | 4 |
| 04:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | **3** | 0 | 0 | **3** | 0 | 0 | **2** | **2** | **6** |
| 04:30 PM | 0 | 1 | **2** | **3** | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | **1** | 0 | 0 | 1 | 6 |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 1 | 0 | 3 | 4 | 18 |
| % App. Total | 0 | 71.4 | 28.6 | | 0 | 0 | 0 | | 71.4 | 28.6 | 0 | | 25 | 0 | 75 | | |
| PHF | .000 | .625 | .250 | .583 | .000 | .000 | .000 | .000 | .417 | .500 | .000 | .583 | .250 | .000 | .375 | .500 | .750 |

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File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **2** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | 1 | 1 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | **3** | 0 | 0 | **3** | 0 | 0 | **2** | **2** |
| +30 mins. | 0 | 1 | **2** | **3** | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | **1** | 0 | 0 | 1 |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 1 | 0 | 3 | 4 |
| % App. Total | 0 | 71.4 | 28.6 | | 0 | 0 | 0 | | 71.4 | 28.6 | 0 | | 25 | 0 | 75 | |
| PHF | .000 | .625 | .250 | .583 | .000 | .000 | .000 | .000 | .417 | .500 | .000 | .583 | .250 | .000 | .375 | .500 |

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City of Rialto
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Weather: Clear

File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

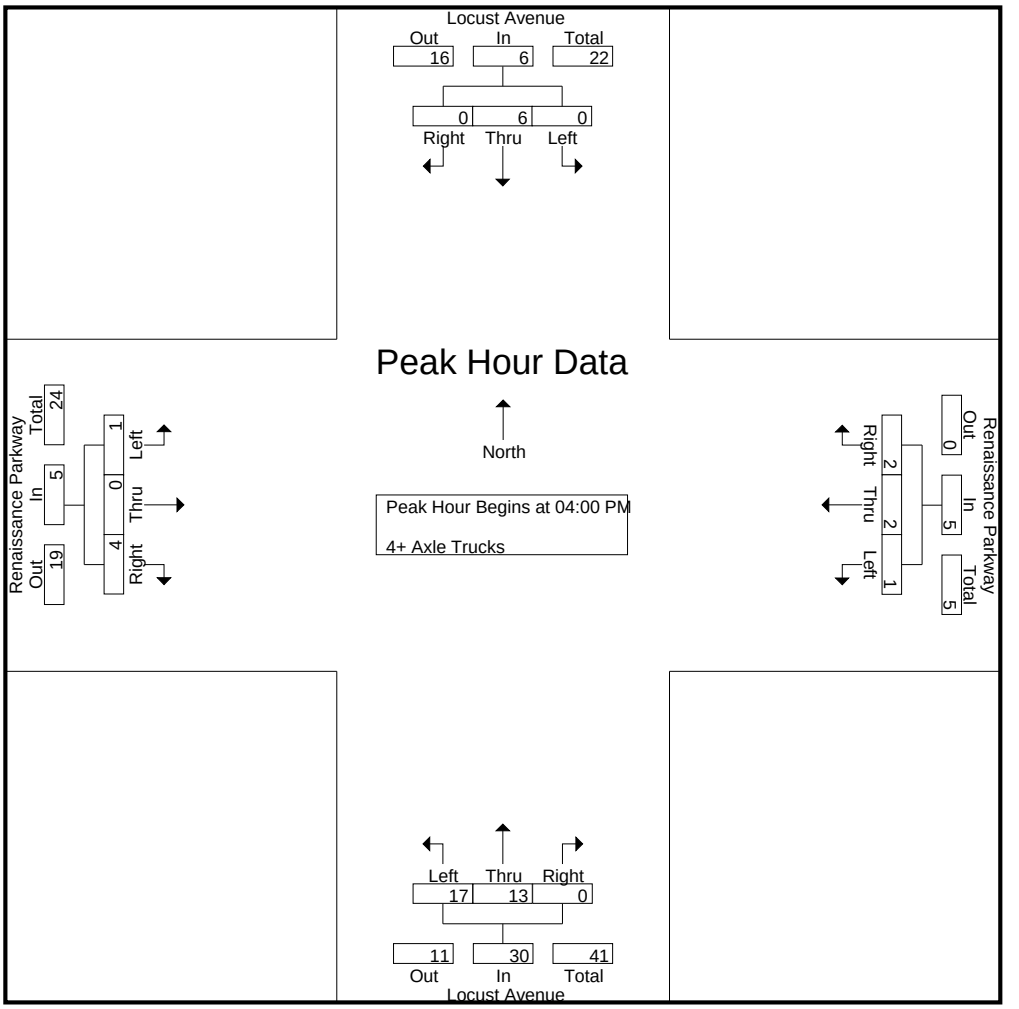
| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 4 | 0 | 10 | 0 | 0 | 1 | 1 | 12 |
| 04:15 PM | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 3 | 4 | 0 | 7 | 0 | 0 | 1 | 1 | 11 |
| 04:30 PM | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 3 | 2 | 0 | 5 | 1 | 0 | 0 | 1 | 10 |
| 04:45 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 8 | 0 | 0 | 2 | 2 | 13 |
| Total | 0 | 6 | 0 | 6 | 1 | 2 | 2 | 5 | 17 | 13 | 0 | 30 | 1 | 0 | 4 | 5 | 46 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 3 | 0 | 8 | 0 | 0 | 1 | 1 | 10 |
| 05:15 PM | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 8 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| 05:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 6 |
| Total | 0 | 4 | 2 | 6 | 1 | 0 | 0 | 1 | 14 | 6 | 0 | 20 | 0 | 1 | 2 | 3 | 30 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 10 | 2 | 12 | 2 | 2 | 2 | 6 | 31 | 19 | 0 | 50 | 1 | 1 | 6 | 8 | 76 |
| Apprch % | 0 | 83.3 | 16.7 | | 33.3 | 33.3 | 33.3 | | 62 | 38 | 0 | | 12.5 | 12.5 | 75 | | |
| Total % | 0 | 13.2 | 2.6 | 15.8 | 2.6 | 2.6 | 2.6 | 7.9 | 40.8 | 25 | 0 | 65.8 | 1.3 | 1.3 | 7.9 | 10.5 | |

| | Locust Avenue Southbound | | | | Renaissance Parkway Westbound | | | | Locust Avenue Northbound | | | | Renaissance Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | **6** | **4** | 0 | **10** | 0 | 0 | 1 | 1 | 12 |
| 04:15 PM | 0 | 1 | 0 | 1 | **1** | 0 | 1 | **2** | 3 | 4 | 0 | 7 | 0 | 0 | 1 | 1 | 11 |
| 04:30 PM | 0 | 2 | 0 | 2 | 0 | **2** | 0 | 2 | 3 | 2 | 0 | 5 | **1** | 0 | 0 | 1 | 10 |
| 04:45 PM | 0 | **3** | 0 | **3** | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 8 | 0 | 0 | **2** | **2** | **13** |
| Total Volume | 0 | 6 | 0 | 6 | 1 | 2 | 2 | 5 | 17 | 13 | 0 | 30 | 1 | 0 | 4 | 5 | 46 |
| % App. Total | 0 | 100 | 0 | | 20 | 40 | 40 | | 56.7 | 43.3 | 0 | | 20 | 0 | 80 | | |
| PHF | .000 | .500 | .000 | .500 | .250 | .250 | .500 | .625 | .708 | .813 | .000 | .750 | .250 | .000 | .500 | .625 | .885 |

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City of Rialto
N/S: Locust Avenue
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Weather: Clear

File Name : 04_RLT_Loc_Ren Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | **6** | **4** | 0 | **10** | 0 | 0 | 1 | 1 |
| +15 mins. | 0 | 1 | 0 | 1 | **1** | 0 | 1 | **2** | 3 | 4 | 0 | 7 | 0 | 0 | 1 | 1 |
| +30 mins. | 0 | 2 | 0 | 2 | 0 | **2** | 0 | 2 | 3 | 2 | 0 | 5 | **1** | 0 | 0 | 1 |
| +45 mins. | 0 | **3** | 0 | **3** | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 8 | 0 | 0 | **2** | **2** |
| Total Volume | 0 | 6 | 0 | 6 | 1 | 2 | 2 | 5 | 17 | 13 | 0 | 30 | 1 | 0 | 4 | 5 |
| % App. Total | 0 | 100 | 0 | | 20 | 40 | 40 | | 56.7 | 43.3 | 0 | | 20 | 0 | 80 | |
| PHF | .000 | .500 | .000 | .500 | .250 | .250 | .500 | .625 | .708 | .813 | .000 | .750 | .250 | .000 | .500 | .625 |

Location: Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway

Date: 5/7/2024
Day: Tuesday

**PEDESTRIANS**

| | North Leg<br>Locust Avenue | East Leg<br>Renaissance Parkway | South Leg<br>Locust Avenue | West Leg<br>Renaissance Parkway | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 0 | 0 | 1 | 0 | 1 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 1 | 1 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 3 | 1 | 4 |

| | North Leg<br>Locust Avenue | East Leg<br>Renaissance Parkway | South Leg<br>Locust Avenue | West Leg<br>Renaissance Parkway | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 0 | 0 | 1 |
| 4:30 PM | 1 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 1 | 0 | 2 | 0 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 1 | 0 | 0 | 1 |
| 5:45 PM | 1 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES: | 3 | 2 | 2 | 0 | 7 |

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951-268-6268

Location: Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway

Date: 5/7/2024
Day: Tuesday

**BICYCLES**

| | Southbound Locust Avenue | | | Westbound Renaissance Parkway | | | Northbound Locust Avenue | | | Eastbound Renaissance Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 1 | 0 | 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 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |

| | Southbound Locust Avenue | | | Westbound Renaissance Parkway | | | Northbound Locust Avenue | | | Eastbound Renaissance Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| 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 | 1 | 0 | 0 | 1 | 0 | 2 |
| TOTAL VOLUMES: | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 6 |

Counts Unlimited, Inc.
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Location: Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway

Date: 5/8/2024
Day: Wednesday

**PEDESTRIANS**

| | North Leg<br>Locust Avenue | East Leg<br>Renaissance Parkway | South Leg<br>Locust Avenue | West Leg<br>Renaissance Parkway | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 1 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 1 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 2 | 1 | 0 | 3 |

| | North Leg<br>Locust Avenue | East Leg<br>Renaissance Parkway | South Leg<br>Locust Avenue | West Leg<br>Renaissance Parkway | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 1 | 1 | 0 | 0 | 2 |

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Location: Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway

Date: 5/8/2024
Day: Wednesday

**BICYCLES**

| | Southbound Locust Avenue | | | Westbound Renaissance Parkway | | | Northbound Locust Avenue | | | Eastbound Renaissance Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 Locust Avenue | | | Westbound Renaissance Parkway | | | Northbound Locust Avenue | | | Eastbound Renaissance Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 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 | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |

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

Location: Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway

Date: 5/9/2024
Day: Thursday

**PEDESTRIANS**

| | North Leg<br>Locust Avenue | East Leg<br>Renaissance Parkway | South Leg<br>Locust Avenue | West Leg<br>Renaissance Parkway | |
|---|---|---|---|---|---|
| | 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 | 1 | 1 |
| 7:45 AM | 0 | 0 | 0 | 1 | 1 |
| 8:00 AM | 0 | 0 | 1 | 0 | 1 |
| 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 | 2 | 3 |

| | North Leg<br>Locust Avenue | East Leg<br>Renaissance Parkway | South Leg<br>Locust Avenue | West Leg<br>Renaissance Parkway | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 1 | 0 | 1 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 0 | 1 | 1 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 2 | 1 | 2 | 1 | 6 |

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Location: Rialto
N/S: Locust Avenue
E/W: Renaissance Parkway

Date: 5/9/2024
Day: Thursday

**BICYCLES**

| | Southbound Locust Avenue | | | Westbound Renaissance Parkway | | | Northbound Locust Avenue | | | Eastbound Renaissance Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 1 | 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 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |

| | Southbound Locust Avenue | | | Westbound Renaissance Parkway | | | Northbound Locust Avenue | | | Eastbound Renaissance Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 1 | 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 | 1 | 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

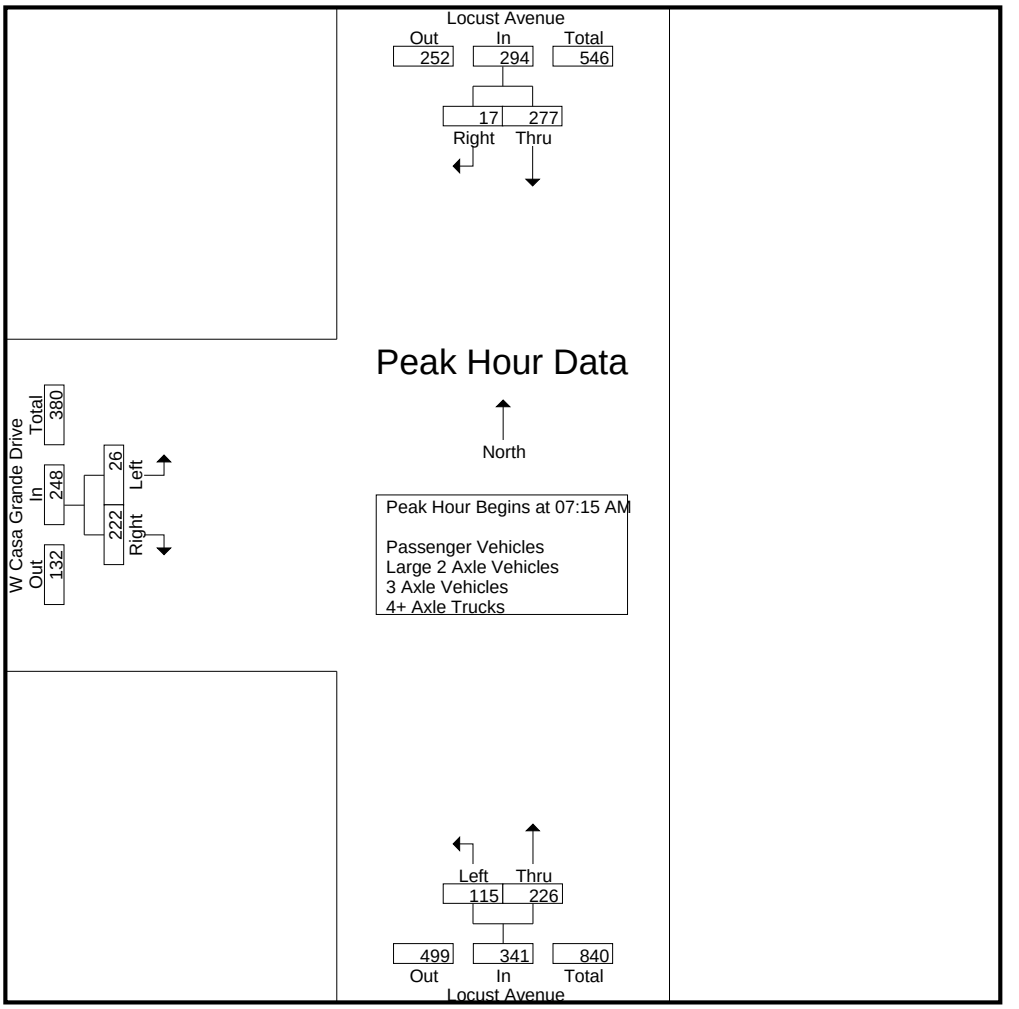
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 41 | 1 | 42 | 14 | 26 | 40 | 6 | 19 | 25 | 107 |
| 07:15 AM | 44 | 1 | 45 | 22 | 37 | 59 | 6 | 37 | 43 | 147 |
| 07:30 AM | 69 | 7 | 76 | 38 | 68 | 106 | 6 | 50 | 56 | 238 |
| 07:45 AM | 96 | 5 | 101 | 36 | 81 | 117 | 8 | 72 | 80 | 298 |
| Total | 250 | 14 | 264 | 110 | 212 | 322 | 26 | 178 | 204 | 790 |
| | | | | | | | | | | |
| 08:00 AM | 68 | 4 | 72 | 19 | 40 | 59 | 6 | 63 | 69 | 200 |
| 08:15 AM | 42 | 1 | 43 | 22 | 25 | 47 | 3 | 49 | 52 | 142 |
| 08:30 AM | 47 | 3 | 50 | 37 | 20 | 57 | 5 | 50 | 55 | 162 |
| 08:45 AM | 33 | 4 | 37 | 25 | 24 | 49 | 2 | 21 | 23 | 109 |
| Total | 190 | 12 | 202 | 103 | 109 | 212 | 16 | 183 | 199 | 613 |
| | | | | | | | | | | |
| Grand Total | 440 | 26 | 466 | 213 | 321 | 534 | 42 | 361 | 403 | 1403 |
| Apprch % | 94.4 | 5.6 | | 39.9 | 60.1 | | 10.4 | 89.6 | | |
| Total % | 31.4 | 1.9 | 33.2 | 15.2 | 22.9 | 38.1 | 3 | 25.7 | 28.7 | |
| Passenger Vehicles | 349 | 26 | 375 | 205 | 266 | 471 | 42 | 341 | 383 | 1229 |
| % Passenger Vehicles | 79.3 | 100 | 80.5 | 96.2 | 82.9 | 88.2 | 100 | 94.5 | 95 | 87.6 |
| Large 2 Axle Vehicles | 14 | 0 | 14 | 6 | 12 | 18 | 0 | 7 | 7 | 39 |
| % Large 2 Axle Vehicles | 3.2 | 0 | 3 | 2.8 | 3.7 | 3.4 | 0 | 1.9 | 1.7 | 2.8 |
| 3 Axle Vehicles | 5 | 0 | 5 | 0 | 3 | 3 | 0 | 2 | 2 | 10 |
| % 3 Axle Vehicles | 1.1 | 0 | 1.1 | 0 | 0.9 | 0.6 | 0 | 0.6 | 0.5 | 0.7 |
| 4+ Axle Trucks | 72 | 0 | 72 | 2 | 40 | 42 | 0 | 11 | 11 | 125 |
| % 4+ Axle Trucks | 16.4 | 0 | 15.5 | 0.9 | 12.5 | 7.9 | 0 | 3 | 2.7 | 8.9 |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 44 | 1 | 45 | 22 | 37 | 59 | 6 | 37 | 43 | 147 |
| 07:30 AM | 69 | **7** | 76 | **38** | 68 | 106 | 6 | 50 | 56 | 238 |
| 07:45 AM | **96** | 5 | **101** | 36 | **81** | **117** | **8** | **72** | **80** | **298** |
| 08:00 AM | 68 | 4 | 72 | 19 | 40 | 59 | 6 | 63 | 69 | 200 |
| Total Volume | 277 | 17 | 294 | 115 | 226 | 341 | 26 | 222 | 248 | 883 |
| % App. Total | 94.2 | 5.8 | | 33.7 | 66.3 | | 10.5 | 89.5 | | |
| PHF | .721 | .607 | .728 | .757 | .698 | .729 | .813 | .771 | .775 | .741 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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 | | | 07:15 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 44 | 1 | 45 | 22 | 37 | 59 | 6 | 50 | 56 |
| +15 mins. | 69 | **7** | 76 | **38** | 68 | 106 | **8** | **72** | **80** |
| +30 mins. | **96** | 5 | **101** | 36 | **81** | **117** | 6 | 63 | 69 |
| +45 mins. | 68 | 4 | 72 | 19 | 40 | 59 | 3 | 49 | 52 |
| Total Volume | 277 | 17 | 294 | 115 | 226 | 341 | 23 | 234 | 257 |
| % App. Total | 94.2 | 5.8 | | 33.7 | 66.3 | | 8.9 | 91.1 | |
| PHF | .721 | .607 | .728 | .757 | .698 | .729 | .719 | .813 | .803 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

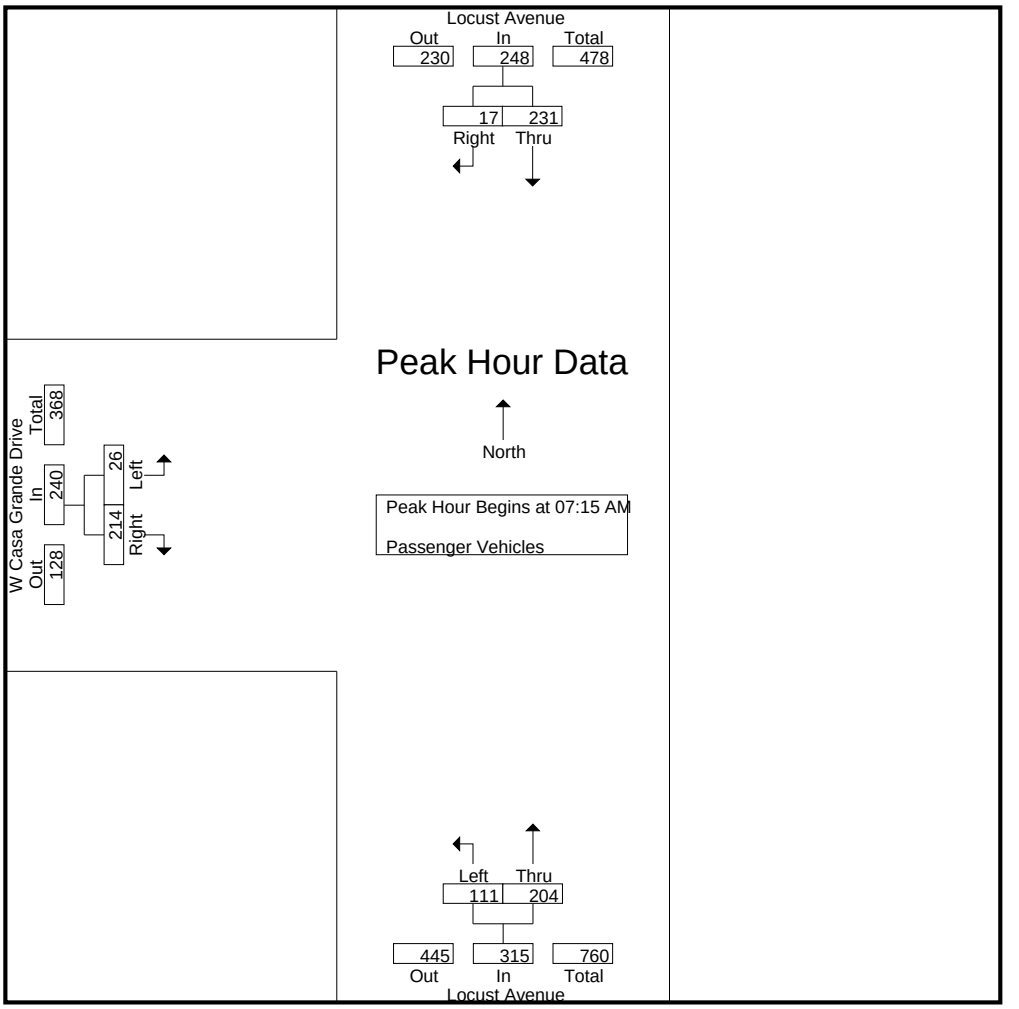
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 31 | 1 | 32 | 14 | 16 | 30 | 6 | 16 | 22 | 84 |
| 07:15 AM | 29 | 1 | 30 | 22 | 30 | 52 | 6 | 35 | 41 | 123 |
| 07:30 AM | 59 | 7 | 66 | 35 | 65 | 100 | 6 | 49 | 55 | 221 |
| 07:45 AM | 82 | 5 | 87 | 35 | 71 | 106 | 8 | 69 | 77 | 270 |
| Total | 201 | 14 | 215 | 106 | 182 | 288 | 26 | 169 | 195 | 698 |
| | | | | | | | | | | |
| 08:00 AM | 61 | 4 | 65 | 19 | 38 | 57 | 6 | 61 | 67 | 189 |
| 08:15 AM | 31 | 1 | 32 | 22 | 18 | 40 | 3 | 44 | 47 | 119 |
| 08:30 AM | 37 | 3 | 40 | 36 | 12 | 48 | 5 | 48 | 53 | 141 |
| 08:45 AM | 19 | 4 | 23 | 22 | 16 | 38 | 2 | 19 | 21 | 82 |
| Total | 148 | 12 | 160 | 99 | 84 | 183 | 16 | 172 | 188 | 531 |
| | | | | | | | | | | |
| Grand Total | 349 | 26 | 375 | 205 | 266 | 471 | 42 | 341 | 383 | 1229 |
| Apprch % | 93.1 | 6.9 | | 43.5 | 56.5 | | 11 | 89 | | |
| Total % | 28.4 | 2.1 | 30.5 | 16.7 | 21.6 | 38.3 | 3.4 | 27.7 | 31.2 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 29 | 1 | 30 | 22 | 30 | 52 | 6 | 35 | 41 | 123 |
| 07:30 AM | 59 | **7** | 66 | **35** | 65 | 100 | 6 | 49 | 55 | 221 |
| 07:45 AM | **82** | 5 | **87** | 35 | **71** | **106** | **8** | **69** | **77** | **270** |
| 08:00 AM | 61 | 4 | 65 | 19 | 38 | 57 | 6 | 61 | 67 | 189 |
| Total Volume | 231 | 17 | 248 | 111 | 204 | 315 | 26 | 214 | 240 | 803 |
| % App. Total | 93.1 | 6.9 | | 35.2 | 64.8 | | 10.8 | 89.2 | | |
| PHF | .704 | .607 | .713 | .793 | .718 | .743 | .813 | .775 | .779 | .744 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 29 | 1 | 30 | 22 | 30 | 52 | 6 | 35 | 41 |
| +15 mins. | 59 | **7** | 66 | **35** | 65 | 100 | 6 | 49 | 55 |
| +30 mins. | **82** | 5 | **87** | 35 | **71** | **106** | **8** | **69** | **77** |
| +45 mins. | 61 | 4 | 65 | 19 | 38 | 57 | 6 | 61 | 67 |
| Total Volume | 231 | 17 | 248 | 111 | 204 | 315 | 26 | 214 | 240 |
| % App. Total | 93.1 | 6.9 | | 35.2 | 64.8 | | 10.8 | 89.2 | |
| PHF | .704 | .607 | .713 | .793 | .718 | .743 | .813 | .775 | .779 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

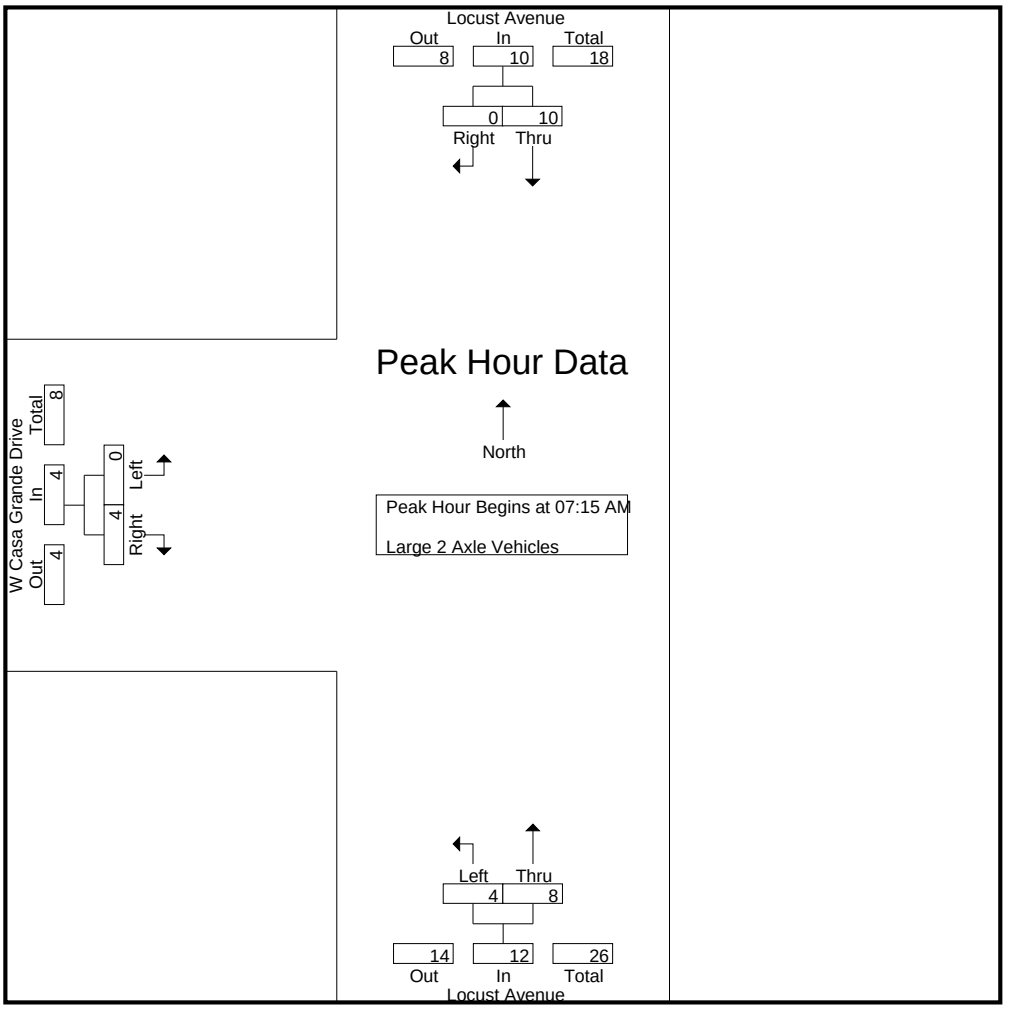
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 0 | 1 | 0 | 4 | 4 | 0 | 2 | 2 | 7 |
| 07:15 AM | 5 | 0 | 5 | 0 | 3 | 3 | 0 | 1 | 1 | 9 |
| 07:30 AM | 1 | 0 | 1 | 3 | 1 | 4 | 0 | 0 | 0 | 5 |
| 07:45 AM | 3 | 0 | 3 | 1 | 4 | 5 | 0 | 1 | 1 | 9 |
| Total | 10 | 0 | 10 | 4 | 12 | 16 | 0 | 4 | 4 | 30 |
| | | | | | | | | | | |
| 08:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 3 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 08:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 2 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 4 |
| Total | 4 | 0 | 4 | 2 | 0 | 2 | 0 | 3 | 3 | 9 |
| | | | | | | | | | | |
| Grand Total | 14 | 0 | 14 | 6 | 12 | 18 | 0 | 7 | 7 | 39 |
| Apprch % | 100 | 0 | | 33.3 | 66.7 | | 0 | 100 | | |
| Total % | 35.9 | 0 | 35.9 | 15.4 | 30.8 | 46.2 | 0 | 17.9 | 17.9 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | **5** | 0 | **5** | 0 | 3 | 3 | 0 | 1 | 1 | **9** |
| 07:30 AM | 1 | 0 | 1 | **3** | 1 | 4 | 0 | 0 | 0 | 5 |
| 07:45 AM | 3 | 0 | 3 | 1 | **4** | **5** | 0 | 1 | 1 | 9 |
| 08:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | **2** | **2** | 3 |
| Total Volume | 10 | 0 | 10 | 4 | 8 | 12 | 0 | 4 | 4 | 26 |
| % App. Total | 100 | 0 | | 33.3 | 66.7 | | 0 | 100 | | |
| PHF | .500 | .000 | .500 | .333 | .500 | .600 | .000 | .500 | .500 | .722 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **5** | 0 | **5** | 0 | 3 | 3 | 0 | 1 | 1 |
| +15 mins. | 1 | 0 | 1 | **3** | 1 | 4 | 0 | 0 | 0 |
| +30 mins. | 3 | 0 | 3 | 1 | **4** | **5** | 0 | 1 | 1 |
| +45 mins. | 1 | 0 | 1 | 0 | 0 | 0 | 0 | **2** | **2** |
| Total Volume | 10 | 0 | 10 | 4 | 8 | 12 | 0 | 4 | 4 |
| % App. Total | 100 | 0 | | 33.3 | 66.7 | | 0 | 100 | |
| PHF | .500 | .000 | .500 | .333 | .500 | .600 | .000 | .500 | .500 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

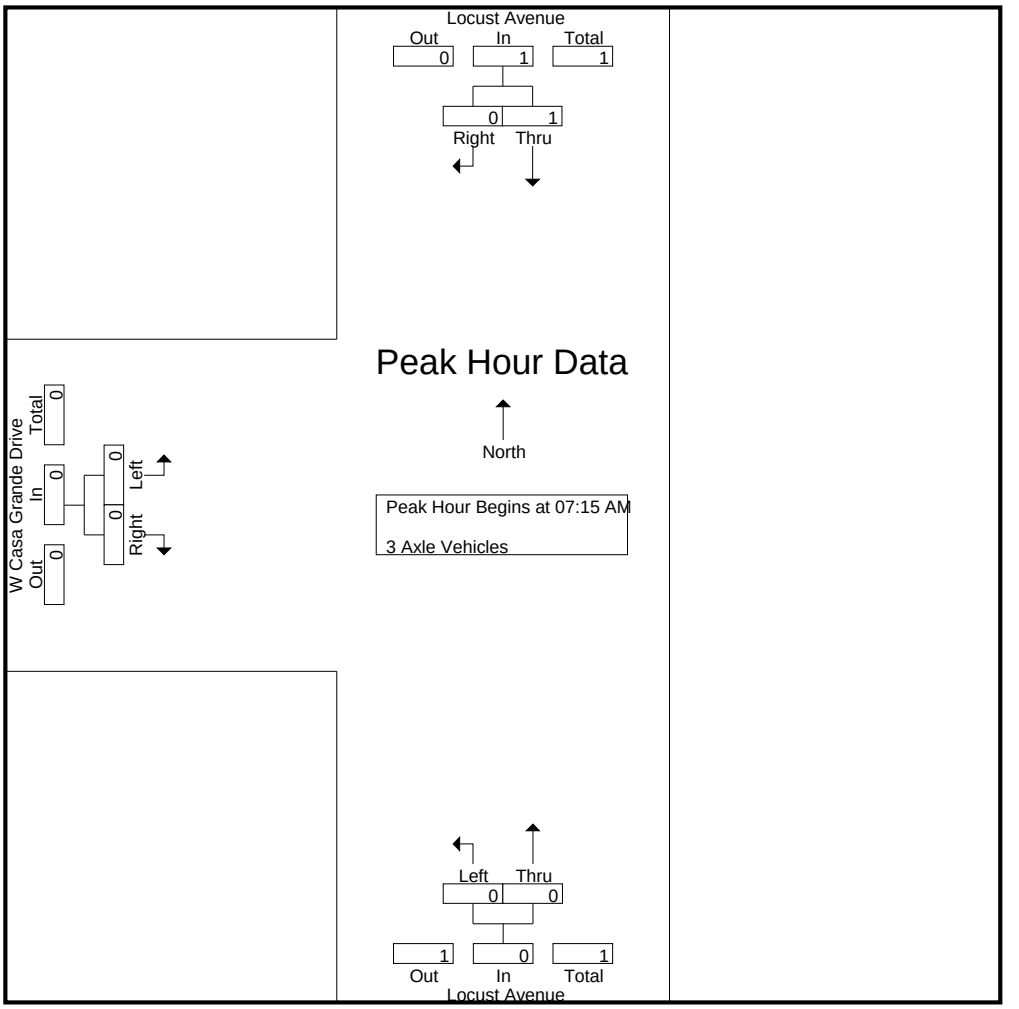
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 4 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 5 |
| | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 08:45 AM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 3 |
| Total | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 1 | 1 | 5 |
| | | | | | | | | | | |
| Grand Total | 5 | 0 | 5 | 0 | 3 | 3 | 0 | 2 | 2 | 10 |
| Apprch % | 100 | 0 | | 0 | 100 | | 0 | 100 | | |
| Total % | 50 | 0 | 50 | 0 | 30 | 30 | 0 | 20 | 20 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % App. Total | 100 | 0 | | 0 | 0 | | 0 | 0 | | |
| PHF | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .250 |

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City of Rialto
N/S: Locust Avenue
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File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

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

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

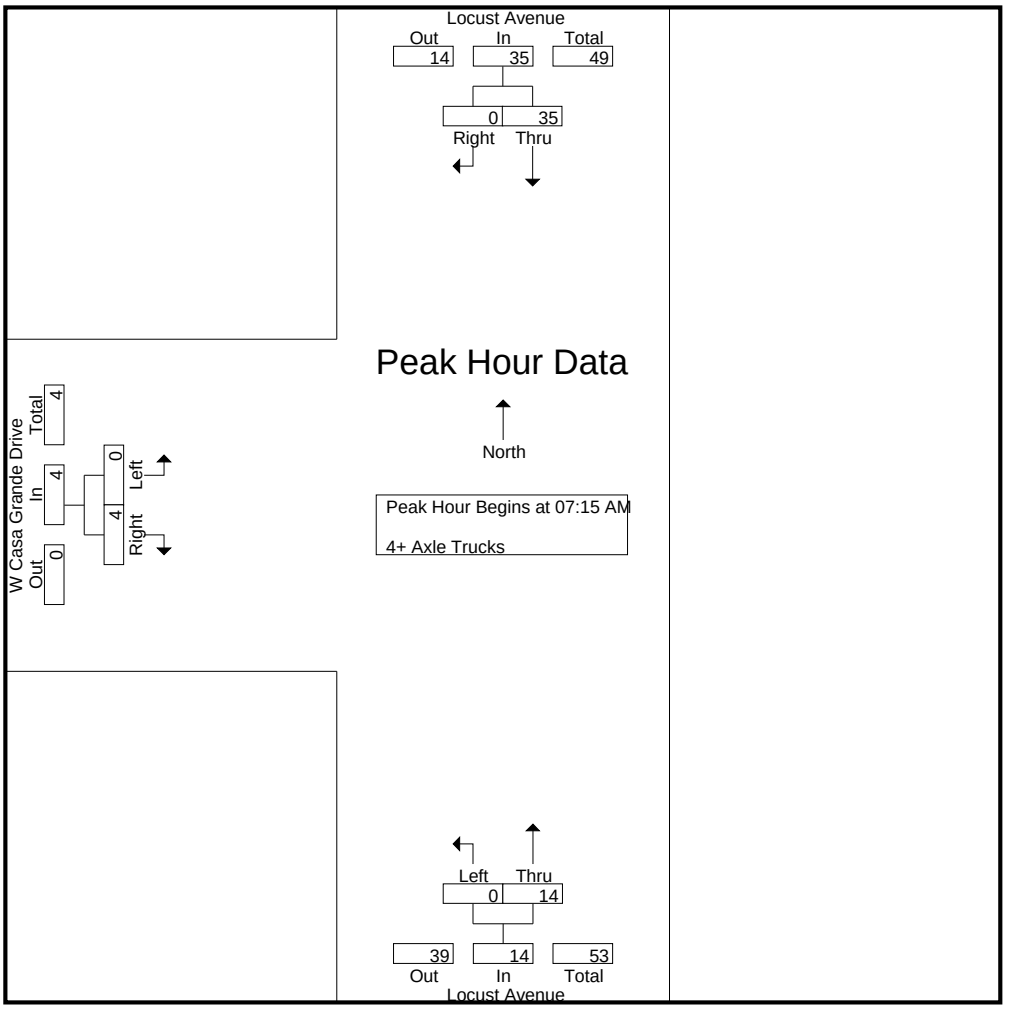
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 7 | 0 | 7 | 0 | 5 | 5 | 0 | 0 | 0 | 12 |
| 07:15 AM | 10 | 0 | 10 | 0 | 4 | 4 | 0 | 1 | 1 | 15 |
| 07:30 AM | 8 | 0 | 8 | 0 | 2 | 2 | 0 | 1 | 1 | 11 |
| 07:45 AM | 11 | 0 | 11 | 0 | 6 | 6 | 0 | 2 | 2 | 19 |
| Total | 36 | 0 | 36 | 0 | 17 | 17 | 0 | 4 | 4 | 57 |
| | | | | | | | | | | |
| 08:00 AM | 6 | 0 | 6 | 0 | 2 | 2 | 0 | 0 | 0 | 8 |
| 08:15 AM | 10 | 0 | 10 | 0 | 7 | 7 | 0 | 4 | 4 | 21 |
| 08:30 AM | 9 | 0 | 9 | 1 | 7 | 8 | 0 | 2 | 2 | 19 |
| 08:45 AM | 11 | 0 | 11 | 1 | 7 | 8 | 0 | 1 | 1 | 20 |
| Total | 36 | 0 | 36 | 2 | 23 | 25 | 0 | 7 | 7 | 68 |
| | | | | | | | | | | |
| Grand Total | 72 | 0 | 72 | 2 | 40 | 42 | 0 | 11 | 11 | 125 |
| Apprch % | 100 | 0 | | 4.8 | 95.2 | | 0 | 100 | | |
| Total % | 57.6 | 0 | 57.6 | 1.6 | 32 | 33.6 | 0 | 8.8 | 8.8 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 10 | 0 | 10 | 0 | 4 | 4 | 0 | 1 | 1 | 15 |
| 07:30 AM | 8 | 0 | 8 | 0 | 2 | 2 | 0 | 1 | 1 | 11 |
| 07:45 AM | **11** | 0 | **11** | 0 | **6** | **6** | 0 | **2** | **2** | **19** |
| 08:00 AM | 6 | 0 | 6 | 0 | 2 | 2 | 0 | 0 | 0 | 8 |
| Total Volume | 35 | 0 | 35 | 0 | 14 | 14 | 0 | 4 | 4 | 53 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 100 | | |
| PHF | .795 | .000 | .795 | .000 | .583 | .583 | .000 | .500 | .500 | .697 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 10 | 0 | 10 | 0 | 4 | 4 | 0 | 1 | 1 |
| +15 mins. | 8 | 0 | 8 | 0 | 2 | 2 | 0 | 1 | 1 |
| +30 mins. | **11** | 0 | **11** | 0 | **6** | **6** | 0 | **2** | **2** |
| +45 mins. | 6 | 0 | 6 | 0 | 2 | 2 | 0 | 0 | 0 |
| Total Volume | 35 | 0 | 35 | 0 | 14 | 14 | 0 | 4 | 4 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 100 | |
| PHF | .795 | .000 | .795 | .000 | .583 | .583 | .000 | .500 | .500 |

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City of Rialto
N/S: Locust Avenue
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File Name : 05_RLT_Loc_CG Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

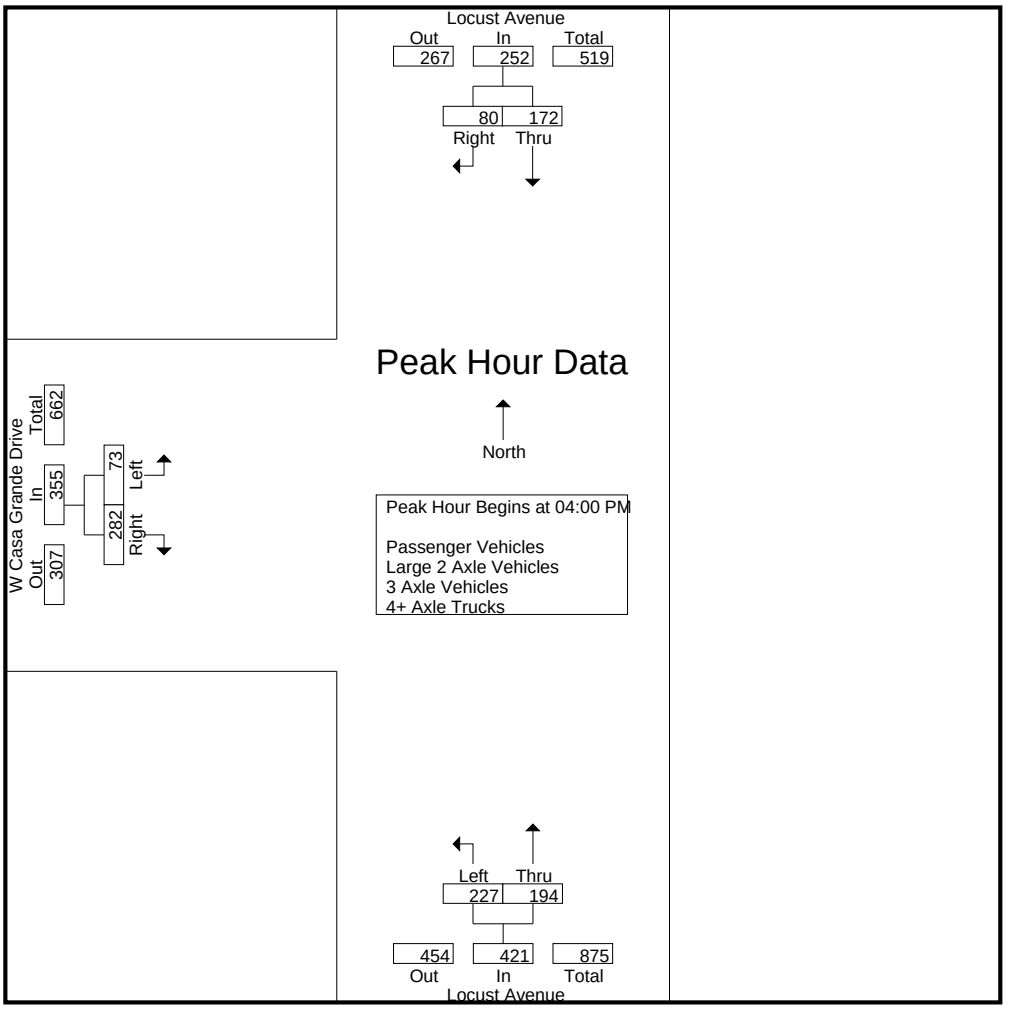
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 39 | 31 | 70 | 86 | 51 | 137 | 6 | 32 | 38 | 245 |
| 04:15 PM | 47 | 36 | 83 | 76 | 40 | 116 | 12 | 60 | 72 | 271 |
| 04:30 PM | 47 | 6 | 53 | 37 | 59 | 96 | 46 | 150 | 196 | 345 |
| 04:45 PM | 39 | 7 | 46 | 28 | 44 | 72 | 9 | 40 | 49 | 167 |
| Total | 172 | 80 | 252 | 227 | 194 | 421 | 73 | 282 | 355 | 1028 |
| | | | | | | | | | | |
| 05:00 PM | 34 | 5 | 39 | 35 | 48 | 83 | 6 | 31 | 37 | 159 |
| 05:15 PM | 29 | 7 | 36 | 39 | 39 | 78 | 7 | 33 | 40 | 154 |
| 05:30 PM | 28 | 5 | 33 | 26 | 35 | 61 | 3 | 30 | 33 | 127 |
| 05:45 PM | 22 | 5 | 27 | 28 | 37 | 65 | 1 | 24 | 25 | 117 |
| Total | 113 | 22 | 135 | 128 | 159 | 287 | 17 | 118 | 135 | 557 |
| | | | | | | | | | | |
| Grand Total | 285 | 102 | 387 | 355 | 353 | 708 | 90 | 400 | 490 | 1585 |
| Apprch % | 73.6 | 26.4 | | 50.1 | 49.9 | | 18.4 | 81.6 | | |
| Total % | 18 | 6.4 | 24.4 | 22.4 | 22.3 | 44.7 | 5.7 | 25.2 | 30.9 | |
| Passenger Vehicles | 241 | 102 | 343 | 349 | 303 | 652 | 86 | 397 | 483 | 1478 |
| % Passenger Vehicles | 84.6 | 100 | 88.6 | 98.3 | 85.8 | 92.1 | 95.6 | 99.2 | 98.6 | 93.2 |
| Large 2 Axle Vehicles | 4 | 0 | 4 | 6 | 4 | 10 | 0 | 3 | 3 | 17 |
| % Large 2 Axle Vehicles | 1.4 | 0 | 1 | 1.7 | 1.1 | 1.4 | 0 | 0.8 | 0.6 | 1.1 |
| 3 Axle Vehicles | 7 | 0 | 7 | 0 | 3 | 3 | 1 | 0 | 1 | 11 |
| % 3 Axle Vehicles | 2.5 | 0 | 1.8 | 0 | 0.8 | 0.4 | 1.1 | 0 | 0.2 | 0.7 |
| 4+ Axle Trucks | 33 | 0 | 33 | 0 | 43 | 43 | 3 | 0 | 3 | 79 |
| % 4+ Axle Trucks | 11.6 | 0 | 8.5 | 0 | 12.2 | 6.1 | 3.3 | 0 | 0.6 | 5 |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 39 | 31 | 70 | **86** | 51 | **137** | 6 | 32 | 38 | 245 |
| 04:15 PM | **47** | **36** | **83** | 76 | 40 | 116 | 12 | 60 | 72 | 271 |
| 04:30 PM | 47 | 6 | 53 | 37 | **59** | 96 | **46** | **150** | **196** | **345** |
| 04:45 PM | 39 | 7 | 46 | 28 | 44 | 72 | 9 | 40 | 49 | 167 |
| Total Volume | 172 | 80 | 252 | 227 | 194 | 421 | 73 | 282 | 355 | 1028 |
| % App. Total | 68.3 | 31.7 | | 53.9 | 46.1 | | 20.6 | 79.4 | | |
| PHF | .915 | .556 | .759 | .660 | .822 | .768 | .397 | .470 | .453 | .745 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 39 | 31 | 70 | **86** | 51 | **137** | 6 | 32 | 38 |
| +15 mins. | **47** | **36** | **83** | 76 | 40 | 116 | 12 | 60 | 72 |
| +30 mins. | 47 | 6 | 53 | 37 | **59** | 96 | **46** | **150** | **196** |
| +45 mins. | 39 | 7 | 46 | 28 | 44 | 72 | 9 | 40 | 49 |
| Total Volume | 172 | 80 | 252 | 227 | 194 | 421 | 73 | 282 | 355 |
| % App. Total | 68.3 | 31.7 | | 53.9 | 46.1 | | 20.6 | 79.4 | |
| PHF | .915 | .556 | .759 | .660 | .822 | .768 | .397 | .470 | .453 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue PM
Site Code : 10824406
Start Date : 5/7/2024


Groups Printed- Passenger Vehicles

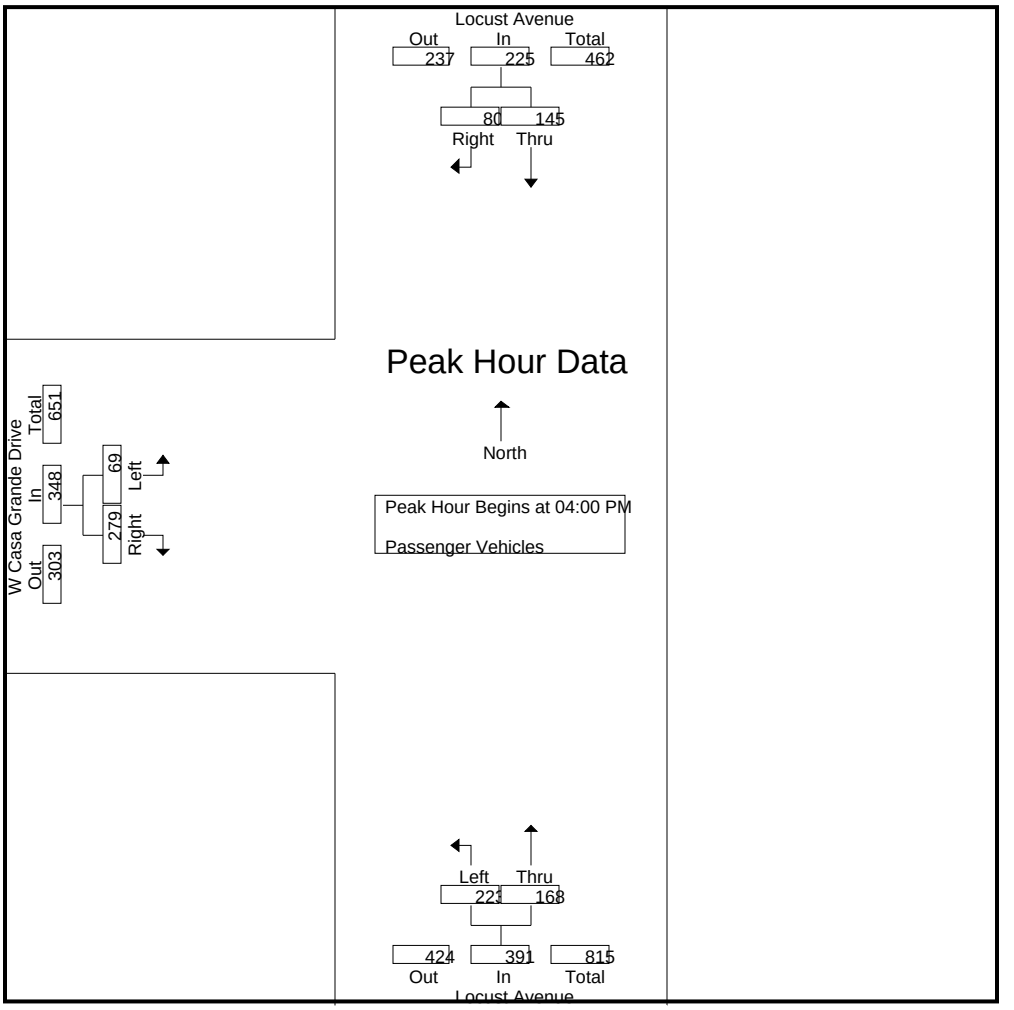
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 33 | 31 | 64 | 85 | 43 | 128 | 6 | 32 | 38 | 230 |
| 04:15 PM | 39 | 36 | 75 | 75 | 35 | 110 | 11 | 59 | 70 | 255 |
| 04:30 PM | 44 | 6 | 50 | 36 | 52 | 88 | 43 | 149 | 192 | 330 |
| 04:45 PM | 29 | 7 | 36 | 27 | 38 | 65 | 9 | 39 | 48 | 149 |
| Total | 145 | 80 | 225 | 223 | 168 | 391 | 69 | 279 | 348 | 964 |
| | | | | | | | | | | |
| 05:00 PM | 27 | 5 | 32 | 35 | 42 | 77 | 6 | 31 | 37 | 146 |
| 05:15 PM | 25 | 7 | 32 | 39 | 35 | 74 | 7 | 33 | 40 | 146 |
| 05:30 PM | 26 | 5 | 31 | 26 | 31 | 57 | 3 | 30 | 33 | 121 |
| 05:45 PM | 18 | 5 | 23 | 26 | 27 | 53 | 1 | 24 | 25 | 101 |
| Total | 96 | 22 | 118 | 126 | 135 | 261 | 17 | 118 | 135 | 514 |
| | | | | | | | | | | |
| Grand Total | 241 | 102 | 343 | 349 | 303 | 652 | 86 | 397 | 483 | 1478 |
| Apprch % | 70.3 | 29.7 | | 53.5 | 46.5 | | 17.8 | 82.2 | | |
| Total % | 16.3 | 6.9 | 23.2 | 23.6 | 20.5 | 44.1 | 5.8 | 26.9 | 32.7 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 33 | 31 | 64 | **85** | 43 | **128** | 6 | 32 | 38 | 230 |
| 04:15 PM | 39 | **36** | **75** | 75 | 35 | 110 | 11 | 59 | 70 | 255 |
| 04:30 PM | **44** | 6 | 50 | 36 | **52** | 88 | **43** | **149** | **192** | **330** |
| 04:45 PM | 29 | 7 | 36 | 27 | 38 | 65 | 9 | 39 | 48 | 149 |
| Total Volume | 145 | 80 | 225 | 223 | 168 | 391 | 69 | 279 | 348 | 964 |
| % App. Total | 64.4 | 35.6 | | 57 | 43 | | 19.8 | 80.2 | | |
| PHF | .824 | .556 | .750 | .656 | .808 | .764 | .401 | .468 | .453 | .730 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 33 | 31 | 64 | **85** | 43 | **128** | 6 | 32 | 38 |
| +15 mins. | 39 | **36** | **75** | 75 | 35 | 110 | 11 | 59 | 70 |
| +30 mins. | **44** | 6 | 50 | 36 | **52** | 88 | **43** | **149** | **192** |
| +45 mins. | 29 | 7 | 36 | 27 | 38 | 65 | 9 | 39 | 48 |
| Total Volume | 145 | 80 | 225 | 223 | 168 | 391 | 69 | 279 | 348 |
| % App. Total | 64.4 | 35.6 | | 57 | 43 | | 19.8 | 80.2 | |
| PHF | .824 | .556 | .750 | .656 | .808 | .764 | .401 | .468 | .453 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

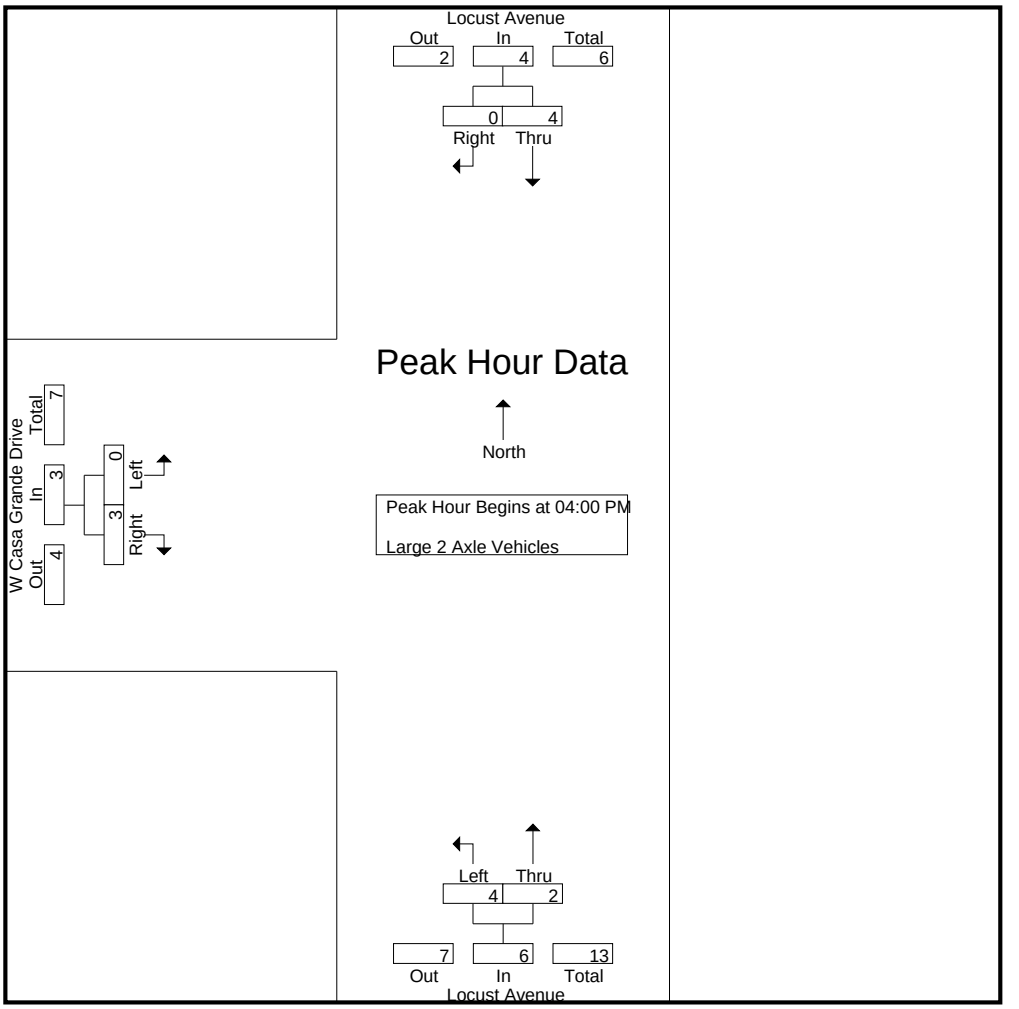
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 04:15 PM | 2 | 0 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 5 |
| 04:30 PM | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 3 |
| 04:45 PM | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 1 | 4 |
| Total | 4 | 0 | 4 | 4 | 2 | 6 | 0 | 3 | 3 | 13 |
| | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 4 |
| | | | | | | | | | | |
| Grand Total | 4 | 0 | 4 | 6 | 4 | 10 | 0 | 3 | 3 | 17 |
| Apprch % | 100 | 0 | | 60 | 40 | | 0 | 100 | | |
| Total % | 23.5 | 0 | 23.5 | 35.3 | 23.5 | 58.8 | 0 | 17.6 | 17.6 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 1 |
| 04:15 PM | **2** | 0 | **2** | 1 | **1** | **2** | 0 | **1** | **1** | **5** |
| 04:30 PM | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 3 |
| 04:45 PM | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 1 | 4 |
| Total Volume | 4 | 0 | 4 | 4 | 2 | 6 | 0 | 3 | 3 | 13 |
| % App. Total | 100 | 0 | | 66.7 | 33.3 | | 0 | 100 | | |
| PHF | .500 | .000 | .500 | 1.00 | .500 | .750 | .000 | .750 | .750 | .650 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | 0 |
| +15 mins. | **2** | 0 | **2** | 1 | **1** | **2** | 0 | **1** | **1** |
| +30 mins. | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 |
| +45 mins. | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 1 |
| Total Volume | 4 | 0 | 4 | 4 | 2 | 6 | 0 | 3 | 3 |
| % App. Total | 100 | 0 | | 66.7 | 33.3 | | 0 | 100 | |
| PHF | .500 | .000 | .500 | 1.000 | .500 | .750 | .000 | .750 | .750 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

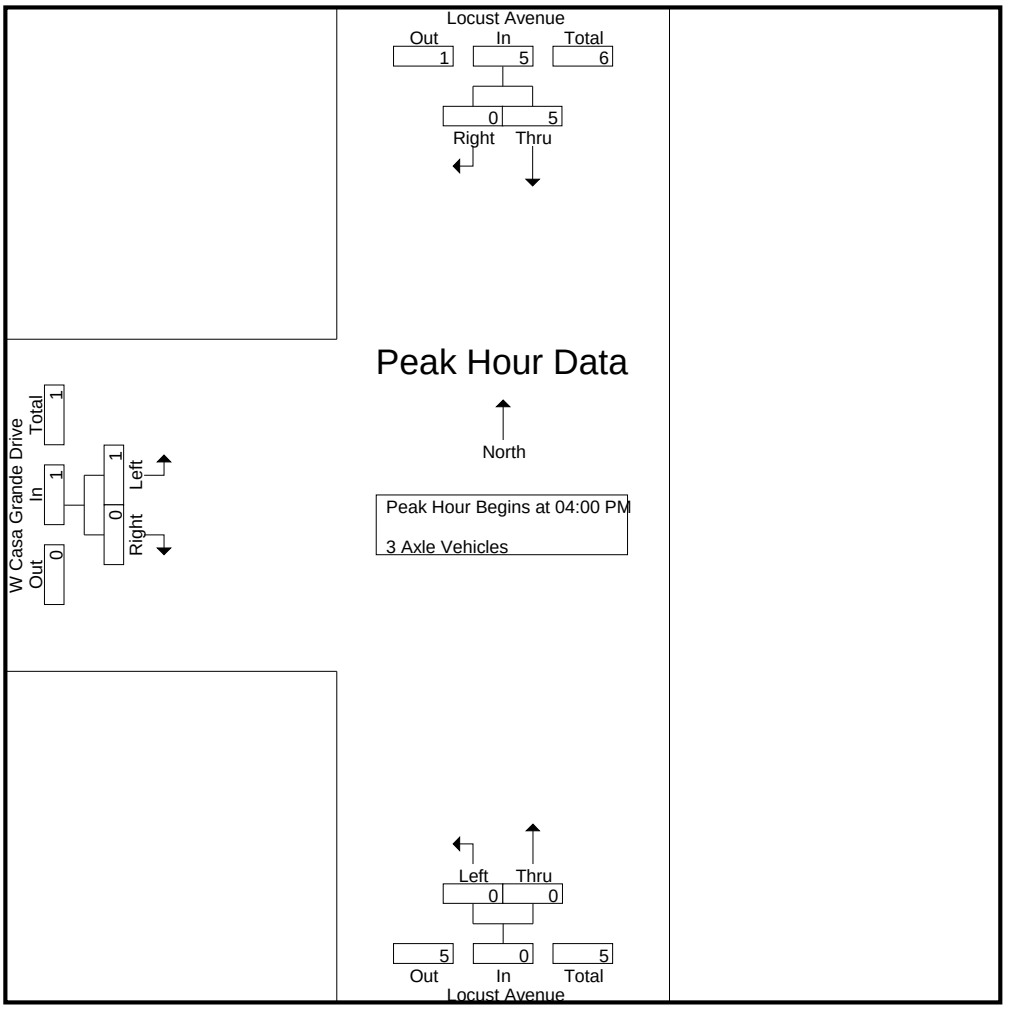
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 04:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 5 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 |
| Total | 2 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 5 |
| | | | | | | | | | | |
| Grand Total | 7 | 0 | 7 | 0 | 3 | 3 | 1 | 0 | 1 | 11 |
| Apprch % | 100 | 0 | | 0 | 100 | | 100 | 0 | | |
| Total % | 63.6 | 0 | 63.6 | 0 | 27.3 | 27.3 | 9.1 | 0 | 9.1 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | **3** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | **1** | 0 | **1** | 2 |
| 04:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 5 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| % App. Total | 100 | 0 | | 0 | 0 | | 100 | 0 | | |
| PHF | .417 | .000 | .417 | .000 | .000 | .000 | .250 | .000 | .250 | .500 |

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City of Rialto
N/S: Locust Avenue
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File Name : 05_RLT_Loc_CG Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **3** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 1 | 0 | 1 | 0 | 0 | 0 | **1** | 0 | **1** |
| +45 mins. | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 5 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 1 |
| % App. Total | 100 | 0 | | 0 | 0 | | 100 | 0 | |
| PHF | .417 | .000 | .417 | .000 | .000 | .000 | .250 | .000 | .250 |

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City of Rialto
N/S: Locust Avenue
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File Name : 05_RLT_Loc_CG Tue PM
Site Code : 10824406
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Page No : 1

Groups Printed- 4+ Axle Trucks

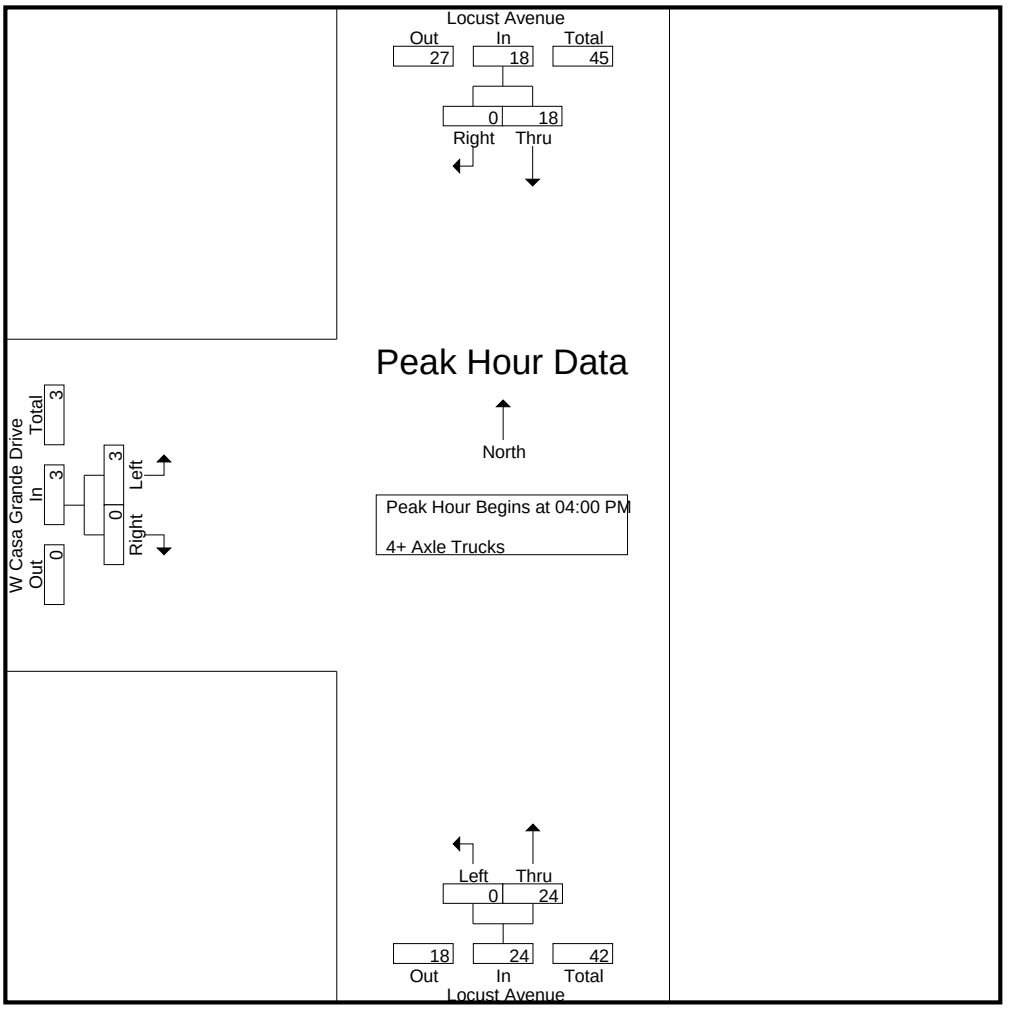
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 3 | 0 | 3 | 0 | 8 | 8 | 0 | 0 | 0 | 11 |
| 04:15 PM | 6 | 0 | 6 | 0 | 4 | 4 | 1 | 0 | 1 | 11 |
| 04:30 PM | 1 | 0 | 1 | 0 | 7 | 7 | 2 | 0 | 2 | 10 |
| 04:45 PM | 8 | 0 | 8 | 0 | 5 | 5 | 0 | 0 | 0 | 13 |
| Total | 18 | 0 | 18 | 0 | 24 | 24 | 3 | 0 | 3 | 45 |
| | | | | | | | | | | |
| 05:00 PM | 7 | 0 | 7 | 0 | 5 | 5 | 0 | 0 | 0 | 12 |
| 05:15 PM | 3 | 0 | 3 | 0 | 4 | 4 | 0 | 0 | 0 | 7 |
| 05:30 PM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 3 |
| 05:45 PM | 4 | 0 | 4 | 0 | 8 | 8 | 0 | 0 | 0 | 12 |
| Total | 15 | 0 | 15 | 0 | 19 | 19 | 0 | 0 | 0 | 34 |
| | | | | | | | | | | |
| Grand Total | 33 | 0 | 33 | 0 | 43 | 43 | 3 | 0 | 3 | 79 |
| Apprch % | 100 | 0 | | 0 | 100 | | 100 | 0 | | |
| Total % | 41.8 | 0 | 41.8 | 0 | 54.4 | 54.4 | 3.8 | 0 | 3.8 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 3 | 0 | 3 | 0 | **8** | **8** | 0 | 0 | 0 | 11 |
| 04:15 PM | 6 | 0 | 6 | 0 | 4 | 4 | 1 | 0 | 1 | 11 |
| 04:30 PM | 1 | 0 | 1 | 0 | 7 | 7 | **2** | 0 | **2** | 10 |
| 04:45 PM | **8** | 0 | **8** | 0 | 5 | 5 | 0 | 0 | 0 | **13** |
| Total Volume | 18 | 0 | 18 | 0 | 24 | 24 | 3 | 0 | 3 | 45 |
| % App. Total | 100 | 0 | | 0 | 100 | | 100 | 0 | | |
| PHF | .563 | .000 | .563 | .000 | .750 | .750 | .375 | .000 | .375 | .865 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 3 | 0 | 3 | 0 | **8** | **8** | 0 | 0 | 0 |
| +15 mins. | 6 | 0 | 6 | 0 | 4 | 4 | 1 | 0 | 1 |
| +30 mins. | 1 | 0 | 1 | 0 | 7 | 7 | **2** | 0 | **2** |
| +45 mins. | **8** | 0 | **8** | 0 | 5 | 5 | 0 | 0 | 0 |
| Total Volume | 18 | 0 | 18 | 0 | 24 | 24 | 3 | 0 | 3 |
| % App. Total | 100 | 0 | | 0 | 100 | | 100 | 0 | |
| PHF | .563 | .000 | .563 | .000 | .750 | .750 | .375 | .000 | .375 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

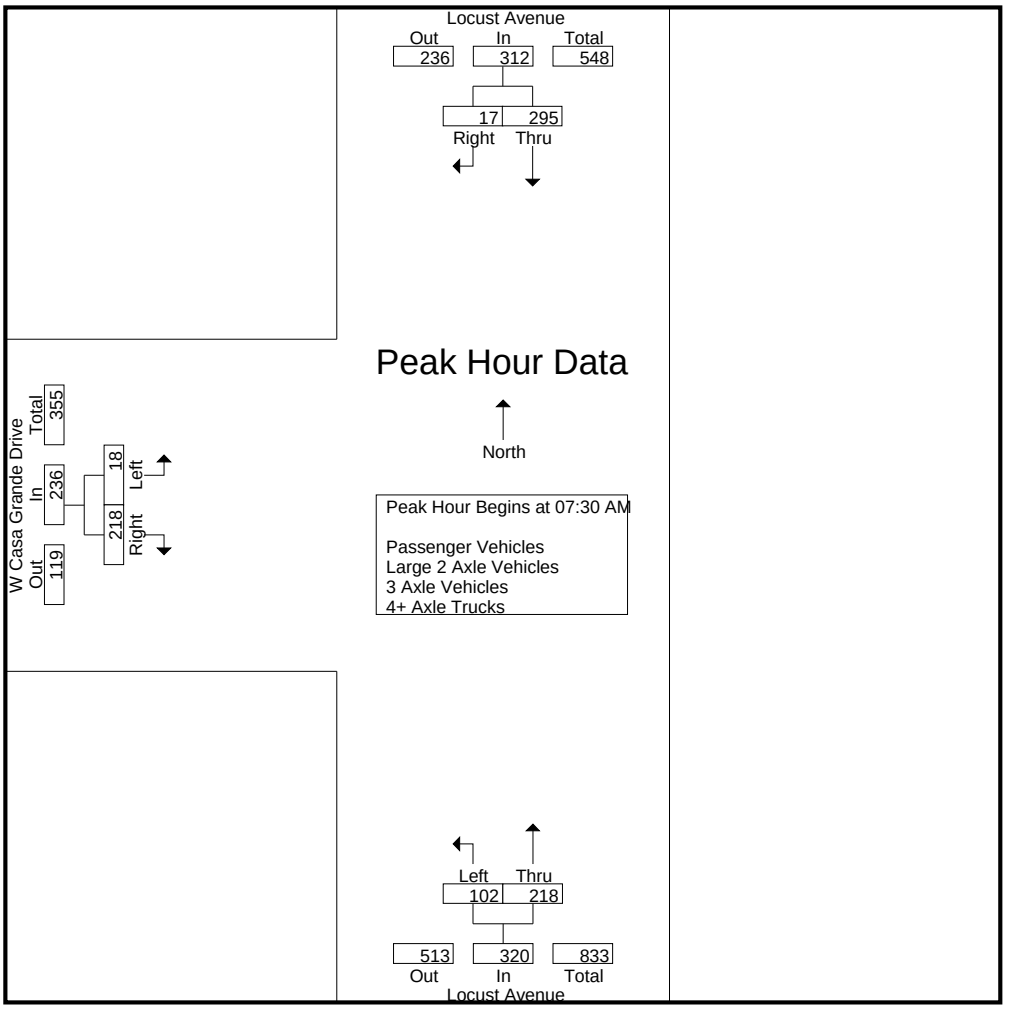
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 50 | 1 | 51 | 22 | 28 | 50 | 2 | 24 | 26 | 127 |
| 07:15 AM | 51 | 3 | 54 | 11 | 40 | 51 | 12 | 30 | 42 | 147 |
| 07:30 AM | 66 | 4 | 70 | 30 | 59 | 89 | 9 | 51 | 60 | 219 |
| 07:45 AM | 107 | 6 | 113 | 32 | 98 | 130 | 3 | 61 | 64 | 307 |
| Total | 274 | 14 | 288 | 95 | 225 | 320 | 26 | 166 | 192 | 800 |
| | | | | | | | | | | |
| 08:00 AM | 78 | 3 | 81 | 21 | 30 | 51 | 3 | 59 | 62 | 194 |
| 08:15 AM | 44 | 4 | 48 | 19 | 31 | 50 | 3 | 47 | 50 | 148 |
| 08:30 AM | 51 | 1 | 52 | 40 | 30 | 70 | 3 | 39 | 42 | 164 |
| 08:45 AM | 31 | 2 | 33 | 21 | 18 | 39 | 2 | 28 | 30 | 102 |
| Total | 204 | 10 | 214 | 101 | 109 | 210 | 11 | 173 | 184 | 608 |
| | | | | | | | | | | |
| Grand Total | 478 | 24 | 502 | 196 | 334 | 530 | 37 | 339 | 376 | 1408 |
| Apprch % | 95.2 | 4.8 | | 37 | 63 | | 9.8 | 90.2 | | |
| Total % | 33.9 | 1.7 | 35.7 | 13.9 | 23.7 | 37.6 | 2.6 | 24.1 | 26.7 | |
| Passenger Vehicles | 365 | 22 | 387 | 176 | 264 | 440 | 36 | 318 | 354 | 1181 |
| % Passenger Vehicles | 76.4 | 91.7 | 77.1 | 89.8 | 79 | 83 | 97.3 | 93.8 | 94.1 | 83.9 |
| Large 2 Axle Vehicles | 21 | 1 | 22 | 5 | 11 | 16 | 0 | 5 | 5 | 43 |
| % Large 2 Axle Vehicles | 4.4 | 4.2 | 4.4 | 2.6 | 3.3 | 3 | 0 | 1.5 | 1.3 | 3.1 |
| 3 Axle Vehicles | 11 | 0 | 11 | 0 | 17 | 17 | 0 | 0 | 0 | 28 |
| % 3 Axle Vehicles | 2.3 | 0 | 2.2 | 0 | 5.1 | 3.2 | 0 | 0 | 0 | 2 |
| 4+ Axle Trucks | 81 | 1 | 82 | 15 | 42 | 57 | 1 | 16 | 17 | 156 |
| % 4+ Axle Trucks | 16.9 | 4.2 | 16.3 | 7.7 | 12.6 | 10.8 | 2.7 | 4.7 | 4.5 | 11.1 |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 66 | 4 | 70 | 30 | 59 | 89 | **9** | 51 | 60 | 219 |
| 07:45 AM | **107** | **6** | **113** | **32** | **98** | **130** | 3 | **61** | **64** | **307** |
| 08:00 AM | 78 | 3 | 81 | 21 | 30 | 51 | 3 | 59 | 62 | 194 |
| 08:15 AM | 44 | 4 | 48 | 19 | 31 | 50 | 3 | 47 | 50 | 148 |
| Total Volume | 295 | 17 | 312 | 102 | 218 | 320 | 18 | 218 | 236 | 868 |
| % App. Total | 94.6 | 5.4 | | 31.9 | 68.1 | | 7.6 | 92.4 | | |
| PHF | .689 | .708 | .690 | .797 | .556 | .615 | .500 | .893 | .922 | .707 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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 | | | 07:15 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 51 | 3 | 54 | 11 | 40 | 51 | **9** | 51 | 60 |
| +15 mins. | 66 | 4 | 70 | 30 | 59 | 89 | 3 | **61** | **64** |
| +30 mins. | **107** | **6** | **113** | **32** | **98** | **130** | 3 | 59 | 62 |
| +45 mins. | 78 | 3 | 81 | 21 | 30 | 51 | 3 | 47 | 50 |
| Total Volume | 302 | 16 | 318 | 94 | 227 | 321 | 18 | 218 | 236 |
| % App. Total | 95 | 5 | | 29.3 | 70.7 | | 7.6 | 92.4 | |
| PHF | .706 | .667 | .704 | .734 | .579 | .617 | .500 | .893 | .922 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

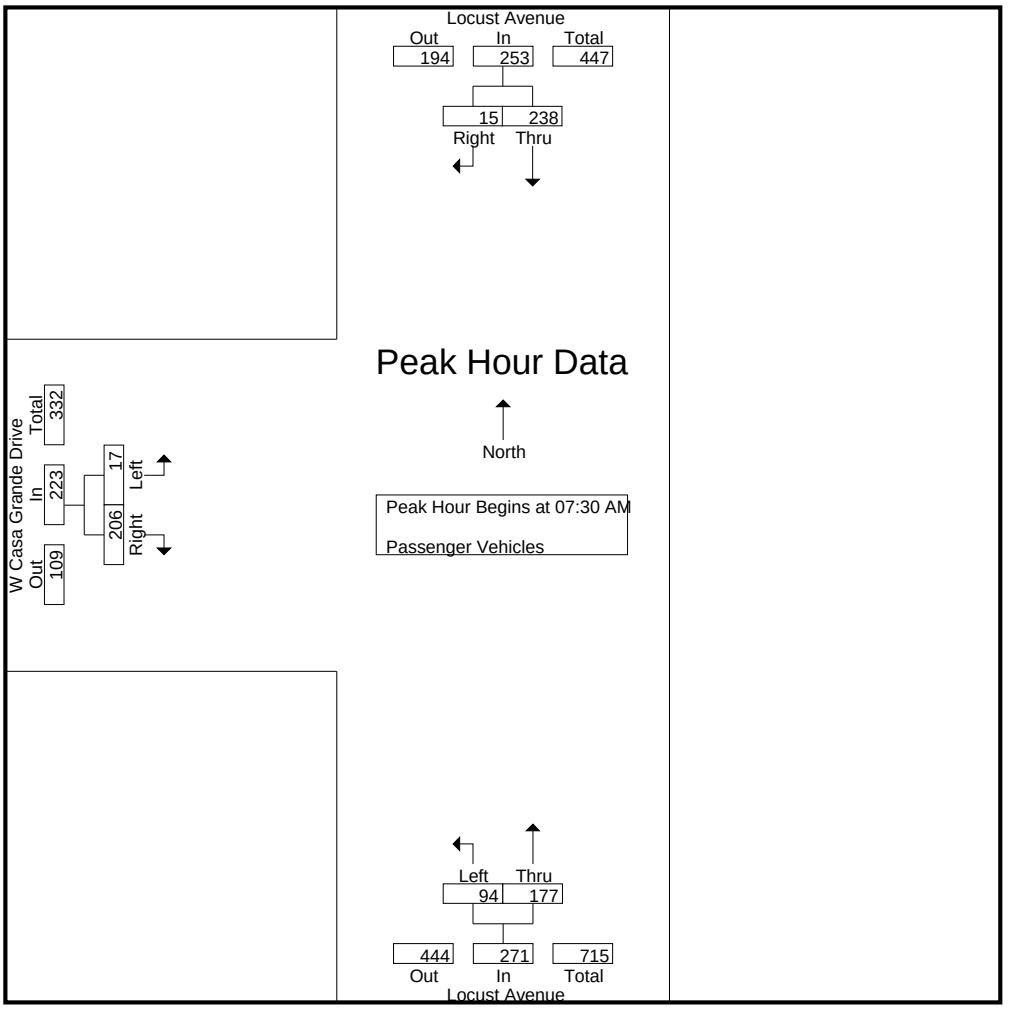
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 35 | 1 | 36 | 16 | 21 | 37 | 2 | 23 | 25 | 98 |
| 07:15 AM | 34 | 3 | 37 | 10 | 30 | 40 | 12 | 27 | 39 | 116 |
| 07:30 AM | 52 | 4 | 56 | 27 | 50 | 77 | 9 | 48 | 57 | 190 |
| 07:45 AM | 93 | 6 | 99 | 31 | 85 | 116 | 3 | 57 | 60 | 275 |
| Total | 214 | 14 | 228 | 84 | 186 | 270 | 26 | 155 | 181 | 679 |
| | | | | | | | | | | |
| 08:00 AM | 61 | 2 | 63 | 18 | 25 | 43 | 2 | 58 | 60 | 166 |
| 08:15 AM | 32 | 3 | 35 | 18 | 17 | 35 | 3 | 43 | 46 | 116 |
| 08:30 AM | 37 | 1 | 38 | 36 | 26 | 62 | 3 | 37 | 40 | 140 |
| 08:45 AM | 21 | 2 | 23 | 20 | 10 | 30 | 2 | 25 | 27 | 80 |
| Total | 151 | 8 | 159 | 92 | 78 | 170 | 10 | 163 | 173 | 502 |
| | | | | | | | | | | |
| Grand Total | 365 | 22 | 387 | 176 | 264 | 440 | 36 | 318 | 354 | 1181 |
| Apprch % | 94.3 | 5.7 | | 40 | 60 | | 10.2 | 89.8 | | |
| Total % | 30.9 | 1.9 | 32.8 | 14.9 | 22.4 | 37.3 | 3 | 26.9 | 30 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 52 | 4 | 56 | 27 | 50 | 77 | **9** | 48 | 57 | 190 |
| 07:45 AM | **93** | **6** | **99** | **31** | **85** | **116** | 3 | 57 | **60** | **275** |
| 08:00 AM | 61 | 2 | 63 | 18 | 25 | 43 | 2 | **58** | 60 | 166 |
| 08:15 AM | 32 | 3 | 35 | 18 | 17 | 35 | 3 | 43 | 46 | 116 |
| Total Volume | 238 | 15 | 253 | 94 | 177 | 271 | 17 | 206 | 223 | 747 |
| % App. Total | 94.1 | 5.9 | | 34.7 | 65.3 | | 7.6 | 92.4 | | |
| PHF | .640 | .625 | .639 | .758 | .521 | .584 | .472 | .888 | .929 | .679 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 52 | 4 | 56 | 27 | 50 | 77 | **9** | 48 | 57 |
| +15 mins. | **93** | **6** | **99** | **31** | **85** | **116** | 3 | 57 | **60** |
| +30 mins. | 61 | 2 | 63 | 18 | 25 | 43 | 2 | **58** | 60 |
| +45 mins. | 32 | 3 | 35 | 18 | 17 | 35 | 3 | 43 | 46 |
| Total Volume | 238 | 15 | 253 | 94 | 177 | 271 | 17 | 206 | 223 |
| % App. Total | 94.1 | 5.9 | | 34.7 | 65.3 | | 7.6 | 92.4 | |
| PHF | .640 | .625 | .639 | .758 | .521 | .584 | .472 | .888 | .929 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

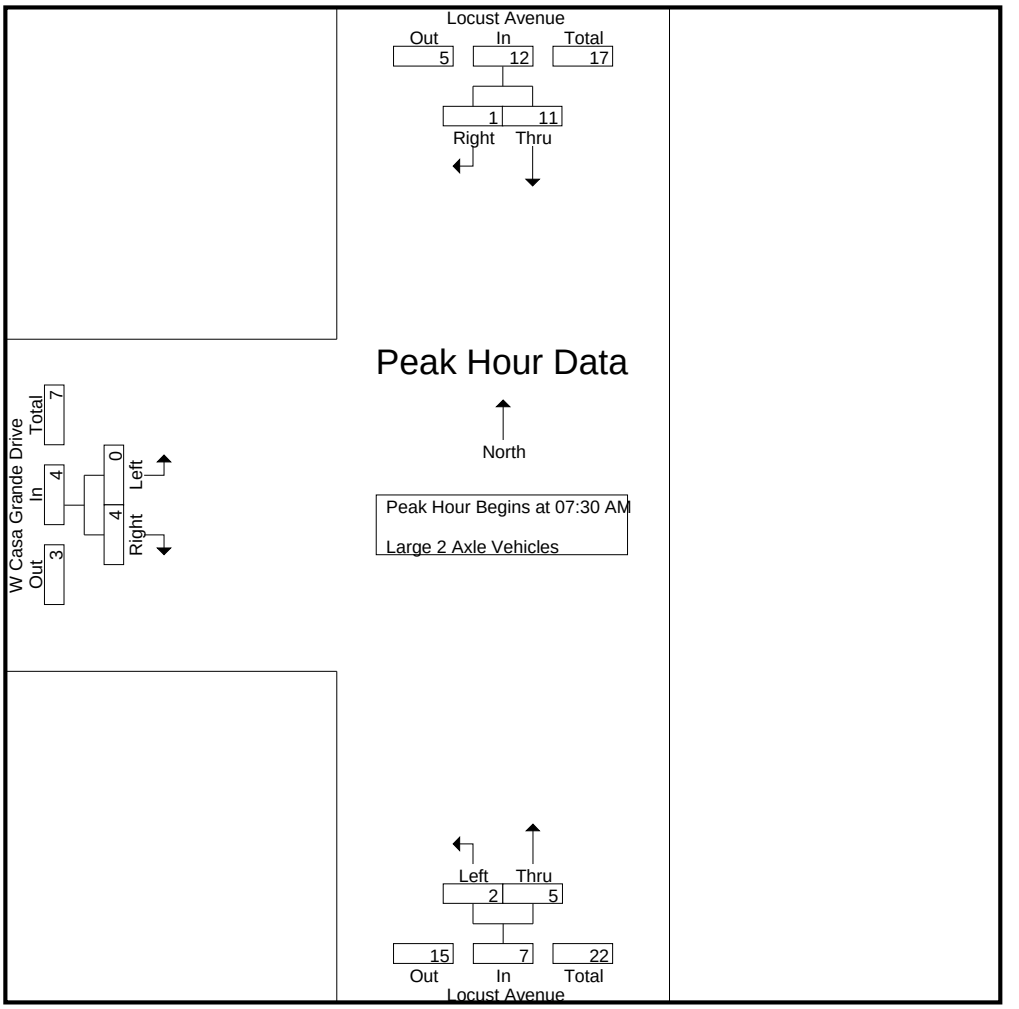
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 2 | 0 | 2 | 1 | 3 | 4 | 0 | 0 | 0 | 6 |
| 07:15 AM | 5 | 0 | 5 | 1 | 2 | 3 | 0 | 0 | 0 | 8 |
| 07:30 AM | 3 | 0 | 3 | 1 | 1 | 2 | 0 | 1 | 1 | 6 |
| 07:45 AM | 5 | 0 | 5 | 1 | 4 | 5 | 0 | 3 | 3 | 13 |
| Total | 15 | 0 | 15 | 4 | 10 | 14 | 0 | 4 | 4 | 33 |
| | | | | | | | | | | |
| 08:00 AM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 AM | 2 | 0 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 5 |
| 08:45 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 6 | 1 | 7 | 1 | 1 | 2 | 0 | 1 | 1 | 10 |
| | | | | | | | | | | |
| Grand Total | 21 | 1 | 22 | 5 | 11 | 16 | 0 | 5 | 5 | 43 |
| Apprch % | 95.5 | 4.5 | | 31.2 | 68.8 | | 0 | 100 | | |
| Total % | 48.8 | 2.3 | 51.2 | 11.6 | 25.6 | 37.2 | 0 | 11.6 | 11.6 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 3 | 0 | 3 | **1** | 1 | 2 | 0 | 1 | 1 | 6 |
| 07:45 AM | **5** | 0 | **5** | 1 | **4** | **5** | 0 | **3** | **3** | **13** |
| 08:00 AM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 AM | 0 | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 11 | 1 | 12 | 2 | 5 | 7 | 0 | 4 | 4 | 23 |
| % App. Total | 91.7 | 8.3 | | 28.6 | 71.4 | | 0 | 100 | | |
| PHF | .550 | .250 | .600 | .500 | .313 | .350 | .000 | .333 | .333 | .442 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 3 | 0 | 3 | **1** | 1 | 2 | 0 | 1 | 1 |
| +15 mins. | **5** | 0 | **5** | 1 | **4** | **5** | 0 | **3** | **3** |
| +30 mins. | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 11 | 1 | 12 | 2 | 5 | 7 | 0 | 4 | 4 |
| % App. Total | 91.7 | 8.3 | | 28.6 | 71.4 | | 0 | 100 | |
| PHF | .550 | .250 | .600 | .500 | .313 | .350 | .000 | .333 | .333 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

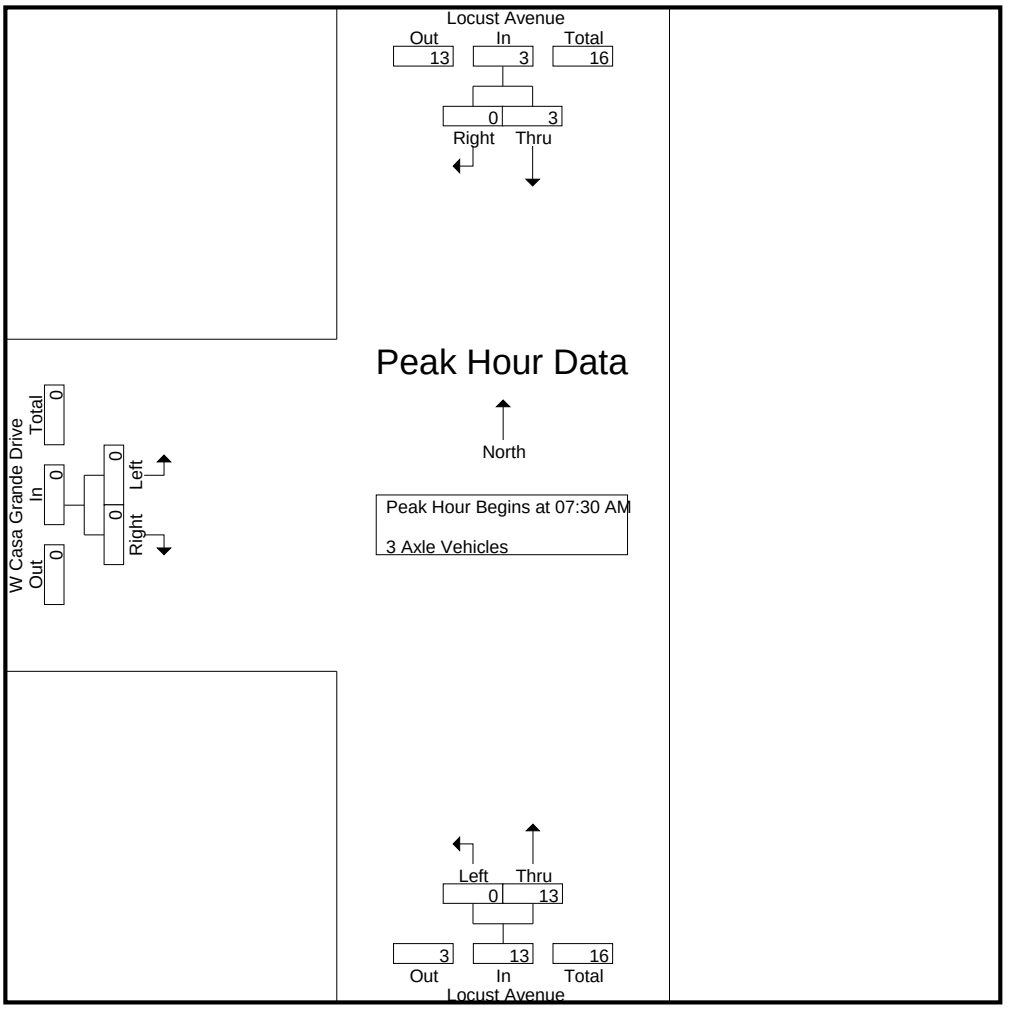
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 07:15 AM | 4 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 5 |
| 07:30 AM | 1 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 5 |
| 07:45 AM | 1 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 4 |
| Total | 9 | 0 | 9 | 0 | 9 | 9 | 0 | 0 | 0 | 18 |
| | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 1 | 0 | 1 | 0 | 6 | 6 | 0 | 0 | 0 | 7 |
| 08:30 AM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 08:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 2 | 0 | 2 | 0 | 8 | 8 | 0 | 0 | 0 | 10 |
| | | | | | | | | | | |
| Grand Total | 11 | 0 | 11 | 0 | 17 | 17 | 0 | 0 | 0 | 28 |
| Apprch % | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| Total % | 39.3 | 0 | 39.3 | 0 | 60.7 | 60.7 | 0 | 0 | 0 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | **1** | 0 | **1** | 0 | 4 | 4 | 0 | 0 | 0 | 5 |
| 07:45 AM | 1 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 4 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 1 | 0 | 1 | 0 | **6** | **6** | 0 | 0 | 0 | **7** |
| Total Volume | 3 | 0 | 3 | 0 | 13 | 13 | 0 | 0 | 0 | 16 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| PHF | .750 | .000 | .750 | .000 | .542 | .542 | .000 | .000 | .000 | .571 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | 0 | **1** | 0 | 4 | 4 | 0 | 0 | 0 |
| +15 mins. | 1 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 1 | 0 | **6** | **6** | 0 | 0 | 0 |
| Total Volume | 3 | 0 | 3 | 0 | 13 | 13 | 0 | 0 | 0 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | |
| PHF | .750 | .000 | .750 | .000 | .542 | .542 | .000 | .000 | .000 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

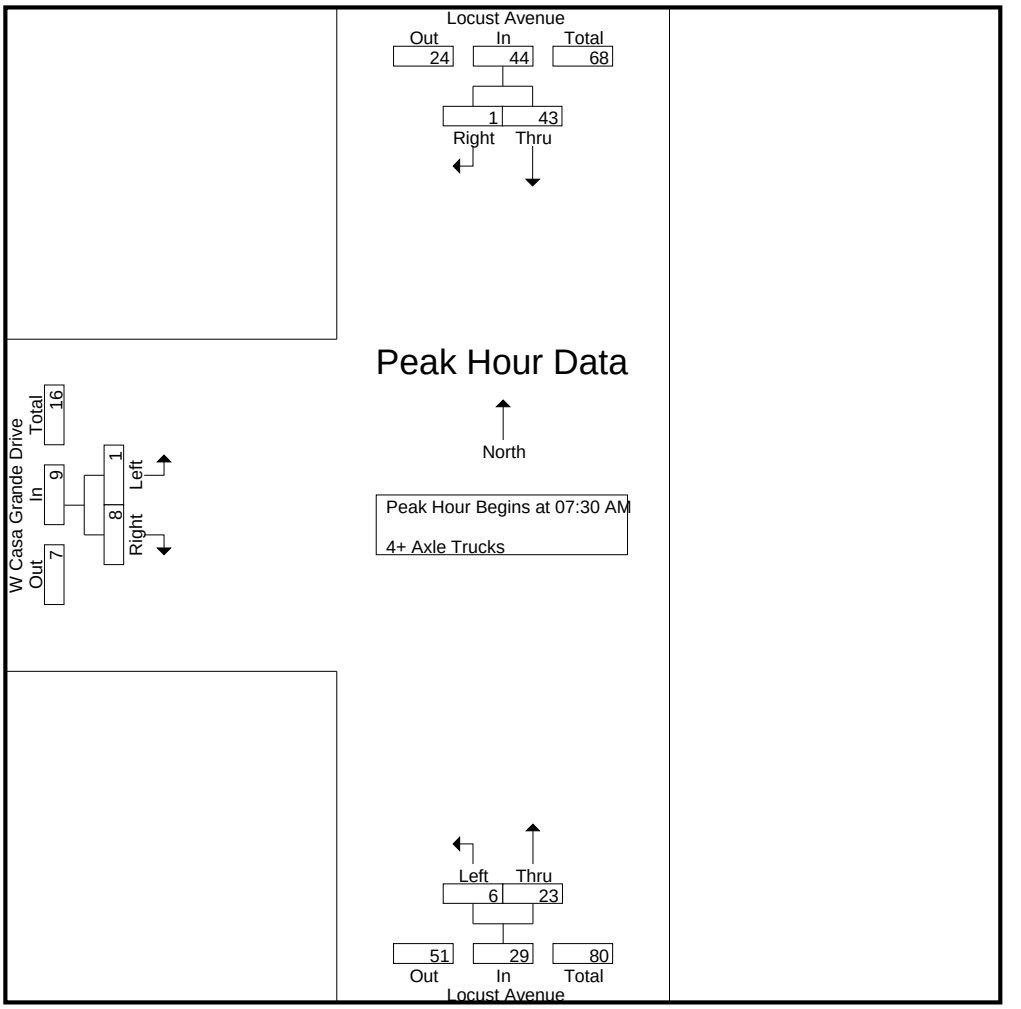
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 10 | 0 | 10 | 5 | 3 | 8 | 0 | 1 | 1 | 19 |
| 07:15 AM | 8 | 0 | 8 | 0 | 7 | 7 | 0 | 3 | 3 | 18 |
| 07:30 AM | 10 | 0 | 10 | 2 | 4 | 6 | 0 | 2 | 2 | 18 |
| 07:45 AM | 8 | 0 | 8 | 0 | 6 | 6 | 0 | 1 | 1 | 15 |
| Total | 36 | 0 | 36 | 7 | 20 | 27 | 0 | 7 | 7 | 70 |
| | | | | | | | | | | |
| 08:00 AM | 14 | 1 | 15 | 3 | 5 | 8 | 1 | 1 | 2 | 25 |
| 08:15 AM | 11 | 0 | 11 | 1 | 8 | 9 | 0 | 4 | 4 | 24 |
| 08:30 AM | 11 | 0 | 11 | 3 | 2 | 5 | 0 | 1 | 1 | 17 |
| 08:45 AM | 9 | 0 | 9 | 1 | 7 | 8 | 0 | 3 | 3 | 20 |
| Total | 45 | 1 | 46 | 8 | 22 | 30 | 1 | 9 | 10 | 86 |
| | | | | | | | | | | |
| Grand Total | 81 | 1 | 82 | 15 | 42 | 57 | 1 | 16 | 17 | 156 |
| Apprch % | 98.8 | 1.2 | | 26.3 | 73.7 | | 5.9 | 94.1 | | |
| Total % | 51.9 | 0.6 | 52.6 | 9.6 | 26.9 | 36.5 | 0.6 | 10.3 | 10.9 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 10 | 0 | 10 | 2 | 4 | 6 | 0 | 2 | 2 | 18 |
| 07:45 AM | 8 | 0 | 8 | 0 | 6 | 6 | 0 | 1 | 1 | 15 |
| 08:00 AM | **14** | **1** | **15** | **3** | 5 | 8 | **1** | 1 | 2 | **25** |
| 08:15 AM | 11 | 0 | 11 | 1 | **8** | **9** | 0 | **4** | **4** | 24 |
| Total Volume | 43 | 1 | 44 | 6 | 23 | 29 | 1 | 8 | 9 | 82 |
| % App. Total | 97.7 | 2.3 | | 20.7 | 79.3 | | 11.1 | 88.9 | | |
| PHF | .768 | .250 | .733 | .500 | .719 | .806 | .250 | .500 | .563 | .820 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 10 | 0 | 10 | 2 | 4 | 6 | 0 | 2 | 2 |
| +15 mins. | 8 | 0 | 8 | 0 | 6 | 6 | 0 | 1 | 1 |
| +30 mins. | **14** | **1** | **15** | **3** | 5 | 8 | **1** | 1 | 2 |
| +45 mins. | 11 | 0 | 11 | 1 | **8** | **9** | 0 | **4** | **4** |
| Total Volume | 43 | 1 | 44 | 6 | 23 | 29 | 1 | 8 | 9 |
| % App. Total | 97.7 | 2.3 | | 20.7 | 79.3 | | 11.1 | 88.9 | |
| PHF | .768 | .250 | .733 | .500 | .719 | .806 | .250 | .500 | .563 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

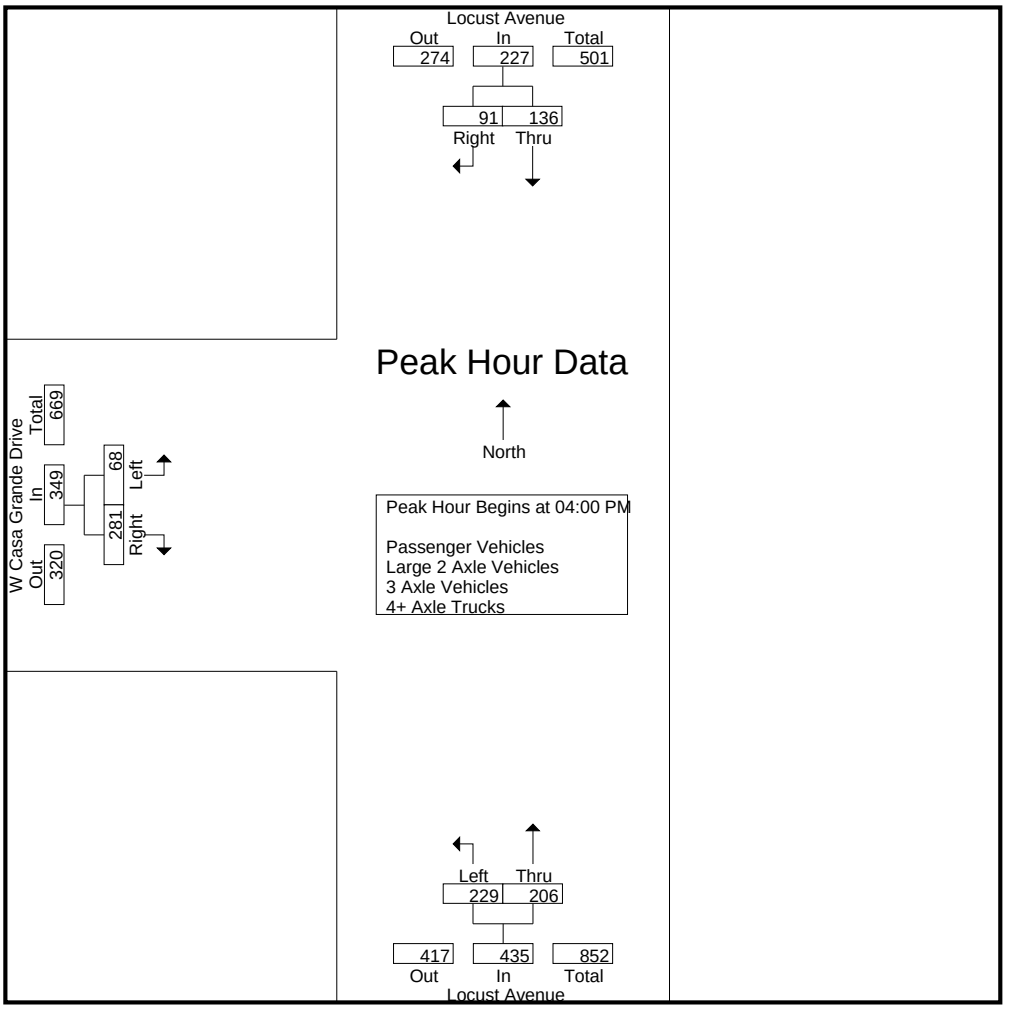
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 30 | 34 | 64 | 87 | 55 | 142 | 3 | 32 | 35 | 241 |
| 04:15 PM | 27 | 44 | 71 | 77 | 46 | 123 | 12 | 64 | 76 | 270 |
| 04:30 PM | 33 | 7 | 40 | 34 | 61 | 95 | 47 | 150 | 197 | 332 |
| 04:45 PM | 46 | 6 | 52 | 31 | 44 | 75 | 6 | 35 | 41 | 168 |
| Total | 136 | 91 | 227 | 229 | 206 | 435 | 68 | 281 | 349 | 1011 |
| | | | | | | | | | | |
| 05:00 PM | 39 | 5 | 44 | 40 | 43 | 83 | 10 | 18 | 28 | 155 |
| 05:15 PM | 32 | 6 | 38 | 35 | 45 | 80 | 5 | 35 | 40 | 158 |
| 05:30 PM | 37 | 3 | 40 | 27 | 40 | 67 | 4 | 32 | 36 | 143 |
| 05:45 PM | 29 | 8 | 37 | 32 | 45 | 77 | 4 | 29 | 33 | 147 |
| Total | 137 | 22 | 159 | 134 | 173 | 307 | 23 | 114 | 137 | 603 |
| | | | | | | | | | | |
| Grand Total | 273 | 113 | 386 | 363 | 379 | 742 | 91 | 395 | 486 | 1614 |
| Apprch % | 70.7 | 29.3 | | 48.9 | 51.1 | | 18.7 | 81.3 | | |
| Total % | 16.9 | 7 | 23.9 | 22.5 | 23.5 | 46 | 5.6 | 24.5 | 30.1 | |
| Passenger Vehicles | 232 | 111 | 343 | 359 | 334 | 693 | 88 | 391 | 479 | 1515 |
| % Passenger Vehicles | 85 | 98.2 | 88.9 | 98.9 | 88.1 | 93.4 | 96.7 | 99 | 98.6 | 93.9 |
| Large 2 Axle Vehicles | 9 | 2 | 11 | 3 | 6 | 9 | 1 | 3 | 4 | 24 |
| % Large 2 Axle Vehicles | 3.3 | 1.8 | 2.8 | 0.8 | 1.6 | 1.2 | 1.1 | 0.8 | 0.8 | 1.5 |
| 3 Axle Vehicles | 3 | 0 | 3 | 1 | 4 | 5 | 0 | 1 | 1 | 9 |
| % 3 Axle Vehicles | 1.1 | 0 | 0.8 | 0.3 | 1.1 | 0.7 | 0 | 0.3 | 0.2 | 0.6 |
| 4+ Axle Trucks | 29 | 0 | 29 | 0 | 35 | 35 | 2 | 0 | 2 | 66 |
| % 4+ Axle Trucks | 10.6 | 0 | 7.5 | 0 | 9.2 | 4.7 | 2.2 | 0 | 0.4 | 4.1 |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 30 | 34 | 64 | **87** | 55 | **142** | 3 | 32 | 35 | 241 |
| 04:15 PM | 27 | **44** | **71** | 77 | 46 | 123 | 12 | 64 | 76 | 270 |
| 04:30 PM | 33 | 7 | 40 | 34 | **61** | 95 | **47** | **150** | **197** | **332** |
| 04:45 PM | **46** | 6 | 52 | 31 | 44 | 75 | 6 | 35 | 41 | 168 |
| Total Volume | 136 | 91 | 227 | 229 | 206 | 435 | 68 | 281 | 349 | 1011 |
| % App. Total | 59.9 | 40.1 | | 52.6 | 47.4 | | 19.5 | 80.5 | | |
| PHF | .739 | .517 | .799 | .658 | .844 | .766 | .362 | .468 | .443 | .761 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 30 | 34 | 64 | **87** | 55 | **142** | 3 | 32 | 35 |
| +15 mins. | 27 | **44** | **71** | 77 | 46 | 123 | 12 | 64 | 76 |
| +30 mins. | 33 | 7 | 40 | 34 | **61** | 95 | **47** | **150** | **197** |
| +45 mins. | **46** | 6 | 52 | 31 | 44 | 75 | 6 | 35 | 41 |
| Total Volume | 136 | 91 | 227 | 229 | 206 | 435 | 68 | 281 | 349 |
| % App. Total | 59.9 | 40.1 | | 52.6 | 47.4 | | 19.5 | 80.5 | |
| PHF | .739 | .517 | .799 | .658 | .844 | .766 | .362 | .468 | .443 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

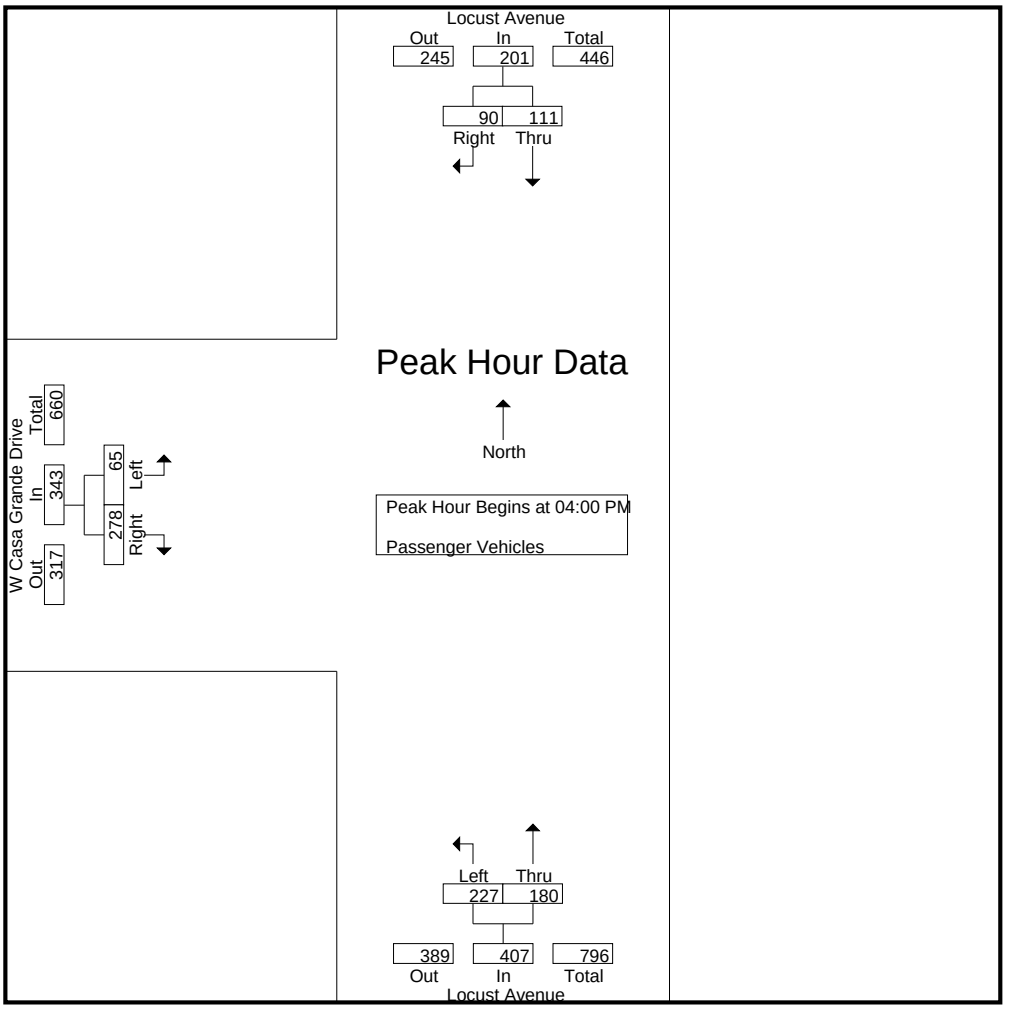
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 20 | 34 | 54 | 87 | 47 | 134 | 3 | 31 | 34 | 222 |
| 04:15 PM | 19 | 43 | 62 | 76 | 38 | 114 | 11 | 63 | 74 | 250 |
| 04:30 PM | 28 | 7 | 35 | 34 | 56 | 90 | 45 | 149 | 194 | 319 |
| 04:45 PM | 44 | 6 | 50 | 30 | 39 | 69 | 6 | 35 | 41 | 160 |
| Total | 111 | 90 | 201 | 227 | 180 | 407 | 65 | 278 | 343 | 951 |
| | | | | | | | | | | |
| 05:00 PM | 34 | 5 | 39 | 39 | 38 | 77 | 10 | 18 | 28 | 144 |
| 05:15 PM | 27 | 6 | 33 | 35 | 42 | 77 | 5 | 34 | 39 | 149 |
| 05:30 PM | 35 | 3 | 38 | 27 | 33 | 60 | 4 | 32 | 36 | 134 |
| 05:45 PM | 25 | 7 | 32 | 31 | 41 | 72 | 4 | 29 | 33 | 137 |
| Total | 121 | 21 | 142 | 132 | 154 | 286 | 23 | 113 | 136 | 564 |
| | | | | | | | | | | |
| Grand Total | 232 | 111 | 343 | 359 | 334 | 693 | 88 | 391 | 479 | 1515 |
| Apprch % | 67.6 | 32.4 | | 51.8 | 48.2 | | 18.4 | 81.6 | | |
| Total % | 15.3 | 7.3 | 22.6 | 23.7 | 22 | 45.7 | 5.8 | 25.8 | 31.6 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 20 | 34 | 54 | **87** | 47 | **134** | 3 | 31 | 34 | 222 |
| 04:15 PM | 19 | **43** | **62** | 76 | 38 | 114 | 11 | 63 | 74 | 250 |
| 04:30 PM | 28 | 7 | 35 | 34 | **56** | 90 | **45** | **149** | **194** | **319** |
| 04:45 PM | **44** | 6 | 50 | 30 | 39 | 69 | 6 | 35 | 41 | 160 |
| Total Volume | 111 | 90 | 201 | 227 | 180 | 407 | 65 | 278 | 343 | 951 |
| % App. Total | 55.2 | 44.8 | | 55.8 | 44.2 | | 19 | 81 | | |
| PHF | .631 | .523 | .810 | .652 | .804 | .759 | .361 | .466 | .442 | .745 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 20 | 34 | 54 | **87** | 47 | **134** | 3 | 31 | 34 |
| +15 mins. | 19 | **43** | **62** | 76 | 38 | 114 | 11 | 63 | 74 |
| +30 mins. | 28 | 7 | 35 | 34 | **56** | 90 | **45** | **149** | **194** |
| +45 mins. | **44** | 6 | 50 | 30 | 39 | 69 | 6 | 35 | 41 |
| Total Volume | 111 | 90 | 201 | 227 | 180 | 407 | 65 | 278 | 343 |
| % App. Total | 55.2 | 44.8 | | 55.8 | 44.2 | | 19 | 81 | |
| PHF | .631 | .523 | .810 | .652 | .804 | .759 | .361 | .466 | .442 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

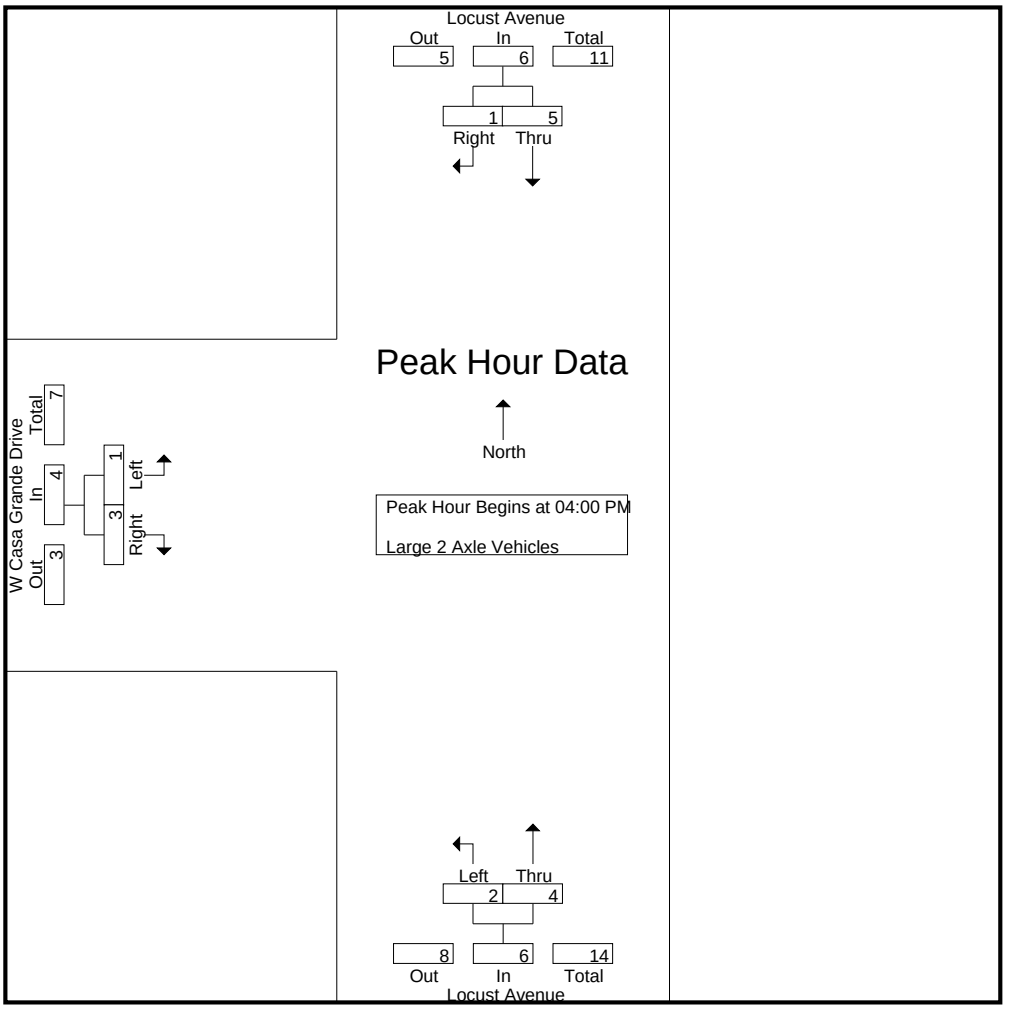
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 3 |
| 04:15 PM | 1 | 1 | 2 | 1 | 2 | 3 | 1 | 1 | 2 | 7 |
| 04:30 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| 04:45 PM | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 3 |
| Total | 5 | 1 | 6 | 2 | 4 | 6 | 1 | 3 | 4 | 16 |
| | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 05:45 PM | 2 | 1 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 5 |
| Total | 4 | 1 | 5 | 1 | 2 | 3 | 0 | 0 | 0 | 8 |
| | | | | | | | | | | |
| Grand Total | 9 | 2 | 11 | 3 | 6 | 9 | 1 | 3 | 4 | 24 |
| Apprch % | 81.8 | 18.2 | | 33.3 | 66.7 | | 25 | 75 | | |
| Total % | 37.5 | 8.3 | 45.8 | 12.5 | 25 | 37.5 | 4.2 | 12.5 | 16.7 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | **1** | 1 | 3 |
| 04:15 PM | 1 | **1** | **2** | **1** | **2** | **3** | **1** | 1 | **2** | **7** |
| 04:30 PM | **2** | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| 04:45 PM | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 3 |
| Total Volume | 5 | 1 | 6 | 2 | 4 | 6 | 1 | 3 | 4 | 16 |
| % App. Total | 83.3 | 16.7 | | 33.3 | 66.7 | | 25 | 75 | | |
| PHF | .625 | .250 | .750 | .500 | .500 | .500 | .250 | .750 | .500 | .571 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | 0 | 1 | 0 | 1 | 1 | 0 | **1** | 1 |
| +15 mins. | 1 | **1** | **2** | **1** | **2** | **3** | **1** | 1 | **2** |
| +30 mins. | **2** | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 |
| +45 mins. | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 |
| Total Volume | 5 | 1 | 6 | 2 | 4 | 6 | 1 | 3 | 4 |
| % App. Total | 83.3 | 16.7 | | 33.3 | 66.7 | | 25 | 75 | |
| PHF | .625 | .250 | .750 | .500 | .500 | .500 | .250 | .750 | .500 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

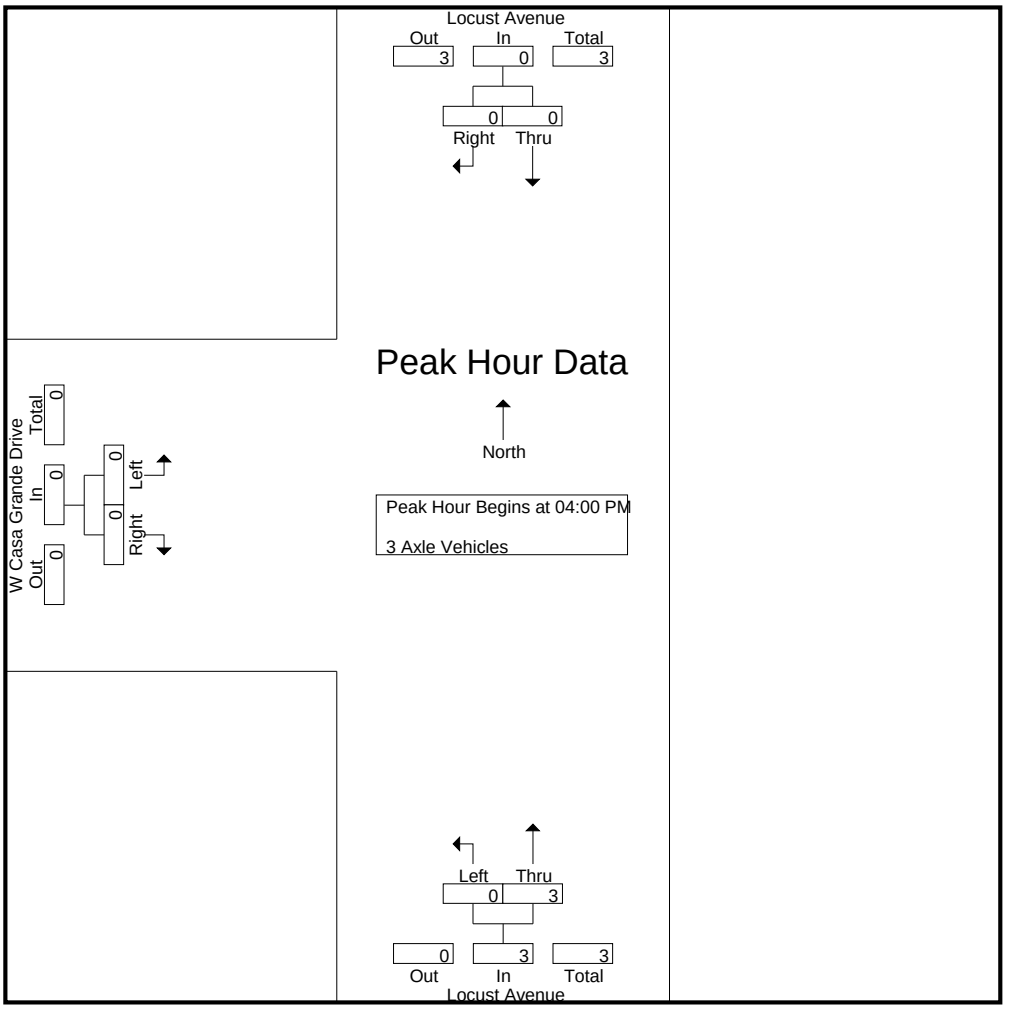
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 |
| 05:00 PM | 3 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3 | 0 | 3 | 1 | 1 | 2 | 0 | 1 | 1 | 6 |
| Grand Total | 3 | 0 | 3 | 1 | 4 | 5 | 0 | 1 | 1 | 9 |
| Apprch % | 100 | 0 | | 20 | 80 | | 0 | 100 | | |
| Total % | 33.3 | 0 | 33.3 | 11.1 | 44.4 | 55.6 | 0 | 11.1 | 11.1 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | **2** | **2** | 0 | 0 | 0 | **2** |
| 04:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 |
| % App. Total | 0 | 0 | | 0 | 100 | | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .375 | .375 | .000 | .000 | .000 | .375 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | **2** | **2** | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | | 0 | 100 | | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .375 | .375 | .000 | .000 | .000 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

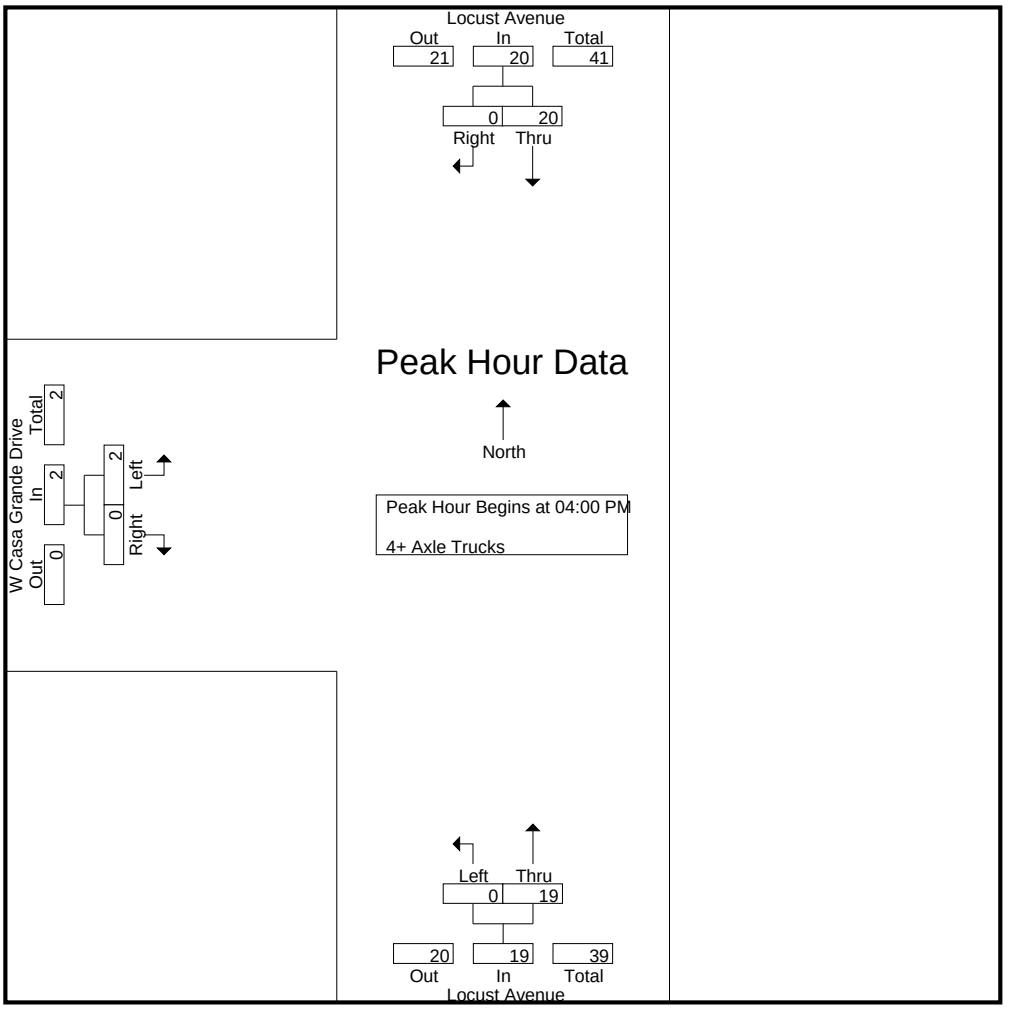
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 9 | 0 | 9 | 0 | 5 | 5 | 0 | 0 | 0 | 14 |
| 04:15 PM | 7 | 0 | 7 | 0 | 5 | 5 | 0 | 0 | 0 | 12 |
| 04:30 PM | 3 | 0 | 3 | 0 | 5 | 5 | 2 | 0 | 2 | 10 |
| 04:45 PM | 1 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 5 |
| Total | 20 | 0 | 20 | 0 | 19 | 19 | 2 | 0 | 2 | 41 |
| | | | | | | | | | | |
| 05:00 PM | 2 | 0 | 2 | 0 | 5 | 5 | 0 | 0 | 0 | 7 |
| 05:15 PM | 3 | 0 | 3 | 0 | 3 | 3 | 0 | 0 | 0 | 6 |
| 05:30 PM | 2 | 0 | 2 | 0 | 5 | 5 | 0 | 0 | 0 | 7 |
| 05:45 PM | 2 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 5 |
| Total | 9 | 0 | 9 | 0 | 16 | 16 | 0 | 0 | 0 | 25 |
| | | | | | | | | | | |
| Grand Total | 29 | 0 | 29 | 0 | 35 | 35 | 2 | 0 | 2 | 66 |
| Apprch % | 100 | 0 | | 0 | 100 | | 100 | 0 | | |
| Total % | 43.9 | 0 | 43.9 | 0 | 53 | 53 | 3 | 0 | 3 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | **9** | 0 | **9** | 0 | **5** | **5** | 0 | 0 | 0 | **14** |
| 04:15 PM | 7 | 0 | 7 | 0 | 5 | 5 | 0 | 0 | 0 | 12 |
| 04:30 PM | 3 | 0 | 3 | 0 | 5 | 5 | **2** | 0 | **2** | 10 |
| 04:45 PM | 1 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 5 |
| Total Volume | 20 | 0 | 20 | 0 | 19 | 19 | 2 | 0 | 2 | 41 |
| % App. Total | 100 | 0 | | 0 | 100 | | 100 | 0 | | |
| PHF | .556 | .000 | .556 | .000 | .950 | .950 | .250 | .000 | .250 | .732 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **9** | 0 | **9** | 0 | **5** | **5** | 0 | 0 | 0 |
| +15 mins. | 7 | 0 | 7 | 0 | 5 | 5 | 0 | 0 | 0 |
| +30 mins. | 3 | 0 | 3 | 0 | 5 | 5 | **2** | 0 | **2** |
| +45 mins. | 1 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 |
| Total Volume | 20 | 0 | 20 | 0 | 19 | 19 | 2 | 0 | 2 |
| % App. Total | 100 | 0 | | 0 | 100 | | 100 | 0 | |
| PHF | .556 | .000 | .556 | .000 | .950 | .950 | .250 | .000 | .250 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

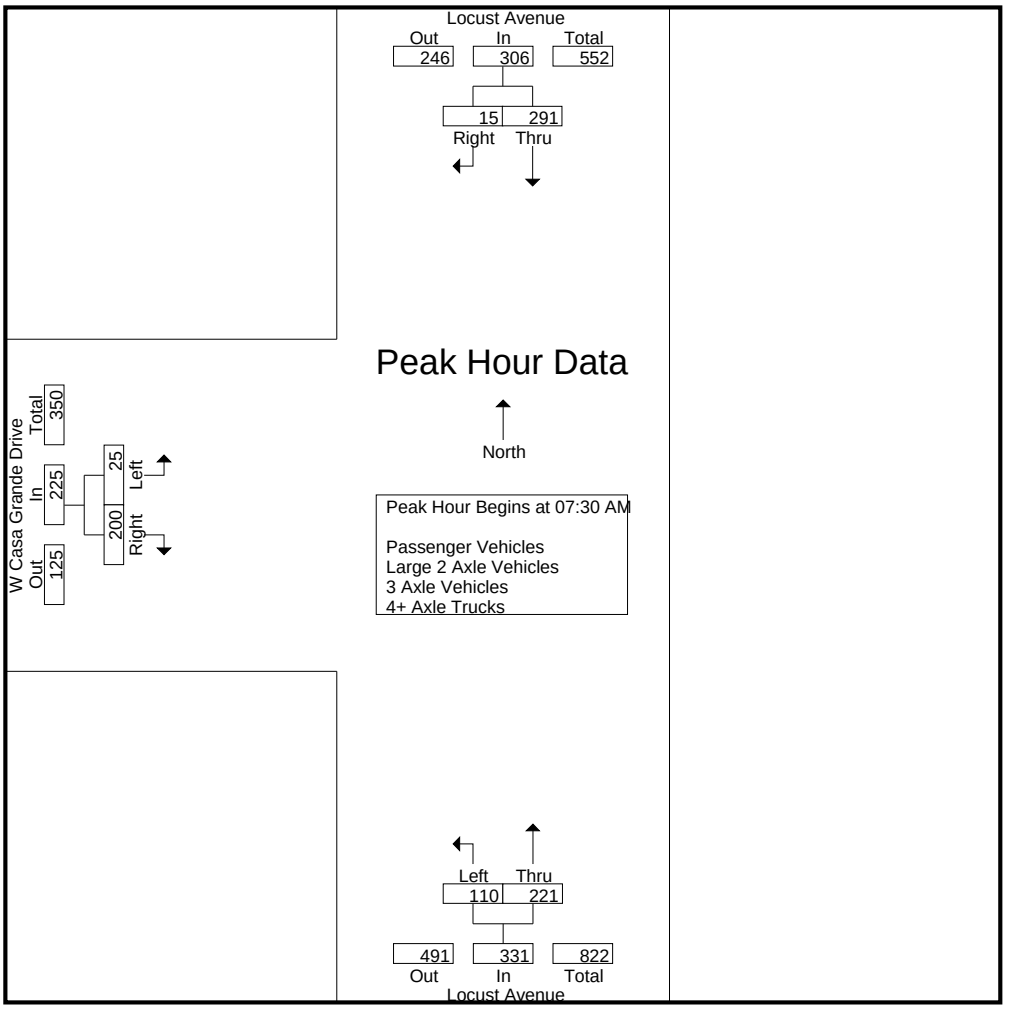
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 49 | 2 | 51 | 4 | 28 | 32 | 6 | 29 | 35 | 118 |
| 07:15 AM | 42 | 3 | 45 | 18 | 30 | 48 | 9 | 36 | 45 | 138 |
| 07:30 AM | 85 | 2 | 87 | 33 | 78 | 111 | 11 | 36 | 47 | 245 |
| 07:45 AM | 95 | 2 | 97 | 35 | 88 | 123 | 5 | 57 | 62 | 282 |
| Total | 271 | 9 | 280 | 90 | 224 | 314 | 31 | 158 | 189 | 783 |
| | | | | | | | | | | |
| 08:00 AM | 67 | 4 | 71 | 17 | 26 | 43 | 8 | 62 | 70 | 184 |
| 08:15 AM | 44 | 7 | 51 | 25 | 29 | 54 | 1 | 45 | 46 | 151 |
| 08:30 AM | 45 | 2 | 47 | 32 | 40 | 72 | 4 | 46 | 50 | 169 |
| 08:45 AM | 28 | 2 | 30 | 22 | 22 | 44 | 2 | 31 | 33 | 107 |
| Total | 184 | 15 | 199 | 96 | 117 | 213 | 15 | 184 | 199 | 611 |
| | | | | | | | | | | |
| Grand Total | 455 | 24 | 479 | 186 | 341 | 527 | 46 | 342 | 388 | 1394 |
| Apprch % | 95 | 5 | | 35.3 | 64.7 | | 11.9 | 88.1 | | |
| Total % | 32.6 | 1.7 | 34.4 | 13.3 | 24.5 | 37.8 | 3.3 | 24.5 | 27.8 | |
| Passenger Vehicles | 369 | 23 | 392 | 174 | 285 | 459 | 46 | 327 | 373 | 1224 |
| % Passenger Vehicles | 81.1 | 95.8 | 81.8 | 93.5 | 83.6 | 87.1 | 100 | 95.6 | 96.1 | 87.8 |
| Large 2 Axle Vehicles | 16 | 1 | 17 | 6 | 16 | 22 | 0 | 9 | 9 | 48 |
| % Large 2 Axle Vehicles | 3.5 | 4.2 | 3.5 | 3.2 | 4.7 | 4.2 | 0 | 2.6 | 2.3 | 3.4 |
| 3 Axle Vehicles | 8 | 0 | 8 | 0 | 2 | 2 | 0 | 0 | 0 | 10 |
| % 3 Axle Vehicles | 1.8 | 0 | 1.7 | 0 | 0.6 | 0.4 | 0 | 0 | 0 | 0.7 |
| 4+ Axle Trucks | 62 | 0 | 62 | 6 | 38 | 44 | 0 | 6 | 6 | 112 |
| % 4+ Axle Trucks | 13.6 | 0 | 12.9 | 3.2 | 11.1 | 8.3 | 0 | 1.8 | 1.5 | 8 |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 85 | 2 | 87 | 33 | 78 | 111 | **11** | 36 | 47 | 245 |
| 07:45 AM | **95** | 2 | **97** | **35** | **88** | **123** | 5 | 57 | 62 | **282** |
| 08:00 AM | 67 | 4 | 71 | 17 | 26 | 43 | 8 | **62** | **70** | 184 |
| 08:15 AM | 44 | **7** | 51 | 25 | 29 | 54 | 1 | 45 | 46 | 151 |
| Total Volume | 291 | 15 | 306 | 110 | 221 | 331 | 25 | 200 | 225 | 862 |
| % App. Total | 95.1 | 4.9 | | 33.2 | 66.8 | | 11.1 | 88.9 | | |
| PHF | .766 | .536 | .789 | .786 | .628 | .673 | .568 | .806 | .804 | .764 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu AM
Site Code : 10824406
Start Date : 5/9/2024
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. | 85 | 2 | 87 | 33 | 78 | 111 | 5 | 57 | 62 |
| +15 mins. | **95** | 2 | **97** | **35** | **88** | **123** | **8** | **62** | **70** |
| +30 mins. | 67 | 4 | 71 | 17 | 26 | 43 | 1 | 45 | 46 |
| +45 mins. | 44 | **7** | 51 | 25 | 29 | 54 | 4 | 46 | 50 |
| Total Volume | 291 | 15 | 306 | 110 | 221 | 331 | 18 | 210 | 228 |
| % App. Total | 95.1 | 4.9 | | 33.2 | 66.8 | | 7.9 | 92.1 | |
| PHF | .766 | .536 | .789 | .786 | .628 | .673 | .563 | .847 | .814 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

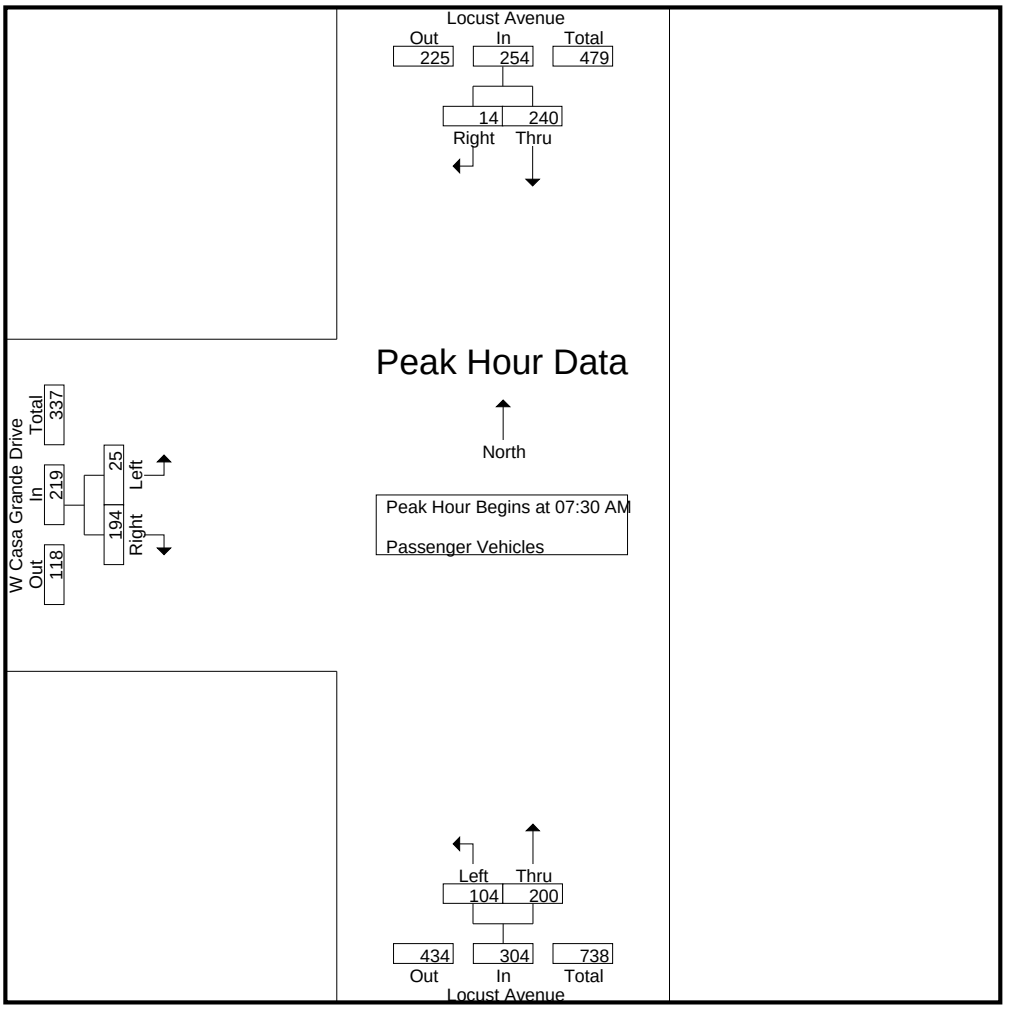
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 40 | 2 | 42 | 3 | 16 | 19 | 6 | 25 | 31 | 92 |
| 07:15 AM | 34 | 3 | 37 | 17 | 24 | 41 | 9 | 34 | 43 | 121 |
| 07:30 AM | 65 | 2 | 67 | 31 | 71 | 102 | 11 | 36 | 47 | 216 |
| 07:45 AM | 84 | 2 | 86 | 32 | 81 | 113 | 5 | 56 | 61 | 260 |
| Total | 223 | 9 | 232 | 83 | 192 | 275 | 31 | 151 | 182 | 689 |
| | | | | | | | | | | |
| 08:00 AM | 56 | 4 | 60 | 16 | 23 | 39 | 8 | 58 | 66 | 165 |
| 08:15 AM | 35 | 6 | 41 | 25 | 25 | 50 | 1 | 44 | 45 | 136 |
| 08:30 AM | 35 | 2 | 37 | 31 | 33 | 64 | 4 | 45 | 49 | 150 |
| 08:45 AM | 20 | 2 | 22 | 19 | 12 | 31 | 2 | 29 | 31 | 84 |
| Total | 146 | 14 | 160 | 91 | 93 | 184 | 15 | 176 | 191 | 535 |
| | | | | | | | | | | |
| Grand Total | 369 | 23 | 392 | 174 | 285 | 459 | 46 | 327 | 373 | 1224 |
| Apprch % | 94.1 | 5.9 | | 37.9 | 62.1 | | 12.3 | 87.7 | | |
| Total % | 30.1 | 1.9 | 32 | 14.2 | 23.3 | 37.5 | 3.8 | 26.7 | 30.5 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 65 | 2 | 67 | 31 | 71 | 102 | **11** | 36 | 47 | 216 |
| 07:45 AM | **84** | 2 | **86** | **32** | **81** | **113** | 5 | 56 | 61 | **260** |
| 08:00 AM | 56 | 4 | 60 | 16 | 23 | 39 | 8 | **58** | **66** | 165 |
| 08:15 AM | 35 | **6** | 41 | 25 | 25 | 50 | 1 | 44 | 45 | 136 |
| Total Volume | 240 | 14 | 254 | 104 | 200 | 304 | 25 | 194 | 219 | 777 |
| % App. Total | 94.5 | 5.5 | | 34.2 | 65.8 | | 11.4 | 88.6 | | |
| PHF | .714 | .583 | .738 | .813 | .617 | .673 | .568 | .836 | .830 | .747 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 65 | 2 | 67 | 31 | 71 | 102 | **11** | 36 | 47 |
| +15 mins. | **84** | 2 | **86** | **32** | **81** | **113** | 5 | 56 | 61 |
| +30 mins. | 56 | 4 | 60 | 16 | 23 | 39 | 8 | **58** | **66** |
| +45 mins. | 35 | **6** | 41 | 25 | 25 | 50 | 1 | 44 | 45 |
| Total Volume | 240 | 14 | 254 | 104 | 200 | 304 | 25 | 194 | 219 |
| % App. Total | 94.5 | 5.5 | | 34.2 | 65.8 | | 11.4 | 88.6 | |
| PHF | .714 | .583 | .738 | .813 | .617 | .673 | .568 | .836 | .830 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

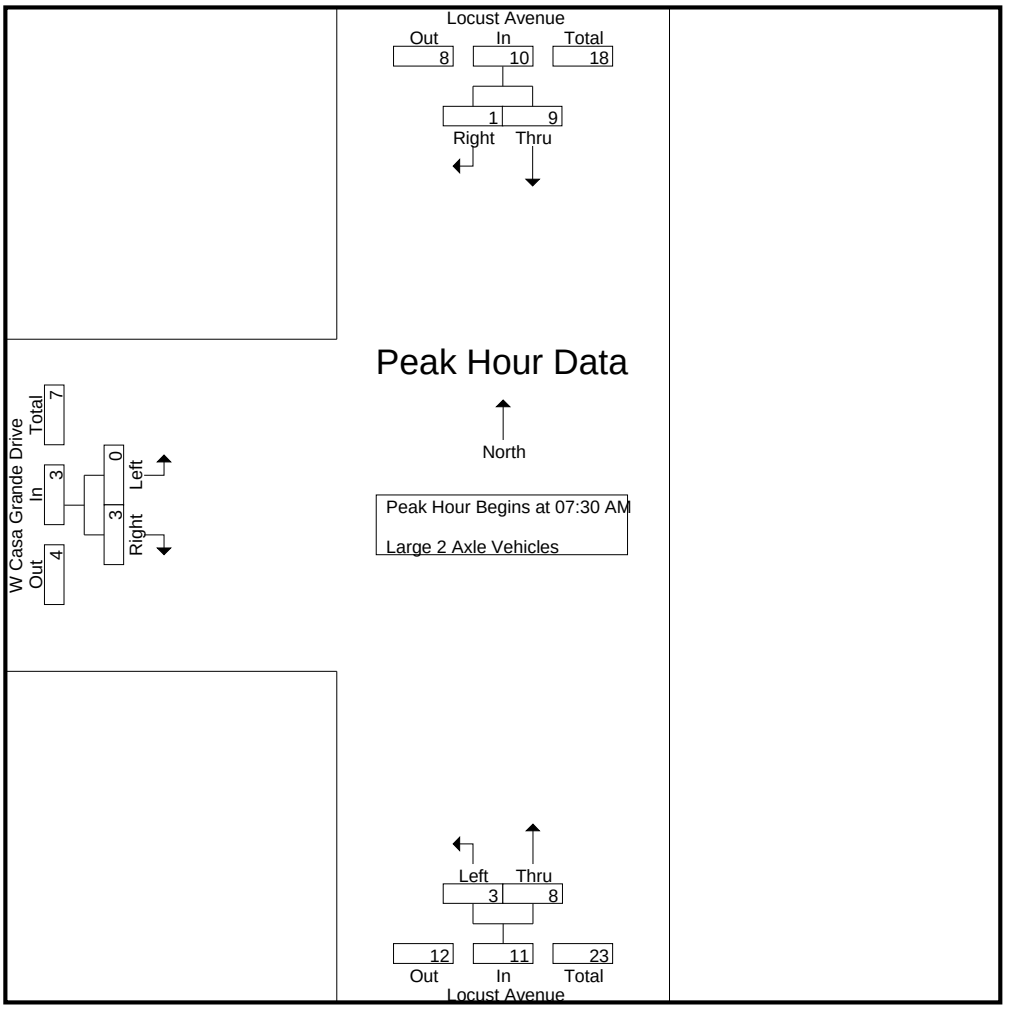
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 0 | 1 | 0 | 4 | 4 | 0 | 4 | 4 | 9 |
| 07:15 AM | 5 | 0 | 5 | 1 | 2 | 3 | 0 | 0 | 0 | 8 |
| 07:30 AM | 4 | 0 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 6 |
| 07:45 AM | 1 | 0 | 1 | 2 | 4 | 6 | 0 | 0 | 0 | 7 |
| Total | 11 | 0 | 11 | 4 | 11 | 15 | 0 | 4 | 4 | 30 |
| | | | | | | | | | | |
| 08:00 AM | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 3 | 3 | 6 |
| 08:15 AM | 2 | 1 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 5 |
| 08:30 AM | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 1 | 4 |
| 08:45 AM | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 3 |
| Total | 5 | 1 | 6 | 2 | 5 | 7 | 0 | 5 | 5 | 18 |
| | | | | | | | | | | |
| Grand Total | 16 | 1 | 17 | 6 | 16 | 22 | 0 | 9 | 9 | 48 |
| Apprch % | 94.1 | 5.9 | | 27.3 | 72.7 | | 0 | 100 | | |
| Total % | 33.3 | 2.1 | 35.4 | 12.5 | 33.3 | 45.8 | 0 | 18.8 | 18.8 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | **4** | 0 | **4** | 1 | 1 | 2 | 0 | 0 | 0 | 6 |
| 07:45 AM | 1 | 0 | 1 | **2** | **4** | **6** | 0 | 0 | 0 | **7** |
| 08:00 AM | 2 | 0 | 2 | 0 | 1 | 1 | 0 | **3** | **3** | 6 |
| 08:15 AM | 2 | **1** | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 5 |
| Total Volume | 9 | 1 | 10 | 3 | 8 | 11 | 0 | 3 | 3 | 24 |
| % App. Total | 90 | 10 | | 27.3 | 72.7 | | 0 | 100 | | |
| PHF | .563 | .250 | .625 | .375 | .500 | .458 | .000 | .250 | .250 | .857 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **4** | 0 | **4** | 1 | 1 | 2 | 0 | 0 | 0 |
| +15 mins. | 1 | 0 | 1 | **2** | **4** | **6** | 0 | 0 | 0 |
| +30 mins. | 2 | 0 | 2 | 0 | 1 | 1 | 0 | **3** | **3** |
| +45 mins. | 2 | **1** | 3 | 0 | 2 | 2 | 0 | 0 | 0 |
| Total Volume | 9 | 1 | 10 | 3 | 8 | 11 | 0 | 3 | 3 |
| % App. Total | 90 | 10 | | 27.3 | 72.7 | | 0 | 100 | |
| PHF | .563 | .250 | .625 | .375 | .500 | .458 | .000 | .250 | .250 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

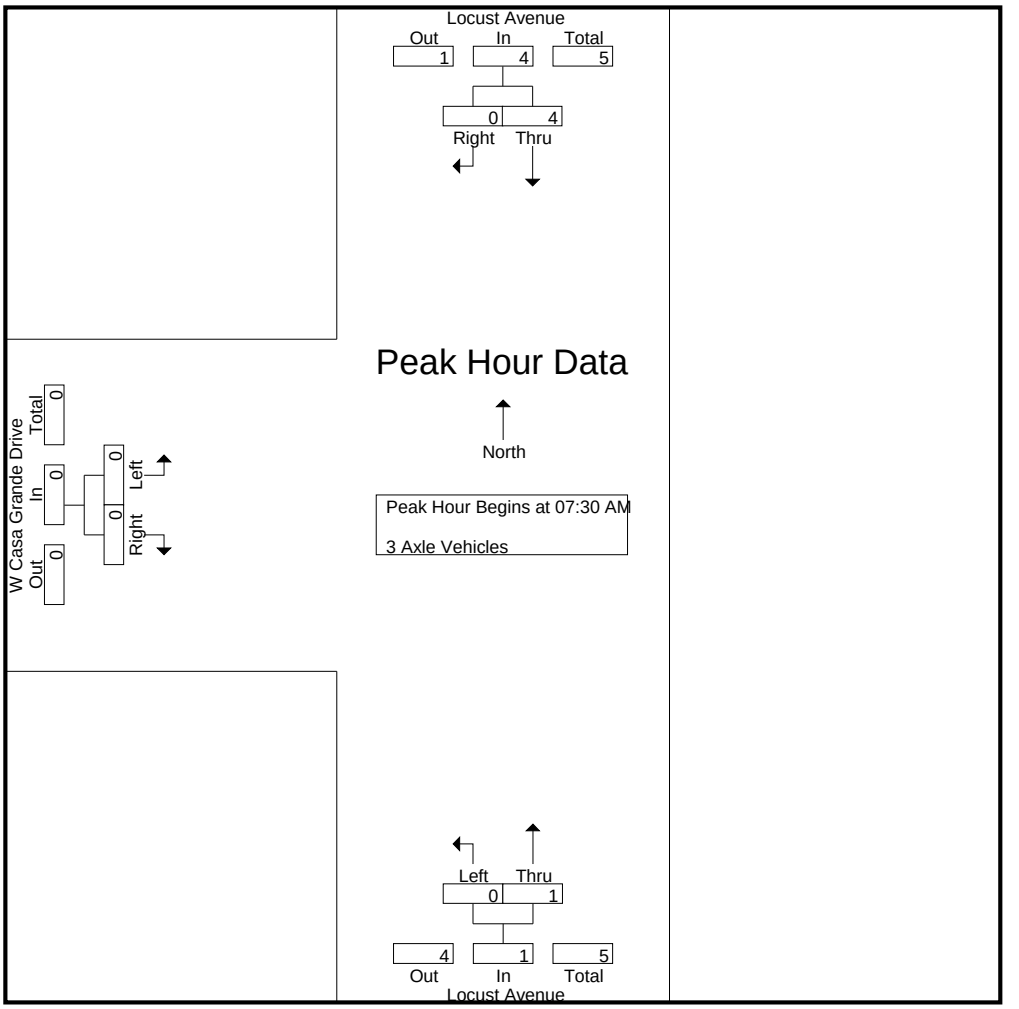
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 08:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| Grand Total | 8 | 0 | 8 | 0 | 2 | 2 | 0 | 0 | 0 | 10 |
| Apprch % | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| Total % | 80 | 0 | 80 | 0 | 20 | 20 | 0 | 0 | 0 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 07:45 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 AM | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 1 |
| 08:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 4 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 5 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| PHF | .500 | .000 | .500 | .000 | .250 | .250 | .000 | .000 | .000 | .625 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

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

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

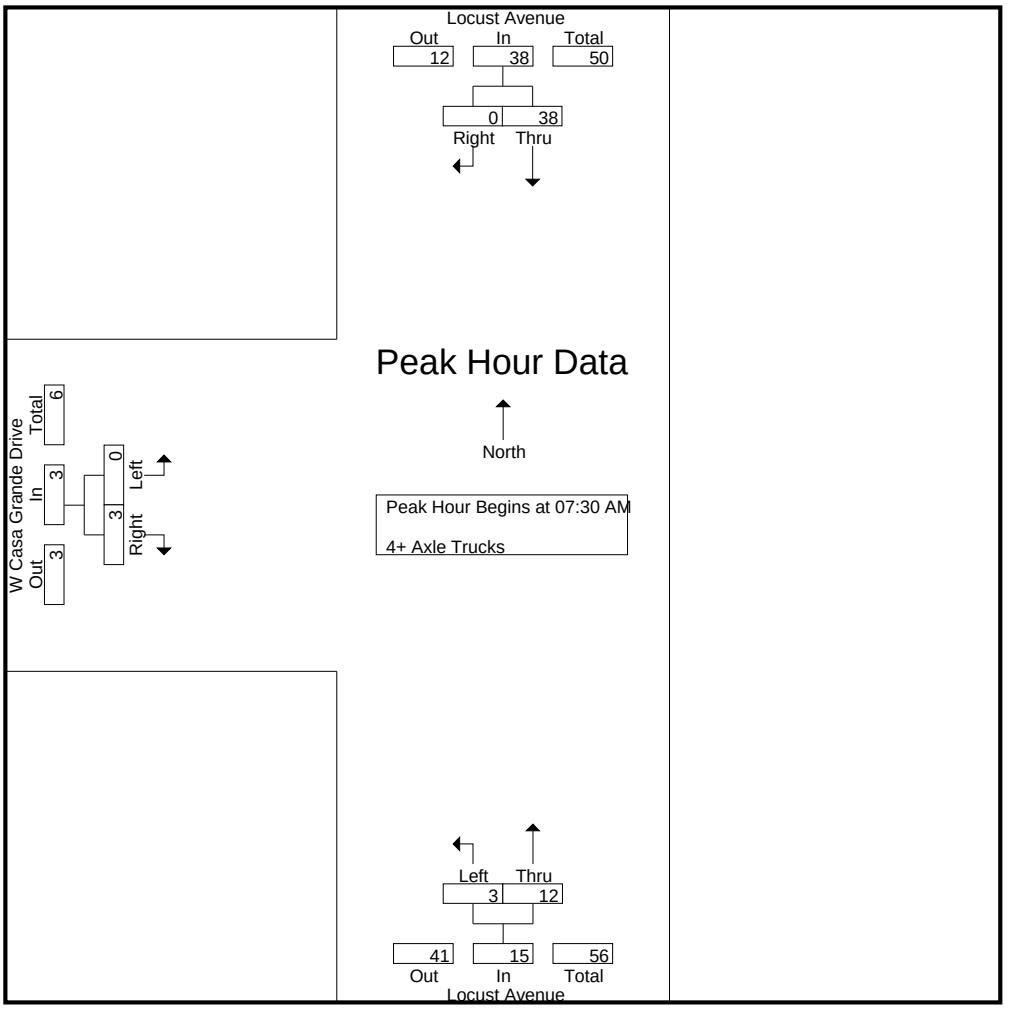
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 07:00 AM | 6 | 0 | 6 | 1 | 8 | 9 | 0 | 0 | 0 | 15 |
| 07:15 AM | 2 | 0 | 2 | 0 | 4 | 4 | 0 | 2 | 2 | 8 |
| 07:30 AM | 14 | 0 | 14 | 1 | 6 | 7 | 0 | 0 | 0 | 21 |
| 07:45 AM | 9 | 0 | 9 | 1 | 3 | 4 | 0 | 1 | 1 | 14 |
| Total | 31 | 0 | 31 | 3 | 21 | 24 | 0 | 3 | 3 | 58 |
| | | | | | | | | | | |
| 08:00 AM | 9 | 0 | 9 | 1 | 1 | 2 | 0 | 1 | 1 | 12 |
| 08:15 AM | 6 | 0 | 6 | 0 | 2 | 2 | 0 | 1 | 1 | 9 |
| 08:30 AM | 8 | 0 | 8 | 0 | 6 | 6 | 0 | 0 | 0 | 14 |
| 08:45 AM | 8 | 0 | 8 | 2 | 8 | 10 | 0 | 1 | 1 | 19 |
| Total | 31 | 0 | 31 | 3 | 17 | 20 | 0 | 3 | 3 | 54 |
| | | | | | | | | | | |
| Grand Total | 62 | 0 | 62 | 6 | 38 | 44 | 0 | 6 | 6 | 112 |
| Apprch % | 100 | 0 | | 13.6 | 86.4 | | 0 | 100 | | |
| Total % | 55.4 | 0 | 55.4 | 5.4 | 33.9 | 39.3 | 0 | 5.4 | 5.4 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | **14** | 0 | **14** | **1** | **6** | **7** | 0 | 0 | 0 | **21** |
| 07:45 AM | 9 | 0 | 9 | 1 | 3 | 4 | 0 | **1** | **1** | 14 |
| 08:00 AM | 9 | 0 | 9 | 1 | 1 | 2 | 0 | 1 | 1 | 12 |
| 08:15 AM | 6 | 0 | 6 | 0 | 2 | 2 | 0 | 1 | 1 | 9 |
| Total Volume | 38 | 0 | 38 | 3 | 12 | 15 | 0 | 3 | 3 | 56 |
| % App. Total | 100 | 0 | | 20 | 80 | | 0 | 100 | | |
| PHF | .679 | .000 | .679 | .750 | .500 | .536 | .000 | .750 | .750 | .667 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **14** | 0 | **14** | **1** | **6** | **7** | 0 | 0 | 0 |
| +15 mins. | 9 | 0 | 9 | 1 | 3 | 4 | 0 | **1** | **1** |
| +30 mins. | 9 | 0 | 9 | 1 | 1 | 2 | 0 | 1 | 1 |
| +45 mins. | 6 | 0 | 6 | 0 | 2 | 2 | 0 | 1 | 1 |
| Total Volume | 38 | 0 | 38 | 3 | 12 | 15 | 0 | 3 | 3 |
| % App. Total | 100 | 0 | | 20 | 80 | | 0 | 100 | |
| PHF | .679 | .000 | .679 | .750 | .500 | .536 | .000 | .750 | .750 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

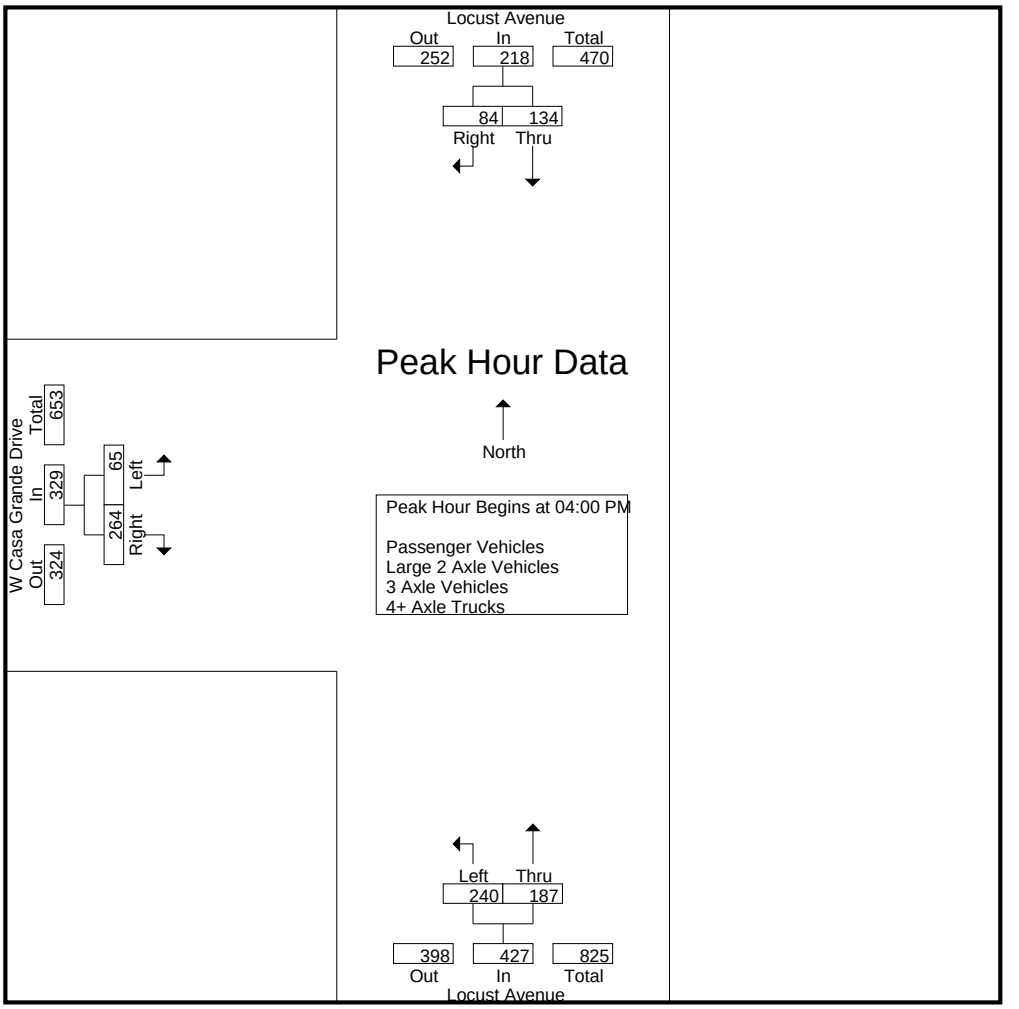
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 42 | 24 | 66 | 77 | 56 | 133 | 4 | 23 | 27 | 226 |
| 04:15 PM | 32 | 45 | 77 | 81 | 47 | 128 | 7 | 68 | 75 | 280 |
| 04:30 PM | 33 | 9 | 42 | 42 | 56 | 98 | 49 | 136 | 185 | 325 |
| 04:45 PM | 27 | 6 | 33 | 40 | 28 | 68 | 5 | 37 | 42 | 143 |
| Total | 134 | 84 | 218 | 240 | 187 | 427 | 65 | 264 | 329 | 974 |
| | | | | | | | | | | |
| 05:00 PM | 51 | 8 | 59 | 39 | 51 | 90 | 8 | 26 | 34 | 183 |
| 05:15 PM | 39 | 6 | 45 | 32 | 45 | 77 | 5 | 21 | 26 | 148 |
| 05:30 PM | 32 | 6 | 38 | 27 | 20 | 47 | 7 | 36 | 43 | 128 |
| 05:45 PM | 33 | 8 | 41 | 26 | 42 | 68 | 4 | 32 | 36 | 145 |
| Total | 155 | 28 | 183 | 124 | 158 | 282 | 24 | 115 | 139 | 604 |
| | | | | | | | | | | |
| Grand Total | 289 | 112 | 401 | 364 | 345 | 709 | 89 | 379 | 468 | 1578 |
| Apprch % | 72.1 | 27.9 | | 51.3 | 48.7 | | 19 | 81 | | |
| Total % | 18.3 | 7.1 | 25.4 | 23.1 | 21.9 | 44.9 | 5.6 | 24 | 29.7 | |
| Passenger Vehicles | 257 | 112 | 369 | 361 | 319 | 680 | 87 | 378 | 465 | 1514 |
| % Passenger Vehicles | 88.9 | 100 | 92 | 99.2 | 92.5 | 95.9 | 97.8 | 99.7 | 99.4 | 95.9 |
| Large 2 Axle Vehicles | 5 | 0 | 5 | 3 | 4 | 7 | 0 | 1 | 1 | 13 |
| % Large 2 Axle Vehicles | 1.7 | 0 | 1.2 | 0.8 | 1.2 | 1 | 0 | 0.3 | 0.2 | 0.8 |
| 3 Axle Vehicles | 5 | 0 | 5 | 0 | 4 | 4 | 0 | 0 | 0 | 9 |
| % 3 Axle Vehicles | 1.7 | 0 | 1.2 | 0 | 1.2 | 0.6 | 0 | 0 | 0 | 0.6 |
| 4+ Axle Trucks | 22 | 0 | 22 | 0 | 18 | 18 | 2 | 0 | 2 | 42 |
| % 4+ Axle Trucks | 7.6 | 0 | 5.5 | 0 | 5.2 | 2.5 | 2.2 | 0 | 0.4 | 2.7 |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | **42** | 24 | 66 | 77 | **56** | **133** | 4 | 23 | 27 | 226 |
| 04:15 PM | 32 | **45** | **77** | **81** | 47 | 128 | 7 | 68 | 75 | 280 |
| 04:30 PM | 33 | 9 | 42 | 42 | 56 | 98 | **49** | **136** | **185** | **325** |
| 04:45 PM | 27 | 6 | 33 | 40 | 28 | 68 | 5 | 37 | 42 | 143 |
| Total Volume | 134 | 84 | 218 | 240 | 187 | 427 | 65 | 264 | 329 | 974 |
| % App. Total | 61.5 | 38.5 | | 56.2 | 43.8 | | 19.8 | 80.2 | | |
| PHF | .798 | .467 | .708 | .741 | .835 | .803 | .332 | .485 | .445 | .749 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
Start Date : 5/9/2024
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 | | | 04:15 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **42** | 24 | 66 | 77 | **56** | **133** | 7 | 68 | 75 |
| +15 mins. | 32 | **45** | **77** | **81** | 47 | 128 | **49** | **136** | **185** |
| +30 mins. | 33 | 9 | 42 | 42 | 56 | 98 | 5 | 37 | 42 |
| +45 mins. | 27 | 6 | 33 | 40 | 28 | 68 | 8 | 26 | 34 |
| Total Volume | 134 | 84 | 218 | 240 | 187 | 427 | 69 | 267 | 336 |
| % App. Total | 61.5 | 38.5 | | 56.2 | 43.8 | | 20.5 | 79.5 | |
| PHF | .798 | .467 | .708 | .741 | .835 | .803 | .352 | .491 | .454 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

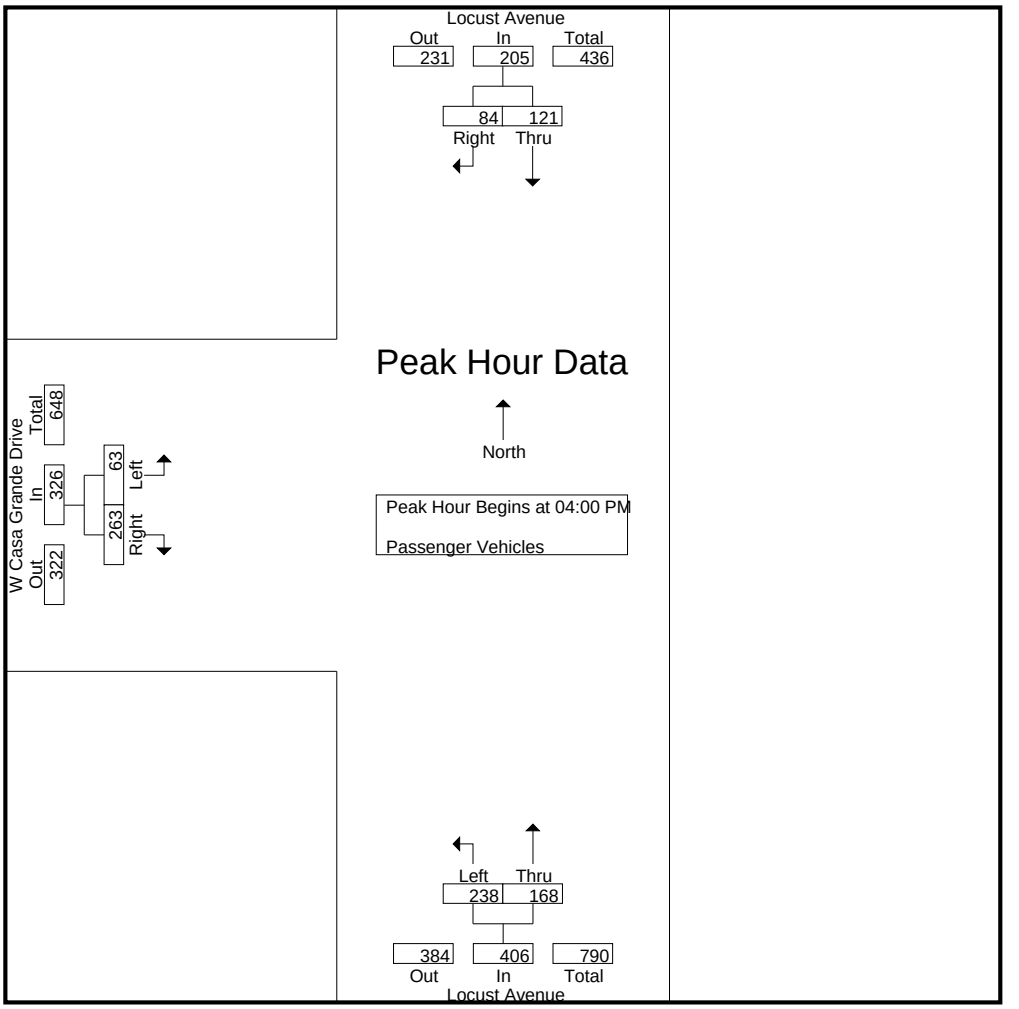
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 37 | 24 | 61 | 76 | 49 | 125 | 4 | 22 | 26 | 212 |
| 04:15 PM | 30 | 45 | 75 | 81 | 40 | 121 | 7 | 68 | 75 | 271 |
| 04:30 PM | 30 | 9 | 39 | 42 | 53 | 95 | 47 | 136 | 183 | 317 |
| 04:45 PM | 24 | 6 | 30 | 39 | 26 | 65 | 5 | 37 | 42 | 137 |
| Total | 121 | 84 | 205 | 238 | 168 | 406 | 63 | 263 | 326 | 937 |
| | | | | | | | | | | |
| 05:00 PM | 45 | 8 | 53 | 39 | 46 | 85 | 8 | 26 | 34 | 172 |
| 05:15 PM | 34 | 6 | 40 | 32 | 44 | 76 | 5 | 21 | 26 | 142 |
| 05:30 PM | 29 | 6 | 35 | 27 | 20 | 47 | 7 | 36 | 43 | 125 |
| 05:45 PM | 28 | 8 | 36 | 25 | 41 | 66 | 4 | 32 | 36 | 138 |
| Total | 136 | 28 | 164 | 123 | 151 | 274 | 24 | 115 | 139 | 577 |
| | | | | | | | | | | |
| Grand Total | 257 | 112 | 369 | 361 | 319 | 680 | 87 | 378 | 465 | 1514 |
| Apprch % | 69.6 | 30.4 | | 53.1 | 46.9 | | 18.7 | 81.3 | | |
| Total % | 17 | 7.4 | 24.4 | 23.8 | 21.1 | 44.9 | 5.7 | 25 | 30.7 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | **37** | 24 | 61 | 76 | 49 | **125** | 4 | 22 | 26 | 212 |
| 04:15 PM | 30 | **45** | **75** | **81** | 40 | 121 | 7 | 68 | 75 | 271 |
| 04:30 PM | 30 | 9 | 39 | 42 | **53** | 95 | **47** | **136** | **183** | **317** |
| 04:45 PM | 24 | 6 | 30 | 39 | 26 | 65 | 5 | 37 | 42 | 137 |
| Total Volume | 121 | 84 | 205 | 238 | 168 | 406 | 63 | 263 | 326 | 937 |
| % App. Total | 59 | 41 | | 58.6 | 41.4 | | 19.3 | 80.7 | | |
| PHF | .818 | .467 | .683 | .735 | .792 | .812 | .335 | .483 | .445 | .739 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **37** | 24 | 61 | 76 | 49 | **125** | 4 | 22 | 26 |
| +15 mins. | 30 | **45** | **75** | **81** | 40 | 121 | 7 | 68 | 75 |
| +30 mins. | 30 | 9 | 39 | 42 | **53** | 95 | **47** | **136** | **183** |
| +45 mins. | 24 | 6 | 30 | 39 | 26 | 65 | 5 | 37 | 42 |
| Total Volume | 121 | 84 | 205 | 238 | 168 | 406 | 63 | 263 | 326 |
| % App. Total | 59 | 41 | | 58.6 | 41.4 | | 19.3 | 80.7 | |
| PHF | .818 | .467 | .683 | .735 | .792 | .812 | .335 | .483 | .445 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

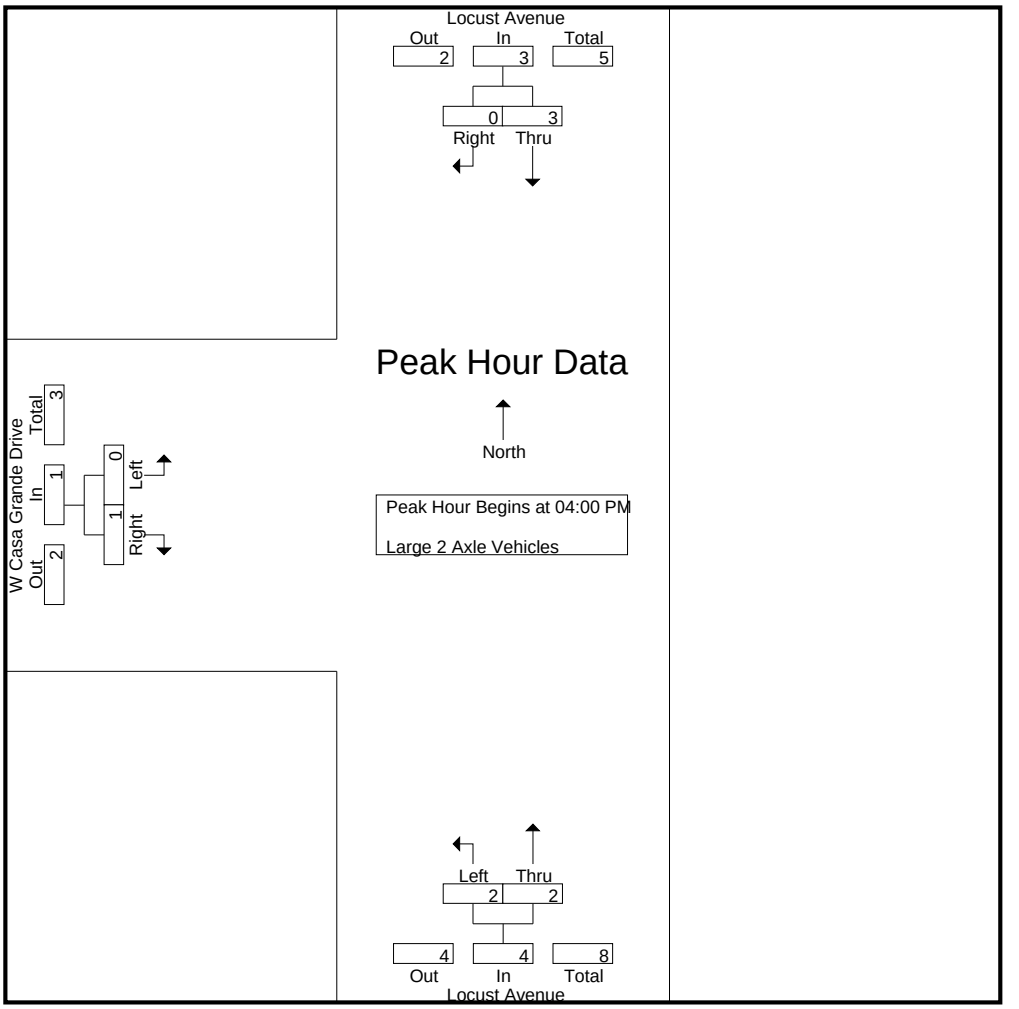
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 1 | 1 | 2 | 3 | 0 | 1 | 1 | 5 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| Total | 3 | 0 | 3 | 2 | 2 | 4 | 0 | 1 | 1 | 8 |
| | | | | | | | | | | |
| 05:00 PM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| Total | 2 | 0 | 2 | 1 | 2 | 3 | 0 | 0 | 0 | 5 |
| | | | | | | | | | | |
| Grand Total | 5 | 0 | 5 | 3 | 4 | 7 | 0 | 1 | 1 | 13 |
| Apprch % | 100 | 0 | | 42.9 | 57.1 | | 0 | 100 | | |
| Total % | 38.5 | 0 | 38.5 | 23.1 | 30.8 | 53.8 | 0 | 7.7 | 7.7 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | **1** | 0 | **1** | **1** | **2** | **3** | 0 | **1** | **1** | **5** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| Total Volume | 3 | 0 | 3 | 2 | 2 | 4 | 0 | 1 | 1 | 8 |
| % App. Total | 100 | 0 | | 50 | 50 | | 0 | 100 | | |
| PHF | .750 | .000 | .750 | .500 | .250 | .333 | .000 | .250 | .250 | .400 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | 0 | **1** | **1** | **2** | **3** | 0 | **1** | **1** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Total Volume | 3 | 0 | 3 | 2 | 2 | 4 | 0 | 1 | 1 |
| % App. Total | 100 | 0 | | 50 | 50 | | 0 | 100 | |
| PHF | .750 | .000 | .750 | .500 | .250 | .333 | .000 | .250 | .250 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

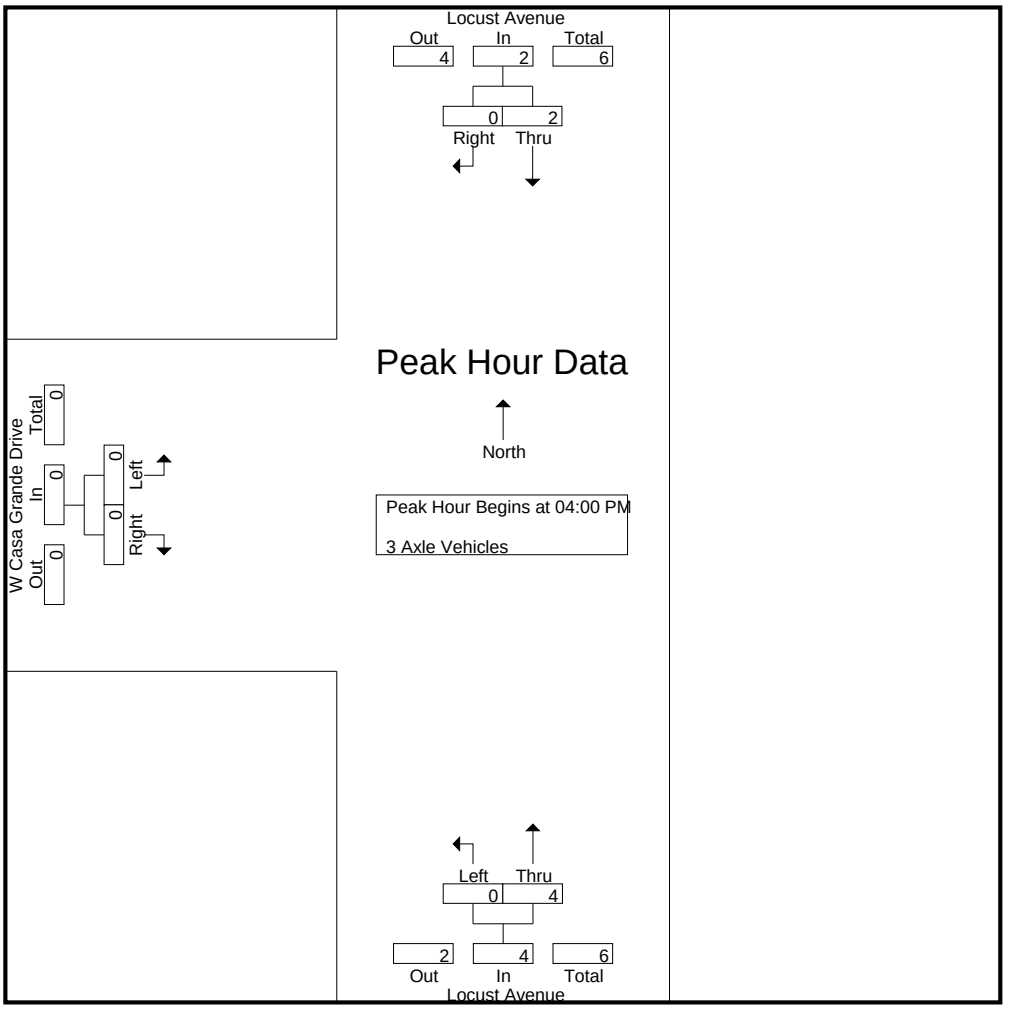
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 2 | 0 | 2 | 0 | 4 | 4 | 0 | 0 | 0 | 6 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Grand Total | 5 | 0 | 5 | 0 | 4 | 4 | 0 | 0 | 0 | 9 |
| Apprch % | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| Total % | 55.6 | 0 | 55.6 | 0 | 44.4 | 44.4 | 0 | 0 | 0 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | **2** | 0 | **2** | 0 | **2** | **2** | 0 | 0 | 0 | **4** |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Total Volume | 2 | 0 | 2 | 0 | 4 | 4 | 0 | 0 | 0 | 6 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| PHF | .250 | .000 | .250 | .000 | .500 | .500 | .000 | .000 | .000 | .375 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

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

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

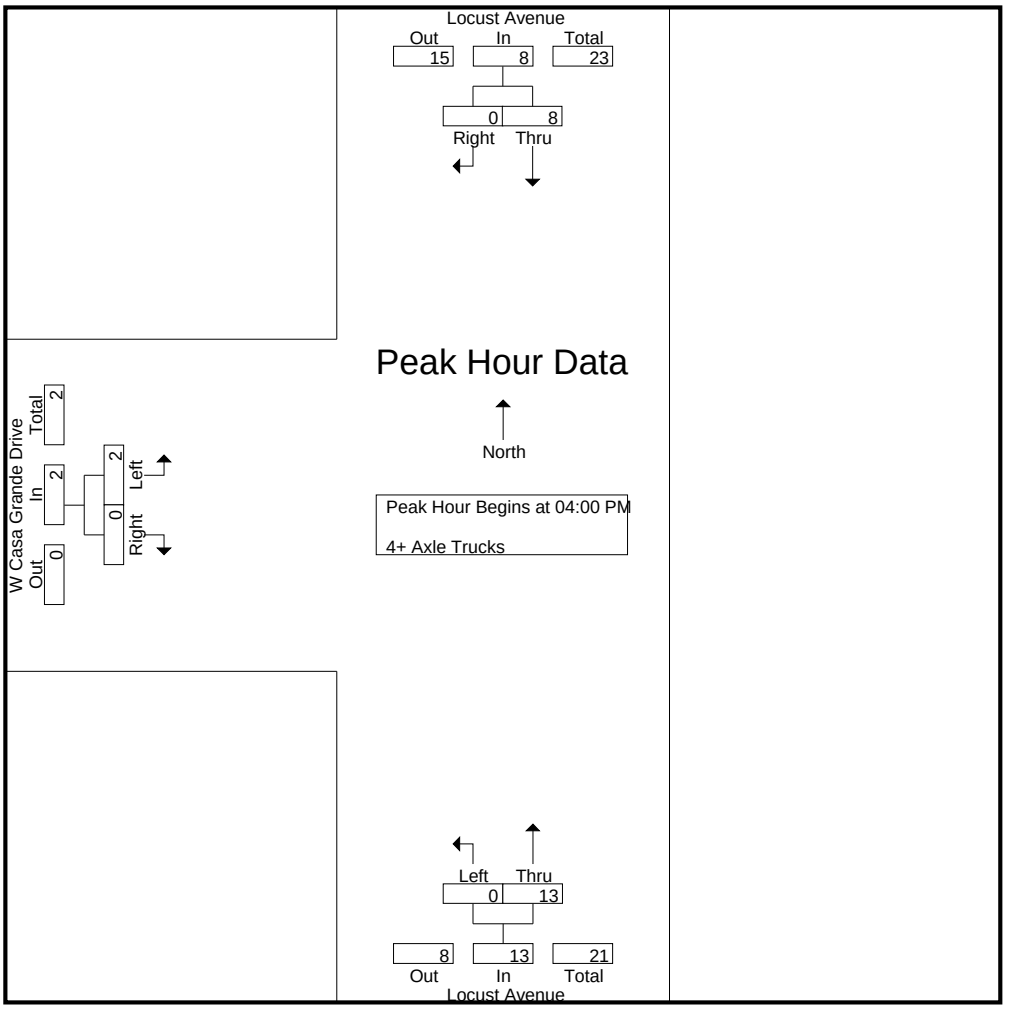
| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | Int. Total |
| 04:00 PM | 4 | 0 | 4 | 0 | 4 | 4 | 0 | 0 | 0 | 8 |
| 04:15 PM | 2 | 0 | 2 | 0 | 7 | 7 | 0 | 0 | 0 | 9 |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 3 |
| 04:45 PM | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| Total | 8 | 0 | 8 | 0 | 13 | 13 | 2 | 0 | 2 | 23 |
| | | | | | | | | | | |
| 05:00 PM | 5 | 0 | 5 | 0 | 3 | 3 | 0 | 0 | 0 | 8 |
| 05:15 PM | 4 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 5 |
| 05:30 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:45 PM | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| Total | 14 | 0 | 14 | 0 | 5 | 5 | 0 | 0 | 0 | 19 |
| | | | | | | | | | | |
| Grand Total | 22 | 0 | 22 | 0 | 18 | 18 | 2 | 0 | 2 | 42 |
| Apprch % | 100 | 0 | | 0 | 100 | | 100 | 0 | | |
| Total % | 52.4 | 0 | 52.4 | 0 | 42.9 | 42.9 | 4.8 | 0 | 4.8 | |

| | Locust Avenue Southbound | | | Locust Avenue Northbound | | | W Casa Grande Drive 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 04:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | **4** | 0 | **4** | 0 | 4 | 4 | 0 | 0 | 0 | 8 |
| 04:15 PM | 2 | 0 | 2 | 0 | **7** | **7** | 0 | 0 | 0 | **9** |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | **2** | 0 | **2** | 3 |
| 04:45 PM | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| Total Volume | 8 | 0 | 8 | 0 | 13 | 13 | 2 | 0 | 2 | 23 |
| % App. Total | 100 | 0 | | 0 | 100 | | 100 | 0 | | |
| PHF | .500 | .000 | .500 | .000 | .464 | .464 | .250 | .000 | .250 | .639 |

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City of Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive
Weather: Clear

File Name : 05_RLT_Loc_CG Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | 04:00 PM | | | 04:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **4** | 0 | **4** | 0 | 4 | 4 | 0 | 0 | 0 |
| +15 mins. | 2 | 0 | 2 | 0 | **7** | **7** | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | **2** | 0 | **2** |
| +45 mins. | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 |
| Total Volume | 8 | 0 | 8 | 0 | 13 | 13 | 2 | 0 | 2 |
| % App. Total | 100 | 0 | | 0 | 100 | | 100 | 0 | |
| PHF | .500 | .000 | .500 | .000 | .464 | .464 | .250 | .000 | .250 |

Location: Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive

Date: 5/7/2024
Day: Tuesday

**PEDESTRIANS**

| | North Leg<br>Locust Avenue | East Leg<br>Dead End | South Leg<br>Locust Avenue | West Leg<br>W Casa Grande Drive | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 1 | 0 | 1 |
| TOTAL VOLUMES: | 0 | 0 | 1 | 0 | 1 |

| | North Leg<br>Locust Avenue | East Leg<br>Dead End | South Leg<br>Locust Avenue | West Leg<br>W Casa Grande Drive | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 0 | 0 | 0 | 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 | 0 | 0 |
| TOTAL VOLUMES: | 1 | 0 | 0 | 0 | 1 |

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

Location: Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive

Date: 5/7/2024
Day: Tuesday

**BICYCLES**

| | Southbound Locust Avenue | | | Westbound Dead End | | | Northbound Locust Avenue | | | Eastbound W Casa Grande Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

| | Southbound Locust Avenue | | | Westbound Dead End | | | Northbound Locust Avenue | | | Eastbound W Casa Grande Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 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 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |

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

Location: Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive

Date: 5/8/2024
Day: Wednesday

**PEDESTRIANS**

| | North Leg<br>Locust Avenue | East Leg<br>Dead End | South Leg<br>Locust Avenue | West Leg<br>W Casa Grande Drive | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 1 | 0 | 0 | 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 | 1 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 1 | 0 | 0 | 1 | 2 |

| | North Leg<br>Locust Avenue | East Leg<br>Dead End | South Leg<br>Locust Avenue | West Leg<br>W Casa Grande Drive | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 2 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 2 | 0 | 0 | 0 | 2 |

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

Location: Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive

Date: 5/8/2024
Day: Wednesday

**BICYCLES**

| | Southbound Locust Avenue | | | Westbound Dead End | | | Northbound Locust Avenue | | | Eastbound W Casa Grande Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Southbound Locust Avenue | | | Westbound Dead End | | | Northbound Locust Avenue | | | Eastbound W Casa Grande Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 |

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

Location: Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive

Date: 5/9/2024
Day: Thursday

**PEDESTRIANS**

| | North Leg<br>Locust Avenue | East Leg<br>Dead End | South Leg<br>Locust Avenue | West Leg<br>W Casa Grande Drive | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 1 | 0 | 0 | 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 | 1 | 0 | 1 |
| TOTAL VOLUMES: | 1 | 0 | 1 | 0 | 2 |

| | North Leg<br>Locust Avenue | East Leg<br>Dead End | South Leg<br>Locust Avenue | West Leg<br>W Casa Grande Drive | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 1 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 1 | 0 | 0 | 0 | 1 |

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

Location: Rialto
N/S: Locust Avenue
E/W: W Casa Grande Drive

Date: 5/9/2024
Day: Thursday

**BICYCLES**

| | Southbound Locust Avenue | | | Westbound Dead End | | | Northbound Locust Avenue | | | Eastbound W Casa Grande Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Southbound Locust Avenue | | | Westbound Dead End | | | Northbound Locust Avenue | | | Eastbound W Casa Grande Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 2 | 0 | 0 | 0 | 1 | 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 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 5 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

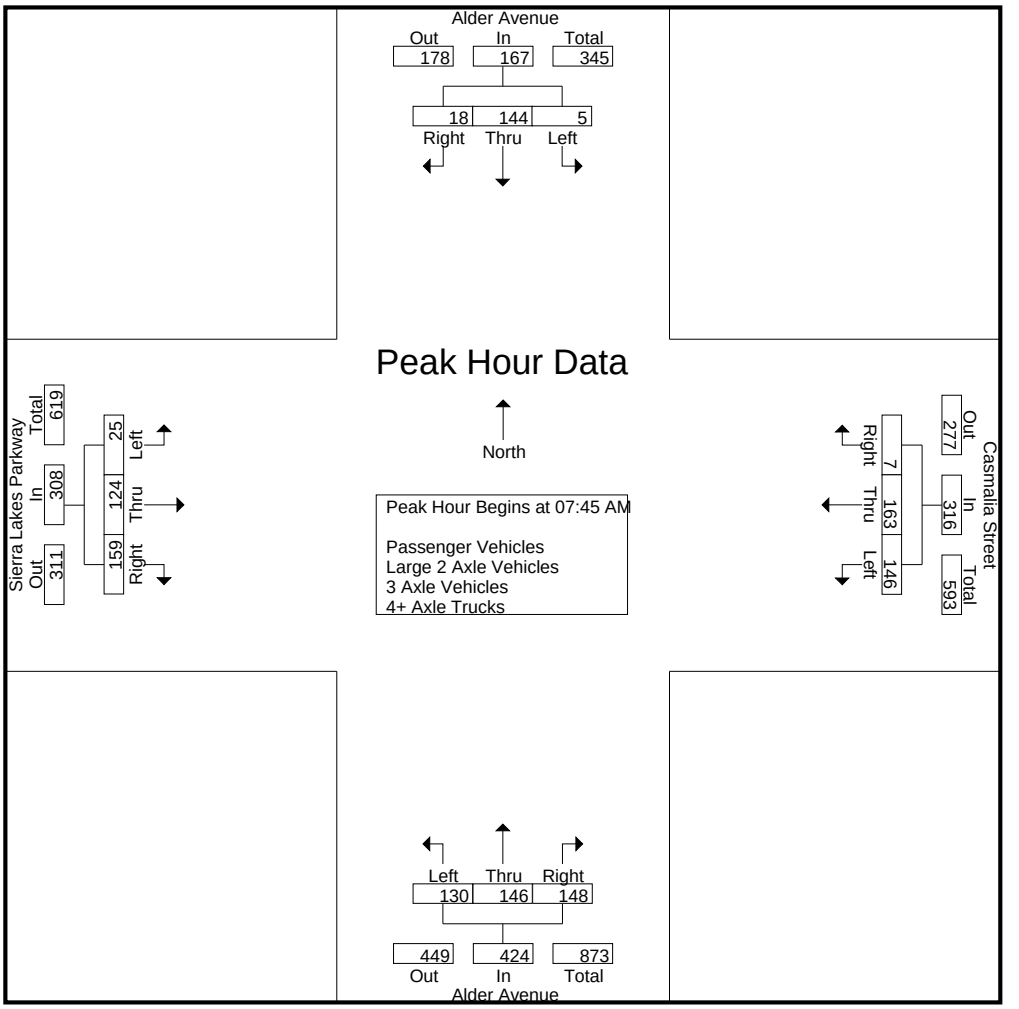
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 2 | 10 | 2 | 14 | 35 | 29 | 1 | 65 | 19 | 27 | 29 | 75 | 6 | 19 | 30 | 55 | 209 |
| 07:15 AM | 2 | 19 | 4 | 25 | 60 | 28 | 3 | 91 | 21 | 38 | 37 | 96 | 4 | 12 | 28 | 44 | 256 |
| 07:30 AM | 2 | 33 | 4 | 39 | 39 | 47 | 2 | 88 | 26 | 41 | 37 | 104 | 7 | 28 | 33 | 68 | 299 |
| 07:45 AM | 2 | 40 | 5 | 47 | 36 | 48 | 1 | 85 | 35 | 35 | 30 | 100 | 6 | 26 | 42 | 74 | 306 |
| Total | 8 | 102 | 15 | 125 | 170 | 152 | 7 | 329 | 101 | 141 | 133 | 375 | 23 | 85 | 133 | 241 | 1070 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | 32 | 5 | 38 | 43 | 47 | 3 | 93 | 35 | 33 | 36 | 104 | 9 | 25 | 40 | 74 | 309 |
| 08:15 AM | 2 | 32 | 6 | 40 | 28 | 37 | 2 | 67 | 28 | 32 | 44 | 104 | 5 | 35 | 37 | 77 | 288 |
| 08:30 AM | 0 | 40 | 2 | 42 | 39 | 31 | 1 | 71 | 32 | 46 | 38 | 116 | 5 | 38 | 40 | 83 | 312 |
| 08:45 AM | 2 | 34 | 2 | 38 | 37 | 48 | 2 | 87 | 28 | 31 | 29 | 88 | 4 | 26 | 39 | 69 | 282 |
| Total | 5 | 138 | 15 | 158 | 147 | 163 | 8 | 318 | 123 | 142 | 147 | 412 | 23 | 124 | 156 | 303 | 1191 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 13 | 240 | 30 | 283 | 317 | 315 | 15 | 647 | 224 | 283 | 280 | 787 | 46 | 209 | 289 | 544 | 2261 |
| Apprch % | 4.6 | 84.8 | 10.6 | | 49 | 48.7 | 2.3 | | 28.5 | 36 | 35.6 | | 8.5 | 38.4 | 53.1 | | |
| Total % | 0.6 | 10.6 | 1.3 | 12.5 | 14 | 13.9 | 0.7 | 28.6 | 9.9 | 12.5 | 12.4 | 34.8 | 2 | 9.2 | 12.8 | 24.1 | |
| Passenger Vehicles | 8 | 92 | 18 | 118 | 250 | 285 | 13 | 548 | 169 | 132 | 216 | 517 | 27 | 191 | 195 | 413 | 1596 |
| % Passenger Vehicles | 61.5 | 38.3 | 60 | 41.7 | 78.9 | 90.5 | 86.7 | 84.7 | 75.4 | 46.6 | 77.1 | 65.7 | 58.7 | 91.4 | 67.5 | 75.9 | 70.6 |
| Large 2 Axle Vehicles | 1 | 13 | 1 | 15 | 11 | 9 | 0 | 20 | 7 | 16 | 8 | 31 | 2 | 4 | 11 | 17 | 83 |
| % Large 2 Axle Vehicles | 7.7 | 5.4 | 3.3 | 5.3 | 3.5 | 2.9 | 0 | 3.1 | 3.1 | 5.7 | 2.9 | 3.9 | 4.3 | 1.9 | 3.8 | 3.1 | 3.7 |
| 3 Axle Vehicles | 1 | 18 | 3 | 22 | 7 | 7 | 1 | 15 | 7 | 35 | 7 | 49 | 8 | 2 | 16 | 26 | 112 |
| % 3 Axle Vehicles | 7.7 | 7.5 | 10 | 7.8 | 2.2 | 2.2 | 6.7 | 2.3 | 3.1 | 12.4 | 2.5 | 6.2 | 17.4 | 1 | 5.5 | 4.8 | 5 |
| 4+ Axle Trucks | 3 | 117 | 8 | 128 | 49 | 14 | 1 | 64 | 41 | 100 | 49 | 190 | 9 | 12 | 67 | 88 | 470 |
| % 4+ Axle Trucks | 23.1 | 48.8 | 26.7 | 45.2 | 15.5 | 4.4 | 6.7 | 9.9 | 18.3 | 35.3 | 17.5 | 24.1 | 19.6 | 5.7 | 23.2 | 16.2 | 20.8 |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | **2** | **40** | 5 | **47** | 36 | **48** | 1 | 85 | **35** | 35 | 30 | 100 | 6 | 26 | **42** | 74 | 306 |
| 08:00 AM | 1 | 32 | 5 | 38 | **43** | 47 | **3** | **93** | 35 | 33 | 36 | 104 | **9** | 25 | 40 | 74 | 309 |
| 08:15 AM | 2 | 32 | **6** | 40 | 28 | 37 | 2 | 67 | 28 | 32 | **44** | 104 | 5 | 35 | 37 | 77 | 288 |
| 08:30 AM | 0 | 40 | 2 | 42 | 39 | 31 | 1 | 71 | 32 | **46** | 38 | **116** | 5 | **38** | 40 | **83** | **312** |
| Total Volume | 5 | 144 | 18 | 167 | 146 | 163 | 7 | 316 | 130 | 146 | 148 | 424 | 25 | 124 | 159 | 308 | 1215 |
| % App. Total | 3 | 86.2 | 10.8 | | 46.2 | 51.6 | 2.2 | | 30.7 | 34.4 | 34.9 | | 8.1 | 40.3 | 51.6 | | |
| PHF | .625 | .900 | .750 | .888 | .849 | .849 | .583 | .849 | .929 | .793 | .841 | .914 | .694 | .816 | .946 | .928 | .974 |

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

City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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 | | | | 07:15 AM | | | | 07:45 AM | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **2** | **40** | 5 | **47** | **60** | 28 | **3** | 91 | **35** | 35 | 30 | 100 | 6 | 26 | **42** | 74 |
| +15 mins. | 1 | 32 | 5 | 38 | 39 | 47 | 2 | 88 | 35 | 33 | 36 | 104 | **9** | 25 | 40 | 74 |
| +30 mins. | 2 | 32 | **6** | 40 | 36 | **48** | 1 | 85 | 28 | 32 | **44** | 104 | 5 | 35 | 37 | 77 |
| +45 mins. | 0 | 40 | 2 | 42 | 43 | 47 | 3 | **93** | 32 | **46** | 38 | **116** | 5 | **38** | 40 | **83** |
| Total Volume | 5 | 144 | 18 | 167 | 178 | 170 | 9 | 357 | 130 | 146 | 148 | 424 | 25 | 124 | 159 | 308 |
| % App. Total | 3 | 86.2 | 10.8 | | 49.9 | 47.6 | 2.5 | | 30.7 | 34.4 | 34.9 | | 8.1 | 40.3 | 51.6 | |
| PHF | .625 | .900 | .750 | .888 | .742 | .885 | .750 | .960 | .929 | .793 | .841 | .914 | .694 | .816 | .946 | .928 |

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

City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

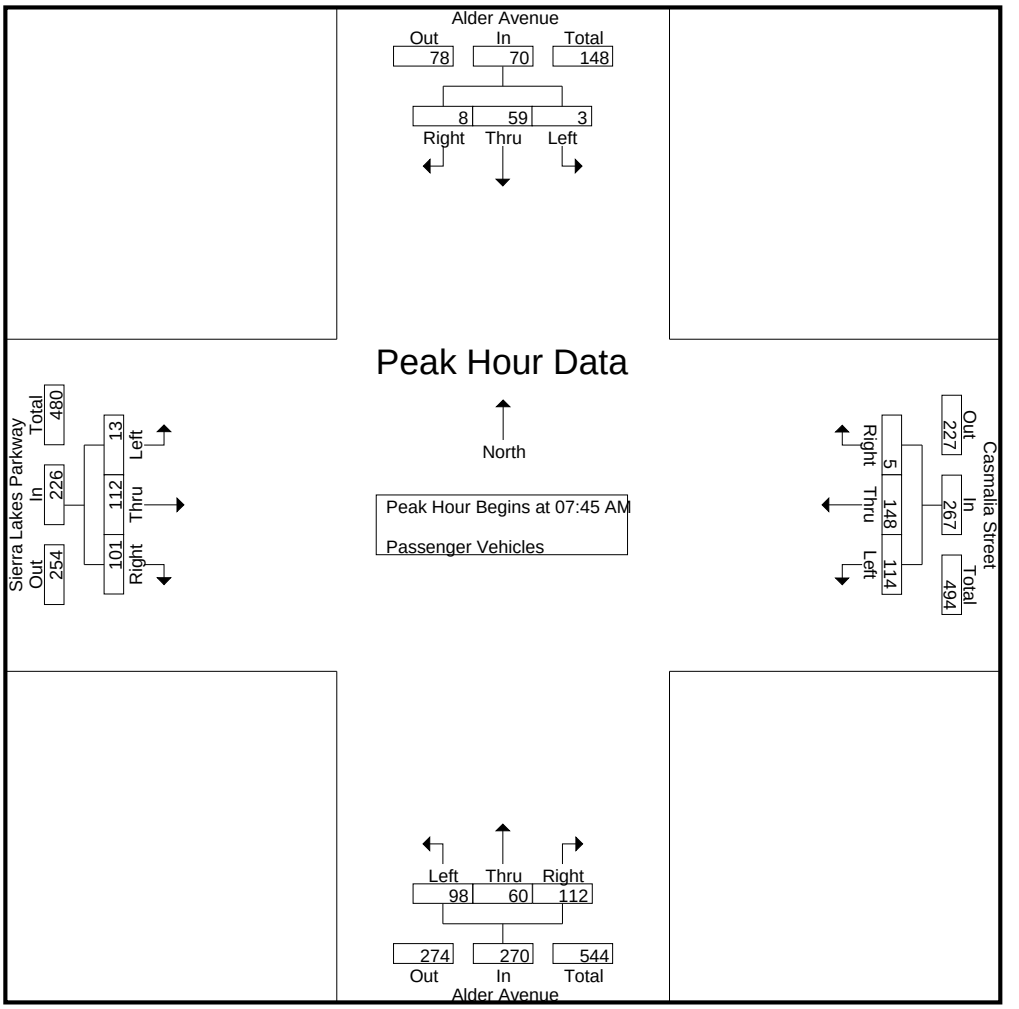
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 2 | 2 | 4 | 27 | 26 | 1 | 54 | 14 | 15 | 23 | 52 | 4 | 19 | 25 | 48 | 158 |
| 07:15 AM | 2 | 7 | 3 | 12 | 52 | 26 | 3 | 81 | 13 | 22 | 33 | 68 | 4 | 10 | 20 | 34 | 195 |
| 07:30 AM | 1 | 14 | 4 | 19 | 28 | 44 | 2 | 74 | 20 | 18 | 28 | 66 | 4 | 26 | 26 | 56 | 215 |
| 07:45 AM | 1 | 16 | 2 | 19 | 28 | 45 | 1 | 74 | 27 | 19 | 24 | 70 | 3 | 23 | 25 | 51 | 214 |
| Total | 4 | 39 | 11 | 54 | 135 | 141 | 7 | 283 | 74 | 74 | 108 | 256 | 15 | 78 | 96 | 189 | 782 |
| 08:00 AM | 1 | 19 | 2 | 22 | 36 | 42 | 2 | 80 | 29 | 12 | 29 | 70 | 4 | 23 | 25 | 52 | 224 |
| 08:15 AM | 1 | 10 | 4 | 15 | 22 | 35 | 1 | 58 | 18 | 13 | 30 | 61 | 3 | 33 | 26 | 62 | 196 |
| 08:30 AM | 0 | 14 | 0 | 14 | 28 | 26 | 1 | 55 | 24 | 16 | 29 | 69 | 3 | 33 | 25 | 61 | 199 |
| 08:45 AM | 2 | 10 | 1 | 13 | 29 | 41 | 2 | 72 | 24 | 17 | 20 | 61 | 2 | 24 | 23 | 49 | 195 |
| Total | 4 | 53 | 7 | 64 | 115 | 144 | 6 | 265 | 95 | 58 | 108 | 261 | 12 | 113 | 99 | 224 | 814 |
| Grand Total | 8 | 92 | 18 | 118 | 250 | 285 | 13 | 548 | 169 | 132 | 216 | 517 | 27 | 191 | 195 | 413 | 1596 |
| Apprch % | 6.8 | 78 | 15.3 | | 45.6 | 52 | 2.4 | | 32.7 | 25.5 | 41.8 | | 6.5 | 46.2 | 47.2 | | |
| Total % | 0.5 | 5.8 | 1.1 | 7.4 | 15.7 | 17.9 | 0.8 | 34.3 | 10.6 | 8.3 | 13.5 | 32.4 | 1.7 | 12 | 12.2 | 25.9 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 07:45 AM to 08:30 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | **1** | 16 | 2 | 19 | 28 | **45** | 1 | 74 | 27 | **19** | 24 | **70** | 3 | 23 | 25 | 51 | 214 |
| 08:00 AM | 1 | **19** | 2 | **22** | **36** | 42 | **2** | **80** | **29** | 12 | 29 | 70 | **4** | 23 | 25 | 52 | **224** |
| 08:15 AM | 1 | 10 | **4** | 15 | 22 | 35 | 1 | 58 | 18 | 13 | **30** | 61 | 3 | **33** | **26** | **62** | 196 |
| 08:30 AM | 0 | 14 | 0 | 14 | 28 | 26 | 1 | 55 | 24 | 16 | 29 | 69 | 3 | 33 | 25 | 61 | 199 |
| Total Volume | 3 | 59 | 8 | 70 | 114 | 148 | 5 | 267 | 98 | 60 | 112 | 270 | 13 | 112 | 101 | 226 | 833 |
| % App. Total | 4.3 | 84.3 | 11.4 | | 42.7 | 55.4 | 1.9 | | 36.3 | 22.2 | 41.5 | | 5.8 | 49.6 | 44.7 | | |
| PHF | .750 | .776 | .500 | .795 | .792 | .822 | .625 | .834 | .845 | .789 | .933 | .964 | .813 | .848 | .971 | .911 | .930 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | 16 | 2 | 19 | 28 | **45** | 1 | 74 | 27 | **19** | 24 | **70** | 3 | 23 | 25 | 51 |
| +15 mins. | 1 | **19** | 2 | **22** | **36** | 42 | **2** | **80** | **29** | 12 | 29 | 70 | **4** | 23 | 25 | 52 |
| +30 mins. | 1 | 10 | **4** | 15 | 22 | 35 | 1 | 58 | 18 | 13 | **30** | 61 | 3 | **33** | **26** | **62** |
| +45 mins. | 0 | 14 | 0 | 14 | 28 | 26 | 1 | 55 | 24 | 16 | 29 | 69 | 3 | 33 | 25 | 61 |
| Total Volume | 3 | 59 | 8 | 70 | 114 | 148 | 5 | 267 | 98 | 60 | 112 | 270 | 13 | 112 | 101 | 226 |
| % App. Total | 4.3 | 84.3 | 11.4 | | 42.7 | 55.4 | 1.9 | | 36.3 | 22.2 | 41.5 | | 5.8 | 49.6 | 44.7 | |
| PHF | .750 | .776 | .500 | .795 | .792 | .822 | .625 | .834 | .845 | .789 | .933 | .964 | .813 | .848 | .971 | .911 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

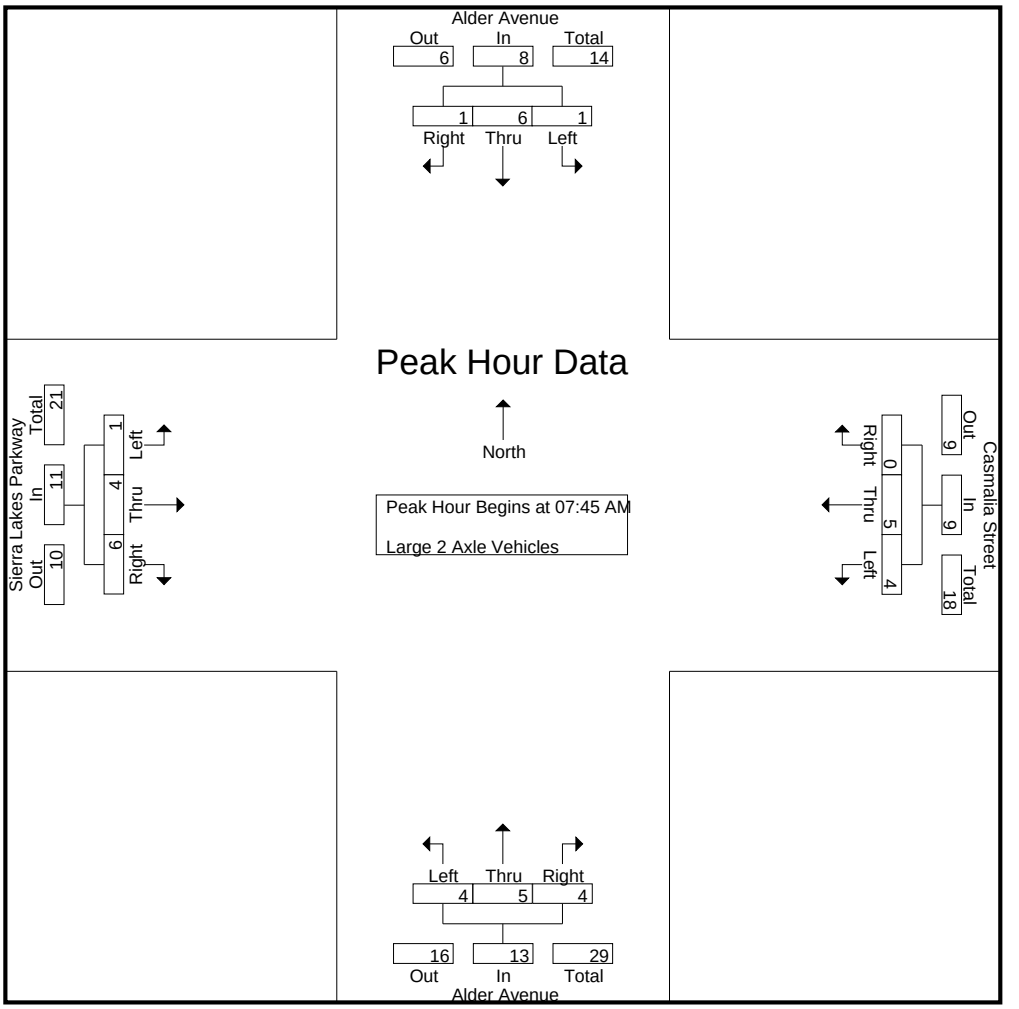
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 3 | 0 | 3 | 3 | 1 | 0 | 4 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 10 |
| 07:15 AM | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 3 | 1 | 4 | 1 | 6 | 0 | 0 | 1 | 1 | 11 |
| 07:30 AM | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 3 | 0 | 4 | 2 | 6 | 0 | 0 | 1 | 1 | 11 |
| 07:45 AM | 1 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 4 | 9 |
| Total | 1 | 7 | 1 | 9 | 7 | 3 | 0 | 10 | 2 | 9 | 4 | 15 | 0 | 2 | 5 | 7 | 41 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 3 | 3 | 2 | 0 | 5 | 1 | 0 | 2 | 3 | 12 |
| 08:15 AM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 3 | 0 | 1 | 2 | 3 | 8 |
| 08:30 AM | 0 | 2 | 0 | 2 | 3 | 2 | 0 | 5 | 0 | 3 | 1 | 4 | 0 | 1 | 0 | 1 | 12 |
| 08:45 AM | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 4 | 1 | 0 | 2 | 3 | 10 |
| Total | 0 | 6 | 0 | 6 | 4 | 6 | 0 | 10 | 5 | 7 | 4 | 16 | 2 | 2 | 6 | 10 | 42 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 1 | 13 | 1 | 15 | 11 | 9 | 0 | 20 | 7 | 16 | 8 | 31 | 2 | 4 | 11 | 17 | 83 |
| Apprch % | 6.7 | 86.7 | 6.7 | | 55 | 45 | 0 | | 22.6 | 51.6 | 25.8 | | 11.8 | 23.5 | 64.7 | | |
| Total % | 1.2 | 15.7 | 1.2 | 18.1 | 13.3 | 10.8 | 0 | 24.1 | 8.4 | 19.3 | 9.6 | 37.3 | 2.4 | 4.8 | 13.3 | 20.5 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 07:45 AM to 08:30 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | **1** | **2** | **1** | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | **2** | **2** | **4** | 9 |
| 08:00 AM | 0 | 1 | 0 | 1 | 1 | **2** | 0 | 3 | **3** | 2 | 0 | **5** | **1** | 0 | 2 | 3 | **12** |
| 08:15 AM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | **2** | 3 | 0 | 1 | 2 | 3 | 8 |
| 08:30 AM | 0 | 2 | 0 | 2 | **3** | 2 | 0 | **5** | 0 | **3** | 1 | 4 | 0 | 1 | 0 | 1 | 12 |
| Total Volume | 1 | 6 | 1 | 8 | 4 | 5 | 0 | 9 | 4 | 5 | 4 | 13 | 1 | 4 | 6 | 11 | 41 |
| % App. Total | 12.5 | 75 | 12.5 | | 44.4 | 55.6 | 0 | | 30.8 | 38.5 | 30.8 | | 9.1 | 36.4 | 54.5 | | |
| PHF | .250 | .750 | .250 | .500 | .333 | .625 | .000 | .450 | .333 | .417 | .500 | .650 | .250 | .500 | .750 | .688 | .854 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | **2** | **1** | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | **2** | **2** | **4** |
| +15 mins. | 0 | 1 | 0 | 1 | 1 | **2** | 0 | 3 | **3** | 2 | 0 | **5** | **1** | 0 | 2 | 3 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | **2** | 3 | 0 | 1 | 2 | 3 |
| +45 mins. | 0 | 2 | 0 | 2 | **3** | 2 | 0 | **5** | 0 | **3** | 1 | 4 | 0 | 1 | 0 | 1 |
| Total Volume | 1 | 6 | 1 | 8 | 4 | 5 | 0 | 9 | 4 | 5 | 4 | 13 | 1 | 4 | 6 | 11 |
| % App. Total | 12.5 | 75 | 12.5 | | 44.4 | 55.6 | 0 | | 30.8 | 38.5 | 30.8 | | 9.1 | 36.4 | 54.5 | |
| PHF | .250 | .750 | .250 | .500 | .333 | .625 | .000 | .450 | .333 | .417 | .500 | .650 | .250 | .500 | .750 | .688 |

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City of Rialto
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E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

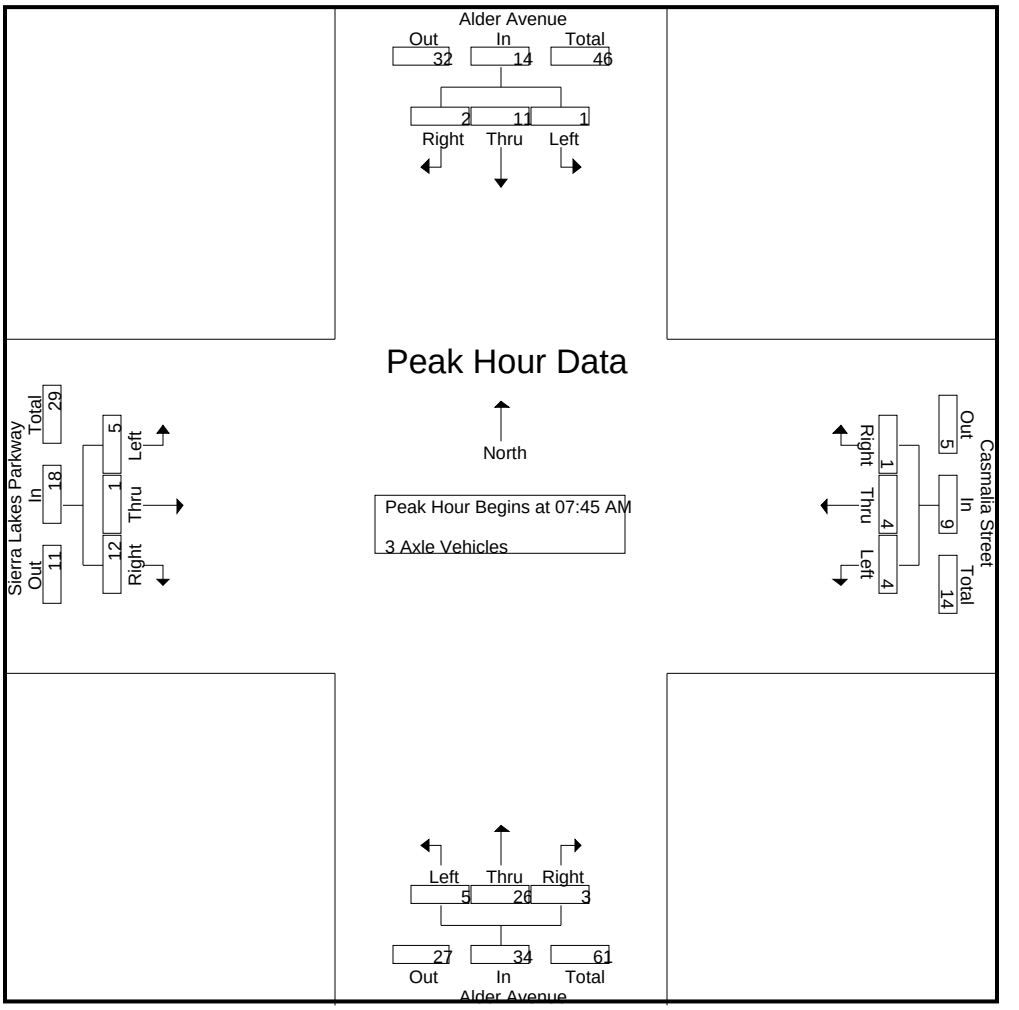
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 3 | 1 | 4 | 1 | 0 | 0 | 1 | 8 |
| 07:15 AM | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 7 |
| 07:30 AM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 3 | 1 | 0 | 1 | 2 | 7 |
| 07:45 AM | 0 | 2 | 1 | 3 | 3 | 0 | 0 | 3 | 2 | 3 | 1 | 6 | 0 | 0 | 3 | 3 | 15 |
| Total | 0 | 5 | 2 | 7 | 5 | 3 | 0 | 8 | 3 | 9 | 4 | 16 | 2 | 0 | 4 | 6 | 37 |
| 08:00 AM | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 4 | 1 | 7 | 0 | 8 | 3 | 0 | 4 | 7 | 20 |
| 08:15 AM | 1 | 3 | 0 | 4 | 0 | 1 | 0 | 1 | 1 | 5 | 0 | 6 | 1 | 0 | 3 | 4 | 15 |
| 08:30 AM | 0 | 5 | 1 | 6 | 0 | 1 | 0 | 1 | 1 | 11 | 2 | 14 | 1 | 1 | 2 | 4 | 25 |
| 08:45 AM | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 1 | 1 | 3 | 1 | 5 | 1 | 1 | 3 | 5 | 15 |
| Total | 1 | 13 | 1 | 15 | 2 | 4 | 1 | 7 | 4 | 26 | 3 | 33 | 6 | 2 | 12 | 20 | 75 |
| Grand Total | 1 | 18 | 3 | 22 | 7 | 7 | 1 | 15 | 7 | 35 | 7 | 49 | 8 | 2 | 16 | 26 | 112 |
| Apprch % | 4.5 | 81.8 | 13.6 | | 46.7 | 46.7 | 6.7 | | 14.3 | 71.4 | 14.3 | | 30.8 | 7.7 | 61.5 | | |
| Total % | 0.9 | 16.1 | 2.7 | 19.6 | 6.2 | 6.2 | 0.9 | 13.4 | 6.2 | 31.2 | 6.2 | 43.8 | 7.1 | 1.8 | 14.3 | 23.2 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 07:45 AM to 08:30 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 2 | **1** | 3 | **3** | 0 | 0 | 3 | **2** | 3 | 1 | 6 | 0 | 0 | 3 | 3 | 15 |
| 08:00 AM | 0 | 1 | 0 | 1 | 1 | **2** | **1** | **4** | 1 | 7 | 0 | 8 | **3** | 0 | **4** | **7** | 20 |
| 08:15 AM | **1** | 3 | 0 | 4 | 0 | 1 | 0 | 1 | 1 | 5 | 0 | 6 | 1 | 0 | 3 | 4 | 15 |
| 08:30 AM | 0 | **5** | 1 | **6** | 0 | 1 | 0 | 1 | 1 | **11** | **2** | **14** | 1 | **1** | 2 | 4 | **25** |
| Total Volume | 1 | 11 | 2 | 14 | 4 | 4 | 1 | 9 | 5 | 26 | 3 | 34 | 5 | 1 | 12 | 18 | 75 |
| % App. Total | 7.1 | 78.6 | 14.3 | | 44.4 | 44.4 | 11.1 | | 14.7 | 76.5 | 8.8 | | 27.8 | 5.6 | 66.7 | | |
| PHF | .250 | .550 | .500 | .583 | .333 | .500 | .250 | .563 | .625 | .591 | .375 | .607 | .417 | .250 | .750 | .643 | .750 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024


Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 2 | **1** | 3 | **3** | 0 | 0 | 3 | **2** | 3 | 1 | 6 | 0 | 0 | 3 | 3 |
| +15 mins. | 0 | 1 | 0 | 1 | 1 | **2** | **1** | **4** | 1 | 7 | 0 | 8 | **3** | 0 | **4** | **7** |
| +30 mins. | **1** | 3 | 0 | 4 | 0 | 1 | 0 | 1 | 1 | 5 | 0 | 6 | 1 | 0 | 3 | 4 |
| +45 mins. | 0 | **5** | 1 | **6** | 0 | 1 | 0 | 1 | 1 | **11** | **2** | **14** | 1 | **1** | 2 | 4 |
| Total Volume | 1 | 11 | 2 | 14 | 4 | 4 | 1 | 9 | 5 | 26 | 3 | 34 | 5 | 1 | 12 | 18 |
| % App. Total | 7.1 | 78.6 | 14.3 | | 44.4 | 44.4 | 11.1 | | 14.7 | 76.5 | 8.8 | | 27.8 | 5.6 | 66.7 | |
| PHF | .250 | .550 | .500 | .583 | .333 | .500 | .250 | .563 | .625 | .591 | .375 | .607 | .417 | .250 | .750 | .643 |

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

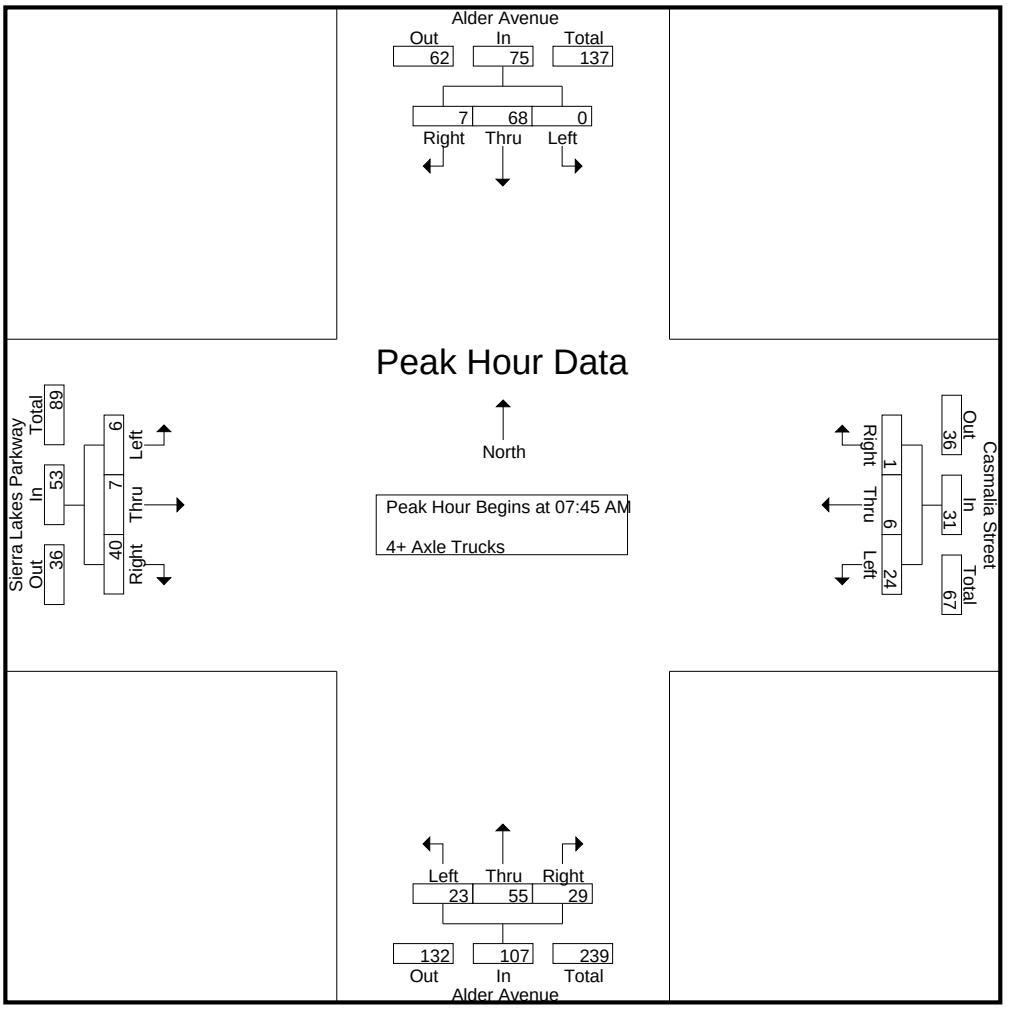
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 2 | 4 | 0 | 6 | 4 | 1 | 0 | 5 | 4 | 8 | 5 | 17 | 1 | 0 | 4 | 5 | 33 |
| 07:15 AM | 0 | 10 | 0 | 10 | 5 | 0 | 0 | 5 | 6 | 11 | 2 | 19 | 0 | 2 | 7 | 9 | 43 |
| 07:30 AM | 1 | 17 | 0 | 18 | 9 | 1 | 0 | 10 | 6 | 17 | 6 | 29 | 2 | 2 | 5 | 9 | 66 |
| 07:45 AM | 0 | 20 | 1 | 21 | 5 | 3 | 0 | 8 | 6 | 13 | 4 | 23 | 3 | 1 | 12 | 16 | 68 |
| Total | 3 | 51 | 1 | 55 | 23 | 5 | 0 | 28 | 22 | 49 | 17 | 88 | 6 | 5 | 28 | 39 | 210 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 11 | 3 | 14 | 5 | 1 | 0 | 6 | 2 | 12 | 7 | 21 | 1 | 2 | 9 | 12 | 53 |
| 08:15 AM | 0 | 18 | 2 | 20 | 6 | 0 | 1 | 7 | 8 | 14 | 12 | 34 | 1 | 1 | 6 | 8 | 69 |
| 08:30 AM | 0 | 19 | 1 | 20 | 8 | 2 | 0 | 10 | 7 | 16 | 6 | 29 | 1 | 3 | 13 | 17 | 76 |
| 08:45 AM | 0 | 18 | 1 | 19 | 7 | 6 | 0 | 13 | 2 | 9 | 7 | 18 | 0 | 1 | 11 | 12 | 62 |
| Total | 0 | 66 | 7 | 73 | 26 | 9 | 1 | 36 | 19 | 51 | 32 | 102 | 3 | 7 | 39 | 49 | 260 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 3 | 117 | 8 | 128 | 49 | 14 | 1 | 64 | 41 | 100 | 49 | 190 | 9 | 12 | 67 | 88 | 470 |
| Apprch % | 2.3 | 91.4 | 6.2 | | 76.6 | 21.9 | 1.6 | | 21.6 | 52.6 | 25.8 | | 10.2 | 13.6 | 76.1 | | |
| Total % | 0.6 | 24.9 | 1.7 | 27.2 | 10.4 | 3 | 0.2 | 13.6 | 8.7 | 21.3 | 10.4 | 40.4 | 1.9 | 2.6 | 14.3 | 18.7 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 07:45 AM to 08:30 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | **20** | 1 | **21** | 5 | **3** | 0 | 8 | 6 | 13 | 4 | 23 | **3** | 1 | 12 | 16 | 68 |
| 08:00 AM | 0 | 11 | **3** | 14 | 5 | 1 | 0 | 6 | 2 | 12 | 7 | 21 | 1 | 2 | 9 | 12 | 53 |
| 08:15 AM | 0 | 18 | 2 | 20 | 6 | 0 | **1** | 7 | **8** | 14 | **12** | **34** | 1 | 1 | 6 | 8 | 69 |
| 08:30 AM | 0 | 19 | 1 | 20 | **8** | 2 | 0 | **10** | 7 | **16** | 6 | 29 | 1 | **3** | **13** | **17** | **76** |
| Total Volume | 0 | 68 | 7 | 75 | 24 | 6 | 1 | 31 | 23 | 55 | 29 | 107 | 6 | 7 | 40 | 53 | 266 |
| % App. Total | 0 | 90.7 | 9.3 | | 77.4 | 19.4 | 3.2 | | 21.5 | 51.4 | 27.1 | | 11.3 | 13.2 | 75.5 | | |
| PHF | .000 | .850 | .583 | .893 | .750 | .500 | .250 | .775 | .719 | .859 | .604 | .787 | .500 | .583 | .769 | .779 | .875 |

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Weather: Clear

File Name : 06_RLT_Ald_Cas Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **20** | 1 | **21** | 5 | **3** | 0 | 8 | 6 | 13 | 4 | 23 | **3** | 1 | 12 | 16 |
| +15 mins. | 0 | 11 | **3** | 14 | 5 | 1 | 0 | 6 | 2 | 12 | 7 | 21 | 1 | 2 | 9 | 12 |
| +30 mins. | 0 | 18 | 2 | 20 | 6 | 0 | **1** | 7 | **8** | 14 | **12** | **34** | 1 | 1 | 6 | 8 |
| +45 mins. | 0 | 19 | 1 | 20 | **8** | 2 | 0 | **10** | 7 | **16** | 6 | 29 | 1 | **3** | **13** | **17** |
| Total Volume | 0 | 68 | 7 | 75 | 24 | 6 | 1 | 31 | 23 | 55 | 29 | 107 | 6 | 7 | 40 | 53 |
| % App. Total | 0 | 90.7 | 9.3 | | 77.4 | 19.4 | 3.2 | | 21.5 | 51.4 | 27.1 | | 11.3 | 13.2 | 75.5 | |
| PHF | .000 | .850 | .583 | .893 | .750 | .500 | .250 | .775 | .719 | .859 | .604 | .787 | .500 | .583 | .769 | .779 |

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 06_RLT_Ald_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

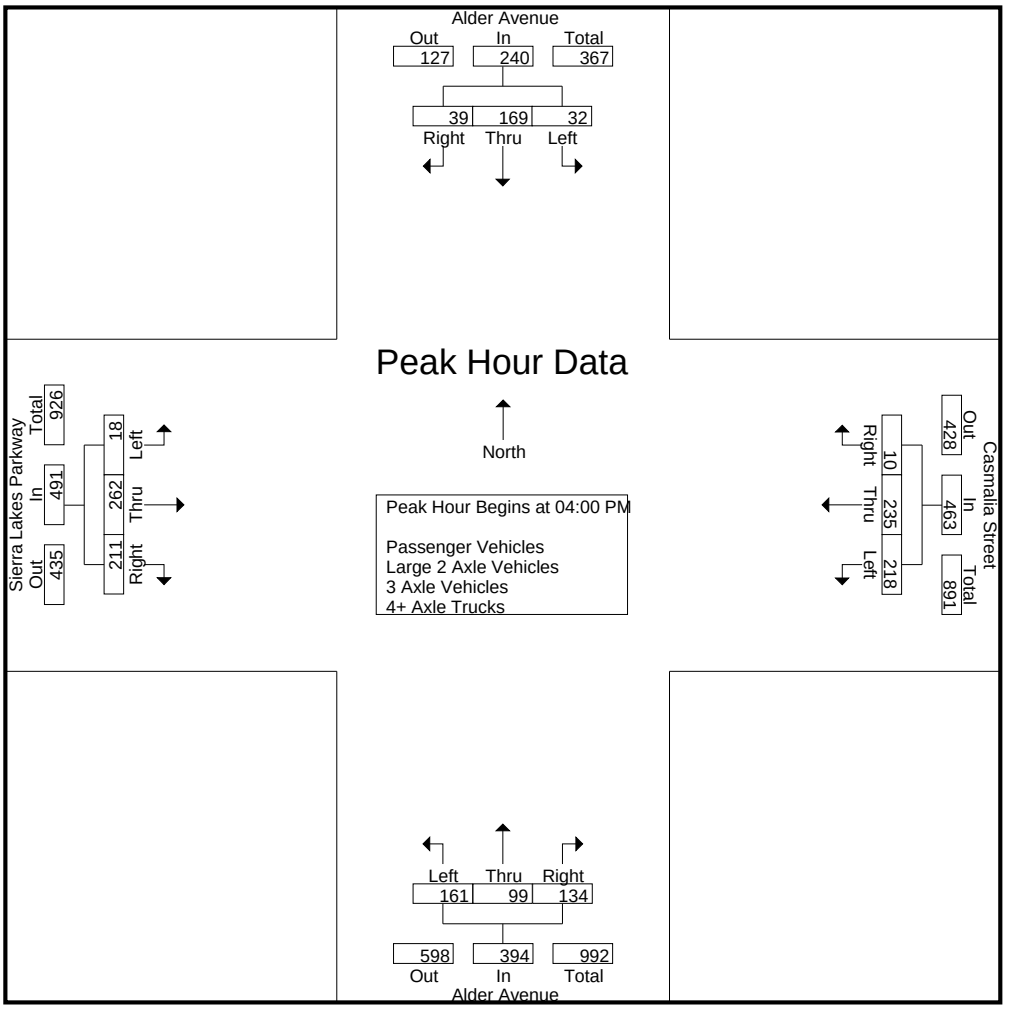
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 11 | 33 | 7 | 51 | 63 | 54 | 5 | 122 | 45 | 29 | 36 | 110 | 5 | 62 | 48 | 115 | 398 |
| 04:15 PM | 7 | 40 | 11 | 58 | 42 | 49 | 4 | 95 | 33 | 31 | 37 | 101 | 8 | 73 | 60 | 141 | 395 |
| 04:30 PM | 9 | 60 | 15 | 84 | 67 | 66 | 1 | 134 | 41 | 22 | 22 | 85 | 3 | 76 | 46 | 125 | 428 |
| 04:45 PM | 5 | 36 | 6 | 47 | 46 | 66 | 0 | 112 | 42 | 17 | 39 | 98 | 2 | 51 | 57 | 110 | 367 |
| Total | 32 | 169 | 39 | 240 | 218 | 235 | 10 | 463 | 161 | 99 | 134 | 394 | 18 | 262 | 211 | 491 | 1588 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 5 | 37 | 8 | 50 | 47 | 55 | 0 | 102 | 46 | 8 | 39 | 93 | 4 | 58 | 59 | 121 | 366 |
| 05:15 PM | 2 | 21 | 4 | 27 | 38 | 45 | 4 | 87 | 33 | 14 | 33 | 80 | 3 | 66 | 32 | 101 | 295 |
| 05:30 PM | 3 | 15 | 1 | 19 | 36 | 57 | 1 | 94 | 39 | 11 | 34 | 84 | 3 | 56 | 51 | 110 | 307 |
| 05:45 PM | 1 | 14 | 4 | 19 | 32 | 58 | 1 | 91 | 43 | 4 | 26 | 73 | 5 | 66 | 43 | 114 | 297 |
| Total | 11 | 87 | 17 | 115 | 153 | 215 | 6 | 374 | 161 | 37 | 132 | 330 | 15 | 246 | 185 | 446 | 1265 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 43 | 256 | 56 | 355 | 371 | 450 | 16 | 837 | 322 | 136 | 266 | 724 | 33 | 508 | 396 | 937 | 2853 |
| Apprch % | 12.1 | 72.1 | 15.8 | | 44.3 | 53.8 | 1.9 | | 44.5 | 18.8 | 36.7 | | 3.5 | 54.2 | 42.3 | | |
| Total % | 1.5 | 9 | 2 | 12.4 | 13 | 15.8 | 0.6 | 29.3 | 11.3 | 4.8 | 9.3 | 25.4 | 1.2 | 17.8 | 13.9 | 32.8 | |
| Passenger Vehicles | 23 | 158 | 34 | 215 | 340 | 433 | 11 | 784 | 262 | 66 | 241 | 569 | 18 | 499 | 346 | 863 | 2431 |
| % Passenger Vehicles | 53.5 | 61.7 | 60.7 | 60.6 | 91.6 | 96.2 | 68.8 | 93.7 | 81.4 | 48.5 | 90.6 | 78.6 | 54.5 | 98.2 | 87.4 | 92.1 | 85.2 |
| Large 2 Axle Vehicles | 1 | 8 | 0 | 9 | 8 | 5 | 0 | 13 | 5 | 6 | 3 | 14 | 1 | 1 | 1 | 3 | 39 |
| % Large 2 Axle Vehicles | 2.3 | 3.1 | 0 | 2.5 | 2.2 | 1.1 | 0 | 1.6 | 1.6 | 4.4 | 1.1 | 1.9 | 3 | 0.2 | 0.3 | 0.3 | 1.4 |
| 3 Axle Vehicles | 8 | 24 | 2 | 34 | 4 | 5 | 4 | 13 | 9 | 24 | 5 | 38 | 4 | 2 | 14 | 20 | 105 |
| % 3 Axle Vehicles | 18.6 | 9.4 | 3.6 | 9.6 | 1.1 | 1.1 | 25 | 1.6 | 2.8 | 17.6 | 1.9 | 5.2 | 12.1 | 0.4 | 3.5 | 2.1 | 3.7 |
| 4+ Axle Trucks | 11 | 66 | 20 | 97 | 19 | 7 | 1 | 27 | 46 | 40 | 17 | 103 | 10 | 6 | 35 | 51 | 278 |
| % 4+ Axle Trucks | 25.6 | 25.8 | 35.7 | 27.3 | 5.1 | 1.6 | 6.2 | 3.2 | 14.3 | 29.4 | 6.4 | 14.2 | 30.3 | 1.2 | 8.8 | 5.4 | 9.7 |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **11** | 33 | 7 | 51 | 63 | 54 | **5** | 122 | **45** | 29 | 36 | **110** | 5 | 62 | 48 | 115 | 398 |
| 04:15 PM | 7 | 40 | 11 | 58 | 42 | 49 | 4 | 95 | 33 | **31** | 37 | 101 | **8** | 73 | **60** | **141** | 395 |
| 04:30 PM | 9 | **60** | **15** | **84** | **67** | **66** | 1 | **134** | 41 | 22 | 22 | 85 | 3 | **76** | 46 | 125 | **428** |
| 04:45 PM | 5 | 36 | 6 | 47 | 46 | 66 | 0 | 112 | 42 | 17 | **39** | 98 | 2 | 51 | 57 | 110 | 367 |
| Total Volume | 32 | 169 | 39 | 240 | 218 | 235 | 10 | 463 | 161 | 99 | 134 | 394 | 18 | 262 | 211 | 491 | 1588 |
| % App. Total | 13.3 | 70.4 | 16.2 | | 47.1 | 50.8 | 2.2 | | 40.9 | 25.1 | 34 | | 3.7 | 53.4 | 43 | | |
| PHF | .727 | .704 | .650 | .714 | .813 | .890 | .500 | .864 | .894 | .798 | .859 | .895 | .563 | .862 | .879 | .871 | .928 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **11** | 33 | 7 | 51 | 63 | 54 | **5** | 122 | **45** | 29 | 36 | **110** | **8** | 73 | **60** | **141** |
| +15 mins. | 7 | 40 | 11 | 58 | 42 | 49 | 4 | 95 | 33 | **31** | 37 | 101 | 3 | **76** | 46 | 125 |
| +30 mins. | 9 | **60** | **15** | **84** | **67** | **66** | 1 | **134** | 41 | 22 | 22 | 85 | 2 | 51 | 57 | 110 |
| +45 mins. | 5 | 36 | 6 | 47 | 46 | 66 | 0 | 112 | 42 | 17 | **39** | 98 | 4 | 58 | 59 | 121 |
| Total Volume | 32 | 169 | 39 | 240 | 218 | 235 | 10 | 463 | 161 | 99 | 134 | 394 | 17 | 258 | 222 | 497 |
| % App. Total | 13.3 | 70.4 | 16.2 | | 47.1 | 50.8 | 2.2 | | 40.9 | 25.1 | 34 | | 3.4 | 51.9 | 44.7 | |
| PHF | .727 | .704 | .650 | .714 | .813 | .890 | .500 | .864 | .894 | .798 | .859 | .895 | .531 | .849 | .925 | .881 |

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Weather: Clear

File Name : 06_RLT_Ald_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

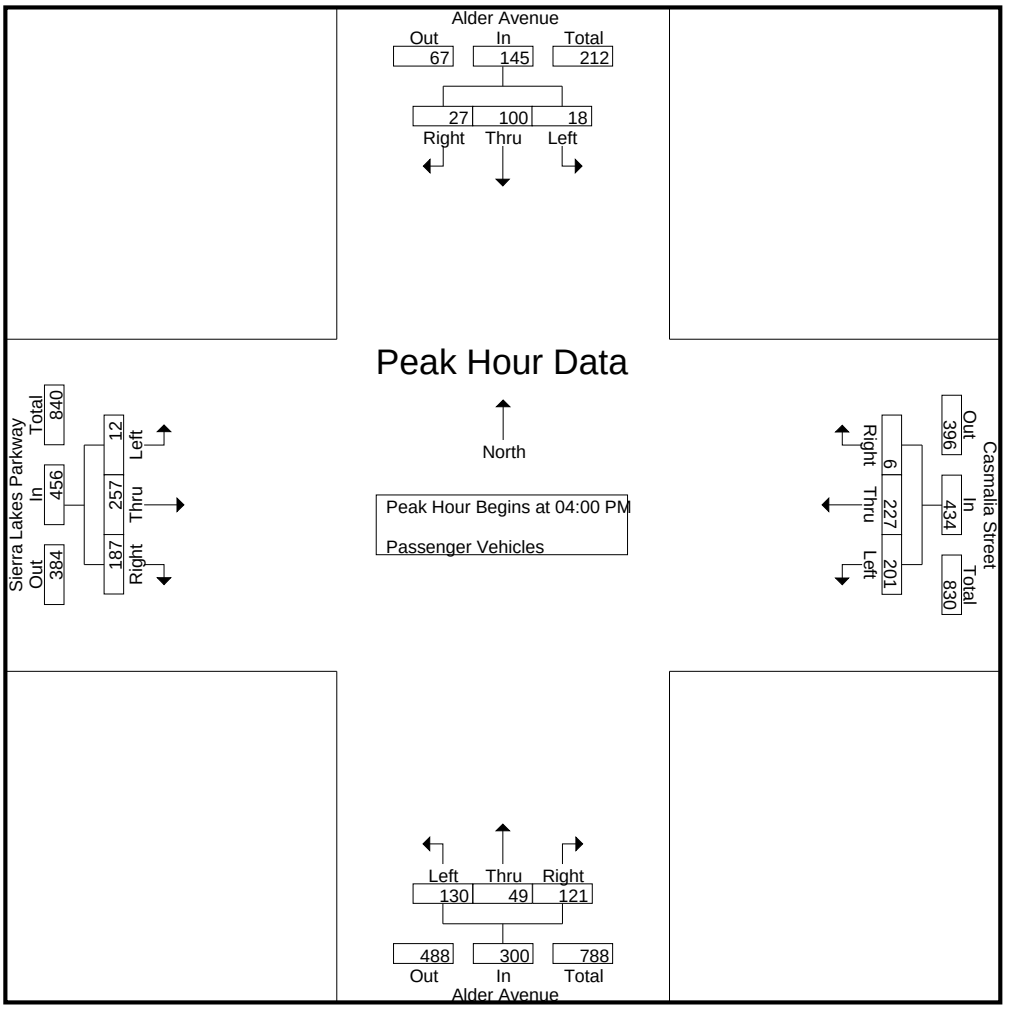
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 5 | 21 | 3 | 29 | 56 | 54 | 3 | 113 | 38 | 15 | 33 | 86 | 3 | 59 | 44 | 106 | 334 |
| 04:15 PM | 5 | 24 | 7 | 36 | 38 | 45 | 2 | 85 | 24 | 12 | 34 | 70 | 7 | 72 | 53 | 132 | 323 |
| 04:30 PM | 8 | 44 | 13 | 65 | 66 | 65 | 1 | 132 | 34 | 11 | 21 | 66 | 0 | 76 | 40 | 116 | 379 |
| 04:45 PM | 0 | 11 | 4 | 15 | 41 | 63 | 0 | 104 | 34 | 11 | 33 | 78 | 2 | 50 | 50 | 102 | 299 |
| Total | 18 | 100 | 27 | 145 | 201 | 227 | 6 | 434 | 130 | 49 | 121 | 300 | 12 | 257 | 187 | 456 | 1335 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 2 | 23 | 3 | 28 | 43 | 52 | 0 | 95 | 41 | 6 | 38 | 85 | 3 | 57 | 52 | 112 | 320 |
| 05:15 PM | 2 | 15 | 2 | 19 | 35 | 41 | 3 | 79 | 27 | 9 | 29 | 65 | 0 | 63 | 27 | 90 | 253 |
| 05:30 PM | 1 | 10 | 1 | 12 | 33 | 57 | 1 | 91 | 31 | 1 | 32 | 64 | 2 | 56 | 44 | 102 | 269 |
| 05:45 PM | 0 | 10 | 1 | 11 | 28 | 56 | 1 | 85 | 33 | 1 | 21 | 55 | 1 | 66 | 36 | 103 | 254 |
| Total | 5 | 58 | 7 | 70 | 139 | 206 | 5 | 350 | 132 | 17 | 120 | 269 | 6 | 242 | 159 | 407 | 1096 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 23 | 158 | 34 | 215 | 340 | 433 | 11 | 784 | 262 | 66 | 241 | 569 | 18 | 499 | 346 | 863 | 2431 |
| Apprch % | 10.7 | 73.5 | 15.8 | | 43.4 | 55.2 | 1.4 | | 46 | 11.6 | 42.4 | | 2.1 | 57.8 | 40.1 | | |
| Total % | 0.9 | 6.5 | 1.4 | 8.8 | 14 | 17.8 | 0.5 | 32.3 | 10.8 | 2.7 | 9.9 | 23.4 | 0.7 | 20.5 | 14.2 | 35.5 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 5 | 21 | 3 | 29 | 56 | 54 | **3** | 113 | **38** | **15** | 33 | **86** | 3 | 59 | 44 | 106 | 334 |
| 04:15 PM | 5 | 24 | 7 | 36 | 38 | 45 | 2 | 85 | 24 | 12 | **34** | 70 | **7** | 72 | **53** | **132** | 323 |
| 04:30 PM | **8** | **44** | **13** | **65** | **66** | **65** | 1 | **132** | 34 | 11 | 21 | 66 | 0 | **76** | 40 | 116 | **379** |
| 04:45 PM | 0 | 11 | 4 | 15 | 41 | 63 | 0 | 104 | 34 | 11 | 33 | 78 | 2 | 50 | 50 | 102 | 299 |
| Total Volume | 18 | 100 | 27 | 145 | 201 | 227 | 6 | 434 | 130 | 49 | 121 | 300 | 12 | 257 | 187 | 456 | 1335 |
| % App. Total | 12.4 | 69 | 18.6 | | 46.3 | 52.3 | 1.4 | | 43.3 | 16.3 | 40.3 | | 2.6 | 56.4 | 41 | | |
| PHF | .563 | .568 | .519 | .558 | .761 | .873 | .500 | .822 | .855 | .817 | .890 | .872 | .429 | .845 | .882 | .864 | .881 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 5 | 21 | 3 | 29 | 56 | 54 | **3** | 113 | **38** | **15** | 33 | **86** | 3 | 59 | 44 | 106 |
| +15 mins. | 5 | 24 | 7 | 36 | 38 | 45 | 2 | 85 | 24 | 12 | **34** | 70 | **7** | 72 | **53** | **132** |
| +30 mins. | **8** | **44** | **13** | **65** | **66** | **65** | 1 | **132** | 34 | 11 | 21 | 66 | 0 | **76** | 40 | 116 |
| +45 mins. | 0 | 11 | 4 | 15 | 41 | 63 | 0 | 104 | 34 | 11 | 33 | 78 | 2 | 50 | 50 | 102 |
| Total Volume | 18 | 100 | 27 | 145 | 201 | 227 | 6 | 434 | 130 | 49 | 121 | 300 | 12 | 257 | 187 | 456 |
| % App. Total | 12.4 | 69 | 18.6 | | 46.3 | 52.3 | 1.4 | | 43.3 | 16.3 | 40.3 | | 2.6 | 56.4 | 41 | |
| PHF | .563 | .568 | .519 | .558 | .761 | .873 | .500 | .822 | .855 | .817 | .890 | .872 | .429 | .845 | .882 | .864 |

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Weather: Clear

File Name : 06_RLT_Ald_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

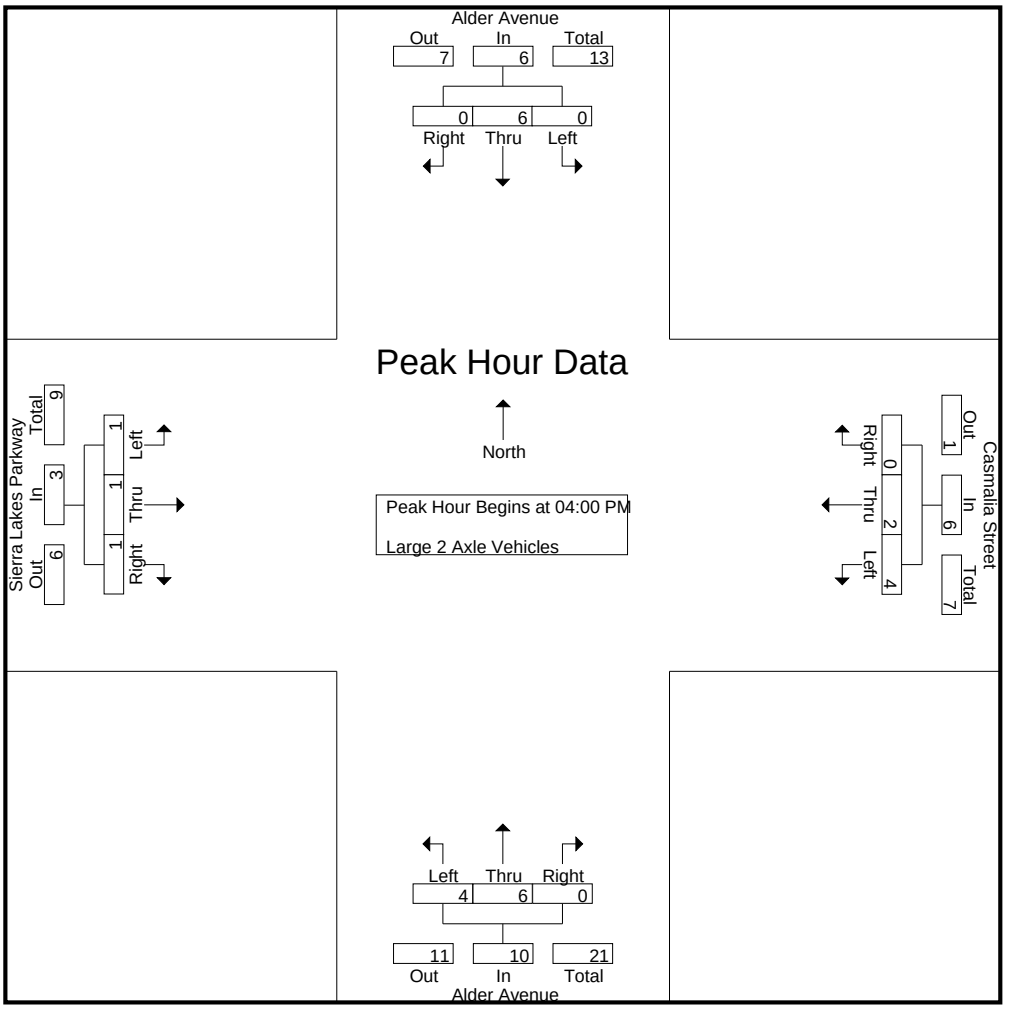
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 04:15 PM | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 8 |
| 04:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 2 | 5 |
| 04:45 PM | 0 | 2 | 0 | 2 | 2 | 1 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 8 |
| Total | 0 | 6 | 0 | 6 | 4 | 2 | 0 | 6 | 4 | 6 | 0 | 10 | 1 | 1 | 1 | 3 | 25 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 1 | 0 | 2 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:15 PM | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 3 |
| Total | 1 | 2 | 0 | 3 | 4 | 3 | 0 | 7 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 14 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 1 | 8 | 0 | 9 | 8 | 5 | 0 | 13 | 5 | 6 | 3 | 14 | 1 | 1 | 1 | 3 | 39 |
| Apprch % | 11.1 | 88.9 | 0 | | 61.5 | 38.5 | 0 | | 35.7 | 42.9 | 21.4 | | 33.3 | 33.3 | 33.3 | | |
| Total % | 2.6 | 20.5 | 0 | 23.1 | 20.5 | 12.8 | 0 | 33.3 | 12.8 | 15.4 | 7.7 | 35.9 | 2.6 | 2.6 | 2.6 | 7.7 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **2** | 0 | **2** | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 04:15 PM | 0 | 1 | 0 | 1 | 1 | **1** | 0 | 2 | **2** | **3** | 0 | **5** | 0 | 0 | 0 | 0 | **8** |
| 04:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | **1** | 0 | **1** | **2** | 5 |
| 04:45 PM | 0 | 2 | 0 | 2 | **2** | 1 | 0 | **3** | 1 | 1 | 0 | 2 | 0 | **1** | 0 | 1 | 8 |
| Total Volume | 0 | 6 | 0 | 6 | 4 | 2 | 0 | 6 | 4 | 6 | 0 | 10 | 1 | 1 | 1 | 3 | 25 |
| % App. Total | 0 | 100 | 0 | | 66.7 | 33.3 | 0 | | 40 | 60 | 0 | | 33.3 | 33.3 | 33.3 | | |
| PHF | .000 | .750 | .000 | .750 | .500 | .500 | .000 | .500 | .500 | .500 | .000 | .500 | .250 | .250 | .250 | .375 | .781 |

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Weather: Clear

File Name : 06_RLT_Ald_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **2** | 0 | **2** | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 1 | 1 | **1** | 0 | 2 | **2** | **3** | 0 | **5** | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | **1** | 0 | **1** | **2** |
| +45 mins. | 0 | 2 | 0 | 2 | **2** | 1 | 0 | **3** | 1 | 1 | 0 | 2 | 0 | **1** | 0 | 1 |
| Total Volume | 0 | 6 | 0 | 6 | 4 | 2 | 0 | 6 | 4 | 6 | 0 | 10 | 1 | 1 | 1 | 3 |
| % App. Total | 0 | 100 | 0 | | 66.7 | 33.3 | 0 | | 40 | 60 | 0 | | 33.3 | 33.3 | 33.3 | |
| PHF | .000 | .750 | .000 | .750 | .500 | .500 | .000 | .500 | .500 | .500 | .000 | .500 | .250 | .250 | .250 | .375 |

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City of Rialto
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Weather: Clear

File Name : 06_RLT_Ald_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

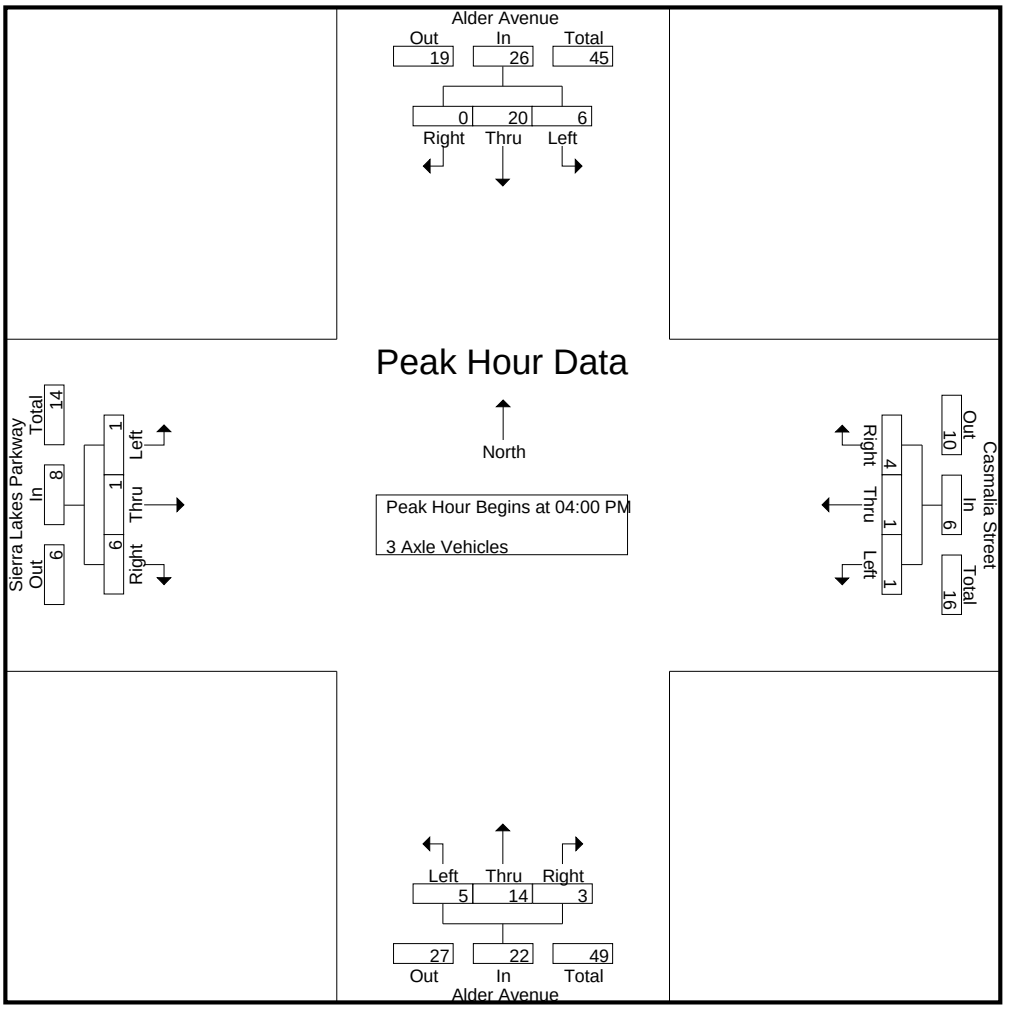
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 3 | 4 | 0 | 7 | 0 | 0 | 2 | 2 | 1 | 6 | 1 | 8 | 0 | 1 | 2 | 3 | 20 |
| 04:15 PM | 1 | 5 | 0 | 6 | 1 | 1 | 2 | 4 | 1 | 2 | 0 | 3 | 0 | 0 | 2 | 2 | 15 |
| 04:30 PM | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | 1 | 0 | 1 | 2 | 13 |
| 04:45 PM | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 5 | 0 | 0 | 1 | 1 | 14 |
| Total | 6 | 20 | 0 | 26 | 1 | 1 | 4 | 6 | 5 | 14 | 3 | 22 | 1 | 1 | 6 | 8 | 62 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 2 | 3 | 1 | 6 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| 05:15 PM | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 3 | 2 | 6 | 1 | 1 | 2 | 4 | 13 |
| 05:30 PM | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 4 | 0 | 0 | 3 | 3 | 10 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 2 | 0 | 4 | 2 | 0 | 3 | 5 | 11 |
| Total | 2 | 4 | 2 | 8 | 3 | 4 | 0 | 7 | 4 | 10 | 2 | 16 | 3 | 1 | 8 | 12 | 43 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 8 | 24 | 2 | 34 | 4 | 5 | 4 | 13 | 9 | 24 | 5 | 38 | 4 | 2 | 14 | 20 | 105 |
| Apprch % | 23.5 | 70.6 | 5.9 | | 30.8 | 38.5 | 30.8 | | 23.7 | 63.2 | 13.2 | | 20 | 10 | 70 | | |
| Total % | 7.6 | 22.9 | 1.9 | 32.4 | 3.8 | 4.8 | 3.8 | 12.4 | 8.6 | 22.9 | 4.8 | 36.2 | 3.8 | 1.9 | 13.3 | 19 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **3** | 4 | 0 | 7 | 0 | 0 | **2** | 2 | 1 | **6** | 1 | **8** | 0 | **1** | **2** | **3** | **20** |
| 04:15 PM | 1 | 5 | 0 | 6 | **1** | **1** | 2 | **4** | 1 | 2 | 0 | 3 | 0 | 0 | 2 | 2 | 15 |
| 04:30 PM | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | **1** | 0 | 1 | 2 | 13 |
| 04:45 PM | 1 | **7** | 0 | **8** | 0 | 0 | 0 | 0 | **2** | 1 | **2** | 5 | 0 | 0 | 1 | 1 | 14 |
| Total Volume | 6 | 20 | 0 | 26 | 1 | 1 | 4 | 6 | 5 | 14 | 3 | 22 | 1 | 1 | 6 | 8 | 62 |
| % App. Total | 23.1 | 76.9 | 0 | | 16.7 | 16.7 | 66.7 | | 22.7 | 63.6 | 13.6 | | 12.5 | 12.5 | 75 | | |
| PHF | .500 | .714 | .000 | .813 | .250 | .250 | .500 | .375 | .625 | .583 | .375 | .688 | .250 | .250 | .750 | .667 | .775 |

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File Name : 06_RLT_Ald_Cas Tue PM
Site Code : 10824406
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **3** | 4 | 0 | 7 | 0 | 0 | **2** | 2 | 1 | **6** | 1 | **8** | 0 | **1** | **2** | **3** |
| +15 mins. | 1 | 5 | 0 | 6 | **1** | **1** | 2 | **4** | 1 | 2 | 0 | 3 | 0 | 0 | 2 | 2 |
| +30 mins. | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | **1** | 0 | 1 | 2 |
| +45 mins. | 1 | **7** | 0 | **8** | 0 | 0 | 0 | 0 | **2** | 1 | **2** | 5 | 0 | 0 | 1 | 1 |
| Total Volume | 6 | 20 | 0 | 26 | 1 | 1 | 4 | 6 | 5 | 14 | 3 | 22 | 1 | 1 | 6 | 8 |
| % App. Total | 23.1 | 76.9 | 0 | | 16.7 | 16.7 | 66.7 | | 22.7 | 63.6 | 13.6 | | 12.5 | 12.5 | 75 | |
| PHF | .500 | .714 | .000 | .813 | .250 | .250 | .500 | .375 | .625 | .583 | .375 | .688 | .250 | .250 | .750 | .667 |

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 06_RLT_Ald_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

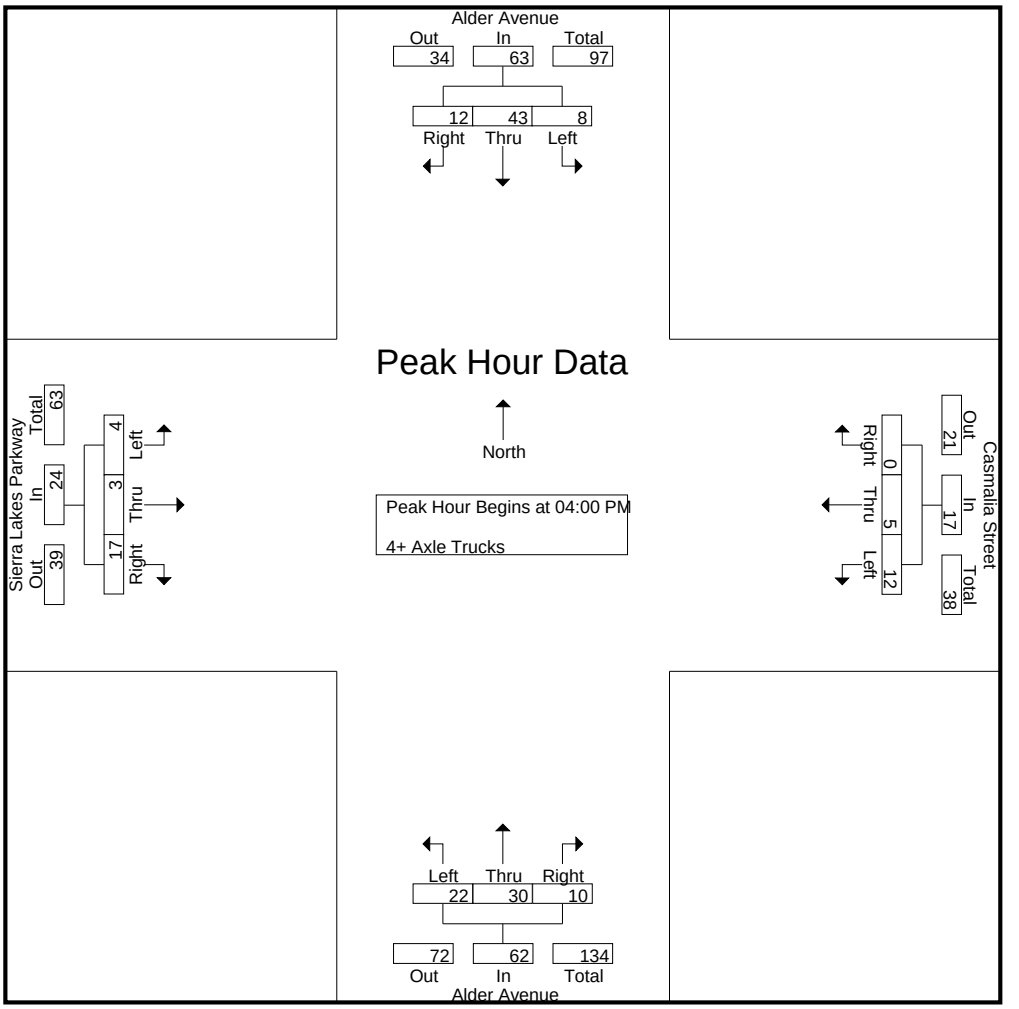
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 3 | 6 | 4 | 13 | 6 | 0 | 0 | 6 | 6 | 7 | 2 | 15 | 2 | 2 | 2 | 6 | 40 |
| 04:15 PM | 1 | 10 | 4 | 15 | 2 | 2 | 0 | 4 | 6 | 14 | 3 | 23 | 1 | 1 | 5 | 7 | 49 |
| 04:30 PM | 0 | 11 | 2 | 13 | 1 | 1 | 0 | 2 | 5 | 5 | 1 | 11 | 1 | 0 | 4 | 5 | 31 |
| 04:45 PM | 4 | 16 | 2 | 22 | 3 | 2 | 0 | 5 | 5 | 4 | 4 | 13 | 0 | 0 | 6 | 6 | 46 |
| Total | 8 | 43 | 12 | 63 | 12 | 5 | 0 | 17 | 22 | 30 | 10 | 62 | 4 | 3 | 17 | 24 | 166 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 10 | 4 | 14 | 1 | 2 | 0 | 3 | 4 | 1 | 1 | 6 | 1 | 1 | 7 | 9 | 32 |
| 05:15 PM | 0 | 5 | 1 | 6 | 2 | 0 | 1 | 3 | 5 | 2 | 2 | 9 | 2 | 2 | 3 | 7 | 25 |
| 05:30 PM | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 8 | 6 | 1 | 15 | 1 | 0 | 4 | 5 | 26 |
| 05:45 PM | 1 | 4 | 3 | 8 | 4 | 0 | 0 | 4 | 7 | 1 | 3 | 11 | 2 | 0 | 4 | 6 | 29 |
| Total | 3 | 23 | 8 | 34 | 7 | 2 | 1 | 10 | 24 | 10 | 7 | 41 | 6 | 3 | 18 | 27 | 112 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 11 | 66 | 20 | 97 | 19 | 7 | 1 | 27 | 46 | 40 | 17 | 103 | 10 | 6 | 35 | 51 | 278 |
| Apprch % | 11.3 | 68 | 20.6 | | 70.4 | 25.9 | 3.7 | | 44.7 | 38.8 | 16.5 | | 19.6 | 11.8 | 68.6 | | |
| Total % | 4 | 23.7 | 7.2 | 34.9 | 6.8 | 2.5 | 0.4 | 9.7 | 16.5 | 14.4 | 6.1 | 37.1 | 3.6 | 2.2 | 12.6 | 18.3 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 3 | 6 | **4** | 13 | **6** | 0 | 0 | **6** | **6** | 7 | 2 | 15 | **2** | **2** | 2 | 6 | 40 |
| 04:15 PM | 1 | 10 | 4 | 15 | 2 | **2** | 0 | 4 | 6 | **14** | 3 | **23** | 1 | 1 | 5 | **7** | **49** |
| 04:30 PM | 0 | 11 | 2 | 13 | 1 | 1 | 0 | 2 | 5 | 5 | 1 | 11 | 1 | 0 | 4 | 5 | 31 |
| 04:45 PM | **4** | **16** | 2 | **22** | 3 | 2 | 0 | 5 | 5 | 4 | **4** | 13 | 0 | 0 | **6** | 6 | 46 |
| Total Volume | 8 | 43 | 12 | 63 | 12 | 5 | 0 | 17 | 22 | 30 | 10 | 62 | 4 | 3 | 17 | 24 | 166 |
| % App. Total | 12.7 | 68.3 | 19 | | 70.6 | 29.4 | 0 | | 35.5 | 48.4 | 16.1 | | 16.7 | 12.5 | 70.8 | | |
| PHF | .500 | .672 | .750 | .716 | .500 | .625 | .000 | .708 | .917 | .536 | .625 | .674 | .500 | .375 | .708 | .857 | .847 |

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(951) 268-6268

City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 3 | 6 | **4** | 13 | **6** | 0 | 0 | **6** | **6** | 7 | 2 | 15 | **2** | **2** | 2 | 6 |
| +15 mins. | 1 | 10 | 4 | 15 | 2 | **2** | 0 | 4 | 6 | **14** | 3 | **23** | 1 | 1 | 5 | **7** |
| +30 mins. | 0 | 11 | 2 | 13 | 1 | 1 | 0 | 2 | 5 | 5 | 1 | 11 | 1 | 0 | 4 | 5 |
| +45 mins. | **4** | **16** | 2 | **22** | 3 | 2 | 0 | 5 | 5 | 4 | **4** | 13 | 0 | 0 | **6** | 6 |
| Total Volume | 8 | 43 | 12 | 63 | 12 | 5 | 0 | 17 | 22 | 30 | 10 | 62 | 4 | 3 | 17 | 24 |
| % App. Total | 12.7 | 68.3 | 19 | | 70.6 | 29.4 | 0 | | 35.5 | 48.4 | 16.1 | | 16.7 | 12.5 | 70.8 | |
| PHF | .500 | .672 | .750 | .716 | .500 | .625 | .000 | .708 | .917 | .536 | .625 | .674 | .500 | .375 | .708 | .857 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

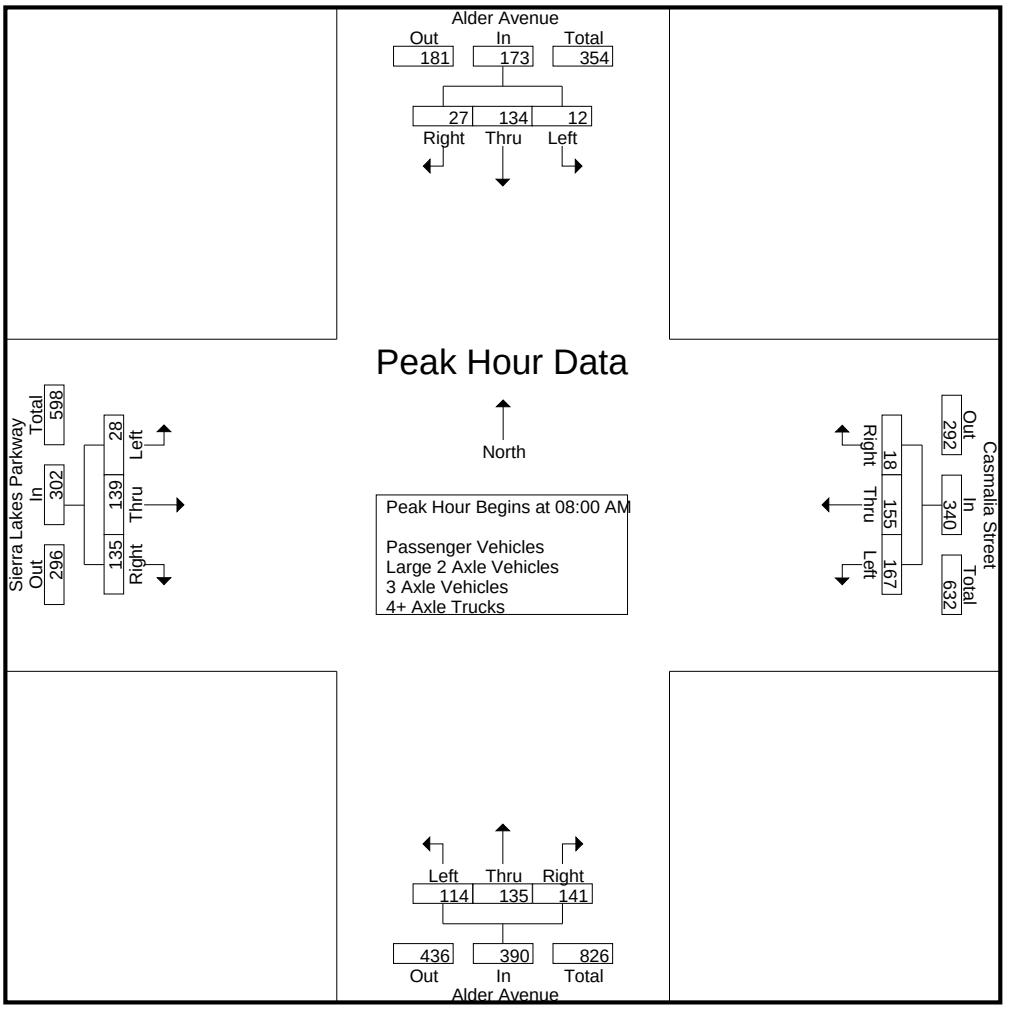
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 2 | 17 | 6 | 25 | 43 | 27 | 4 | 74 | 25 | 25 | 34 | 84 | 3 | 12 | 34 | 49 | 232 |
| 07:15 AM | 1 | 25 | 3 | 29 | 53 | 22 | 3 | 78 | 30 | 21 | 21 | 72 | 4 | 11 | 22 | 37 | 216 |
| 07:30 AM | 3 | 21 | 5 | 29 | 42 | 48 | 5 | 95 | 25 | 29 | 16 | 70 | 8 | 25 | 26 | 59 | 253 |
| 07:45 AM | 4 | 30 | 5 | 39 | 37 | 44 | 3 | 84 | 24 | 43 | 36 | 103 | 3 | 31 | 34 | 68 | 294 |
| Total | 10 | 93 | 19 | 122 | 175 | 141 | 15 | 331 | 104 | 118 | 107 | 329 | 18 | 79 | 116 | 213 | 995 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 2 | 33 | 9 | 44 | 37 | 35 | 3 | 75 | 28 | 37 | 39 | 104 | 3 | 31 | 34 | 68 | 291 |
| 08:15 AM | 6 | 29 | 6 | 41 | 48 | 46 | 3 | 97 | 30 | 27 | 37 | 94 | 6 | 35 | 28 | 69 | 301 |
| 08:30 AM | 1 | 25 | 7 | 33 | 49 | 49 | 4 | 102 | 24 | 36 | 37 | 97 | 8 | 42 | 34 | 84 | 316 |
| 08:45 AM | 3 | 47 | 5 | 55 | 33 | 25 | 8 | 66 | 32 | 35 | 28 | 95 | 11 | 31 | 39 | 81 | 297 |
| Total | 12 | 134 | 27 | 173 | 167 | 155 | 18 | 340 | 114 | 135 | 141 | 390 | 28 | 139 | 135 | 302 | 1205 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 22 | 227 | 46 | 295 | 342 | 296 | 33 | 671 | 218 | 253 | 248 | 719 | 46 | 218 | 251 | 515 | 2200 |
| Apprch % | 7.5 | 76.9 | 15.6 | | 51 | 44.1 | 4.9 | | 30.3 | 35.2 | 34.5 | | 8.9 | 42.3 | 48.7 | | |
| Total % | 1 | 10.3 | 2.1 | 13.4 | 15.5 | 13.5 | 1.5 | 30.5 | 9.9 | 11.5 | 11.3 | 32.7 | 2.1 | 9.9 | 11.4 | 23.4 | |
| Passenger Vehicles | 9 | 79 | 28 | 116 | 280 | 274 | 19 | 573 | 162 | 120 | 201 | 483 | 28 | 198 | 175 | 401 | 1573 |
| % Passenger Vehicles | 40.9 | 34.8 | 60.9 | 39.3 | 81.9 | 92.6 | 57.6 | 85.4 | 74.3 | 47.4 | 81 | 67.2 | 60.9 | 90.8 | 69.7 | 77.9 | 71.5 |
| Large 2 Axle Vehicles | 5 | 25 | 5 | 35 | 11 | 6 | 7 | 24 | 2 | 19 | 8 | 29 | 2 | 2 | 5 | 9 | 97 |
| % Large 2 Axle Vehicles | 22.7 | 11 | 10.9 | 11.9 | 3.2 | 2 | 21.2 | 3.6 | 0.9 | 7.5 | 3.2 | 4 | 4.3 | 0.9 | 2 | 1.7 | 4.4 |
| 3 Axle Vehicles | 5 | 8 | 0 | 13 | 8 | 4 | 7 | 19 | 7 | 35 | 10 | 52 | 7 | 0 | 12 | 19 | 103 |
| % 3 Axle Vehicles | 22.7 | 3.5 | 0 | 4.4 | 2.3 | 1.4 | 21.2 | 2.8 | 3.2 | 13.8 | 4 | 7.2 | 15.2 | 0 | 4.8 | 3.7 | 4.7 |
| 4+ Axle Trucks | 3 | 115 | 13 | 131 | 43 | 12 | 0 | 55 | 47 | 79 | 29 | 155 | 9 | 18 | 59 | 86 | 427 |
| % 4+ Axle Trucks | 13.6 | 50.7 | 28.3 | 44.4 | 12.6 | 4.1 | 0 | 8.2 | 21.6 | 31.2 | 11.7 | 21.6 | 19.6 | 8.3 | 23.5 | 16.7 | 19.4 |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 2 | 33 | **9** | 44 | 37 | 35 | 3 | 75 | 28 | **37** | **39** | **104** | 3 | 31 | 34 | 68 | 291 |
| 08:15 AM | **6** | 29 | 6 | 41 | 48 | 46 | 3 | 97 | 30 | 27 | 37 | 94 | 6 | 35 | 28 | 69 | 301 |
| 08:30 AM | 1 | 25 | 7 | 33 | **49** | **49** | 4 | **102** | 24 | 36 | 37 | 97 | 8 | **42** | 34 | **84** | **316** |
| 08:45 AM | 3 | **47** | 5 | **55** | 33 | 25 | **8** | 66 | **32** | 35 | 28 | 95 | **11** | 31 | **39** | 81 | 297 |
| Total Volume | 12 | 134 | 27 | 173 | 167 | 155 | 18 | 340 | 114 | 135 | 141 | 390 | 28 | 139 | 135 | 302 | 1205 |
| % App. Total | 6.9 | 77.5 | 15.6 | | 49.1 | 45.6 | 5.3 | | 29.2 | 34.6 | 36.2 | | 9.3 | 46 | 44.7 | | |
| PHF | .500 | .713 | .750 | .786 | .852 | .791 | .563 | .833 | .891 | .912 | .904 | .938 | .636 | .827 | .865 | .899 | .953 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 08:00 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 2 | 33 | **9** | 44 | 37 | 44 | 3 | 84 | 24 | **43** | 36 | 103 | 3 | 31 | 34 | 68 |
| +15 mins. | **6** | 29 | 6 | 41 | 37 | 35 | 3 | 75 | 28 | 37 | **39** | **104** | 6 | 35 | 28 | 69 |
| +30 mins. | 1 | 25 | 7 | 33 | 48 | 46 | 3 | 97 | **30** | 27 | 37 | 94 | 8 | **42** | 34 | **84** |
| +45 mins. | 3 | **47** | 5 | **55** | **49** | **49** | **4** | **102** | 24 | 36 | 37 | 97 | **11** | 31 | **39** | 81 |
| Total Volume | 12 | 134 | 27 | 173 | 171 | 174 | 13 | 358 | 106 | 143 | 149 | 398 | 28 | 139 | 135 | 302 |
| % App. Total | 6.9 | 77.5 | 15.6 | | 47.8 | 48.6 | 3.6 | | 26.6 | 35.9 | 37.4 | | 9.3 | 46 | 44.7 | |
| PHF | .500 | .713 | .750 | .786 | .872 | .888 | .813 | .877 | .883 | .831 | .955 | .957 | .636 | .827 | .865 | .899 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

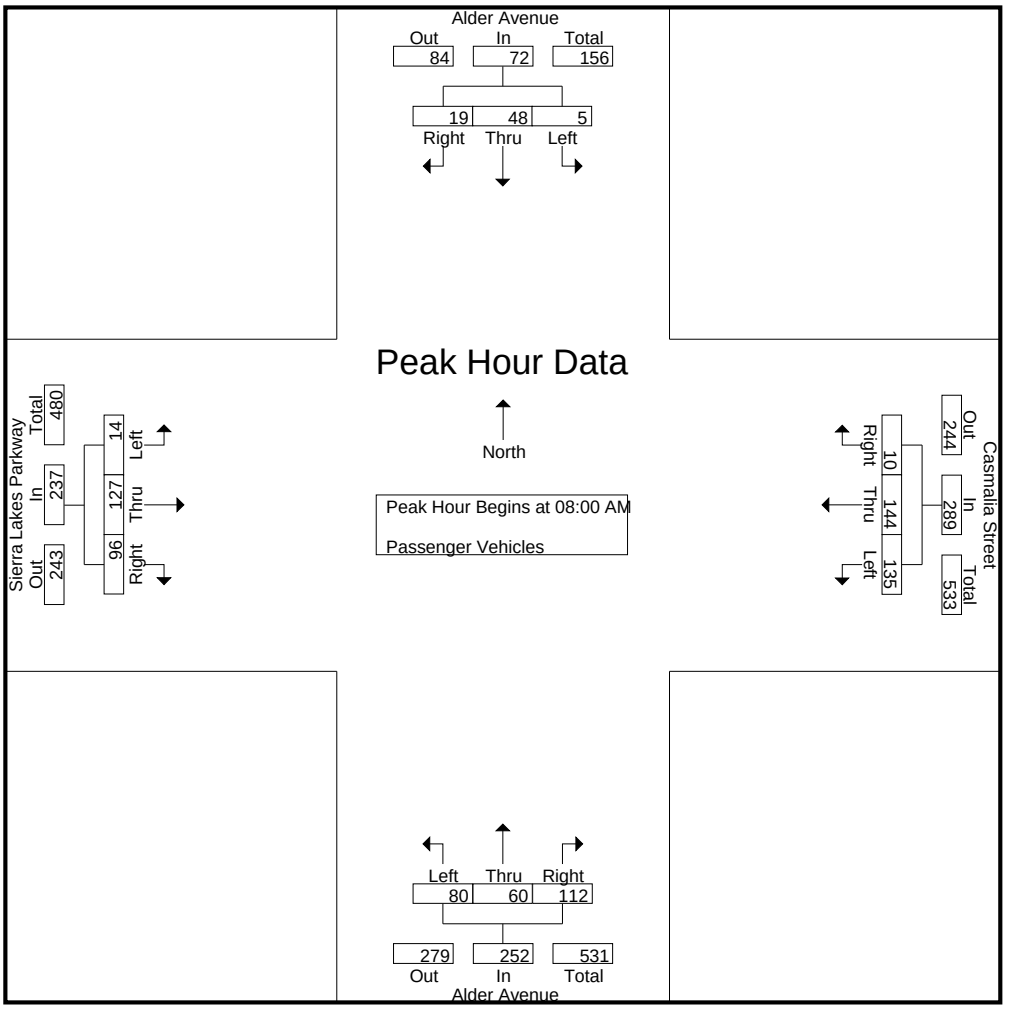
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 3 | 2 | 5 | 37 | 25 | 2 | 64 | 17 | 16 | 31 | 64 | 2 | 10 | 23 | 35 | 168 |
| 07:15 AM | 1 | 6 | 3 | 10 | 49 | 21 | 3 | 73 | 24 | 8 | 18 | 50 | 3 | 11 | 16 | 30 | 163 |
| 07:30 AM | 1 | 9 | 1 | 11 | 33 | 44 | 1 | 78 | 20 | 15 | 12 | 47 | 6 | 21 | 17 | 44 | 180 |
| 07:45 AM | 2 | 13 | 3 | 18 | 26 | 40 | 3 | 69 | 21 | 21 | 28 | 70 | 3 | 29 | 23 | 55 | 212 |
| Total | 4 | 31 | 9 | 44 | 145 | 130 | 9 | 284 | 82 | 60 | 89 | 231 | 14 | 71 | 79 | 164 | 723 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | 15 | 6 | 22 | 32 | 32 | 1 | 65 | 20 | 20 | 33 | 73 | 3 | 26 | 22 | 51 | 211 |
| 08:15 AM | 3 | 10 | 3 | 16 | 36 | 44 | 3 | 83 | 20 | 14 | 30 | 64 | 2 | 33 | 21 | 56 | 219 |
| 08:30 AM | 0 | 6 | 6 | 12 | 41 | 45 | 1 | 87 | 17 | 13 | 28 | 58 | 2 | 40 | 26 | 68 | 225 |
| 08:45 AM | 1 | 17 | 4 | 22 | 26 | 23 | 5 | 54 | 23 | 13 | 21 | 57 | 7 | 28 | 27 | 62 | 195 |
| Total | 5 | 48 | 19 | 72 | 135 | 144 | 10 | 289 | 80 | 60 | 112 | 252 | 14 | 127 | 96 | 237 | 850 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 9 | 79 | 28 | 116 | 280 | 274 | 19 | 573 | 162 | 120 | 201 | 483 | 28 | 198 | 175 | 401 | 1573 |
| Apprch % | 7.8 | 68.1 | 24.1 | | 48.9 | 47.8 | 3.3 | | 33.5 | 24.8 | 41.6 | | 7 | 49.4 | 43.6 | | |
| Total % | 0.6 | 5 | 1.8 | 7.4 | 17.8 | 17.4 | 1.2 | 36.4 | 10.3 | 7.6 | 12.8 | 30.7 | 1.8 | 12.6 | 11.1 | 25.5 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | 15 | **6** | **22** | 32 | 32 | 1 | 65 | 20 | **20** | **33** | **73** | 3 | 26 | 22 | 51 | 211 |
| 08:15 AM | **3** | 10 | 3 | 16 | 36 | 44 | 3 | 83 | 20 | 14 | 30 | 64 | 2 | 33 | 21 | 56 | 219 |
| 08:30 AM | 0 | 6 | 6 | 12 | **41** | **45** | 1 | **87** | 17 | 13 | 28 | 58 | 2 | **40** | 26 | **68** | **225** |
| 08:45 AM | 1 | **17** | 4 | 22 | 26 | 23 | **5** | 54 | **23** | 13 | 21 | 57 | **7** | 28 | **27** | 62 | 195 |
| Total Volume | 5 | 48 | 19 | 72 | 135 | 144 | 10 | 289 | 80 | 60 | 112 | 252 | 14 | 127 | 96 | 237 | 850 |
| % App. Total | 6.9 | 66.7 | 26.4 | | 46.7 | 49.8 | 3.5 | | 31.7 | 23.8 | 44.4 | | 5.9 | 53.6 | 40.5 | | |
| PHF | .417 | .706 | .792 | .818 | .823 | .800 | .500 | .830 | .870 | .750 | .848 | .863 | .500 | .794 | .889 | .871 | .944 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | 15 | **6** | **22** | 32 | 32 | 1 | 65 | 20 | **20** | **33** | **73** | 3 | 26 | 22 | 51 |
| +15 mins. | **3** | 10 | 3 | 16 | 36 | 44 | 3 | 83 | 20 | 14 | 30 | 64 | 2 | 33 | 21 | 56 |
| +30 mins. | 0 | 6 | 6 | 12 | **41** | **45** | 1 | **87** | 17 | 13 | 28 | 58 | 2 | **40** | 26 | **68** |
| +45 mins. | 1 | **17** | 4 | 22 | 26 | 23 | **5** | 54 | **23** | 13 | 21 | 57 | **7** | 28 | **27** | 62 |
| Total Volume | 5 | 48 | 19 | 72 | 135 | 144 | 10 | 289 | 80 | 60 | 112 | 252 | 14 | 127 | 96 | 237 |
| % App. Total | 6.9 | 66.7 | 26.4 | | 46.7 | 49.8 | 3.5 | | 31.7 | 23.8 | 44.4 | | 5.9 | 53.6 | 40.5 | |
| PHF | .417 | .706 | .792 | .818 | .823 | .800 | .500 | .830 | .870 | .750 | .848 | .863 | .500 | .794 | .889 | .871 |

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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

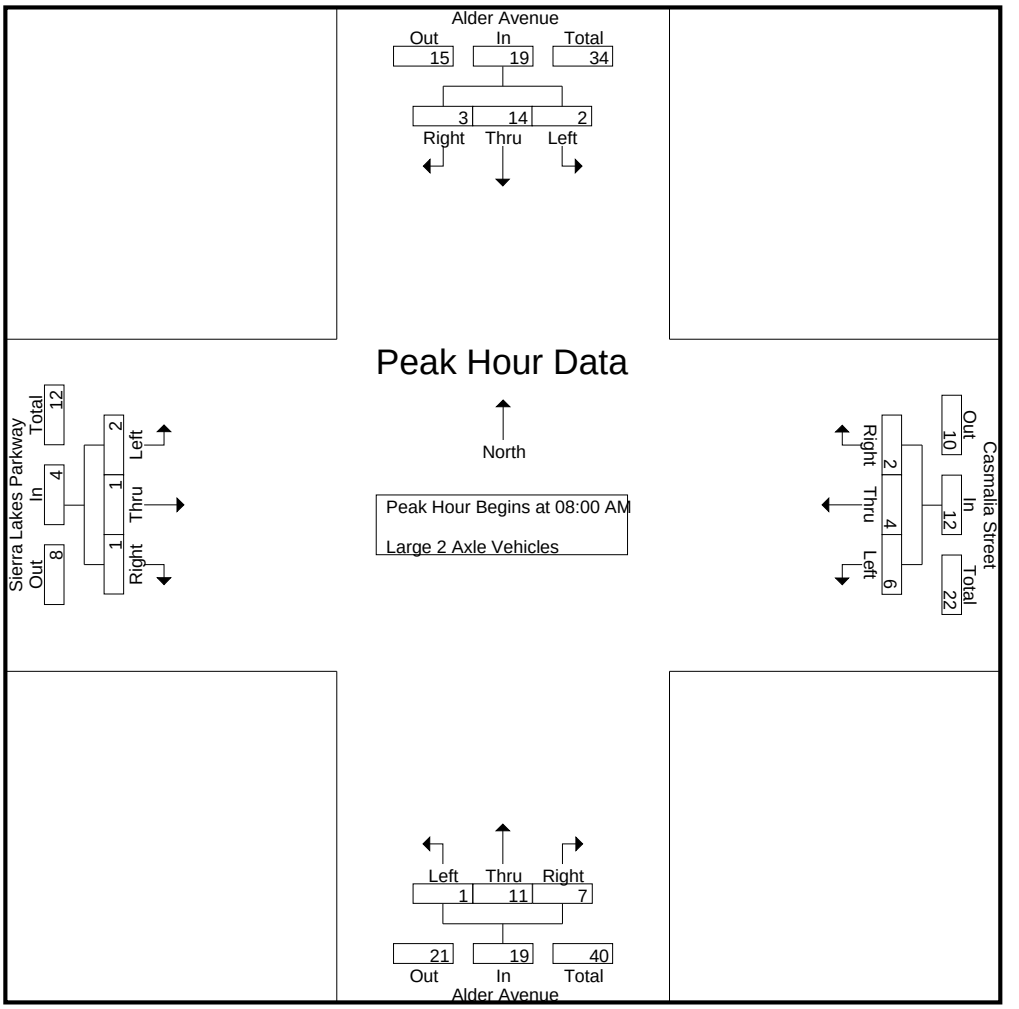
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 2 | 1 | 4 | 2 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 11 |
| 07:15 AM | 0 | 4 | 0 | 4 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 9 |
| 07:30 AM | 0 | 2 | 1 | 3 | 0 | 0 | 3 | 3 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 10 |
| 07:45 AM | 2 | 3 | 0 | 5 | 1 | 1 | 0 | 2 | 0 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 13 |
| Total | 3 | 11 | 2 | 16 | 5 | 2 | 5 | 12 | 1 | 8 | 1 | 10 | 0 | 1 | 4 | 5 | 43 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 4 | 2 | 6 | 1 | 2 | 0 | 3 | 0 | 3 | 1 | 4 | 0 | 1 | 1 | 2 | 15 |
| 08:15 AM | 2 | 4 | 0 | 6 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08:30 AM | 0 | 3 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 3 | 3 | 6 | 1 | 0 | 0 | 1 | 12 |
| 08:45 AM | 0 | 3 | 1 | 4 | 2 | 0 | 1 | 3 | 1 | 5 | 3 | 9 | 1 | 0 | 0 | 1 | 17 |
| Total | 2 | 14 | 3 | 19 | 6 | 4 | 2 | 12 | 1 | 11 | 7 | 19 | 2 | 1 | 1 | 4 | 54 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 5 | 25 | 5 | 35 | 11 | 6 | 7 | 24 | 2 | 19 | 8 | 29 | 2 | 2 | 5 | 9 | 97 |
| Apprch % | 14.3 | 71.4 | 14.3 | | 45.8 | 25 | 29.2 | | 6.9 | 65.5 | 27.6 | | 22.2 | 22.2 | 55.6 | | |
| Total % | 5.2 | 25.8 | 5.2 | 36.1 | 11.3 | 6.2 | 7.2 | 24.7 | 2.1 | 19.6 | 8.2 | 29.9 | 2.1 | 2.1 | 5.2 | 9.3 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | **4** | **2** | **6** | 1 | **2** | 0 | 3 | 0 | 3 | 1 | 4 | 0 | **1** | **1** | **2** | 15 |
| 08:15 AM | **2** | 4 | 0 | 6 | **3** | 1 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08:30 AM | 0 | 3 | 0 | 3 | 0 | 1 | **1** | 2 | 0 | 3 | **3** | 6 | **1** | 0 | 0 | 1 | 12 |
| 08:45 AM | 0 | 3 | 1 | 4 | 2 | 0 | 1 | 3 | **1** | **5** | 3 | **9** | 1 | 0 | 0 | 1 | **17** |
| Total Volume | 2 | 14 | 3 | 19 | 6 | 4 | 2 | 12 | 1 | 11 | 7 | 19 | 2 | 1 | 1 | 4 | 54 |
| % App. Total | 10.5 | 73.7 | 15.8 | | 50 | 33.3 | 16.7 | | 5.3 | 57.9 | 36.8 | | 50 | 25 | 25 | | |
| PHF | .250 | .875 | .375 | .792 | .500 | .500 | .500 | .750 | .250 | .550 | .583 | .528 | .500 | .250 | .250 | .500 | .794 |

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **4** | **2** | **6** | 1 | **2** | 0 | 3 | 0 | 3 | 1 | 4 | 0 | **1** | **1** | **2** |
| +15 mins. | **2** | 4 | 0 | 6 | **3** | 1 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 3 | 0 | 3 | 0 | 1 | **1** | 2 | 0 | 3 | **3** | 6 | **1** | 0 | 0 | 1 |
| +45 mins. | 0 | 3 | 1 | 4 | 2 | 0 | 1 | 3 | **1** | **5** | 3 | **9** | 1 | 0 | 0 | 1 |
| Total Volume | 2 | 14 | 3 | 19 | 6 | 4 | 2 | 12 | 1 | 11 | 7 | 19 | 2 | 1 | 1 | 4 |
| % App. Total | 10.5 | 73.7 | 15.8 | | 50 | 33.3 | 16.7 | | 5.3 | 57.9 | 36.8 | | 50 | 25 | 25 | |
| PHF | .250 | .875 | .375 | .792 | .500 | .500 | .500 | .750 | .250 | .550 | .583 | .528 | .500 | .250 | .250 | .500 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

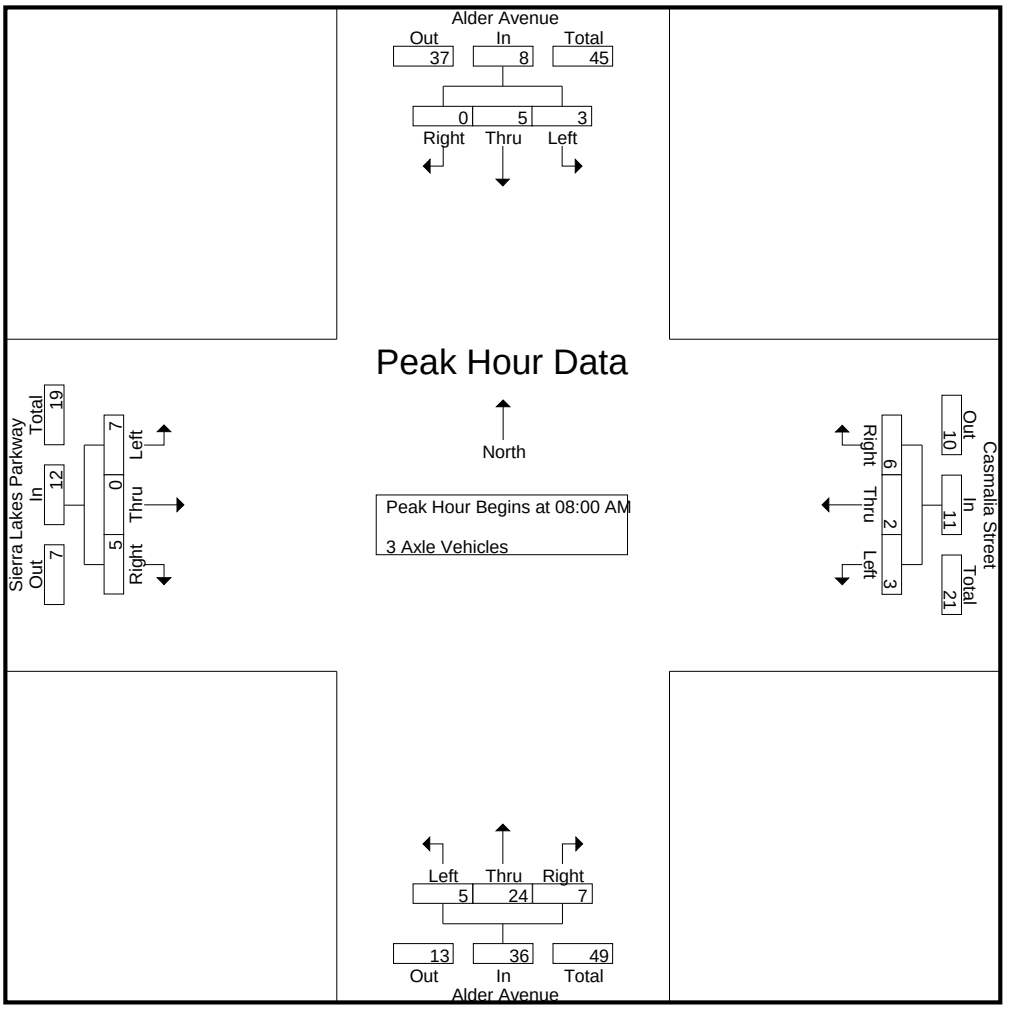
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 7 |
| 07:30 AM | 2 | 1 | 0 | 3 | 2 | 1 | 1 | 4 | 1 | 1 | 1 | 3 | 0 | 0 | 4 | 4 | 14 |
| 07:45 AM | 0 | 2 | 0 | 2 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 4 | 0 | 0 | 3 | 3 | 12 |
| Total | 2 | 3 | 0 | 5 | 5 | 2 | 1 | 8 | 2 | 11 | 3 | 16 | 0 | 0 | 7 | 7 | 36 |
| 08:00 AM | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 1 | 3 | 1 | 5 | 0 | 0 | 3 | 3 | 12 |
| 08:15 AM | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 1 | 3 | 2 | 6 | 1 | 0 | 0 | 1 | 11 |
| 08:30 AM | 0 | 3 | 0 | 3 | 1 | 0 | 2 | 3 | 0 | 8 | 2 | 10 | 5 | 0 | 1 | 6 | 22 |
| 08:45 AM | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 3 | 3 | 10 | 2 | 15 | 1 | 0 | 1 | 2 | 22 |
| Total | 3 | 5 | 0 | 8 | 3 | 2 | 6 | 11 | 5 | 24 | 7 | 36 | 7 | 0 | 5 | 12 | 67 |
| Grand Total | 5 | 8 | 0 | 13 | 8 | 4 | 7 | 19 | 7 | 35 | 10 | 52 | 7 | 0 | 12 | 19 | 103 |
| Apprch % | 38.5 | 61.5 | 0 | | 42.1 | 21.1 | 36.8 | | 13.5 | 67.3 | 19.2 | | 36.8 | 0 | 63.2 | | |
| Total % | 4.9 | 7.8 | 0 | 12.6 | 7.8 | 3.9 | 6.8 | 18.4 | 6.8 | 34 | 9.7 | 50.5 | 6.8 | 0 | 11.7 | 18.4 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | **1** | 0 | 0 | 1 | 0 | **1** | **2** | **3** | 1 | 3 | 1 | 5 | 0 | 0 | **3** | 3 | 12 |
| 08:15 AM | 1 | 1 | 0 | 2 | **1** | 1 | 0 | 2 | 1 | 3 | **2** | 6 | 1 | 0 | 0 | 1 | 11 |
| 08:30 AM | 0 | **3** | 0 | **3** | 1 | 0 | 2 | 3 | 0 | 8 | 2 | 10 | **5** | 0 | 1 | **6** | **22** |
| 08:45 AM | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 3 | **3** | **10** | 2 | **15** | 1 | 0 | 1 | 2 | 22 |
| Total Volume | 3 | 5 | 0 | 8 | 3 | 2 | 6 | 11 | 5 | 24 | 7 | 36 | 7 | 0 | 5 | 12 | 67 |
| % App. Total | 37.5 | 62.5 | 0 | | 27.3 | 18.2 | 54.5 | | 13.9 | 66.7 | 19.4 | | 58.3 | 0 | 41.7 | | |
| PHF | .750 | .417 | .000 | .667 | .750 | .500 | .750 | .917 | .417 | .600 | .875 | .600 | .350 | .000 | .417 | .500 | .761 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | 0 | 0 | 1 | 0 | **1** | **2** | **3** | 1 | 3 | 1 | 5 | 0 | 0 | **3** | 3 |
| +15 mins. | 1 | 1 | 0 | 2 | **1** | 1 | 0 | 2 | 1 | 3 | **2** | 6 | 1 | 0 | 0 | 1 |
| +30 mins. | 0 | **3** | 0 | **3** | 1 | 0 | 2 | 3 | 0 | 8 | 2 | 10 | **5** | 0 | 1 | **6** |
| +45 mins. | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 3 | **3** | **10** | 2 | **15** | 1 | 0 | 1 | 2 |
| Total Volume | 3 | 5 | 0 | 8 | 3 | 2 | 6 | 11 | 5 | 24 | 7 | 36 | 7 | 0 | 5 | 12 |
| % App. Total | 37.5 | 62.5 | 0 | | 27.3 | 18.2 | 54.5 | | 13.9 | 66.7 | 19.4 | | 58.3 | 0 | 41.7 | |
| PHF | .750 | .417 | .000 | .667 | .750 | .500 | .750 | .917 | .417 | .600 | .875 | .600 | .350 | .000 | .417 | .500 |

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

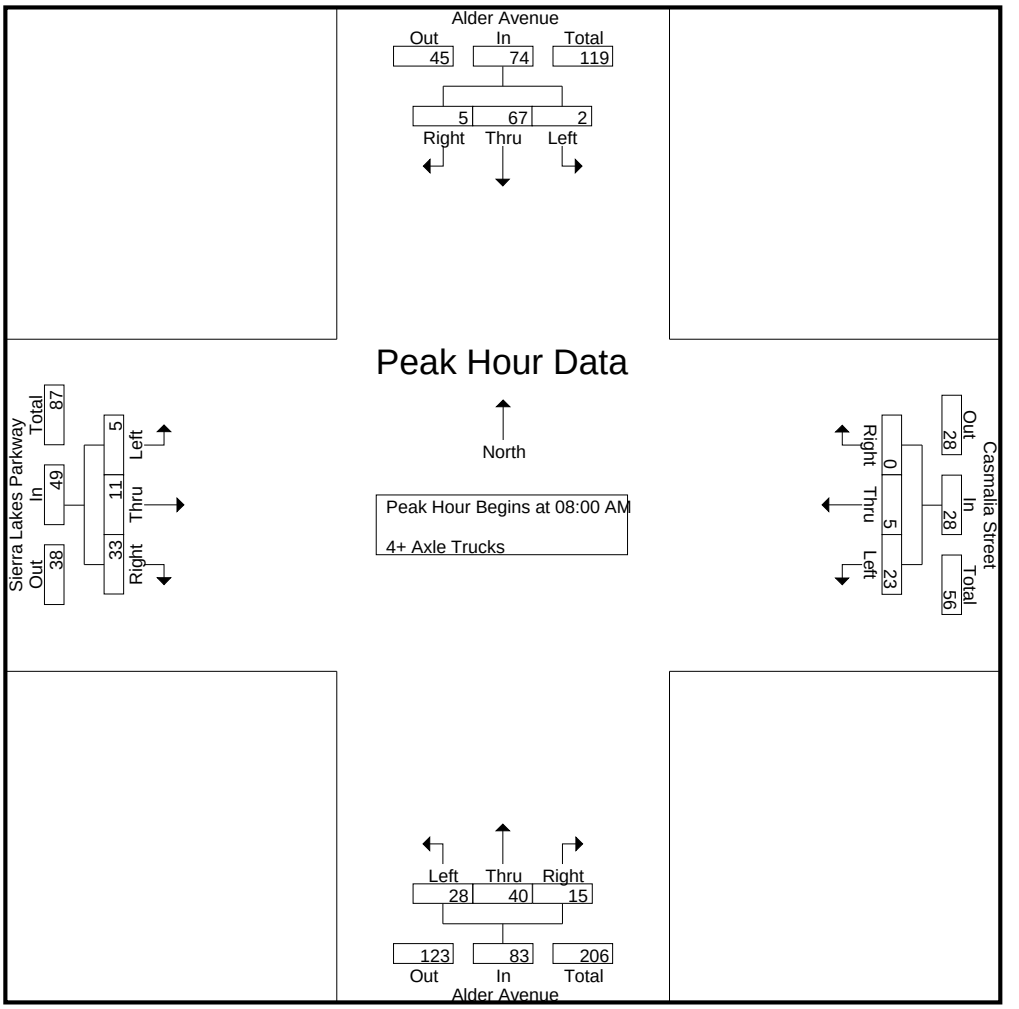
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 12 | 3 | 16 | 3 | 1 | 0 | 4 | 7 | 9 | 2 | 18 | 1 | 2 | 9 | 12 | 50 |
| 07:15 AM | 0 | 15 | 0 | 15 | 2 | 1 | 0 | 3 | 5 | 6 | 3 | 14 | 1 | 0 | 4 | 5 | 37 |
| 07:30 AM | 0 | 9 | 3 | 12 | 7 | 3 | 0 | 10 | 4 | 10 | 3 | 17 | 2 | 3 | 5 | 10 | 49 |
| 07:45 AM | 0 | 12 | 2 | 14 | 8 | 2 | 0 | 10 | 3 | 14 | 6 | 23 | 0 | 2 | 8 | 10 | 57 |
| Total | 1 | 48 | 8 | 57 | 20 | 7 | 0 | 27 | 19 | 39 | 14 | 72 | 4 | 7 | 26 | 37 | 193 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 14 | 1 | 15 | 4 | 0 | 0 | 4 | 7 | 11 | 4 | 22 | 0 | 4 | 8 | 12 | 53 |
| 08:15 AM | 0 | 14 | 3 | 17 | 8 | 0 | 0 | 8 | 9 | 10 | 5 | 24 | 3 | 2 | 7 | 12 | 61 |
| 08:30 AM | 1 | 13 | 1 | 15 | 7 | 3 | 0 | 10 | 7 | 12 | 4 | 23 | 0 | 2 | 7 | 9 | 57 |
| 08:45 AM | 1 | 26 | 0 | 27 | 4 | 2 | 0 | 6 | 5 | 7 | 2 | 14 | 2 | 3 | 11 | 16 | 63 |
| Total | 2 | 67 | 5 | 74 | 23 | 5 | 0 | 28 | 28 | 40 | 15 | 83 | 5 | 11 | 33 | 49 | 234 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 3 | 115 | 13 | 131 | 43 | 12 | 0 | 55 | 47 | 79 | 29 | 155 | 9 | 18 | 59 | 86 | 427 |
| Apprch % | 2.3 | 87.8 | 9.9 | | 78.2 | 21.8 | 0 | | 30.3 | 51 | 18.7 | | 10.5 | 20.9 | 68.6 | | |
| Total % | 0.7 | 26.9 | 3 | 30.7 | 10.1 | 2.8 | 0 | 12.9 | 11 | 18.5 | 6.8 | 36.3 | 2.1 | 4.2 | 13.8 | 20.1 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 14 | 1 | 15 | 4 | 0 | 0 | 4 | 7 | 11 | 4 | 22 | 0 | **4** | 8 | 12 | 53 |
| 08:15 AM | 0 | 14 | **3** | 17 | **8** | 0 | 0 | 8 | **9** | 10 | **5** | **24** | **3** | 2 | 7 | 12 | 61 |
| 08:30 AM | **1** | 13 | 1 | 15 | 7 | **3** | 0 | **10** | 7 | **12** | 4 | 23 | 0 | 2 | 7 | 9 | 57 |
| 08:45 AM | 1 | **26** | 0 | **27** | 4 | 2 | 0 | 6 | 5 | 7 | 2 | 14 | 2 | 3 | **11** | **16** | **63** |
| Total Volume | 2 | 67 | 5 | 74 | 23 | 5 | 0 | 28 | 28 | 40 | 15 | 83 | 5 | 11 | 33 | 49 | 234 |
| % App. Total | 2.7 | 90.5 | 6.8 | | 82.1 | 17.9 | 0 | | 33.7 | 48.2 | 18.1 | | 10.2 | 22.4 | 67.3 | | |
| PHF | .500 | .644 | .417 | .685 | .719 | .417 | .000 | .700 | .778 | .833 | .750 | .865 | .417 | .688 | .750 | .766 | .929 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 14 | 1 | 15 | 4 | 0 | 0 | 4 | 7 | 11 | 4 | 22 | 0 | **4** | 8 | 12 |
| +15 mins. | 0 | 14 | **3** | 17 | **8** | 0 | 0 | 8 | **9** | 10 | **5** | **24** | **3** | 2 | 7 | 12 |
| +30 mins. | **1** | 13 | 1 | 15 | 7 | **3** | 0 | **10** | 7 | **12** | 4 | 23 | 0 | 2 | 7 | 9 |
| +45 mins. | 1 | **26** | 0 | **27** | 4 | 2 | 0 | 6 | 5 | 7 | 2 | 14 | 2 | 3 | **11** | **16** |
| Total Volume | 2 | 67 | 5 | 74 | 23 | 5 | 0 | 28 | 28 | 40 | 15 | 83 | 5 | 11 | 33 | 49 |
| % App. Total | 2.7 | 90.5 | 6.8 | | 82.1 | 17.9 | 0 | | 33.7 | 48.2 | 18.1 | | 10.2 | 22.4 | 67.3 | |
| PHF | .500 | .644 | .417 | .685 | .719 | .417 | .000 | .700 | .778 | .833 | .750 | .865 | .417 | .688 | .750 | .766 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

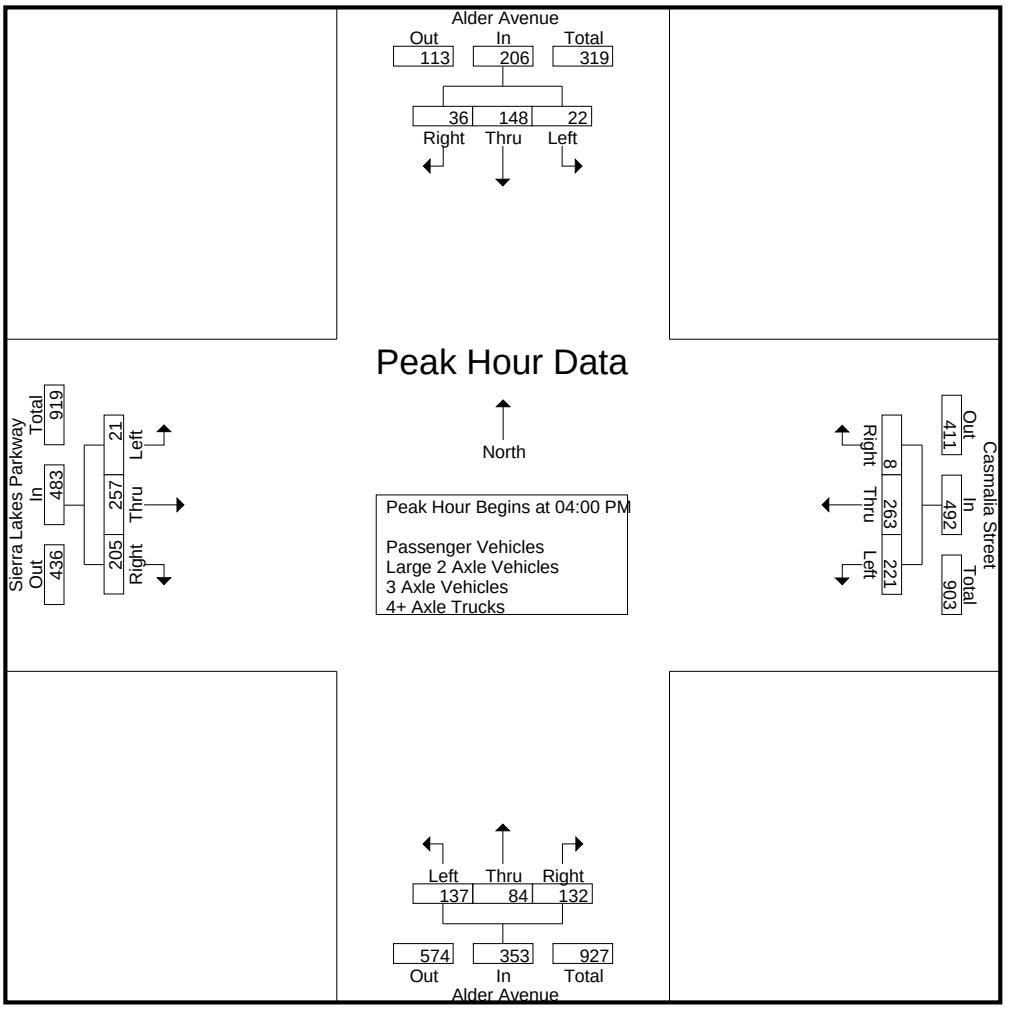
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 5 | 39 | 9 | 53 | 64 | 65 | 2 | 131 | 29 | 29 | 43 | 101 | 10 | 72 | 54 | 136 | 421 |
| 04:15 PM | 5 | 43 | 15 | 63 | 50 | 55 | 2 | 107 | 33 | 21 | 33 | 87 | 3 | 50 | 57 | 110 | 367 |
| 04:30 PM | 5 | 30 | 8 | 43 | 60 | 67 | 2 | 129 | 41 | 18 | 28 | 87 | 6 | 63 | 48 | 117 | 376 |
| 04:45 PM | 7 | 36 | 4 | 47 | 47 | 76 | 2 | 125 | 34 | 16 | 28 | 78 | 2 | 72 | 46 | 120 | 370 |
| Total | 22 | 148 | 36 | 206 | 221 | 263 | 8 | 492 | 137 | 84 | 132 | 353 | 21 | 257 | 205 | 483 | 1534 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 5 | 27 | 7 | 39 | 53 | 59 | 0 | 112 | 31 | 9 | 25 | 65 | 4 | 62 | 40 | 106 | 322 |
| 05:15 PM | 1 | 14 | 5 | 20 | 27 | 52 | 1 | 80 | 44 | 6 | 21 | 71 | 3 | 73 | 53 | 129 | 300 |
| 05:30 PM | 2 | 14 | 1 | 17 | 42 | 40 | 3 | 85 | 45 | 3 | 27 | 75 | 3 | 71 | 56 | 130 | 307 |
| 05:45 PM | 2 | 7 | 6 | 15 | 47 | 32 | 0 | 79 | 43 | 8 | 29 | 80 | 3 | 58 | 39 | 100 | 274 |
| Total | 10 | 62 | 19 | 91 | 169 | 183 | 4 | 356 | 163 | 26 | 102 | 291 | 13 | 264 | 188 | 465 | 1203 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 32 | 210 | 55 | 297 | 390 | 446 | 12 | 848 | 300 | 110 | 234 | 644 | 34 | 521 | 393 | 948 | 2737 |
| Apprch % | 10.8 | 70.7 | 18.5 | | 46 | 52.6 | 1.4 | | 46.6 | 17.1 | 36.3 | | 3.6 | 55 | 41.5 | | |
| Total % | 1.2 | 7.7 | 2 | 10.9 | 14.2 | 16.3 | 0.4 | 31 | 11 | 4 | 8.5 | 23.5 | 1.2 | 19 | 14.4 | 34.6 | |
| Passenger Vehicles | 18 | 116 | 31 | 165 | 364 | 429 | 10 | 803 | 260 | 57 | 211 | 528 | 20 | 508 | 337 | 865 | 2361 |
| % Passenger Vehicles | 56.2 | 55.2 | 56.4 | 55.6 | 93.3 | 96.2 | 83.3 | 94.7 | 86.7 | 51.8 | 90.2 | 82 | 58.8 | 97.5 | 85.8 | 91.2 | 86.3 |
| Large 2 Axle Vehicles | 1 | 7 | 1 | 9 | 4 | 0 | 0 | 4 | 4 | 7 | 7 | 18 | 1 | 4 | 6 | 11 | 42 |
| % Large 2 Axle Vehicles | 3.1 | 3.3 | 1.8 | 3 | 1 | 0 | 0 | 0.5 | 1.3 | 6.4 | 3 | 2.8 | 2.9 | 0.8 | 1.5 | 1.2 | 1.5 |
| 3 Axle Vehicles | 5 | 25 | 4 | 34 | 6 | 7 | 0 | 13 | 6 | 14 | 2 | 22 | 5 | 5 | 9 | 19 | 88 |
| % 3 Axle Vehicles | 15.6 | 11.9 | 7.3 | 11.4 | 1.5 | 1.6 | 0 | 1.5 | 2 | 12.7 | 0.9 | 3.4 | 14.7 | 1 | 2.3 | 2 | 3.2 |
| 4+ Axle Trucks | 8 | 62 | 19 | 89 | 16 | 10 | 2 | 28 | 30 | 32 | 14 | 76 | 8 | 4 | 41 | 53 | 246 |
| % 4+ Axle Trucks | 25 | 29.5 | 34.5 | 30 | 4.1 | 2.2 | 16.7 | 3.3 | 10 | 29.1 | 6 | 11.8 | 23.5 | 0.8 | 10.4 | 5.6 | 9 |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 5 | 39 | 9 | 53 | **64** | 65 | **2** | **131** | 29 | **29** | **43** | **101** | **10** | **72** | 54 | **136** | **421** |
| 04:15 PM | 5 | **43** | **15** | **63** | 50 | 55 | 2 | 107 | 33 | 21 | 33 | 87 | 3 | 50 | **57** | 110 | 367 |
| 04:30 PM | 5 | 30 | 8 | 43 | 60 | 67 | 2 | 129 | **41** | 18 | 28 | 87 | 6 | 63 | 48 | 117 | 376 |
| 04:45 PM | **7** | 36 | 4 | 47 | 47 | **76** | 2 | 125 | 34 | 16 | 28 | 78 | 2 | 72 | 46 | 120 | 370 |
| Total Volume | 22 | 148 | 36 | 206 | 221 | 263 | 8 | 492 | 137 | 84 | 132 | 353 | 21 | 257 | 205 | 483 | 1534 |
| % App. Total | 10.7 | 71.8 | 17.5 | | 44.9 | 53.5 | 1.6 | | 38.8 | 23.8 | 37.4 | | 4.3 | 53.2 | 42.4 | | |
| PHF | .786 | .860 | .600 | .817 | .863 | .865 | 1.00 | .939 | .835 | .724 | .767 | .874 | .525 | .892 | .899 | .888 | .911 |

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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 5 | 39 | 9 | 53 | **64** | 65 | **2** | **131** | 29 | **29** | **43** | **101** | 2 | 72 | 46 | 120 |
| +15 mins. | 5 | **43** | **15** | **63** | 50 | 55 | 2 | 107 | 33 | 21 | 33 | 87 | **4** | 62 | 40 | 106 |
| +30 mins. | 5 | 30 | 8 | 43 | 60 | 67 | 2 | 129 | **41** | 18 | 28 | 87 | 3 | **73** | 53 | 129 |
| +45 mins. | **7** | 36 | 4 | 47 | 47 | **76** | 2 | 125 | 34 | 16 | 28 | 78 | 3 | 71 | **56** | **130** |
| Total Volume | 22 | 148 | 36 | 206 | 221 | 263 | 8 | 492 | 137 | 84 | 132 | 353 | 12 | 278 | 195 | 485 |
| % App. Total | 10.7 | 71.8 | 17.5 | | 44.9 | 53.5 | 1.6 | | 38.8 | 23.8 | 37.4 | | 2.5 | 57.3 | 40.2 | |
| PHF | .786 | .860 | .600 | .817 | .863 | .865 | 1.000 | .939 | .835 | .724 | .767 | .874 | .750 | .952 | .871 | .933 |

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N/S: Alder Avenue
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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

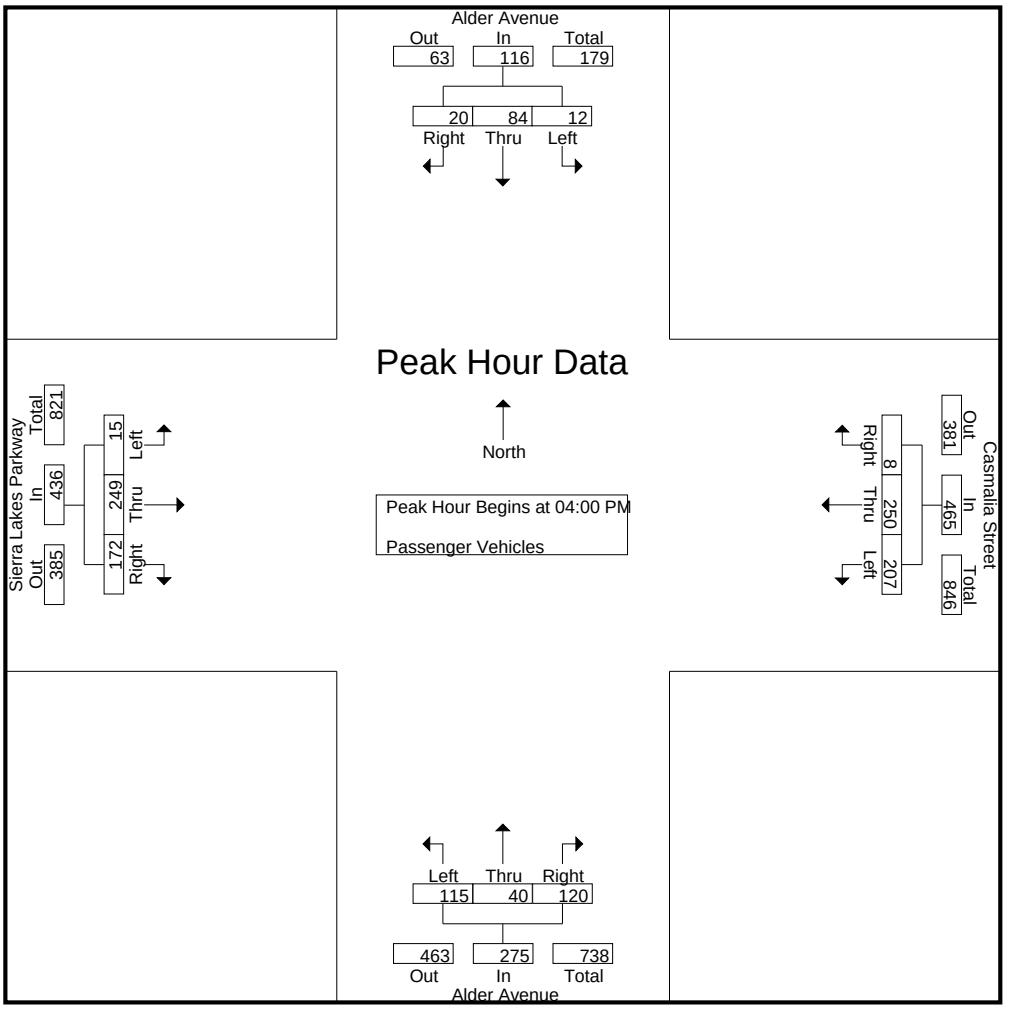
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 2 | 26 | 6 | 34 | 59 | 63 | 2 | 124 | 26 | 12 | 39 | 77 | 4 | 69 | 45 | 118 | 353 |
| 04:15 PM | 1 | 25 | 7 | 33 | 47 | 51 | 2 | 100 | 27 | 13 | 29 | 69 | 3 | 46 | 47 | 96 | 298 |
| 04:30 PM | 3 | 17 | 4 | 24 | 58 | 63 | 2 | 123 | 35 | 7 | 27 | 69 | 6 | 63 | 41 | 110 | 326 |
| 04:45 PM | 6 | 16 | 3 | 25 | 43 | 73 | 2 | 118 | 27 | 8 | 25 | 60 | 2 | 71 | 39 | 112 | 315 |
| Total | 12 | 84 | 20 | 116 | 207 | 250 | 8 | 465 | 115 | 40 | 120 | 275 | 15 | 249 | 172 | 436 | 1292 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 3 | 16 | 5 | 24 | 49 | 56 | 0 | 105 | 28 | 6 | 23 | 57 | 2 | 58 | 37 | 97 | 283 |
| 05:15 PM | 0 | 4 | 1 | 5 | 23 | 51 | 0 | 74 | 41 | 5 | 17 | 63 | 0 | 73 | 45 | 118 | 260 |
| 05:30 PM | 1 | 8 | 0 | 9 | 39 | 40 | 2 | 81 | 40 | 1 | 26 | 67 | 0 | 70 | 50 | 120 | 277 |
| 05:45 PM | 2 | 4 | 5 | 11 | 46 | 32 | 0 | 78 | 36 | 5 | 25 | 66 | 3 | 58 | 33 | 94 | 249 |
| Total | 6 | 32 | 11 | 49 | 157 | 179 | 2 | 338 | 145 | 17 | 91 | 253 | 5 | 259 | 165 | 429 | 1069 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 18 | 116 | 31 | 165 | 364 | 429 | 10 | 803 | 260 | 57 | 211 | 528 | 20 | 508 | 337 | 865 | 2361 |
| Apprch % | 10.9 | 70.3 | 18.8 | | 45.3 | 53.4 | 1.2 | | 49.2 | 10.8 | 40 | | 2.3 | 58.7 | 39 | | |
| Total % | 0.8 | 4.9 | 1.3 | 7 | 15.4 | 18.2 | 0.4 | 34 | 11 | 2.4 | 8.9 | 22.4 | 0.8 | 21.5 | 14.3 | 36.6 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 2 | **26** | 6 | **34** | **59** | 63 | **2** | **124** | 26 | 12 | **39** | **77** | 4 | 69 | 45 | **118** | **353** |
| 04:15 PM | 1 | 25 | **7** | 33 | 47 | 51 | 2 | 100 | 27 | **13** | 29 | 69 | 3 | 46 | **47** | 96 | 298 |
| 04:30 PM | 3 | 17 | 4 | 24 | 58 | 63 | 2 | 123 | **35** | 7 | 27 | 69 | **6** | 63 | 41 | 110 | 326 |
| 04:45 PM | **6** | 16 | 3 | 25 | 43 | **73** | 2 | 118 | 27 | 8 | 25 | 60 | 2 | **71** | 39 | 112 | 315 |
| Total Volume | 12 | 84 | 20 | 116 | 207 | 250 | 8 | 465 | 115 | 40 | 120 | 275 | 15 | 249 | 172 | 436 | 1292 |
| % App. Total | 10.3 | 72.4 | 17.2 | | 44.5 | 53.8 | 1.7 | | 41.8 | 14.5 | 43.6 | | 3.4 | 57.1 | 39.4 | | |
| PHF | .500 | .808 | .714 | .853 | .877 | .856 | 1.00 | .938 | .821 | .769 | .769 | .893 | .625 | .877 | .915 | .924 | .915 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 2 | **26** | 6 | **34** | **59** | 63 | **2** | **124** | 26 | 12 | **39** | **77** | 4 | 69 | 45 | **118** |
| +15 mins. | 1 | 25 | **7** | 33 | 47 | 51 | 2 | 100 | 27 | **13** | 29 | 69 | 3 | 46 | **47** | 96 |
| +30 mins. | 3 | 17 | 4 | 24 | 58 | 63 | 2 | 123 | **35** | 7 | 27 | 69 | **6** | 63 | 41 | 110 |
| +45 mins. | **6** | 16 | 3 | 25 | 43 | **73** | 2 | 118 | 27 | 8 | 25 | 60 | 2 | **71** | 39 | 112 |
| Total Volume | 12 | 84 | 20 | 116 | 207 | 250 | 8 | 465 | 115 | 40 | 120 | 275 | 15 | 249 | 172 | 436 |
| % App. Total | 10.3 | 72.4 | 17.2 | | 44.5 | 53.8 | 1.7 | | 41.8 | 14.5 | 43.6 | | 3.4 | 57.1 | 39.4 | |
| PHF | .500 | .808 | .714 | .853 | .877 | .856 | 1.000 | .938 | .821 | .769 | .769 | .893 | .625 | .877 | .915 | .924 |

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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

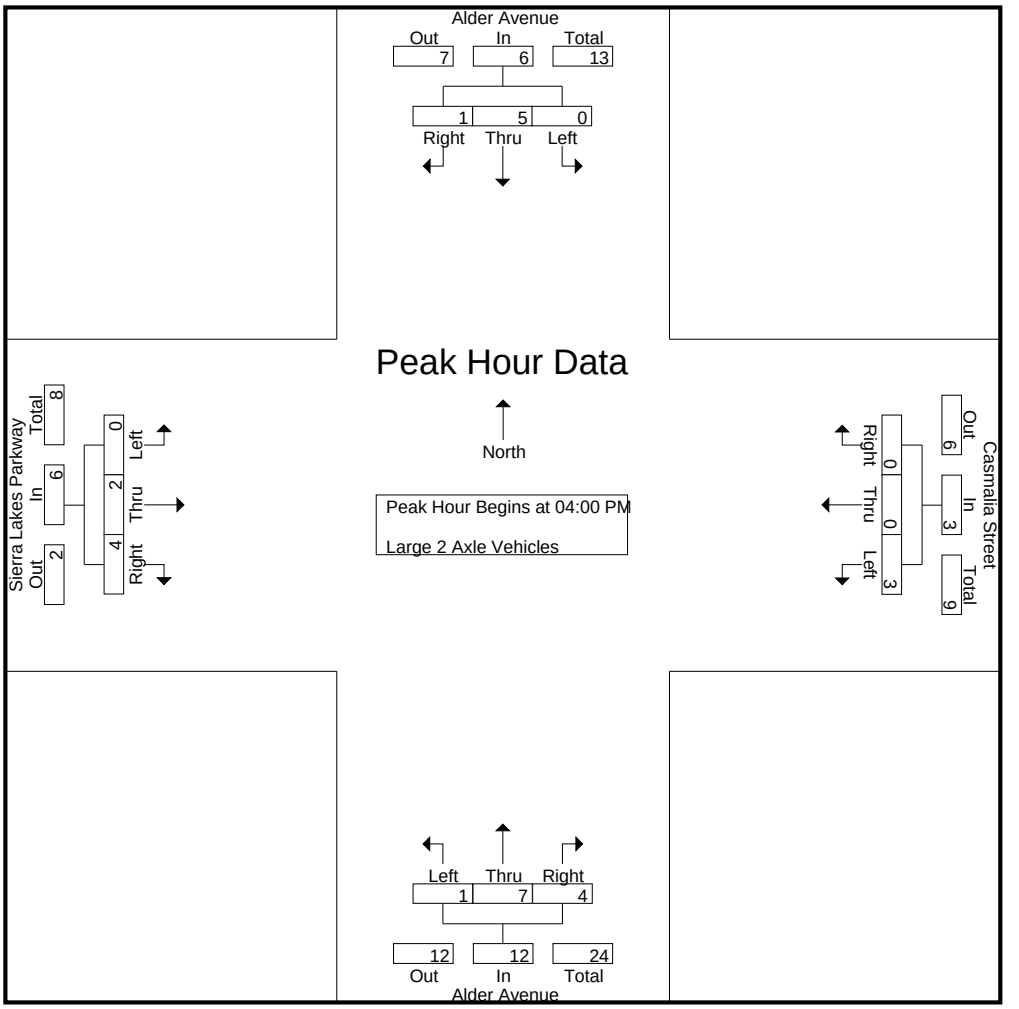
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 1 | 6 |
| 04:15 PM | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 2 | 2 | 4 | 9 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 1 | 5 |
| 04:45 PM | 0 | 2 | 0 | 2 | 3 | 0 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 5 | 1 | 6 | 3 | 0 | 0 | 3 | 1 | 7 | 4 | 12 | 0 | 2 | 4 | 6 | 27 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 2 | 6 |
| 05:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 4 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 2 | 0 | 3 | 1 | 0 | 0 | 1 | 3 | 0 | 3 | 6 | 1 | 2 | 2 | 5 | 15 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 1 | 7 | 1 | 9 | 4 | 0 | 0 | 4 | 4 | 7 | 7 | 18 | 1 | 4 | 6 | 11 | 42 |
| Apprch % | 11.1 | 77.8 | 11.1 | | 100 | 0 | 0 | | 22.2 | 38.9 | 38.9 | | 9.1 | 36.4 | 54.5 | | |
| Total % | 2.4 | 16.7 | 2.4 | 21.4 | 9.5 | 0 | 0 | 9.5 | 9.5 | 16.7 | 16.7 | 42.9 | 2.4 | 9.5 | 14.3 | 26.2 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 3 | 0 | 0 | 1 | 1 | 6 |
| 04:15 PM | 0 | 1 | **1** | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | **2** | **2** | **4** | **9** |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 0 | **4** | 0 | 0 | 1 | 1 | 5 |
| 04:45 PM | 0 | 2 | 0 | 2 | **3** | 0 | 0 | **3** | **1** | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| Total Volume | 0 | 5 | 1 | 6 | 3 | 0 | 0 | 3 | 1 | 7 | 4 | 12 | 0 | 2 | 4 | 6 | 27 |
| % App. Total | 0 | 83.3 | 16.7 | | 100 | 0 | 0 | | 8.3 | 58.3 | 33.3 | | 0 | 33.3 | 66.7 | | |
| PHF | .000 | .625 | .250 | .750 | .250 | .000 | .000 | .250 | .250 | .438 | .333 | .750 | .000 | .250 | .500 | .375 | .750 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 3 | 0 | 0 | 1 | 1 |
| +15 mins. | 0 | 1 | **1** | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | **2** | **2** | **4** |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 0 | **4** | 0 | 0 | 1 | 1 |
| +45 mins. | 0 | 2 | 0 | 2 | **3** | 0 | 0 | **3** | **1** | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 5 | 1 | 6 | 3 | 0 | 0 | 3 | 1 | 7 | 4 | 12 | 0 | 2 | 4 | 6 |
| % App. Total | 0 | 83.3 | 16.7 | | 100 | 0 | 0 | | 8.3 | 58.3 | 33.3 | | 0 | 33.3 | 66.7 | |
| PHF | .000 | .625 | .250 | .750 | .250 | .000 | .000 | .250 | .250 | .438 | .333 | .750 | .000 | .250 | .500 | .375 |

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City of Rialto
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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

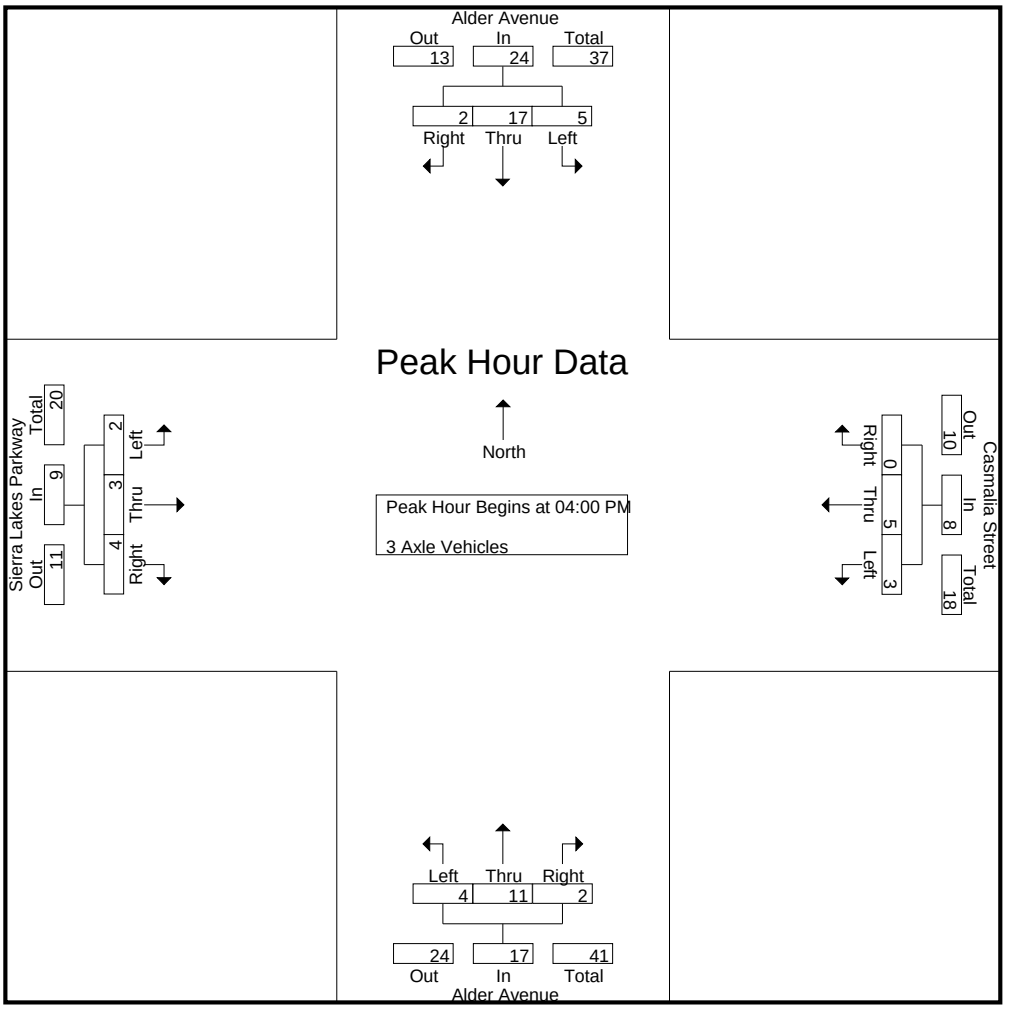
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 2 | 3 | 0 | 5 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 3 | 2 | 1 | 0 | 3 | 13 |
| 04:15 PM | 2 | 4 | 0 | 6 | 2 | 1 | 0 | 3 | 2 | 2 | 0 | 4 | 0 | 1 | 2 | 3 | 16 |
| 04:30 PM | 1 | 2 | 2 | 5 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 10 |
| 04:45 PM | 0 | 8 | 0 | 8 | 0 | 1 | 0 | 1 | 2 | 4 | 1 | 7 | 0 | 1 | 2 | 3 | 19 |
| Total | 5 | 17 | 2 | 24 | 3 | 5 | 0 | 8 | 4 | 11 | 2 | 17 | 2 | 3 | 4 | 9 | 58 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 3 | 1 | 4 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 2 | 2 | 5 | 12 |
| 05:15 PM | 0 | 3 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 |
| 05:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 4 |
| 05:45 PM | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 4 | 0 | 0 | 1 | 1 | 8 |
| Total | 0 | 8 | 2 | 10 | 3 | 2 | 0 | 5 | 2 | 3 | 0 | 5 | 3 | 2 | 5 | 10 | 30 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 5 | 25 | 4 | 34 | 6 | 7 | 0 | 13 | 6 | 14 | 2 | 22 | 5 | 5 | 9 | 19 | 88 |
| Apprch % | 14.7 | 73.5 | 11.8 | | 46.2 | 53.8 | 0 | | 27.3 | 63.6 | 9.1 | | 26.3 | 26.3 | 47.4 | | |
| Total % | 5.7 | 28.4 | 4.5 | 38.6 | 6.8 | 8 | 0 | 14.8 | 6.8 | 15.9 | 2.3 | 25 | 5.7 | 5.7 | 10.2 | 21.6 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **2** | 3 | 0 | 5 | 1 | 1 | 0 | 2 | 0 | 2 | **1** | 3 | **2** | **1** | 0 | **3** | 13 |
| 04:15 PM | 2 | 4 | 0 | 6 | **2** | 1 | 0 | **3** | **2** | 2 | 0 | 4 | 0 | 1 | **2** | 3 | 16 |
| 04:30 PM | 1 | 2 | **2** | 5 | 0 | **2** | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 10 |
| 04:45 PM | 0 | **8** | 0 | **8** | 0 | 1 | 0 | 1 | 2 | **4** | 1 | **7** | 0 | 1 | 2 | 3 | **19** |
| Total Volume | 5 | 17 | 2 | 24 | 3 | 5 | 0 | 8 | 4 | 11 | 2 | 17 | 2 | 3 | 4 | 9 | 58 |
| % App. Total | 20.8 | 70.8 | 8.3 | | 37.5 | 62.5 | 0 | | 23.5 | 64.7 | 11.8 | | 22.2 | 33.3 | 44.4 | | |
| PHF | .625 | .531 | .250 | .750 | .375 | .625 | .000 | .667 | .500 | .688 | .500 | .607 | .250 | .750 | .500 | .750 | .763 |

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File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **2** | 3 | 0 | 5 | 1 | 1 | 0 | 2 | 0 | 2 | **1** | 3 | **2** | **1** | 0 | **3** |
| +15 mins. | 2 | 4 | 0 | 6 | **2** | 1 | 0 | **3** | **2** | 2 | 0 | 4 | 0 | 1 | **2** | 3 |
| +30 mins. | 1 | 2 | **2** | 5 | 0 | **2** | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | **8** | 0 | **8** | 0 | 1 | 0 | 1 | 2 | **4** | 1 | **7** | 0 | 1 | 2 | 3 |
| Total Volume | 5 | 17 | 2 | 24 | 3 | 5 | 0 | 8 | 4 | 11 | 2 | 17 | 2 | 3 | 4 | 9 |
| % App. Total | 20.8 | 70.8 | 8.3 | | 37.5 | 62.5 | 0 | | 23.5 | 64.7 | 11.8 | | 22.2 | 33.3 | 44.4 | |
| PHF | .625 | .531 | .250 | .750 | .375 | .625 | .000 | .667 | .500 | .688 | .500 | .607 | .250 | .750 | .500 | .750 |

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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

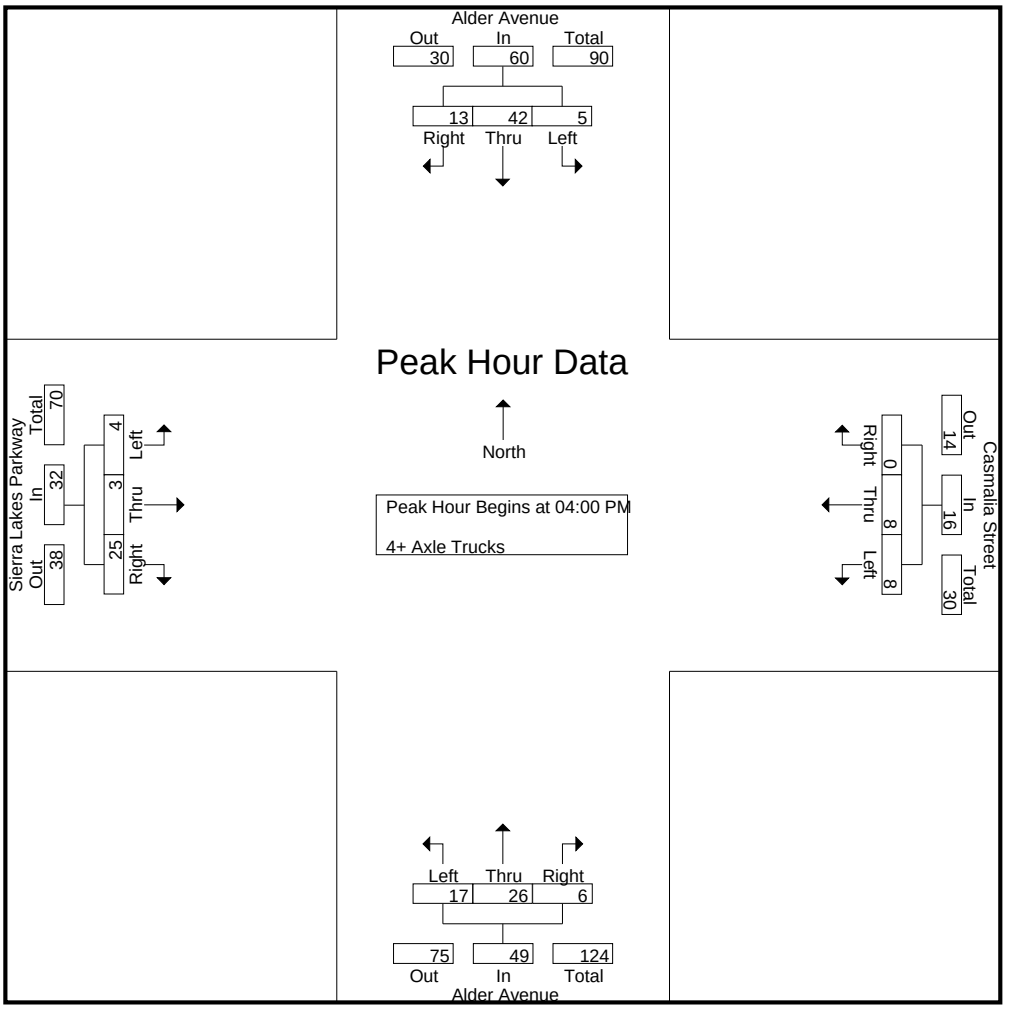
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 8 | 3 | 12 | 4 | 1 | 0 | 5 | 3 | 15 | 0 | 18 | 4 | 2 | 8 | 14 | 49 |
| 04:15 PM | 2 | 13 | 7 | 22 | 1 | 3 | 0 | 4 | 4 | 4 | 3 | 11 | 0 | 1 | 6 | 7 | 44 |
| 04:30 PM | 1 | 11 | 2 | 14 | 2 | 2 | 0 | 4 | 6 | 4 | 1 | 11 | 0 | 0 | 6 | 6 | 35 |
| 04:45 PM | 1 | 10 | 1 | 12 | 1 | 2 | 0 | 3 | 4 | 3 | 2 | 9 | 0 | 0 | 5 | 5 | 29 |
| Total | 5 | 42 | 13 | 60 | 8 | 8 | 0 | 16 | 17 | 26 | 6 | 49 | 4 | 3 | 25 | 32 | 157 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 7 | 1 | 9 | 3 | 2 | 0 | 5 | 2 | 2 | 1 | 5 | 1 | 1 | 0 | 2 | 21 |
| 05:15 PM | 1 | 6 | 4 | 11 | 3 | 0 | 1 | 4 | 3 | 1 | 3 | 7 | 2 | 0 | 6 | 8 | 30 |
| 05:30 PM | 1 | 5 | 1 | 7 | 2 | 0 | 1 | 3 | 4 | 2 | 0 | 6 | 1 | 0 | 5 | 6 | 22 |
| 05:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 1 | 4 | 9 | 0 | 0 | 5 | 5 | 16 |
| Total | 3 | 20 | 6 | 29 | 8 | 2 | 2 | 12 | 13 | 6 | 8 | 27 | 4 | 1 | 16 | 21 | 89 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 8 | 62 | 19 | 89 | 16 | 10 | 2 | 28 | 30 | 32 | 14 | 76 | 8 | 4 | 41 | 53 | 246 |
| Apprch % | 9 | 69.7 | 21.3 | | 57.1 | 35.7 | 7.1 | | 39.5 | 42.1 | 18.4 | | 15.1 | 7.5 | 77.4 | | |
| Total % | 3.3 | 25.2 | 7.7 | 36.2 | 6.5 | 4.1 | 0.8 | 11.4 | 12.2 | 13 | 5.7 | 30.9 | 3.3 | 1.6 | 16.7 | 21.5 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 8 | 3 | 12 | **4** | 1 | 0 | **5** | 3 | **15** | 0 | **18** | **4** | **2** | **8** | **14** | **49** |
| 04:15 PM | **2** | **13** | **7** | **22** | 1 | **3** | 0 | 4 | 4 | 4 | **3** | 11 | 0 | 1 | 6 | 7 | 44 |
| 04:30 PM | 1 | 11 | 2 | 14 | 2 | 2 | 0 | 4 | **6** | 4 | 1 | 11 | 0 | 0 | 6 | 6 | 35 |
| 04:45 PM | 1 | 10 | 1 | 12 | 1 | 2 | 0 | 3 | 4 | 3 | 2 | 9 | 0 | 0 | 5 | 5 | 29 |
| Total Volume | 5 | 42 | 13 | 60 | 8 | 8 | 0 | 16 | 17 | 26 | 6 | 49 | 4 | 3 | 25 | 32 | 157 |
| % App. Total | 8.3 | 70 | 21.7 | | 50 | 50 | 0 | | 34.7 | 53.1 | 12.2 | | 12.5 | 9.4 | 78.1 | | |
| PHF | .625 | .808 | .464 | .682 | .500 | .667 | .000 | .800 | .708 | .433 | .500 | .681 | .250 | .375 | .781 | .571 | .801 |

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City of Rialto
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Weather: Clear

File Name : 06_RLT_Ald_Cas Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | 8 | 3 | 12 | **4** | 1 | 0 | **5** | 3 | **15** | 0 | **18** | **4** | **2** | **8** | **14** |
| +15 mins. | **2** | **13** | **7** | **22** | 1 | **3** | 0 | 4 | 4 | 4 | **3** | 11 | 0 | 1 | 6 | 7 |
| +30 mins. | 1 | 11 | 2 | 14 | 2 | 2 | 0 | 4 | **6** | 4 | 1 | 11 | 0 | 0 | 6 | 6 |
| +45 mins. | 1 | 10 | 1 | 12 | 1 | 2 | 0 | 3 | 4 | 3 | 2 | 9 | 0 | 0 | 5 | 5 |
| Total Volume | 5 | 42 | 13 | 60 | 8 | 8 | 0 | 16 | 17 | 26 | 6 | 49 | 4 | 3 | 25 | 32 |
| % App. Total | 8.3 | 70 | 21.7 | | 50 | 50 | 0 | | 34.7 | 53.1 | 12.2 | | 12.5 | 9.4 | 78.1 | |
| PHF | .625 | .808 | .464 | .682 | .500 | .667 | .000 | .800 | .708 | .433 | .500 | .681 | .250 | .375 | .781 | .571 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

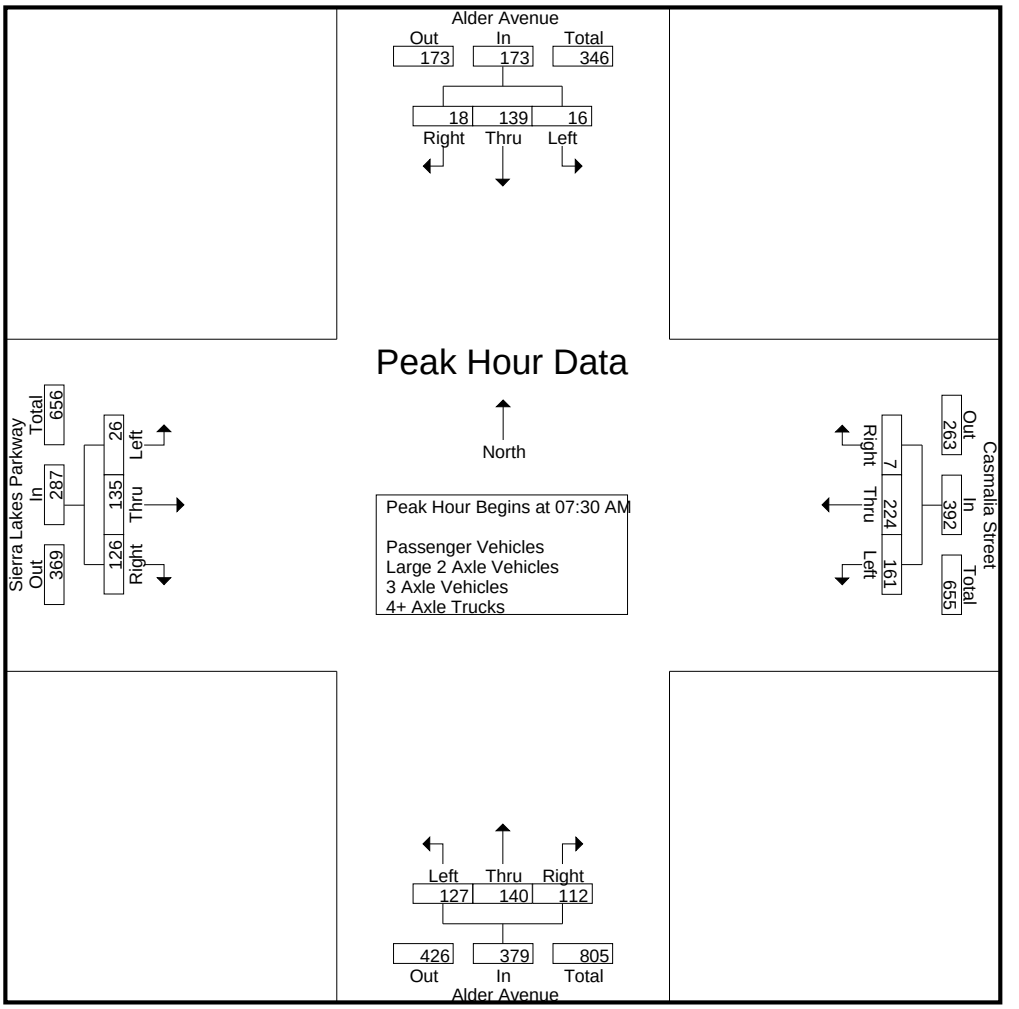
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 16 | 4 | 21 | 49 | 27 | 5 | 81 | 16 | 27 | 36 | 79 | 8 | 18 | 28 | 54 | 235 |
| 07:15 AM | 3 | 23 | 1 | 27 | 52 | 43 | 4 | 99 | 17 | 26 | 25 | 68 | 7 | 21 | 14 | 42 | 236 |
| 07:30 AM | 7 | 39 | 2 | 48 | 42 | 56 | 1 | 99 | 45 | 39 | 22 | 106 | 9 | 29 | 27 | 65 | 318 |
| 07:45 AM | 3 | 35 | 5 | 43 | 47 | 65 | 3 | 115 | 34 | 40 | 24 | 98 | 6 | 29 | 24 | 59 | 315 |
| Total | 14 | 113 | 12 | 139 | 190 | 191 | 13 | 394 | 112 | 132 | 107 | 351 | 30 | 97 | 93 | 220 | 1104 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 3 | 35 | 4 | 42 | 43 | 54 | 1 | 98 | 27 | 25 | 31 | 83 | 3 | 39 | 40 | 82 | 305 |
| 08:15 AM | 3 | 30 | 7 | 40 | 29 | 49 | 2 | 80 | 21 | 36 | 35 | 92 | 8 | 38 | 35 | 81 | 293 |
| 08:30 AM | 6 | 28 | 5 | 39 | 40 | 46 | 4 | 90 | 41 | 33 | 31 | 105 | 6 | 35 | 37 | 78 | 312 |
| 08:45 AM | 1 | 36 | 8 | 45 | 28 | 49 | 4 | 81 | 23 | 38 | 32 | 93 | 6 | 32 | 37 | 75 | 294 |
| Total | 13 | 129 | 24 | 166 | 140 | 198 | 11 | 349 | 112 | 132 | 129 | 373 | 23 | 144 | 149 | 316 | 1204 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 27 | 242 | 36 | 305 | 330 | 389 | 24 | 743 | 224 | 264 | 236 | 724 | 53 | 241 | 242 | 536 | 2308 |
| Apprch % | 8.9 | 79.3 | 11.8 | | 44.4 | 52.4 | 3.2 | | 30.9 | 36.5 | 32.6 | | 9.9 | 45 | 45.1 | | |
| Total % | 1.2 | 10.5 | 1.6 | 13.2 | 14.3 | 16.9 | 1 | 32.2 | 9.7 | 11.4 | 10.2 | 31.4 | 2.3 | 10.4 | 10.5 | 23.2 | |
| Passenger Vehicles | 12 | 77 | 20 | 109 | 267 | 357 | 10 | 634 | 167 | 118 | 178 | 463 | 26 | 215 | 157 | 398 | 1604 |
| % Passenger Vehicles | 44.4 | 31.8 | 55.6 | 35.7 | 80.9 | 91.8 | 41.7 | 85.3 | 74.6 | 44.7 | 75.4 | 64 | 49.1 | 89.2 | 64.9 | 74.3 | 69.5 |
| Large 2 Axle Vehicles | 4 | 25 | 4 | 33 | 12 | 10 | 3 | 25 | 7 | 25 | 20 | 52 | 2 | 7 | 10 | 19 | 129 |
| % Large 2 Axle Vehicles | 14.8 | 10.3 | 11.1 | 10.8 | 3.6 | 2.6 | 12.5 | 3.4 | 3.1 | 9.5 | 8.5 | 7.2 | 3.8 | 2.9 | 4.1 | 3.5 | 5.6 |
| 3 Axle Vehicles | 1 | 22 | 3 | 26 | 9 | 5 | 2 | 16 | 10 | 45 | 6 | 61 | 12 | 3 | 15 | 30 | 133 |
| % 3 Axle Vehicles | 3.7 | 9.1 | 8.3 | 8.5 | 2.7 | 1.3 | 8.3 | 2.2 | 4.5 | 17 | 2.5 | 8.4 | 22.6 | 1.2 | 6.2 | 5.6 | 5.8 |
| 4+ Axle Trucks | 10 | 118 | 9 | 137 | 42 | 17 | 9 | 68 | 40 | 76 | 32 | 148 | 13 | 16 | 60 | 89 | 442 |
| % 4+ Axle Trucks | 37 | 48.8 | 25 | 44.9 | 12.7 | 4.4 | 37.5 | 9.2 | 17.9 | 28.8 | 13.6 | 20.4 | 24.5 | 6.6 | 24.8 | 16.6 | 19.2 |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | **7** | **39** | 2 | **48** | 42 | 56 | 1 | 99 | **45** | 39 | 22 | **106** | **9** | 29 | 27 | 65 | **318** |
| 07:45 AM | 3 | 35 | 5 | 43 | **47** | **65** | **3** | **115** | 34 | **40** | 24 | 98 | 6 | 29 | 24 | 59 | 315 |
| 08:00 AM | 3 | 35 | 4 | 42 | 43 | 54 | 1 | 98 | 27 | 25 | 31 | 83 | 3 | **39** | **40** | **82** | 305 |
| 08:15 AM | 3 | 30 | **7** | 40 | 29 | 49 | 2 | 80 | 21 | 36 | **35** | 92 | 8 | 38 | 35 | 81 | 293 |
| Total Volume | 16 | 139 | 18 | 173 | 161 | 224 | 7 | 392 | 127 | 140 | 112 | 379 | 26 | 135 | 126 | 287 | 1231 |
| % App. Total | 9.2 | 80.3 | 10.4 | | 41.1 | 57.1 | 1.8 | | 33.5 | 36.9 | 29.6 | | 9.1 | 47 | 43.9 | | |
| PHF | .571 | .891 | .643 | .901 | .856 | .862 | .583 | .852 | .706 | .875 | .800 | .894 | .722 | .865 | .788 | .875 | .968 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
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 | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **7** | **39** | 2 | **48** | **52** | 43 | **4** | 99 | **45** | 39 | 22 | **106** | 3 | **39** | **40** | **82** |
| +15 mins. | 3 | 35 | 5 | 43 | 42 | 56 | 1 | 99 | 34 | **40** | 24 | 98 | **8** | 38 | 35 | 81 |
| +30 mins. | 3 | 35 | 4 | 42 | 47 | **65** | 3 | **115** | 27 | 25 | 31 | 83 | 6 | 35 | 37 | 78 |
| +45 mins. | 3 | 30 | **7** | 40 | 43 | 54 | 1 | 98 | 21 | 36 | **35** | 92 | 6 | 32 | 37 | 75 |
| Total Volume | 16 | 139 | 18 | 173 | 184 | 218 | 9 | 411 | 127 | 140 | 112 | 379 | 23 | 144 | 149 | 316 |
| % App. Total | 9.2 | 80.3 | 10.4 | | 44.8 | 53 | 2.2 | | 33.5 | 36.9 | 29.6 | | 7.3 | 45.6 | 47.2 | |
| PHF | .571 | .891 | .643 | .901 | .885 | .838 | .563 | .893 | .706 | .875 | .800 | .894 | .719 | .923 | .931 | .963 |

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Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

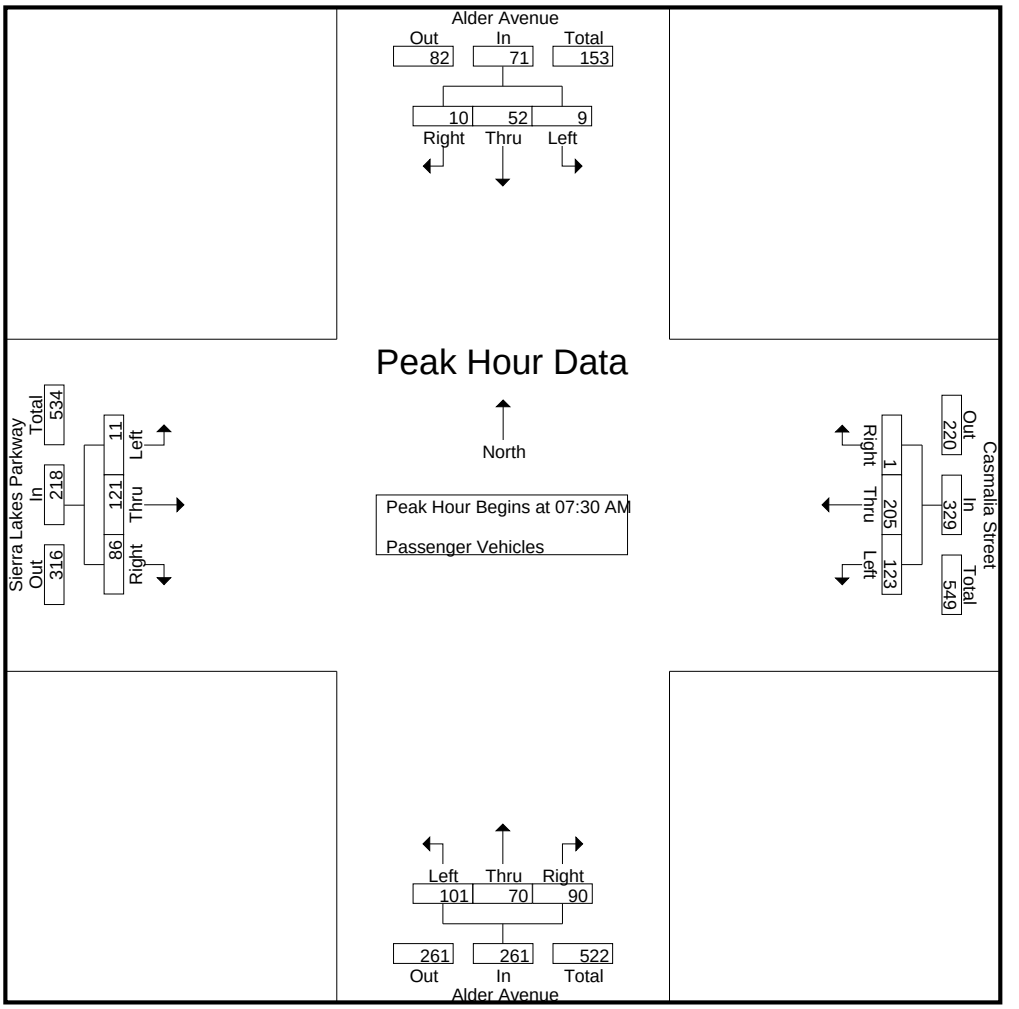
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 3 | 3 | 6 | 45 | 24 | 2 | 71 | 8 | 12 | 23 | 43 | 6 | 16 | 16 | 38 | 158 |
| 07:15 AM | 1 | 4 | 0 | 5 | 39 | 39 | 4 | 82 | 12 | 11 | 19 | 42 | 3 | 20 | 6 | 29 | 158 |
| 07:30 AM | 4 | 13 | 1 | 18 | 31 | 51 | 0 | 82 | 40 | 21 | 18 | 79 | 3 | 22 | 16 | 41 | 220 |
| 07:45 AM | 2 | 17 | 3 | 22 | 33 | 59 | 1 | 93 | 29 | 21 | 19 | 69 | 4 | 25 | 16 | 45 | 229 |
| Total | 7 | 37 | 7 | 51 | 148 | 173 | 7 | 328 | 89 | 65 | 79 | 233 | 16 | 83 | 54 | 153 | 765 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 9 | 4 | 13 | 33 | 52 | 0 | 85 | 21 | 13 | 25 | 59 | 3 | 37 | 28 | 68 | 225 |
| 08:15 AM | 3 | 13 | 2 | 18 | 26 | 43 | 0 | 69 | 11 | 15 | 28 | 54 | 1 | 37 | 26 | 64 | 205 |
| 08:30 AM | 2 | 8 | 3 | 13 | 37 | 46 | 1 | 84 | 27 | 11 | 24 | 62 | 3 | 33 | 21 | 57 | 216 |
| 08:45 AM | 0 | 10 | 4 | 14 | 23 | 43 | 2 | 68 | 19 | 14 | 22 | 55 | 3 | 25 | 28 | 56 | 193 |
| Total | 5 | 40 | 13 | 58 | 119 | 184 | 3 | 306 | 78 | 53 | 99 | 230 | 10 | 132 | 103 | 245 | 839 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 12 | 77 | 20 | 109 | 267 | 357 | 10 | 634 | 167 | 118 | 178 | 463 | 26 | 215 | 157 | 398 | 1604 |
| Apprch % | 11 | 70.6 | 18.3 | | 42.1 | 56.3 | 1.6 | | 36.1 | 25.5 | 38.4 | | 6.5 | 54 | 39.4 | | |
| Total % | 0.7 | 4.8 | 1.2 | 6.8 | 16.6 | 22.3 | 0.6 | 39.5 | 10.4 | 7.4 | 11.1 | 28.9 | 1.6 | 13.4 | 9.8 | 24.8 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **4** | 13 | 1 | 18 | 31 | 51 | 0 | 82 | **40** | **21** | 18 | **79** | 3 | 22 | 16 | 41 | 220 |
| 07:45 AM | 2 | **17** | 3 | **22** | **33** | **59** | **1** | **93** | 29 | 21 | 19 | 69 | **4** | 25 | 16 | 45 | **229** |
| 08:00 AM | 0 | 9 | **4** | 13 | 33 | 52 | 0 | 85 | 21 | 13 | 25 | 59 | 3 | **37** | **28** | **68** | 225 |
| 08:15 AM | 3 | 13 | 2 | 18 | 26 | 43 | 0 | 69 | 11 | 15 | **28** | 54 | 1 | 37 | 26 | 64 | 205 |
| Total Volume | 9 | 52 | 10 | 71 | 123 | 205 | 1 | 329 | 101 | 70 | 90 | 261 | 11 | 121 | 86 | 218 | 879 |
| % App. Total | 12.7 | 73.2 | 14.1 | | 37.4 | 62.3 | 0.3 | | 38.7 | 26.8 | 34.5 | | 5 | 55.5 | 39.4 | | |
| PHF | .563 | .765 | .625 | .807 | .932 | .869 | .250 | .884 | .631 | .833 | .804 | .826 | .688 | .818 | .768 | .801 | .960 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **4** | 13 | 1 | 18 | 31 | 51 | 0 | 82 | **40** | **21** | 18 | **79** | 3 | 22 | 16 | 41 |
| +15 mins. | 2 | **17** | 3 | **22** | **33** | **59** | **1** | **93** | 29 | 21 | 19 | 69 | **4** | 25 | 16 | 45 |
| +30 mins. | 0 | 9 | **4** | 13 | 33 | 52 | 0 | 85 | 21 | 13 | 25 | 59 | 3 | **37** | **28** | **68** |
| +45 mins. | 3 | 13 | 2 | 18 | 26 | 43 | 0 | 69 | 11 | 15 | **28** | 54 | 1 | 37 | 26 | 64 |
| Total Volume | 9 | 52 | 10 | 71 | 123 | 205 | 1 | 329 | 101 | 70 | 90 | 261 | 11 | 121 | 86 | 218 |
| % App. Total | 12.7 | 73.2 | 14.1 | | 37.4 | 62.3 | 0.3 | | 38.7 | 26.8 | 34.5 | | 5 | 55.5 | 39.4 | |
| PHF | .563 | .765 | .625 | .807 | .932 | .869 | .250 | .884 | .631 | .833 | .804 | .826 | .688 | .818 | .768 | .801 |

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Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

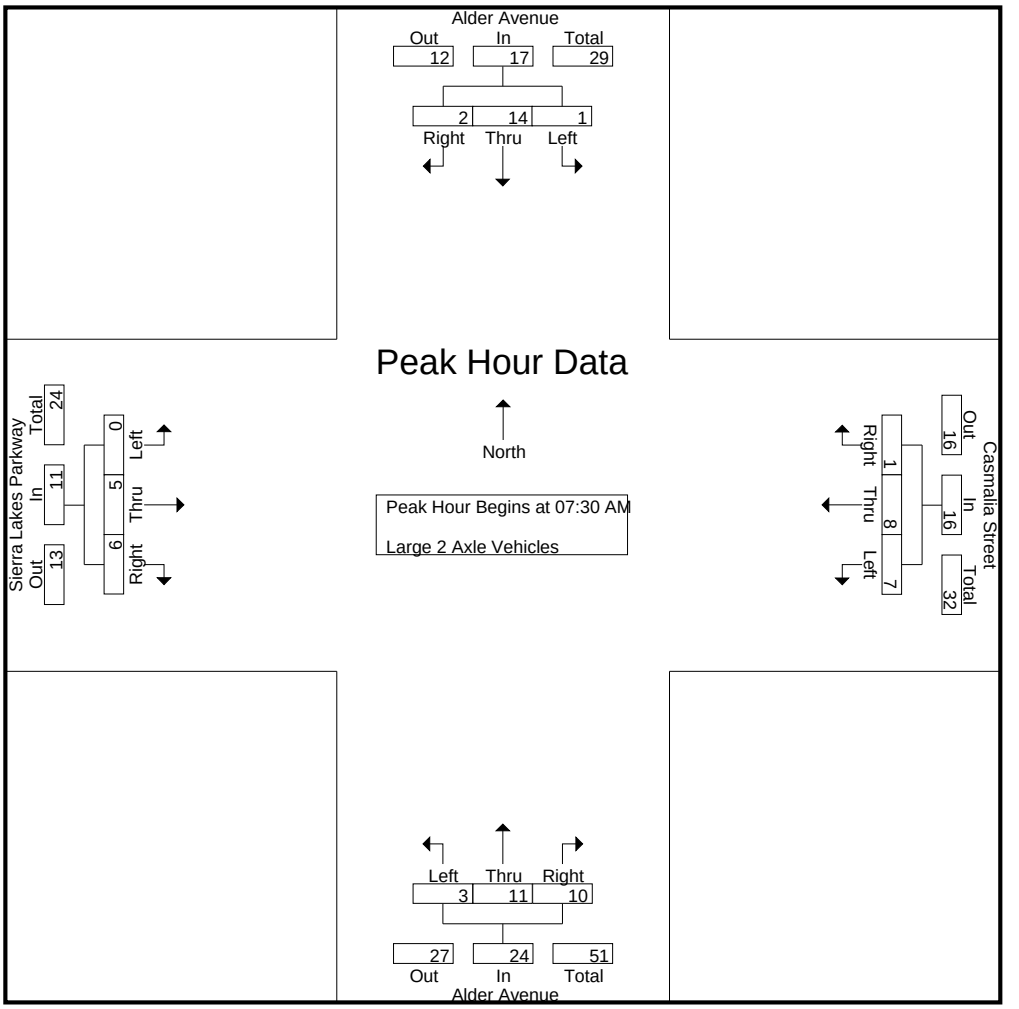
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 5 | 0 | 5 | 2 | 0 | 0 | 2 | 2 | 3 | 4 | 9 | 2 | 0 | 1 | 3 | 19 |
| 07:15 AM | 2 | 2 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 4 | 2 | 6 | 0 | 0 | 2 | 2 | 13 |
| 07:30 AM | 0 | 5 | 1 | 6 | 2 | 2 | 0 | 4 | 0 | 3 | 1 | 4 | 0 | 3 | 2 | 5 | 19 |
| 07:45 AM | 0 | 2 | 0 | 2 | 1 | 3 | 0 | 4 | 1 | 3 | 4 | 8 | 0 | 1 | 2 | 3 | 17 |
| Total | 2 | 14 | 1 | 17 | 5 | 6 | 0 | 11 | 3 | 13 | 11 | 27 | 2 | 4 | 7 | 13 | 68 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | 4 | 0 | 5 | 3 | 0 | 1 | 4 | 0 | 1 | 1 | 2 | 0 | 1 | 2 | 3 | 14 |
| 08:15 AM | 0 | 3 | 1 | 4 | 1 | 3 | 0 | 4 | 2 | 4 | 4 | 10 | 0 | 0 | 0 | 0 | 18 |
| 08:30 AM | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 3 | 1 | 5 | 0 | 1 | 1 | 2 | 11 |
| 08:45 AM | 0 | 3 | 2 | 5 | 3 | 1 | 0 | 4 | 1 | 4 | 3 | 8 | 0 | 1 | 0 | 1 | 18 |
| Total | 2 | 11 | 3 | 16 | 7 | 4 | 3 | 14 | 4 | 12 | 9 | 25 | 0 | 3 | 3 | 6 | 61 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 4 | 25 | 4 | 33 | 12 | 10 | 3 | 25 | 7 | 25 | 20 | 52 | 2 | 7 | 10 | 19 | 129 |
| Apprch % | 12.1 | 75.8 | 12.1 | | 48 | 40 | 12 | | 13.5 | 48.1 | 38.5 | | 10.5 | 36.8 | 52.6 | | |
| Total % | 3.1 | 19.4 | 3.1 | 25.6 | 9.3 | 7.8 | 2.3 | 19.4 | 5.4 | 19.4 | 15.5 | 40.3 | 1.6 | 5.4 | 7.8 | 14.7 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | **5** | **1** | **6** | 2 | 2 | 0 | **4** | 0 | 3 | 1 | 4 | 0 | **3** | **2** | **5** | **19** |
| 07:45 AM | 0 | 2 | 0 | 2 | 1 | **3** | 0 | 4 | 1 | 3 | **4** | 8 | 0 | 1 | 2 | 3 | 17 |
| 08:00 AM | **1** | 4 | 0 | 5 | **3** | 0 | **1** | 4 | 0 | 1 | 1 | 2 | 0 | 1 | 2 | 3 | 14 |
| 08:15 AM | 0 | 3 | 1 | 4 | 1 | 3 | 0 | 4 | **2** | **4** | 4 | **10** | 0 | 0 | 0 | 0 | 18 |
| Total Volume | 1 | 14 | 2 | 17 | 7 | 8 | 1 | 16 | 3 | 11 | 10 | 24 | 0 | 5 | 6 | 11 | 68 |
| % App. Total | 5.9 | 82.4 | 11.8 | | 43.8 | 50 | 6.2 | | 12.5 | 45.8 | 41.7 | | 0 | 45.5 | 54.5 | | |
| PHF | .250 | .700 | .500 | .708 | .583 | .667 | .250 | 1.00 | .375 | .688 | .625 | .600 | .000 | .417 | .750 | .550 | .895 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **5** | **1** | **6** | 2 | 2 | 0 | **4** | 0 | 3 | 1 | 4 | 0 | **3** | **2** | **5** |
| +15 mins. | 0 | 2 | 0 | 2 | 1 | **3** | 0 | 4 | 1 | 3 | **4** | 8 | 0 | 1 | 2 | 3 |
| +30 mins. | **1** | 4 | 0 | 5 | **3** | 0 | **1** | 4 | 0 | 1 | 1 | 2 | 0 | 1 | 2 | 3 |
| +45 mins. | 0 | 3 | 1 | 4 | 1 | 3 | 0 | 4 | **2** | **4** | 4 | **10** | 0 | 0 | 0 | 0 |
| Total Volume | 1 | 14 | 2 | 17 | 7 | 8 | 1 | 16 | 3 | 11 | 10 | 24 | 0 | 5 | 6 | 11 |
| % App. Total | 5.9 | 82.4 | 11.8 | | 43.8 | 50 | 6.2 | | 12.5 | 45.8 | 41.7 | | 0 | 45.5 | 54.5 | |
| PHF | .250 | .700 | .500 | .708 | .583 | .667 | .250 | 1.000 | .375 | .688 | .625 | .600 | .000 | .417 | .750 | .550 |

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City of Rialto
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Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

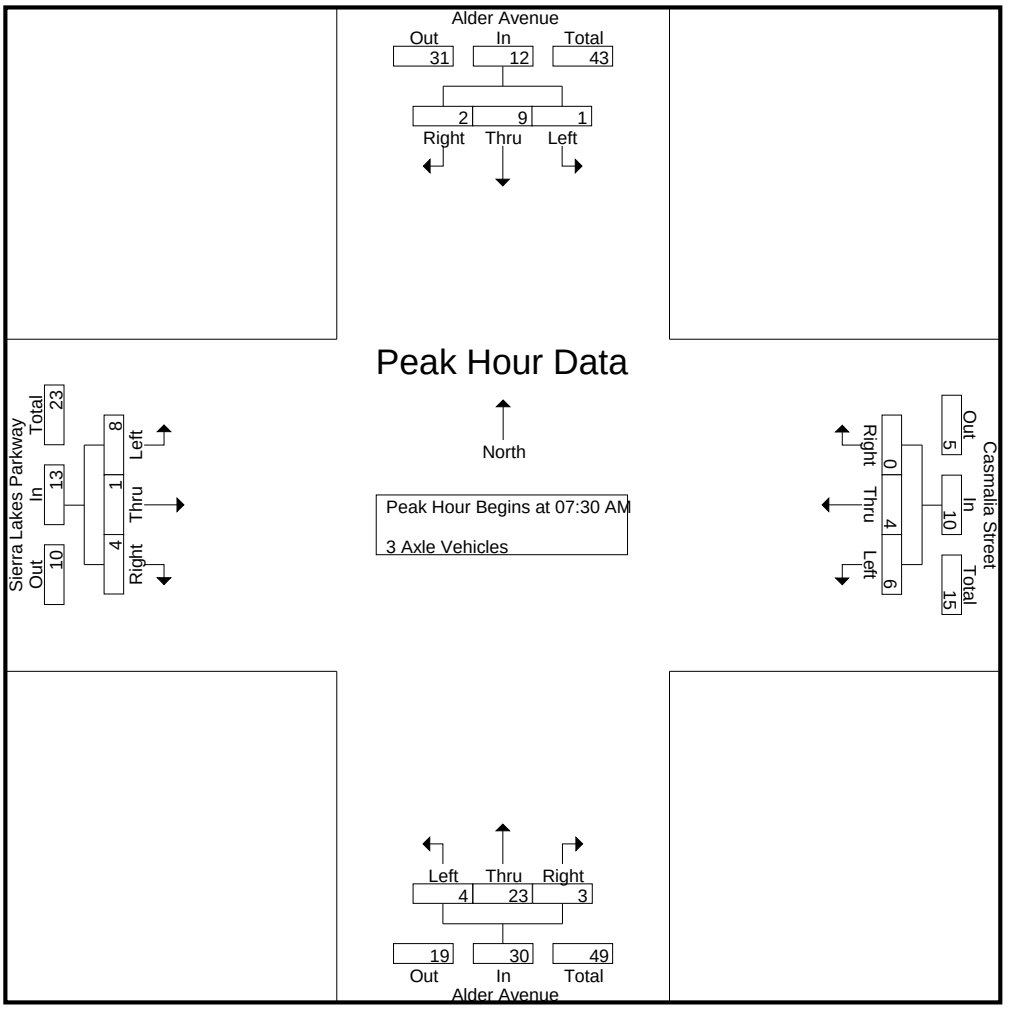
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 5 | 1 | 8 | 0 | 0 | 4 | 4 | 14 |
| 07:15 AM | 0 | 1 | 1 | 2 | 3 | 1 | 0 | 4 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 9 |
| 07:30 AM | 1 | 1 | 0 | 2 | 3 | 1 | 0 | 4 | 1 | 4 | 1 | 6 | 3 | 0 | 1 | 4 | 16 |
| 07:45 AM | 0 | 3 | 0 | 3 | 2 | 1 | 0 | 3 | 0 | 4 | 0 | 4 | 2 | 1 | 1 | 4 | 14 |
| Total | 1 | 6 | 1 | 8 | 8 | 3 | 1 | 12 | 3 | 15 | 2 | 20 | 6 | 1 | 6 | 13 | 53 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 4 | 0 | 4 | 1 | 1 | 0 | 2 | 1 | 5 | 1 | 7 | 0 | 0 | 1 | 1 | 14 |
| 08:15 AM | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 2 | 10 | 1 | 13 | 3 | 0 | 1 | 4 | 21 |
| 08:30 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 7 | 1 | 12 | 2 | 1 | 4 | 7 | 21 |
| 08:45 AM | 0 | 9 | 0 | 9 | 0 | 0 | 1 | 1 | 0 | 8 | 1 | 9 | 1 | 1 | 3 | 5 | 24 |
| Total | 0 | 16 | 2 | 18 | 1 | 2 | 1 | 4 | 7 | 30 | 4 | 41 | 6 | 2 | 9 | 17 | 80 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 1 | 22 | 3 | 26 | 9 | 5 | 2 | 16 | 10 | 45 | 6 | 61 | 12 | 3 | 15 | 30 | 133 |
| Apprch % | 3.8 | 84.6 | 11.5 | | 56.2 | 31.2 | 12.5 | | 16.4 | 73.8 | 9.8 | | 40 | 10 | 50 | | |
| Total % | 0.8 | 16.5 | 2.3 | 19.5 | 6.8 | 3.8 | 1.5 | 12 | 7.5 | 33.8 | 4.5 | 45.9 | 9 | 2.3 | 11.3 | 22.6 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **1** | 1 | 0 | 2 | **3** | **1** | 0 | **4** | 1 | 4 | **1** | 6 | **3** | 0 | **1** | **4** | 16 |
| 07:45 AM | 0 | 3 | 0 | 3 | 2 | 1 | 0 | 3 | 0 | 4 | 0 | 4 | 2 | **1** | 1 | 4 | 14 |
| 08:00 AM | 0 | **4** | 0 | **4** | 1 | 1 | 0 | 2 | 1 | 5 | 1 | 7 | 0 | 0 | 1 | 1 | 14 |
| 08:15 AM | 0 | 1 | **2** | 3 | 0 | 1 | 0 | 1 | **2** | **10** | 1 | **13** | 3 | 0 | 1 | 4 | **21** |
| Total Volume | 1 | 9 | 2 | 12 | 6 | 4 | 0 | 10 | 4 | 23 | 3 | 30 | 8 | 1 | 4 | 13 | 65 |
| % App. Total | 8.3 | 75 | 16.7 | | 60 | 40 | 0 | | 13.3 | 76.7 | 10 | | 61.5 | 7.7 | 30.8 | | |
| PHF | .250 | .563 | .250 | .750 | .500 | 1.00 | .000 | .625 | .500 | .575 | .750 | .577 | .667 | .250 | 1.00 | .813 | .774 |

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Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | 1 | 0 | 2 | **3** | **1** | 0 | **4** | 1 | 4 | **1** | 6 | **3** | 0 | **1** | **4** |
| +15 mins. | 0 | 3 | 0 | 3 | 2 | 1 | 0 | 3 | 0 | 4 | 0 | 4 | 2 | **1** | 1 | 4 |
| +30 mins. | 0 | **4** | 0 | **4** | 1 | 1 | 0 | 2 | 1 | 5 | 1 | 7 | 0 | 0 | 1 | 1 |
| +45 mins. | 0 | 1 | **2** | 3 | 0 | 1 | 0 | 1 | **2** | **10** | 1 | **13** | 3 | 0 | 1 | 4 |
| Total Volume | 1 | 9 | 2 | 12 | 6 | 4 | 0 | 10 | 4 | 23 | 3 | 30 | 8 | 1 | 4 | 13 |
| % App. Total | 8.3 | 75 | 16.7 | | 60 | 40 | 0 | | 13.3 | 76.7 | 10 | | 61.5 | 7.7 | 30.8 | |
| PHF | .250 | .563 | .250 | .750 | .500 | 1.000 | .000 | .625 | .500 | .575 | .750 | .577 | .667 | .250 | 1.000 | .813 |

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Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

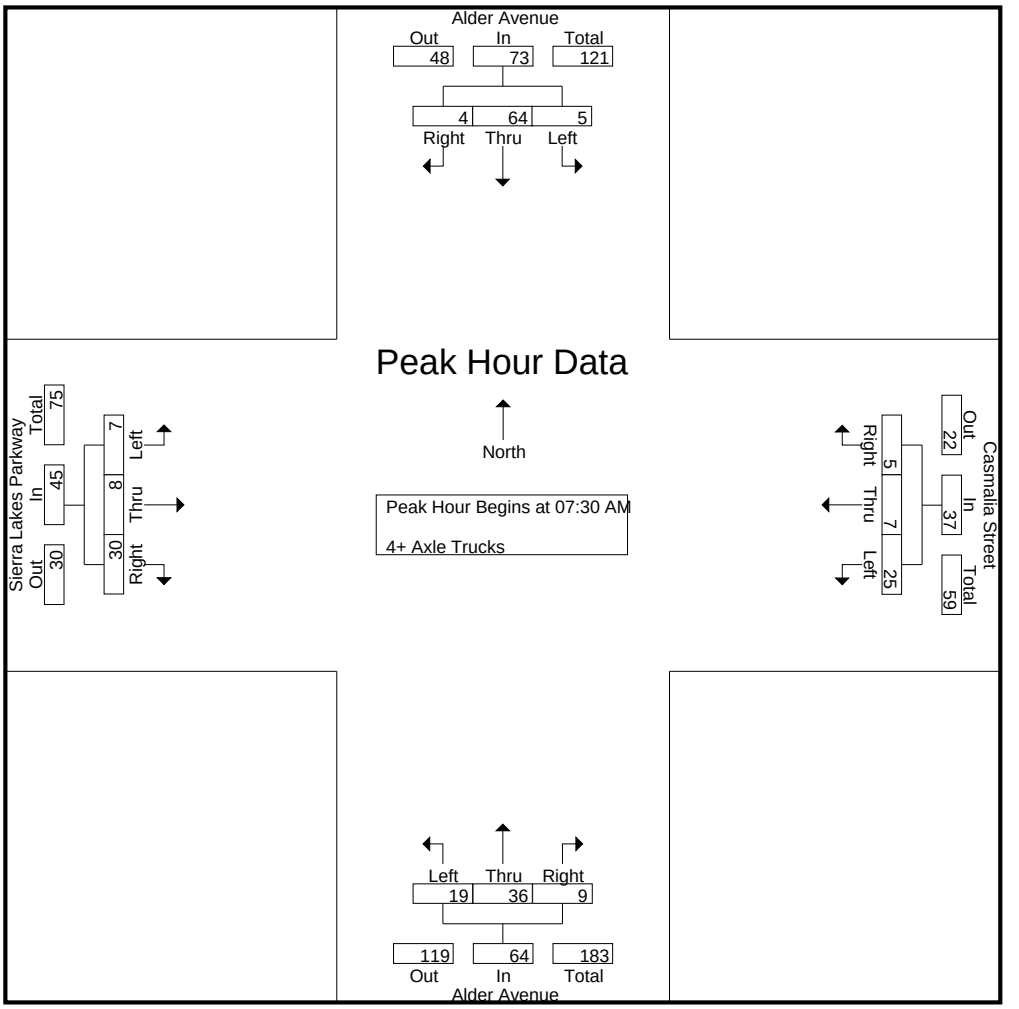
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 7 | 1 | 9 | 2 | 3 | 2 | 7 | 4 | 7 | 8 | 19 | 0 | 2 | 7 | 9 | 44 |
| 07:15 AM | 0 | 16 | 0 | 16 | 10 | 2 | 0 | 12 | 5 | 9 | 4 | 18 | 3 | 1 | 6 | 10 | 56 |
| 07:30 AM | 2 | 20 | 0 | 22 | 6 | 2 | 1 | 9 | 4 | 11 | 2 | 17 | 3 | 4 | 8 | 15 | 63 |
| 07:45 AM | 1 | 13 | 2 | 16 | 11 | 2 | 2 | 15 | 4 | 12 | 1 | 17 | 0 | 2 | 5 | 7 | 55 |
| Total | 4 | 56 | 3 | 63 | 29 | 9 | 5 | 43 | 17 | 39 | 15 | 71 | 6 | 9 | 26 | 41 | 218 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 2 | 18 | 0 | 20 | 6 | 1 | 0 | 7 | 5 | 6 | 4 | 15 | 0 | 1 | 9 | 10 | 52 |
| 08:15 AM | 0 | 13 | 2 | 15 | 2 | 2 | 2 | 6 | 6 | 7 | 2 | 15 | 4 | 1 | 8 | 13 | 49 |
| 08:30 AM | 3 | 17 | 2 | 22 | 3 | 0 | 1 | 4 | 9 | 12 | 5 | 26 | 1 | 0 | 11 | 12 | 64 |
| 08:45 AM | 1 | 14 | 2 | 17 | 2 | 5 | 1 | 8 | 3 | 12 | 6 | 21 | 2 | 5 | 6 | 13 | 59 |
| Total | 6 | 62 | 6 | 74 | 13 | 8 | 4 | 25 | 23 | 37 | 17 | 77 | 7 | 7 | 34 | 48 | 224 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 10 | 118 | 9 | 137 | 42 | 17 | 9 | 68 | 40 | 76 | 32 | 148 | 13 | 16 | 60 | 89 | 442 |
| Apprch % | 7.3 | 86.1 | 6.6 | | 61.8 | 25 | 13.2 | | 27 | 51.4 | 21.6 | | 14.6 | 18 | 67.4 | | |
| Total % | 2.3 | 26.7 | 2 | 31 | 9.5 | 3.8 | 2 | 15.4 | 9 | 17.2 | 7.2 | 33.5 | 2.9 | 3.6 | 13.6 | 20.1 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **2** | **20** | 0 | **22** | 6 | **2** | 1 | 9 | 4 | 11 | 2 | **17** | 3 | **4** | 8 | **15** | **63** |
| 07:45 AM | 1 | 13 | **2** | 16 | **11** | 2 | **2** | **15** | 4 | **12** | 1 | 17 | 0 | 2 | 5 | 7 | 55 |
| 08:00 AM | 2 | 18 | 0 | 20 | 6 | 1 | 0 | 7 | 5 | 6 | **4** | 15 | 0 | 1 | **9** | 10 | 52 |
| 08:15 AM | 0 | 13 | 2 | 15 | 2 | 2 | 2 | 6 | **6** | 7 | 2 | 15 | **4** | 1 | 8 | 13 | 49 |
| Total Volume | 5 | 64 | 4 | 73 | 25 | 7 | 5 | 37 | 19 | 36 | 9 | 64 | 7 | 8 | 30 | 45 | 219 |
| % App. Total | 6.8 | 87.7 | 5.5 | | 67.6 | 18.9 | 13.5 | | 29.7 | 56.2 | 14.1 | | 15.6 | 17.8 | 66.7 | | |
| PHF | .625 | .800 | .500 | .830 | .568 | .875 | .625 | .617 | .792 | .750 | .563 | .941 | .438 | .500 | .833 | .750 | .869 |

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(951) 268-6268

City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **2** | **20** | 0 | **22** | 6 | **2** | 1 | 9 | 4 | 11 | 2 | **17** | 3 | **4** | 8 | **15** |
| +15 mins. | 1 | 13 | **2** | 16 | **11** | 2 | **2** | **15** | 4 | **12** | 1 | 17 | 0 | 2 | 5 | 7 |
| +30 mins. | 2 | 18 | 0 | 20 | 6 | 1 | 0 | 7 | 5 | 6 | **4** | 15 | 0 | 1 | **9** | 10 |
| +45 mins. | 0 | 13 | 2 | 15 | 2 | 2 | 2 | 6 | **6** | 7 | 2 | 15 | **4** | 1 | 8 | 13 |
| Total Volume | 5 | 64 | 4 | 73 | 25 | 7 | 5 | 37 | 19 | 36 | 9 | 64 | 7 | 8 | 30 | 45 |
| % App. Total | 6.8 | 87.7 | 5.5 | | 67.6 | 18.9 | 13.5 | | 29.7 | 56.2 | 14.1 | | 15.6 | 17.8 | 66.7 | |
| PHF | .625 | .800 | .500 | .830 | .568 | .875 | .625 | .617 | .792 | .750 | .563 | .941 | .438 | .500 | .833 | .750 |

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Weather: Clear

File Name : 06_RLT_Ald_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

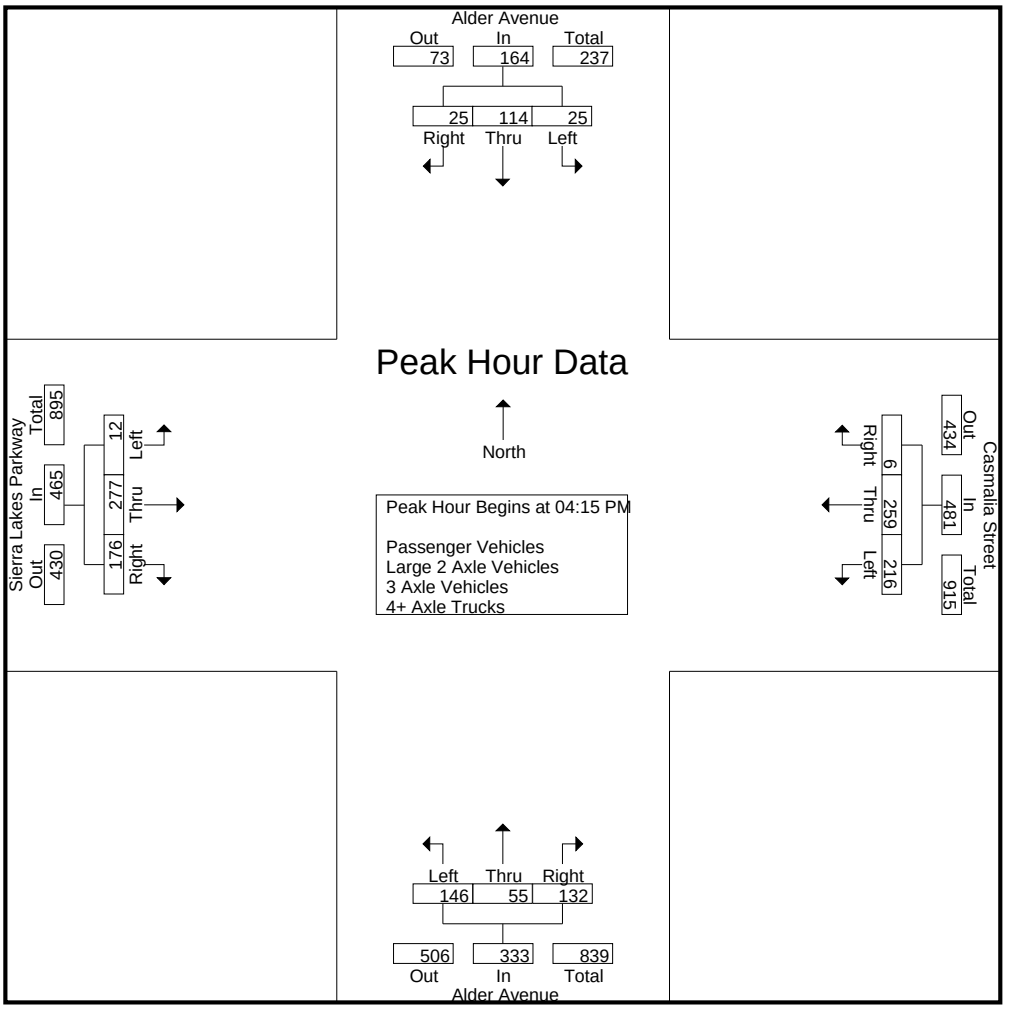
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 5 | 34 | 4 | 43 | 43 | 42 | 4 | 89 | 37 | 15 | 26 | 78 | 4 | 81 | 57 | 142 | 352 |
| 04:15 PM | 9 | 34 | 7 | 50 | 46 | 52 | 2 | 100 | 31 | 11 | 38 | 80 | 3 | 77 | 35 | 115 | 345 |
| 04:30 PM | 9 | 27 | 7 | 43 | 71 | 60 | 0 | 131 | 44 | 18 | 28 | 90 | 4 | 69 | 45 | 118 | 382 |
| 04:45 PM | 4 | 24 | 4 | 32 | 41 | 74 | 2 | 117 | 42 | 17 | 32 | 91 | 4 | 63 | 49 | 116 | 356 |
| Total | 27 | 119 | 22 | 168 | 201 | 228 | 8 | 437 | 154 | 61 | 124 | 339 | 15 | 290 | 186 | 491 | 1435 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 3 | 29 | 7 | 39 | 58 | 73 | 2 | 133 | 29 | 9 | 34 | 72 | 1 | 68 | 47 | 116 | 360 |
| 05:15 PM | 0 | 10 | 1 | 11 | 47 | 48 | 0 | 95 | 40 | 4 | 25 | 69 | 1 | 48 | 56 | 105 | 280 |
| 05:30 PM | 0 | 7 | 1 | 8 | 34 | 51 | 1 | 86 | 31 | 3 | 30 | 64 | 3 | 65 | 43 | 111 | 269 |
| 05:45 PM | 1 | 5 | 1 | 7 | 37 | 60 | 1 | 98 | 41 | 11 | 25 | 77 | 1 | 74 | 47 | 122 | 304 |
| Total | 4 | 51 | 10 | 65 | 176 | 232 | 4 | 412 | 141 | 27 | 114 | 282 | 6 | 255 | 193 | 454 | 1213 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 31 | 170 | 32 | 233 | 377 | 460 | 12 | 849 | 295 | 88 | 238 | 621 | 21 | 545 | 379 | 945 | 2648 |
| Apprch % | 13.3 | 73 | 13.7 | | 44.4 | 54.2 | 1.4 | | 47.5 | 14.2 | 38.3 | | 2.2 | 57.7 | 40.1 | | |
| Total % | 1.2 | 6.4 | 1.2 | 8.8 | 14.2 | 17.4 | 0.5 | 32.1 | 11.1 | 3.3 | 9 | 23.5 | 0.8 | 20.6 | 14.3 | 35.7 | |
| Passenger Vehicles | 20 | 128 | 28 | 176 | 362 | 455 | 9 | 826 | 276 | 60 | 224 | 560 | 20 | 535 | 352 | 907 | 2469 |
| % Passenger Vehicles | 64.5 | 75.3 | 87.5 | 75.5 | 96 | 98.9 | 75 | 97.3 | 93.6 | 68.2 | 94.1 | 90.2 | 95.2 | 98.2 | 92.9 | 96 | 93.2 |
| Large 2 Axle Vehicles | 1 | 8 | 0 | 9 | 9 | 3 | 1 | 13 | 5 | 2 | 2 | 9 | 1 | 2 | 7 | 10 | 41 |
| % Large 2 Axle Vehicles | 3.2 | 4.7 | 0 | 3.9 | 2.4 | 0.7 | 8.3 | 1.5 | 1.7 | 2.3 | 0.8 | 1.4 | 4.8 | 0.4 | 1.8 | 1.1 | 1.5 |
| 3 Axle Vehicles | 5 | 17 | 2 | 24 | 3 | 1 | 1 | 5 | 7 | 13 | 6 | 26 | 0 | 4 | 10 | 14 | 69 |
| % 3 Axle Vehicles | 16.1 | 10 | 6.2 | 10.3 | 0.8 | 0.2 | 8.3 | 0.6 | 2.4 | 14.8 | 2.5 | 4.2 | 0 | 0.7 | 2.6 | 1.5 | 2.6 |
| 4+ Axle Trucks | 5 | 17 | 2 | 24 | 3 | 1 | 1 | 5 | 7 | 13 | 6 | 26 | 0 | 4 | 10 | 14 | 69 |
| % 4+ Axle Trucks | 16.1 | 10 | 6.2 | 10.3 | 0.8 | 0.2 | 8.3 | 0.6 | 2.4 | 14.8 | 2.5 | 4.2 | 0 | 0.7 | 2.6 | 1.5 | 2.6 |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | **9** | **34** | **7** | **50** | 46 | 52 | **2** | 100 | 31 | 11 | **38** | 80 | 3 | **77** | 35 | 115 | 345 |
| 04:30 PM | 9 | 27 | 7 | 43 | **71** | 60 | 0 | 131 | **44** | **18** | 28 | 90 | **4** | 69 | 45 | **118** | **382** |
| 04:45 PM | 4 | 24 | 4 | 32 | 41 | **74** | 2 | 117 | 42 | 17 | 32 | **91** | 4 | 63 | **49** | 116 | 356 |
| 05:00 PM | 3 | 29 | 7 | 39 | 58 | 73 | 2 | **133** | 29 | 9 | 34 | 72 | 1 | 68 | 47 | 116 | 360 |
| Total Volume | 25 | 114 | 25 | 164 | 216 | 259 | 6 | 481 | 146 | 55 | 132 | 333 | 12 | 277 | 176 | 465 | 1443 |
| % App. Total | 15.2 | 69.5 | 15.2 | | 44.9 | 53.8 | 1.2 | | 43.8 | 16.5 | 39.6 | | 2.6 | 59.6 | 37.8 | | |
| PHF | .694 | .838 | .893 | .820 | .761 | .875 | .750 | .904 | .830 | .764 | .868 | .915 | .750 | .899 | .898 | .985 | .944 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | | 04:15 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 5 | **34** | 4 | 43 | 46 | 52 | **2** | 100 | 37 | 15 | 26 | 78 | **4** | **81** | **57** | **142** |
| +15 mins. | **9** | 34 | **7** | **50** | **71** | 60 | 0 | 131 | 31 | 11 | **38** | 80 | 3 | 77 | 35 | 115 |
| +30 mins. | 9 | 27 | 7 | 43 | 41 | **74** | 2 | 117 | **44** | **18** | 28 | 90 | 4 | 69 | 45 | 118 |
| +45 mins. | 4 | 24 | 4 | 32 | 58 | 73 | 2 | **133** | 42 | 17 | 32 | **91** | 4 | 63 | 49 | 116 |
| Total Volume | 27 | 119 | 22 | 168 | 216 | 259 | 6 | 481 | 154 | 61 | 124 | 339 | 15 | 290 | 186 | 491 |
| % App. Total | 16.1 | 70.8 | 13.1 | | 44.9 | 53.8 | 1.2 | | 45.4 | 18 | 36.6 | | 3.1 | 59.1 | 37.9 | |
| PHF | .750 | .875 | .786 | .840 | .761 | .875 | .750 | .904 | .875 | .847 | .816 | .931 | .938 | .895 | .816 | .864 |

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City of Rialto
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Weather: Clear

File Name : 06_RLT_Ald_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

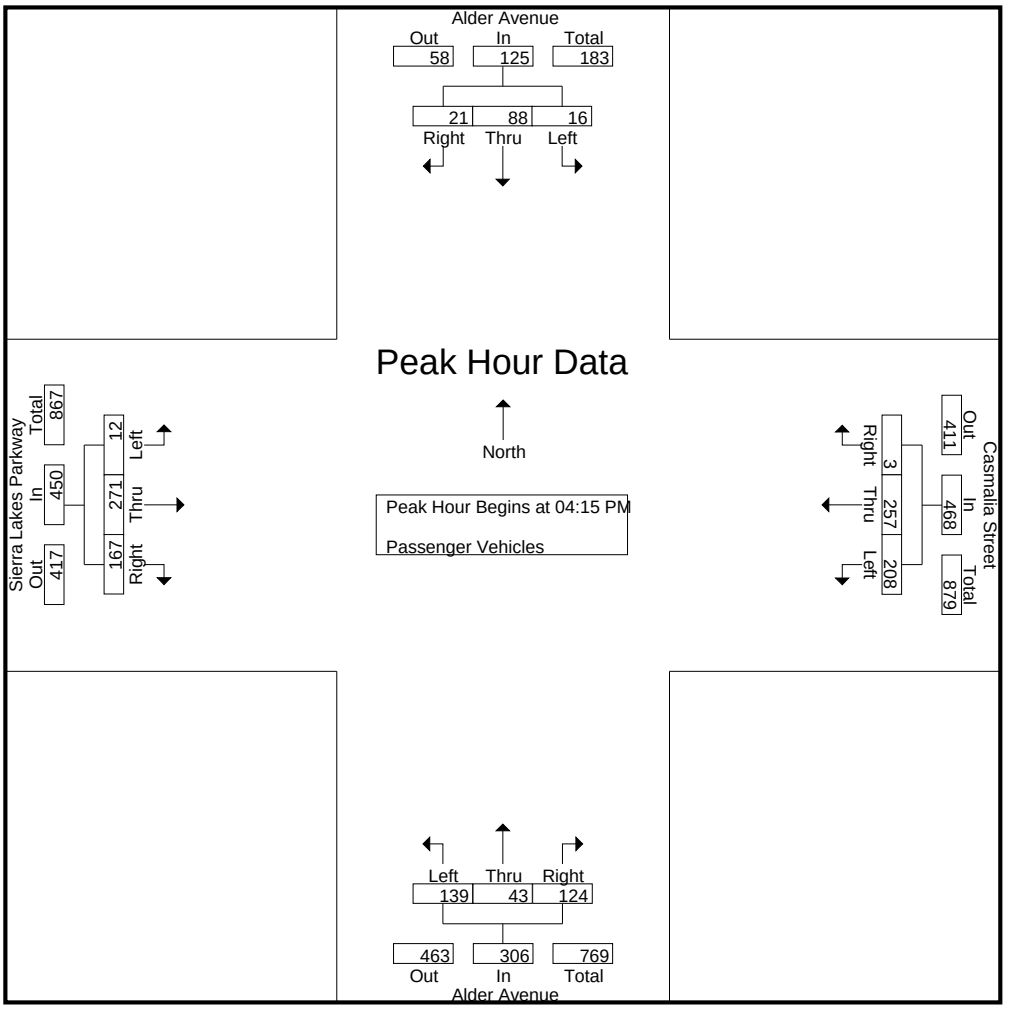
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 3 | 28 | 4 | 35 | 43 | 40 | 4 | 87 | 33 | 9 | 24 | 66 | 3 | 81 | 49 | 133 | 321 |
| 04:15 PM | 5 | 23 | 5 | 33 | 45 | 52 | 1 | 98 | 27 | 11 | 36 | 74 | 3 | 75 | 35 | 113 | 318 |
| 04:30 PM | 5 | 22 | 7 | 34 | 68 | 60 | 0 | 128 | 44 | 13 | 26 | 83 | 4 | 69 | 42 | 115 | 360 |
| 04:45 PM | 3 | 18 | 4 | 25 | 39 | 74 | 2 | 115 | 39 | 10 | 32 | 81 | 4 | 59 | 45 | 108 | 329 |
| Total | 16 | 91 | 20 | 127 | 195 | 226 | 7 | 428 | 143 | 43 | 118 | 304 | 14 | 284 | 171 | 469 | 1328 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 3 | 25 | 5 | 33 | 56 | 71 | 0 | 127 | 29 | 9 | 30 | 68 | 1 | 68 | 45 | 114 | 342 |
| 05:15 PM | 0 | 4 | 1 | 5 | 42 | 47 | 0 | 89 | 35 | 4 | 25 | 64 | 1 | 47 | 48 | 96 | 254 |
| 05:30 PM | 0 | 5 | 1 | 6 | 34 | 51 | 1 | 86 | 31 | 1 | 28 | 60 | 3 | 63 | 41 | 107 | 259 |
| 05:45 PM | 1 | 3 | 1 | 5 | 35 | 60 | 1 | 96 | 38 | 3 | 23 | 64 | 1 | 73 | 47 | 121 | 286 |
| Total | 4 | 37 | 8 | 49 | 167 | 229 | 2 | 398 | 133 | 17 | 106 | 256 | 6 | 251 | 181 | 438 | 1141 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 20 | 128 | 28 | 176 | 362 | 455 | 9 | 826 | 276 | 60 | 224 | 560 | 20 | 535 | 352 | 907 | 2469 |
| Apprch % | 11.4 | 72.7 | 15.9 | | 43.8 | 55.1 | 1.1 | | 49.3 | 10.7 | 40 | | 2.2 | 59 | 38.8 | | |
| Total % | 0.8 | 5.2 | 1.1 | 7.1 | 14.7 | 18.4 | 0.4 | 33.5 | 11.2 | 2.4 | 9.1 | 22.7 | 0.8 | 21.7 | 14.3 | 36.7 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | **5** | 23 | 5 | 33 | 45 | 52 | 1 | 98 | 27 | 11 | **36** | 74 | 3 | **75** | 35 | 113 | 318 |
| 04:30 PM | 5 | 22 | **7** | **34** | **68** | 60 | 0 | **128** | **44** | **13** | 26 | **83** | **4** | 69 | 42 | **115** | **360** |
| 04:45 PM | 3 | 18 | 4 | 25 | 39 | **74** | **2** | 115 | 39 | 10 | 32 | 81 | 4 | 59 | **45** | 108 | 329 |
| 05:00 PM | 3 | **25** | 5 | 33 | 56 | 71 | 0 | 127 | 29 | 9 | 30 | 68 | 1 | 68 | 45 | 114 | 342 |
| Total Volume | 16 | 88 | 21 | 125 | 208 | 257 | 3 | 468 | 139 | 43 | 124 | 306 | 12 | 271 | 167 | 450 | 1349 |
| % App. Total | 12.8 | 70.4 | 16.8 | | 44.4 | 54.9 | 0.6 | | 45.4 | 14.1 | 40.5 | | 2.7 | 60.2 | 37.1 | | |
| PHF | .800 | .880 | .750 | .919 | .765 | .868 | .375 | .914 | .790 | .827 | .861 | .922 | .750 | .903 | .928 | .978 | .937 |

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E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **5** | 23 | 5 | 33 | 45 | 52 | 1 | 98 | 27 | 11 | **36** | 74 | 3 | **75** | 35 | 113 |
| +15 mins. | 5 | 22 | **7** | **34** | **68** | 60 | 0 | **128** | **44** | **13** | 26 | **83** | **4** | 69 | 42 | **115** |
| +30 mins. | 3 | 18 | 4 | 25 | 39 | **74** | **2** | 115 | 39 | 10 | 32 | 81 | 4 | 59 | **45** | 108 |
| +45 mins. | 3 | **25** | 5 | 33 | 56 | 71 | 0 | 127 | 29 | 9 | 30 | 68 | 1 | 68 | 45 | 114 |
| Total Volume | 16 | 88 | 21 | 125 | 208 | 257 | 3 | 468 | 139 | 43 | 124 | 306 | 12 | 271 | 167 | 450 |
| % App. Total | 12.8 | 70.4 | 16.8 | | 44.4 | 54.9 | 0.6 | | 45.4 | 14.1 | 40.5 | | 2.7 | 60.2 | 37.1 | |
| PHF | .800 | .880 | .750 | .919 | .765 | .868 | .375 | .914 | .790 | .827 | .861 | .922 | .750 | .903 | .928 | .978 |

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City of Rialto
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Weather: Clear

File Name : 06_RLT_Ald_Cas Thu PM
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Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

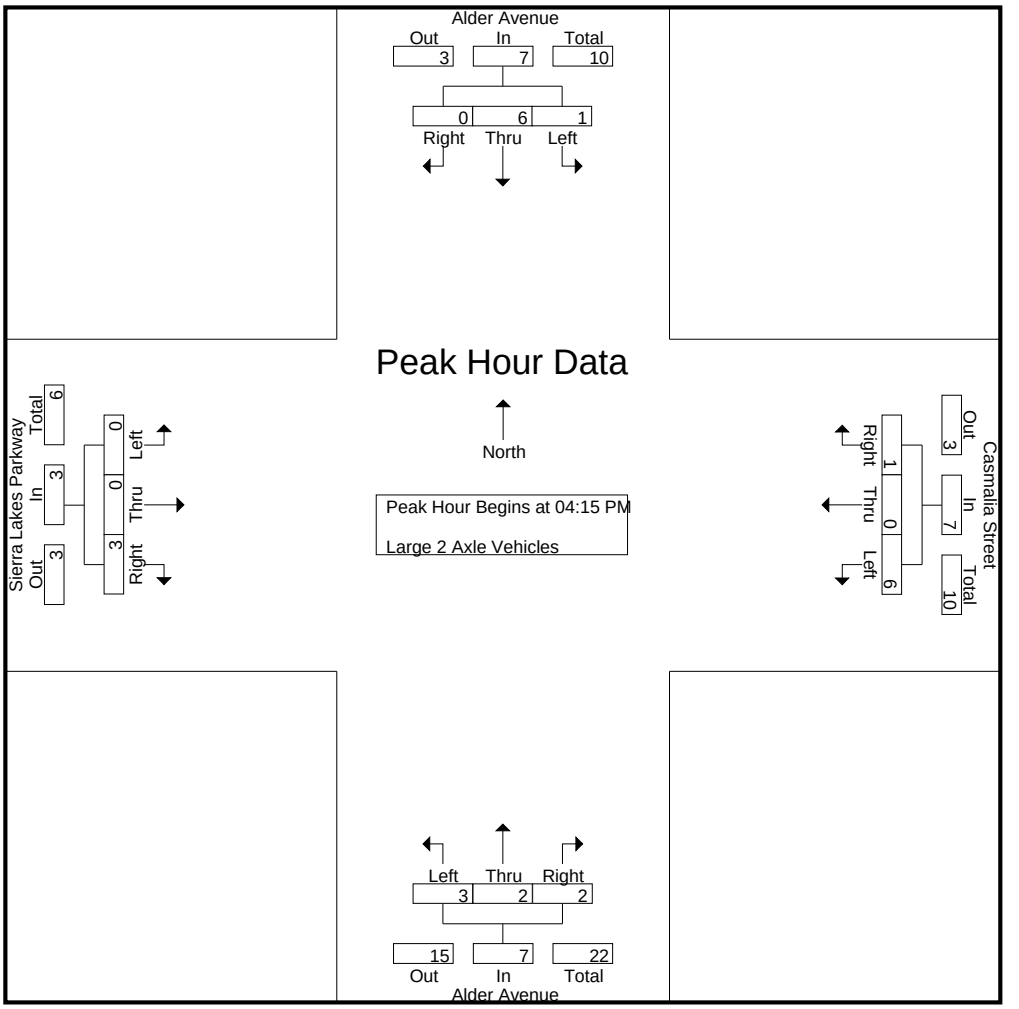
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 7 |
| 04:15 PM | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 04:30 PM | 0 | 3 | 0 | 3 | 3 | 0 | 0 | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | 10 |
| 04:45 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| Total | 1 | 8 | 0 | 9 | 4 | 2 | 1 | 7 | 3 | 2 | 2 | 7 | 1 | 0 | 3 | 4 | 27 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| 05:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 6 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| Total | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 2 | 0 | 0 | 2 | 0 | 2 | 4 | 6 | 14 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 1 | 8 | 0 | 9 | 9 | 3 | 1 | 13 | 5 | 2 | 2 | 9 | 1 | 2 | 7 | 10 | 41 |
| Apprch % | 11.1 | 88.9 | 0 | | 69.2 | 23.1 | 7.7 | | 55.6 | 22.2 | 22.2 | | 10 | 20 | 70 | | |
| Total % | 2.4 | 19.5 | 0 | 22 | 22 | 7.3 | 2.4 | 31.7 | 12.2 | 4.9 | 4.9 | 22 | 2.4 | 4.9 | 17.1 | 24.4 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 1 | 0 | 1 | 1 | 0 | **1** | 2 | **2** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 04:30 PM | 0 | **3** | 0 | **3** | **3** | 0 | 0 | **3** | 0 | **1** | **2** | **3** | 0 | 0 | 1 | 1 | **10** |
| 04:45 PM | **1** | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 05:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** | 4 |
| Total Volume | 1 | 6 | 0 | 7 | 6 | 0 | 1 | 7 | 3 | 2 | 2 | 7 | 0 | 0 | 3 | 3 | 24 |
| % App. Total | 14.3 | 85.7 | 0 | | 85.7 | 0 | 14.3 | | 42.9 | 28.6 | 28.6 | | 0 | 0 | 100 | | |
| PHF | .250 | .500 | .000 | .583 | .500 | .000 | .250 | .583 | .375 | .500 | .250 | .583 | .000 | .000 | .375 | .375 | .600 |

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

City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | 0 | 1 | 1 | 0 | **1** | 2 | **2** | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | **3** | 0 | **3** | **3** | 0 | 0 | **3** | 0 | **1** | **2** | **3** | 0 | 0 | 1 | 1 |
| +30 mins. | **1** | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** |
| Total Volume | 1 | 6 | 0 | 7 | 6 | 0 | 1 | 7 | 3 | 2 | 2 | 7 | 0 | 0 | 3 | 3 |
| % App. Total | 14.3 | 85.7 | 0 | | 85.7 | 0 | 14.3 | | 42.9 | 28.6 | 28.6 | | 0 | 0 | 100 | |
| PHF | .250 | .500 | .000 | .583 | .500 | .000 | .250 | .583 | .375 | .500 | .250 | .583 | .000 | .000 | .375 | .375 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

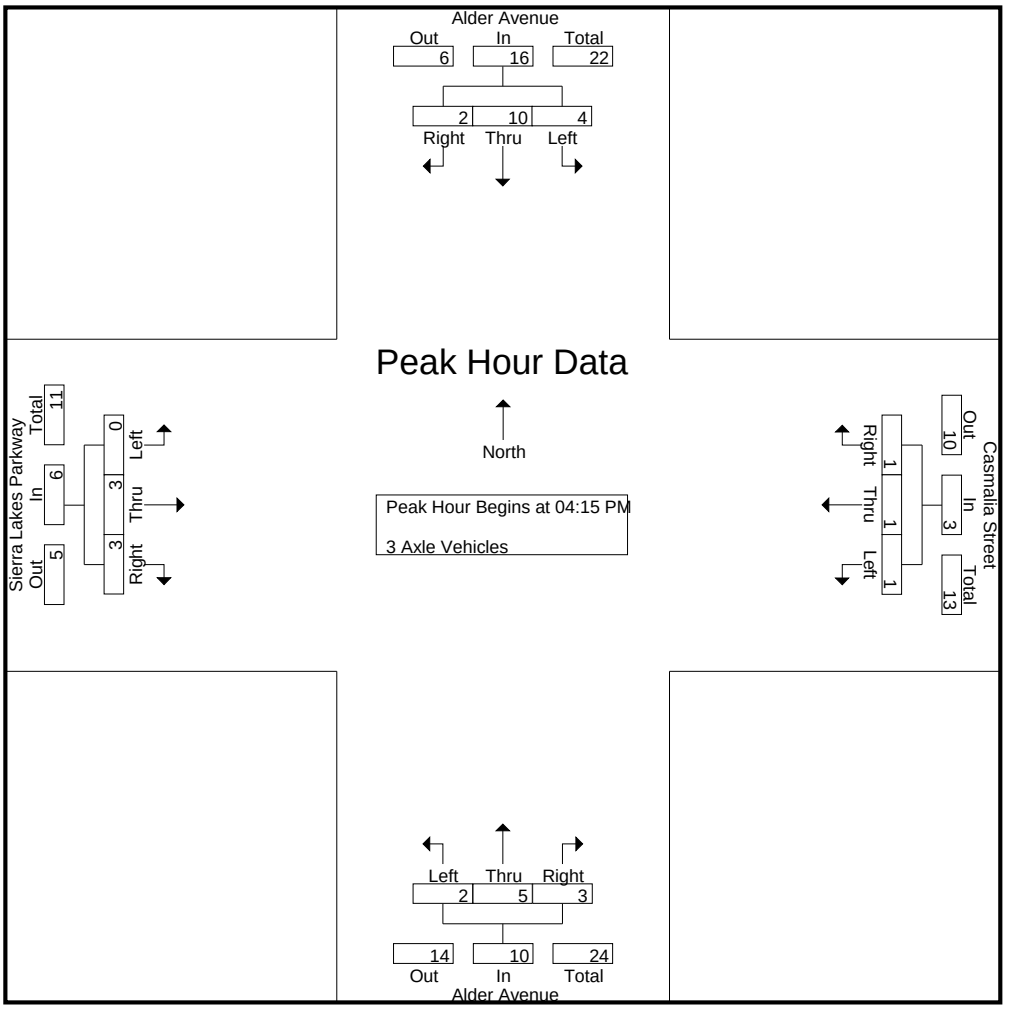
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 6 | 0 | 0 | 3 | 3 | 12 |
| 04:15 PM | 2 | 5 | 1 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 11 |
| 04:30 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 6 |
| 04:45 PM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 4 | 0 | 2 | 2 | 4 | 11 |
| Total | 5 | 10 | 1 | 16 | 1 | 0 | 0 | 1 | 4 | 8 | 2 | 14 | 0 | 3 | 6 | 9 | 40 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 2 | 1 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 7 |
| 05:15 PM | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 3 | 10 |
| 05:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 2 | 5 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 6 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 7 | 1 | 8 | 2 | 1 | 1 | 4 | 3 | 5 | 4 | 12 | 0 | 1 | 4 | 5 | 29 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 5 | 17 | 2 | 24 | 3 | 1 | 1 | 5 | 7 | 13 | 6 | 26 | 0 | 4 | 10 | 14 | 69 |
| Apprch % | 20.8 | 70.8 | 8.3 | | 60 | 20 | 20 | | 26.9 | 50 | 23.1 | | 0 | 28.6 | 71.4 | | |
| Total % | 7.2 | 24.6 | 2.9 | 34.8 | 4.3 | 1.4 | 1.4 | 7.2 | 10.1 | 18.8 | 8.7 | 37.7 | 0 | 5.8 | 14.5 | 20.3 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | **2** | **5** | **1** | **8** | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 2 | 0 | 1 | 0 | 1 | **11** |
| 04:30 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 6 |
| 04:45 PM | 0 | 2 | 0 | 2 | **1** | 0 | 0 | 1 | 1 | **3** | 0 | **4** | 0 | **2** | **2** | **4** | 11 |
| 05:00 PM | 0 | 2 | 1 | 3 | 0 | **1** | **1** | **2** | 0 | 0 | **2** | 2 | 0 | 0 | 0 | 0 | 7 |
| Total Volume | 4 | 10 | 2 | 16 | 1 | 1 | 1 | 3 | 2 | 5 | 3 | 10 | 0 | 3 | 3 | 6 | 35 |
| % App. Total | 25 | 62.5 | 12.5 | | 33.3 | 33.3 | 33.3 | | 20 | 50 | 30 | | 0 | 50 | 50 | | |
| PHF | .500 | .500 | .500 | .500 | .250 | .250 | .250 | .375 | .500 | .417 | .375 | .625 | .000 | .375 | .375 | .375 | .795 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **2** | **5** | **1** | **8** | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 2 | 0 | 1 | 0 | 1 |
| +15 mins. | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 |
| +30 mins. | 0 | 2 | 0 | 2 | **1** | 0 | 0 | 1 | 1 | **3** | 0 | **4** | 0 | **2** | **2** | **4** |
| +45 mins. | 0 | 2 | 1 | 3 | 0 | **1** | **1** | **2** | 0 | 0 | **2** | 2 | 0 | 0 | 0 | 0 |
| Total Volume | 4 | 10 | 2 | 16 | 1 | 1 | 1 | 3 | 2 | 5 | 3 | 10 | 0 | 3 | 3 | 6 |
| % App. Total | 25 | 62.5 | 12.5 | | 33.3 | 33.3 | 33.3 | | 20 | 50 | 30 | | 0 | 50 | 50 | |
| PHF | .500 | .500 | .500 | .500 | .250 | .250 | .250 | .375 | .500 | .417 | .375 | .625 | .000 | .375 | .375 | .375 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

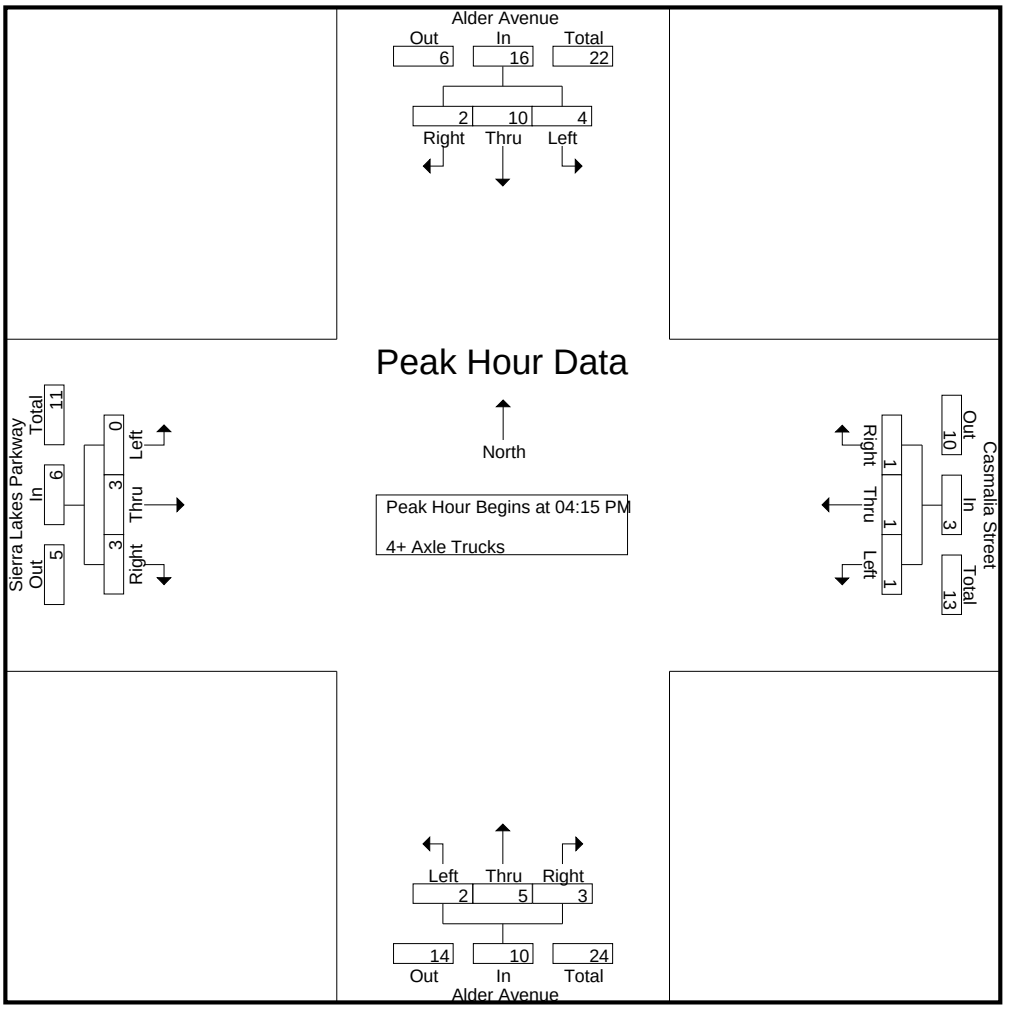
| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 6 | 0 | 0 | 3 | 3 | 12 |
| 04:15 PM | 2 | 5 | 1 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 11 |
| 04:30 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 6 |
| 04:45 PM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 4 | 0 | 2 | 2 | 4 | 11 |
| Total | 5 | 10 | 1 | 16 | 1 | 0 | 0 | 1 | 4 | 8 | 2 | 14 | 0 | 3 | 6 | 9 | 40 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 2 | 1 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 7 |
| 05:15 PM | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 3 | 10 |
| 05:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 2 | 5 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 6 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 7 | 1 | 8 | 2 | 1 | 1 | 4 | 3 | 5 | 4 | 12 | 0 | 1 | 4 | 5 | 29 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 5 | 17 | 2 | 24 | 3 | 1 | 1 | 5 | 7 | 13 | 6 | 26 | 0 | 4 | 10 | 14 | 69 |
| Apprch % | 20.8 | 70.8 | 8.3 | | 60 | 20 | 20 | | 26.9 | 50 | 23.1 | | 0 | 28.6 | 71.4 | | |
| Total % | 7.2 | 24.6 | 2.9 | 34.8 | 4.3 | 1.4 | 1.4 | 7.2 | 10.1 | 18.8 | 8.7 | 37.7 | 0 | 5.8 | 14.5 | 20.3 | |

| | Alder Avenue Southbound | | | | Casmalia Street Westbound | | | | Alder Avenue Northbound | | | | Sierra Lakes Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | **2** | **5** | **1** | **8** | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 2 | 0 | 1 | 0 | 1 | **11** |
| 04:30 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 6 |
| 04:45 PM | 0 | 2 | 0 | 2 | **1** | 0 | 0 | 1 | 1 | **3** | 0 | **4** | 0 | **2** | **2** | **4** | 11 |
| 05:00 PM | 0 | 2 | 1 | 3 | 0 | **1** | **1** | **2** | 0 | 0 | **2** | 2 | 0 | 0 | 0 | 0 | 7 |
| Total Volume | 4 | 10 | 2 | 16 | 1 | 1 | 1 | 3 | 2 | 5 | 3 | 10 | 0 | 3 | 3 | 6 | 35 |
| % App. Total | 25 | 62.5 | 12.5 | | 33.3 | 33.3 | 33.3 | | 20 | 50 | 30 | | 0 | 50 | 50 | | |
| PHF | .500 | .500 | .500 | .500 | .250 | .250 | .250 | .375 | .500 | .417 | .375 | .625 | .000 | .375 | .375 | .375 | .795 |

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City of Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia Street
Weather: Clear

File Name : 06_RLT_Ald_Cas Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **2** | **5** | **1** | **8** | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 2 | 0 | 1 | 0 | 1 |
| +15 mins. | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 |
| +30 mins. | 0 | 2 | 0 | 2 | **1** | 0 | 0 | 1 | 1 | **3** | 0 | **4** | 0 | **2** | **2** | **4** |
| +45 mins. | 0 | 2 | 1 | 3 | 0 | **1** | **1** | **2** | 0 | 0 | **2** | 2 | 0 | 0 | 0 | 0 |
| Total Volume | 4 | 10 | 2 | 16 | 1 | 1 | 1 | 3 | 2 | 5 | 3 | 10 | 0 | 3 | 3 | 6 |
| % App. Total | 25 | 62.5 | 12.5 | | 33.3 | 33.3 | 33.3 | | 20 | 50 | 30 | | 0 | 50 | 50 | |
| PHF | .500 | .500 | .500 | .500 | .250 | .250 | .250 | .375 | .500 | .417 | .375 | .625 | .000 | .375 | .375 | .375 |

Location: Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia St

Date: 5/7/2024
Day: Tuesday

**PEDESTRIANS**

| | North Leg<br>Alder Avenue | East Leg<br>Casmalia Street | South Leg<br>Alder Avenue | West Leg<br>Sierra Lakes Parkway | |
|---|---|---|---|---|---|
| | 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 | 1 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 1 | 0 | 0 | 0 | 1 |

| | North Leg<br>Alder Avenue | East Leg<br>Casmalia Street | South Leg<br>Alder Avenue | West Leg<br>Sierra Lakes Parkway | |
|---|---|---|---|---|---|
| | 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 |

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Location: Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia St

Date: 5/7/2024
Day: Tuesday

**BICYCLES**

| | Southbound Alder Avenue | | | Westbound Casmalia Street | | | Northbound Alder Avenue | | | Eastbound Sierra Lakes Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 1 | 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 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| | Southbound Alder Avenue | | | Westbound Casmalia Street | | | Northbound Alder Avenue | | | Eastbound Sierra Lakes Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

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951-268-6268

Location: Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia St

Date: 5/8/2024
Day: Wednesday

**PEDESTRIANS**

| | North Leg<br>Alder Avenue | East Leg<br>Casmalia Street | South Leg<br>Alder Avenue | West Leg<br>Sierra Lakes Parkway | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 1 | 0 | 0 | 0 | 1 |
| 7:15 AM | 1 | 0 | 0 | 1 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 1 | 0 | 0 | 1 | 2 |
| 8:45 AM | 0 | 0 | 2 | 0 | 2 |
| TOTAL VOLUMES: | 3 | 0 | 2 | 2 | 7 |

| | North Leg<br>Alder Avenue | East Leg<br>Casmalia Street | South Leg<br>Alder Avenue | West Leg<br>Sierra Lakes Parkway | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 1 | 0 | 1 | 0 | 2 |
| 4:15 PM | 0 | 0 | 1 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 2 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 1 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 1 | 0 | 5 | 0 | 6 |

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Location: Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia St

Date: 5/8/2024
Day: Wednesday

**BICYCLES**

| | Southbound Alder Avenue | | | Westbound Casmalia Street | | | Northbound Alder Avenue | | | Eastbound Sierra Lakes Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 1 | 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 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| | Southbound Alder Avenue | | | Westbound Casmalia Street | | | Northbound Alder Avenue | | | Eastbound Sierra Lakes Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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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Location: Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia St

Date: 5/9/2024
Day: Thursday

**PEDESTRIANS**

| | North Leg<br>Alder Avenue | East Leg<br>Casmalia Street | South Leg<br>Alder Avenue | West Leg<br>Sierra Lakes Parkway | |
|---|---|---|---|---|---|
| | 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 | 1 | 1 | 0 | 2 |
| 8:45 AM | 2 | 0 | 1 | 0 | 3 |
| TOTAL VOLUMES: | 2 | 1 | 2 | 0 | 5 |

| | North Leg<br>Alder Avenue | East Leg<br>Casmalia Street | South Leg<br>Alder Avenue | West Leg<br>Sierra Lakes Parkway | |
|---|---|---|---|---|---|
| | 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 | 1 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 2 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 3 | 0 | 1 | 0 | 4 |

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PO Box 1178
Corona, CA 92878
951-268-6268

Location: Rialto
N/S: Alder Avenue
E/W: Sierra Lakes Pkwy/Casmalia St

Date: 5/9/2024
Day: Thursday

**BICYCLES**

| | Southbound Alder Avenue | | | Westbound Casmalia Street | | | Northbound Alder Avenue | | | Eastbound Sierra Lakes Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 1 | 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 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| | Southbound Alder Avenue | | | Westbound Casmalia Street | | | Northbound Alder Avenue | | | Eastbound Sierra Lakes Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

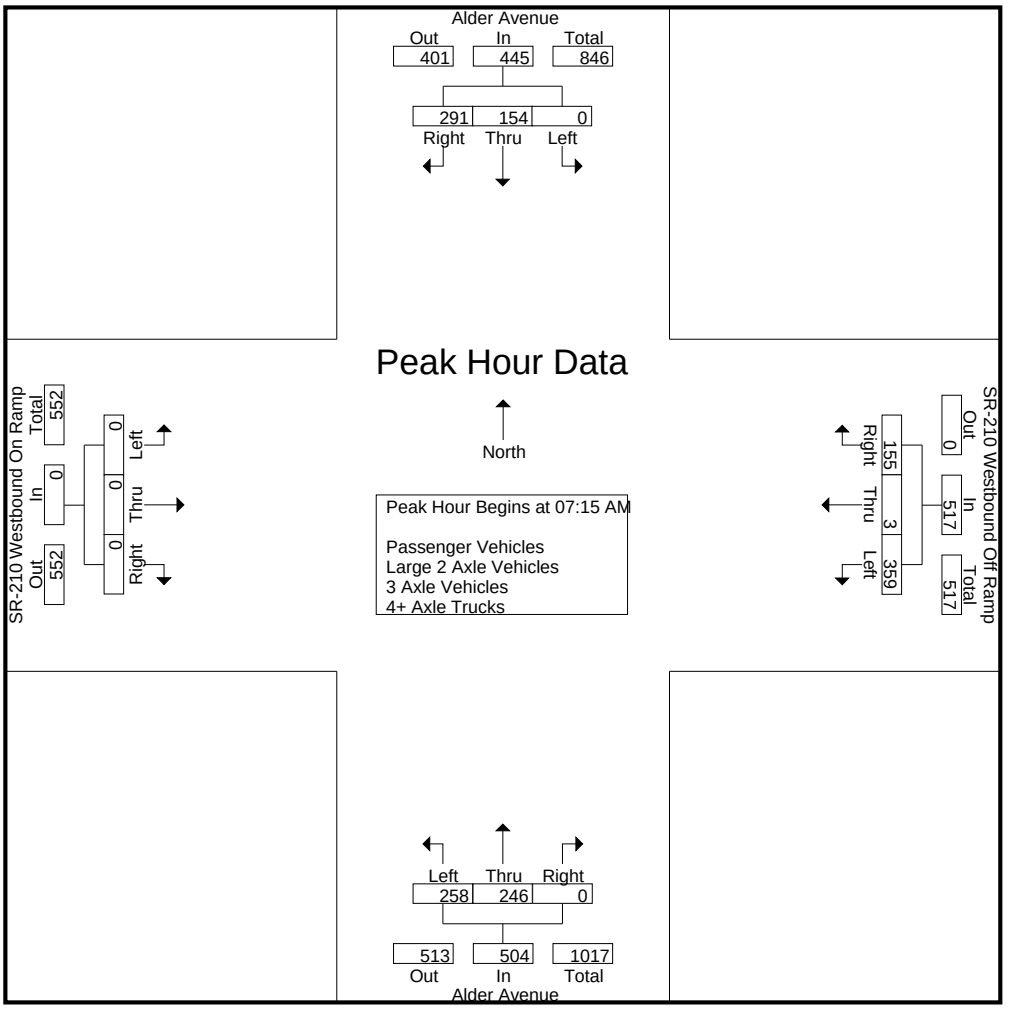
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 26 | 60 | 86 | 90 | 0 | 32 | 122 | 66 | 55 | 0 | 121 | 0 | 0 | 0 | 0 | 329 |
| 07:15 AM | 0 | 30 | 84 | 114 | 98 | 3 | 39 | 140 | 69 | 61 | 0 | 130 | 0 | 0 | 0 | 0 | 384 |
| 07:30 AM | 0 | 37 | 67 | 104 | 89 | 0 | 41 | 130 | 63 | 61 | 0 | 124 | 0 | 0 | 0 | 0 | 358 |
| 07:45 AM | 0 | 44 | 64 | 108 | 102 | 0 | 41 | 143 | 68 | 50 | 0 | 118 | 0 | 0 | 0 | 0 | 369 |
| Total | 0 | 137 | 275 | 412 | 379 | 3 | 153 | 535 | 266 | 227 | 0 | 493 | 0 | 0 | 0 | 0 | 1440 |
| 08:00 AM | 0 | 43 | 76 | 119 | 70 | 0 | 34 | 104 | 58 | 74 | 0 | 132 | 0 | 0 | 0 | 0 | 355 |
| 08:15 AM | 0 | 35 | 64 | 99 | 58 | 0 | 32 | 90 | 57 | 80 | 0 | 137 | 0 | 0 | 0 | 0 | 326 |
| 08:30 AM | 0 | 48 | 67 | 115 | 58 | 2 | 39 | 99 | 50 | 75 | 0 | 125 | 0 | 0 | 0 | 0 | 339 |
| 08:45 AM | 0 | 44 | 89 | 133 | 95 | 1 | 28 | 124 | 62 | 60 | 0 | 122 | 0 | 0 | 0 | 0 | 379 |
| Total | 0 | 170 | 296 | 466 | 281 | 3 | 133 | 417 | 227 | 289 | 0 | 516 | 0 | 0 | 0 | 0 | 1399 |
| Grand Total | 0 | 307 | 571 | 878 | 660 | 6 | 286 | 952 | 493 | 516 | 0 | 1009 | 0 | 0 | 0 | 0 | 2839 |
| Apprch % | 0 | 35 | 65 | | 69.3 | 0.6 | 30 | | 48.9 | 51.1 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 10.8 | 20.1 | 30.9 | 23.2 | 0.2 | 10.1 | 33.5 | 17.4 | 18.2 | 0 | 35.5 | 0 | 0 | 0 | 0 | |
| Passenger Vehicles | 0 | 184 | 375 | 559 | 602 | 3 | 182 | 787 | 394 | 348 | 0 | 742 | 0 | 0 | 0 | 0 | 2088 |
| % Passenger Vehicles | 0 | 59.9 | 65.7 | 63.7 | 91.2 | 50 | 63.6 | 82.7 | 79.9 | 67.4 | 0 | 73.5 | 0 | 0 | 0 | 0 | 73.5 |
| Large 2 Axle Vehicles | 0 | 17 | 20 | 37 | 10 | 3 | 14 | 27 | 11 | 18 | 0 | 29 | 0 | 0 | 0 | 0 | 93 |
| % Large 2 Axle Vehicles | 0 | 5.5 | 3.5 | 4.2 | 1.5 | 50 | 4.9 | 2.8 | 2.2 | 3.5 | 0 | 2.9 | 0 | 0 | 0 | 0 | 3.3 |
| 3 Axle Vehicles | 0 | 30 | 12 | 42 | 17 | 0 | 23 | 40 | 8 | 29 | 0 | 37 | 0 | 0 | 0 | 0 | 119 |
| % 3 Axle Vehicles | 0 | 9.8 | 2.1 | 4.8 | 2.6 | 0 | 8 | 4.2 | 1.6 | 5.6 | 0 | 3.7 | 0 | 0 | 0 | 0 | 4.2 |
| 4+ Axle Trucks | 0 | 76 | 164 | 240 | 31 | 0 | 67 | 98 | 80 | 121 | 0 | 201 | 0 | 0 | 0 | 0 | 539 |
| % 4+ Axle Trucks | 0 | 24.8 | 28.7 | 27.3 | 4.7 | 0 | 23.4 | 10.3 | 16.2 | 23.4 | 0 | 19.9 | 0 | 0 | 0 | 0 | 19 |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 30 | **84** | 114 | 98 | **3** | 39 | 140 | **69** | 61 | 0 | 130 | 0 | 0 | 0 | 0 | **384** |
| 07:30 AM | 0 | 37 | 67 | 104 | 89 | 0 | **41** | 130 | 63 | 61 | 0 | 124 | 0 | 0 | 0 | 0 | 358 |
| 07:45 AM | 0 | **44** | 64 | 108 | **102** | 0 | 41 | **143** | 68 | 50 | 0 | 118 | 0 | 0 | 0 | 0 | 369 |
| 08:00 AM | 0 | 43 | 76 | **119** | 70 | 0 | 34 | 104 | 58 | **74** | 0 | **132** | 0 | 0 | 0 | 0 | 355 |
| Total Volume | 0 | 154 | 291 | 445 | 359 | 3 | 155 | 517 | 258 | 246 | 0 | 504 | 0 | 0 | 0 | 0 | 1466 |
| % App. Total | 0 | 34.6 | 65.4 | | 69.4 | 0.6 | 30 | | 51.2 | 48.8 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .875 | .866 | .935 | .880 | .250 | .945 | .904 | .935 | .831 | .000 | .955 | .000 | .000 | .000 | .000 | .954 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 08:00 AM | | | | 07:00 AM | | | | 08:00 AM | | | | 07:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 43 | 76 | 119 | 90 | 0 | 32 | 122 | 58 | 74 | 0 | 132 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 35 | 64 | 99 | 98 | **3** | 39 | 140 | 57 | **80** | 0 | **137** | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | **48** | 67 | 115 | 89 | 0 | **41** | 130 | 50 | 75 | 0 | 125 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 44 | **89** | **133** | **102** | 0 | 41 | **143** | **62** | 60 | 0 | 122 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 170 | 296 | 466 | 379 | 3 | 153 | 535 | 227 | 289 | 0 | 516 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 36.5 | 63.5 | | 70.8 | 0.6 | 28.6 | | 44 | 56 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .885 | .831 | .876 | .929 | .250 | .933 | .935 | .915 | .903 | .000 | .942 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

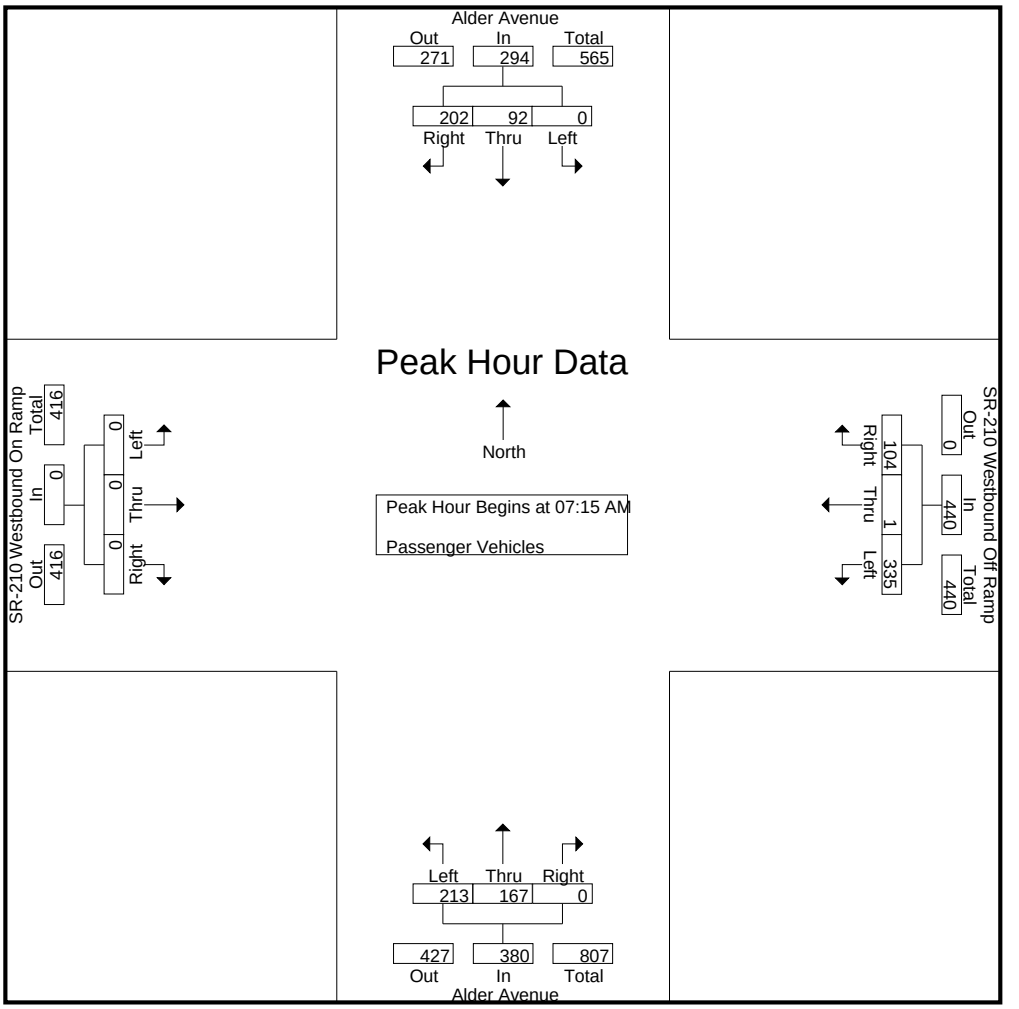
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 19 | 45 | 64 | 81 | 0 | 22 | 103 | 49 | 44 | 0 | 93 | 0 | 0 | 0 | 0 | 260 |
| 07:15 AM | 0 | 22 | 62 | 84 | 92 | 1 | 23 | 116 | 58 | 44 | 0 | 102 | 0 | 0 | 0 | 0 | 302 |
| 07:30 AM | 0 | 22 | 45 | 67 | 85 | 0 | 24 | 109 | 50 | 43 | 0 | 93 | 0 | 0 | 0 | 0 | 269 |
| 07:45 AM | 0 | 23 | 38 | 61 | 91 | 0 | 31 | 122 | 56 | 33 | 0 | 89 | 0 | 0 | 0 | 0 | 272 |
| Total | 0 | 86 | 190 | 276 | 349 | 1 | 100 | 450 | 213 | 164 | 0 | 377 | 0 | 0 | 0 | 0 | 1103 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 25 | 57 | 82 | 67 | 0 | 26 | 93 | 49 | 47 | 0 | 96 | 0 | 0 | 0 | 0 | 271 |
| 08:15 AM | 0 | 23 | 35 | 58 | 52 | 0 | 22 | 74 | 41 | 44 | 0 | 85 | 0 | 0 | 0 | 0 | 217 |
| 08:30 AM | 0 | 26 | 41 | 67 | 54 | 1 | 17 | 72 | 39 | 53 | 0 | 92 | 0 | 0 | 0 | 0 | 231 |
| 08:45 AM | 0 | 24 | 52 | 76 | 80 | 1 | 17 | 98 | 52 | 40 | 0 | 92 | 0 | 0 | 0 | 0 | 266 |
| Total | 0 | 98 | 185 | 283 | 253 | 2 | 82 | 337 | 181 | 184 | 0 | 365 | 0 | 0 | 0 | 0 | 985 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 184 | 375 | 559 | 602 | 3 | 182 | 787 | 394 | 348 | 0 | 742 | 0 | 0 | 0 | 0 | 2088 |
| Apprch % | 0 | 32.9 | 67.1 | | 76.5 | 0.4 | 23.1 | | 53.1 | 46.9 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 8.8 | 18 | 26.8 | 28.8 | 0.1 | 8.7 | 37.7 | 18.9 | 16.7 | 0 | 35.5 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 22 | **62** | **84** | **92** | **1** | 23 | 116 | **58** | 44 | 0 | **102** | 0 | 0 | 0 | 0 | **302** |
| 07:30 AM | 0 | 22 | 45 | 67 | 85 | 0 | 24 | 109 | 50 | 43 | 0 | 93 | 0 | 0 | 0 | 0 | 269 |
| 07:45 AM | 0 | 23 | 38 | 61 | 91 | 0 | **31** | **122** | 56 | 33 | 0 | 89 | 0 | 0 | 0 | 0 | 272 |
| 08:00 AM | 0 | **25** | 57 | 82 | 67 | 0 | 26 | 93 | 49 | **47** | 0 | 96 | 0 | 0 | 0 | 0 | 271 |
| Total Volume | 0 | 92 | 202 | 294 | 335 | 1 | 104 | 440 | 213 | 167 | 0 | 380 | 0 | 0 | 0 | 0 | 1114 |
| % App. Total | 0 | 31.3 | 68.7 | | 76.1 | 0.2 | 23.6 | | 56.1 | 43.9 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .920 | .815 | .875 | .910 | .250 | .839 | .902 | .918 | .888 | .000 | .931 | .000 | .000 | .000 | .000 | .922 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 22 | **62** | **84** | **92** | **1** | 23 | 116 | **58** | 44 | 0 | **102** | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 22 | 45 | 67 | 85 | 0 | 24 | 109 | 50 | 43 | 0 | 93 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 23 | 38 | 61 | 91 | 0 | **31** | **122** | 56 | 33 | 0 | 89 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | **25** | 57 | 82 | 67 | 0 | 26 | 93 | 49 | **47** | 0 | 96 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 92 | 202 | 294 | 335 | 1 | 104 | 440 | 213 | 167 | 0 | 380 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 31.3 | 68.7 | | 76.1 | 0.2 | 23.6 | | 56.1 | 43.9 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .920 | .815 | .875 | .910 | .250 | .839 | .902 | .918 | .888 | .000 | .931 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

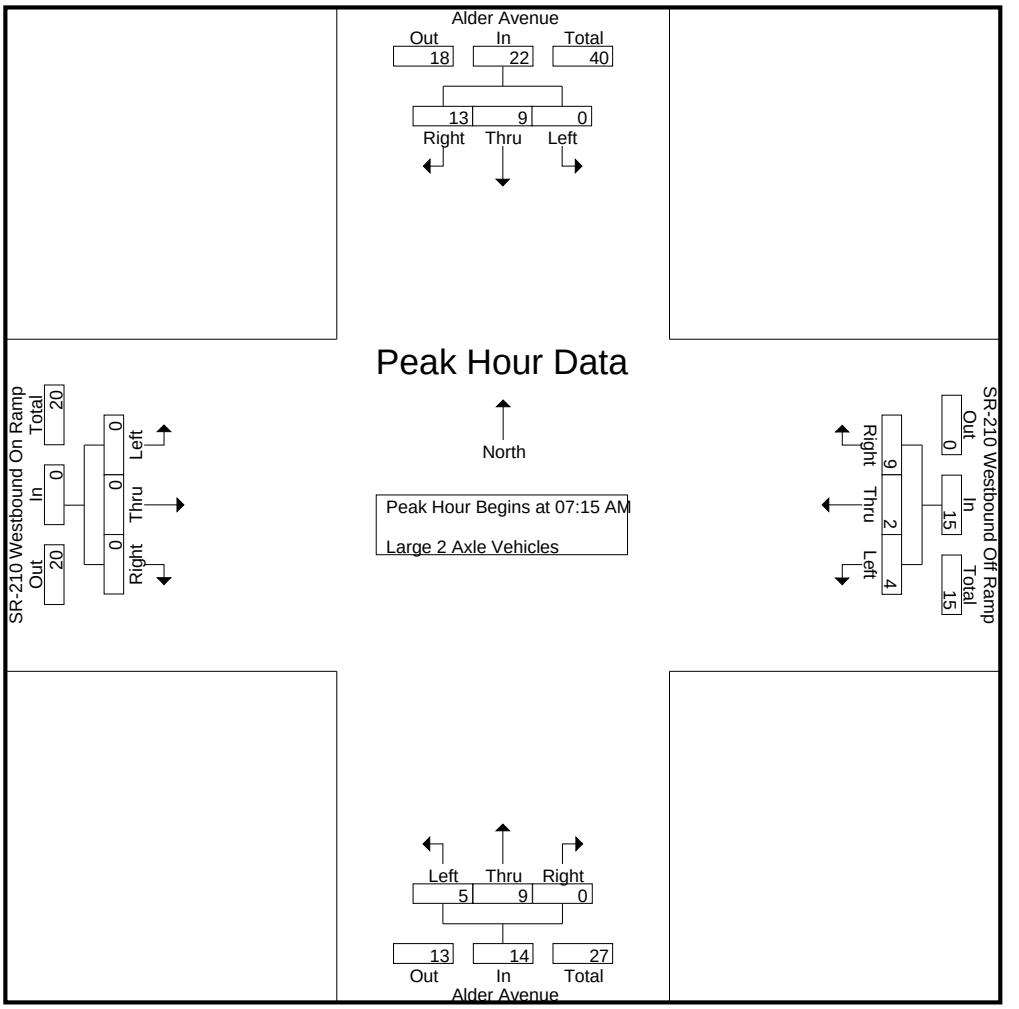
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 4 | 4 | 2 | 0 | 2 | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| 07:15 AM | 0 | 3 | 5 | 8 | 0 | 2 | 5 | 7 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 20 |
| 07:30 AM | 0 | 1 | 5 | 6 | 2 | 0 | 1 | 3 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 12 |
| 07:45 AM | 0 | 1 | 1 | 2 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 0 | 5 | 15 | 20 | 6 | 2 | 9 | 17 | 6 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 47 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 4 | 2 | 6 | 0 | 0 | 2 | 2 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 14 |
| 08:15 AM | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 1 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 10 |
| 08:30 AM | 0 | 3 | 1 | 4 | 1 | 1 | 1 | 3 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 11 |
| 08:45 AM | 0 | 4 | 0 | 4 | 2 | 0 | 2 | 4 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 12 | 5 | 17 | 4 | 1 | 5 | 10 | 5 | 14 | 0 | 19 | 0 | 0 | 0 | 0 | 46 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 17 | 20 | 37 | 10 | 3 | 14 | 27 | 11 | 18 | 0 | 29 | 0 | 0 | 0 | 0 | 93 |
| Apprch % | 0 | 45.9 | 54.1 | | 37 | 11.1 | 51.9 | | 37.9 | 62.1 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 18.3 | 21.5 | 39.8 | 10.8 | 3.2 | 15.1 | 29 | 11.8 | 19.4 | 0 | 31.2 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 3 | **5** | **8** | 0 | **2** | **5** | **7** | **2** | 3 | 0 | 5 | 0 | 0 | 0 | 0 | **20** |
| 07:30 AM | 0 | 1 | 5 | 6 | **2** | 0 | 1 | 3 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 12 |
| 07:45 AM | 0 | 1 | 1 | 2 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:00 AM | 0 | **4** | 2 | 6 | 0 | 0 | 2 | 2 | 1 | **5** | 0 | **6** | 0 | 0 | 0 | 0 | 14 |
| Total Volume | 0 | 9 | 13 | 22 | 4 | 2 | 9 | 15 | 5 | 9 | 0 | 14 | 0 | 0 | 0 | 0 | 51 |
| % App. Total | 0 | 40.9 | 59.1 | | 26.7 | 13.3 | 60 | | 35.7 | 64.3 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .563 | .650 | .688 | .500 | .250 | .450 | .536 | .625 | .450 | .000 | .583 | .000 | .000 | .000 | .000 | .638 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 3 | **5** | **8** | 0 | **2** | **5** | **7** | **2** | 3 | 0 | 5 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 5 | 6 | **2** | 0 | 1 | 3 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 1 | 2 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | **4** | 2 | 6 | 0 | 0 | 2 | 2 | 1 | **5** | 0 | **6** | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 9 | 13 | 22 | 4 | 2 | 9 | 15 | 5 | 9 | 0 | 14 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 40.9 | 59.1 | | 26.7 | 13.3 | 60 | | 35.7 | 64.3 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .563 | .650 | .688 | .500 | .250 | .450 | .536 | .625 | .450 | .000 | .583 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

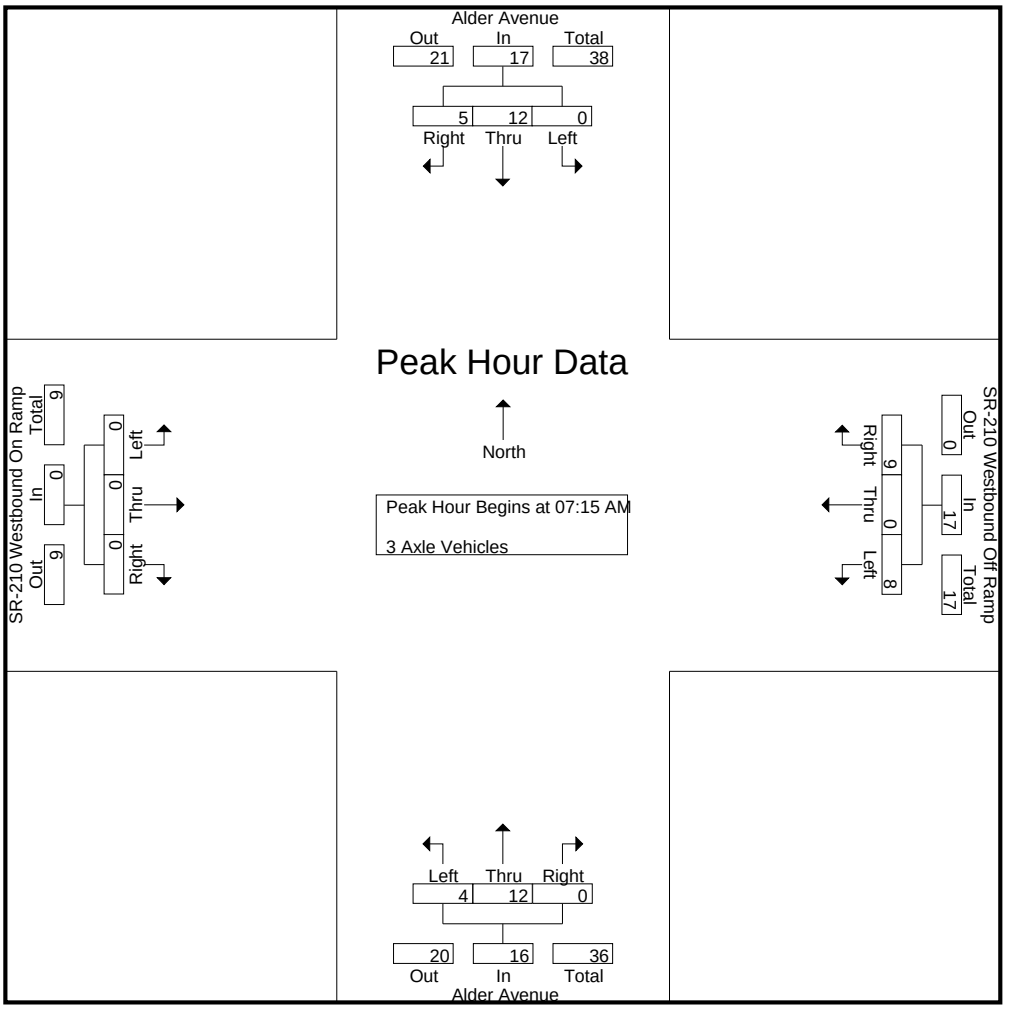
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 2 | 3 | 1 | 0 | 2 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 07:15 AM | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 8 |
| 07:30 AM | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 07:45 AM | 0 | 6 | 2 | 8 | 5 | 0 | 3 | 8 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 21 |
| Total | 0 | 10 | 5 | 15 | 8 | 0 | 8 | 16 | 3 | 10 | 0 | 13 | 0 | 0 | 0 | 0 | 44 |
| 08:00 AM | 0 | 3 | 2 | 5 | 1 | 0 | 3 | 4 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 14 |
| 08:15 AM | 0 | 5 | 1 | 6 | 1 | 0 | 2 | 3 | 2 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 16 |
| 08:30 AM | 0 | 8 | 1 | 9 | 0 | 0 | 7 | 7 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 22 |
| 08:45 AM | 0 | 4 | 3 | 7 | 7 | 0 | 3 | 10 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 23 |
| Total | 0 | 20 | 7 | 27 | 9 | 0 | 15 | 24 | 5 | 19 | 0 | 24 | 0 | 0 | 0 | 0 | 75 |
| Grand Total | 0 | 30 | 12 | 42 | 17 | 0 | 23 | 40 | 8 | 29 | 0 | 37 | 0 | 0 | 0 | 0 | 119 |
| Apprch % | 0 | 71.4 | 28.6 | | 42.5 | 0 | 57.5 | | 21.6 | 78.4 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 25.2 | 10.1 | 35.3 | 14.3 | 0 | 19.3 | 33.6 | 6.7 | 24.4 | 0 | 31.1 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 1 | **2** | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 8 |
| 07:30 AM | 0 | 1 | 0 | 1 | 1 | 0 | **3** | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 07:45 AM | 0 | **6** | **2** | **8** | **5** | 0 | 3 | **8** | 1 | **4** | 0 | **5** | 0 | 0 | 0 | 0 | **21** |
| 08:00 AM | 0 | 3 | 2 | 5 | 1 | 0 | 3 | 4 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 14 |
| Total Volume | 0 | 12 | 5 | 17 | 8 | 0 | 9 | 17 | 4 | 12 | 0 | 16 | 0 | 0 | 0 | 0 | 50 |
| % App. Total | 0 | 70.6 | 29.4 | | 47.1 | 0 | 52.9 | | 25 | 75 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .625 | .531 | .400 | .000 | .750 | .531 | .500 | .750 | .000 | .800 | .000 | .000 | .000 | .000 | .595 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 1 | **2** | 2 | 0 | 4 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 1 | 1 | 0 | **3** | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | **6** | **2** | **8** | **5** | 0 | 3 | **8** | 1 | **4** | 0 | **5** | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 3 | 2 | 5 | 1 | 0 | 3 | 4 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 12 | 5 | 17 | 8 | 0 | 9 | 17 | 4 | 12 | 0 | 16 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 70.6 | 29.4 | | 47.1 | 0 | 52.9 | | 25 | 75 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .500 | .625 | .531 | .400 | .000 | .750 | .531 | .500 | .750 | .000 | .800 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

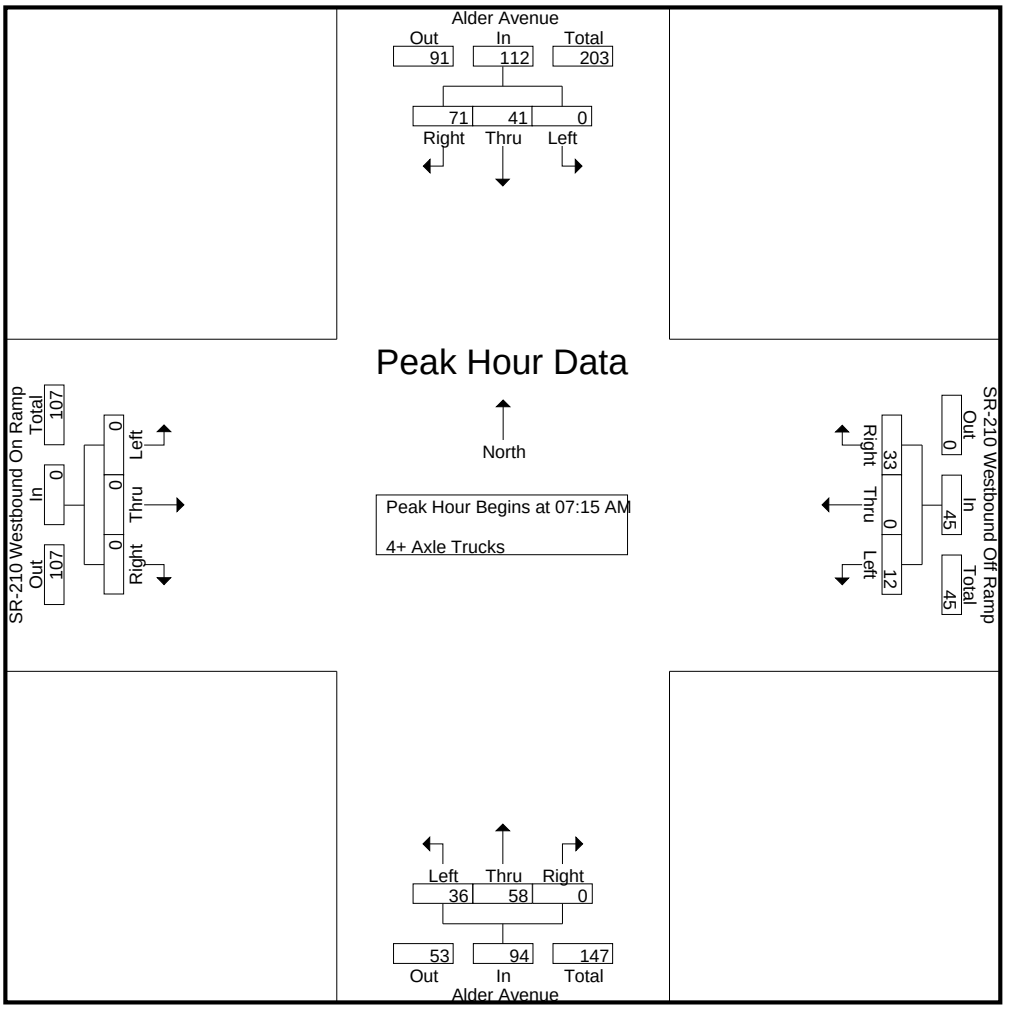
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 6 | 9 | 15 | 6 | 0 | 6 | 12 | 15 | 9 | 0 | 24 | 0 | 0 | 0 | 0 | 51 |
| 07:15 AM | 0 | 3 | 16 | 19 | 5 | 0 | 11 | 16 | 7 | 12 | 0 | 19 | 0 | 0 | 0 | 0 | 54 |
| 07:30 AM | 0 | 13 | 17 | 30 | 1 | 0 | 13 | 14 | 11 | 15 | 0 | 26 | 0 | 0 | 0 | 0 | 70 |
| 07:45 AM | 0 | 14 | 23 | 37 | 4 | 0 | 6 | 10 | 11 | 13 | 0 | 24 | 0 | 0 | 0 | 0 | 71 |
| Total | 0 | 36 | 65 | 101 | 16 | 0 | 36 | 52 | 44 | 49 | 0 | 93 | 0 | 0 | 0 | 0 | 246 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 11 | 15 | 26 | 2 | 0 | 3 | 5 | 7 | 18 | 0 | 25 | 0 | 0 | 0 | 0 | 56 |
| 08:15 AM | 0 | 6 | 26 | 32 | 4 | 0 | 8 | 12 | 13 | 26 | 0 | 39 | 0 | 0 | 0 | 0 | 83 |
| 08:30 AM | 0 | 11 | 24 | 35 | 3 | 0 | 14 | 17 | 9 | 14 | 0 | 23 | 0 | 0 | 0 | 0 | 75 |
| 08:45 AM | 0 | 12 | 34 | 46 | 6 | 0 | 6 | 12 | 7 | 14 | 0 | 21 | 0 | 0 | 0 | 0 | 79 |
| Total | 0 | 40 | 99 | 139 | 15 | 0 | 31 | 46 | 36 | 72 | 0 | 108 | 0 | 0 | 0 | 0 | 293 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 76 | 164 | 240 | 31 | 0 | 67 | 98 | 80 | 121 | 0 | 201 | 0 | 0 | 0 | 0 | 539 |
| Apprch % | 0 | 31.7 | 68.3 | | 31.6 | 0 | 68.4 | | 39.8 | 60.2 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 14.1 | 30.4 | 44.5 | 5.8 | 0 | 12.4 | 18.2 | 14.8 | 22.4 | 0 | 37.3 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 3 | 16 | 19 | **5** | 0 | 11 | **16** | 7 | 12 | 0 | 19 | 0 | 0 | 0 | 0 | 54 |
| 07:30 AM | 0 | 13 | 17 | 30 | 1 | 0 | **13** | 14 | **11** | 15 | 0 | **26** | 0 | 0 | 0 | 0 | 70 |
| 07:45 AM | 0 | **14** | **23** | **37** | 4 | 0 | 6 | 10 | 11 | 13 | 0 | 24 | 0 | 0 | 0 | 0 | **71** |
| 08:00 AM | 0 | 11 | 15 | 26 | 2 | 0 | 3 | 5 | 7 | **18** | 0 | 25 | 0 | 0 | 0 | 0 | 56 |
| Total Volume | 0 | 41 | 71 | 112 | 12 | 0 | 33 | 45 | 36 | 58 | 0 | 94 | 0 | 0 | 0 | 0 | 251 |
| % App. Total | 0 | 36.6 | 63.4 | | 26.7 | 0 | 73.3 | | 38.3 | 61.7 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .732 | .772 | .757 | .600 | .000 | .635 | .703 | .818 | .806 | .000 | .904 | .000 | .000 | .000 | .000 | .884 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 3 | 16 | 19 | **5** | 0 | 11 | **16** | 7 | 12 | 0 | 19 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 13 | 17 | 30 | 1 | 0 | **13** | 14 | **11** | 15 | 0 | **26** | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | **14** | **23** | **37** | 4 | 0 | 6 | 10 | 11 | 13 | 0 | 24 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 11 | 15 | 26 | 2 | 0 | 3 | 5 | 7 | **18** | 0 | 25 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 41 | 71 | 112 | 12 | 0 | 33 | 45 | 36 | 58 | 0 | 94 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 36.6 | 63.4 | | 26.7 | 0 | 73.3 | | 38.3 | 61.7 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .732 | .772 | .757 | .600 | .000 | .635 | .703 | .818 | .806 | .000 | .904 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

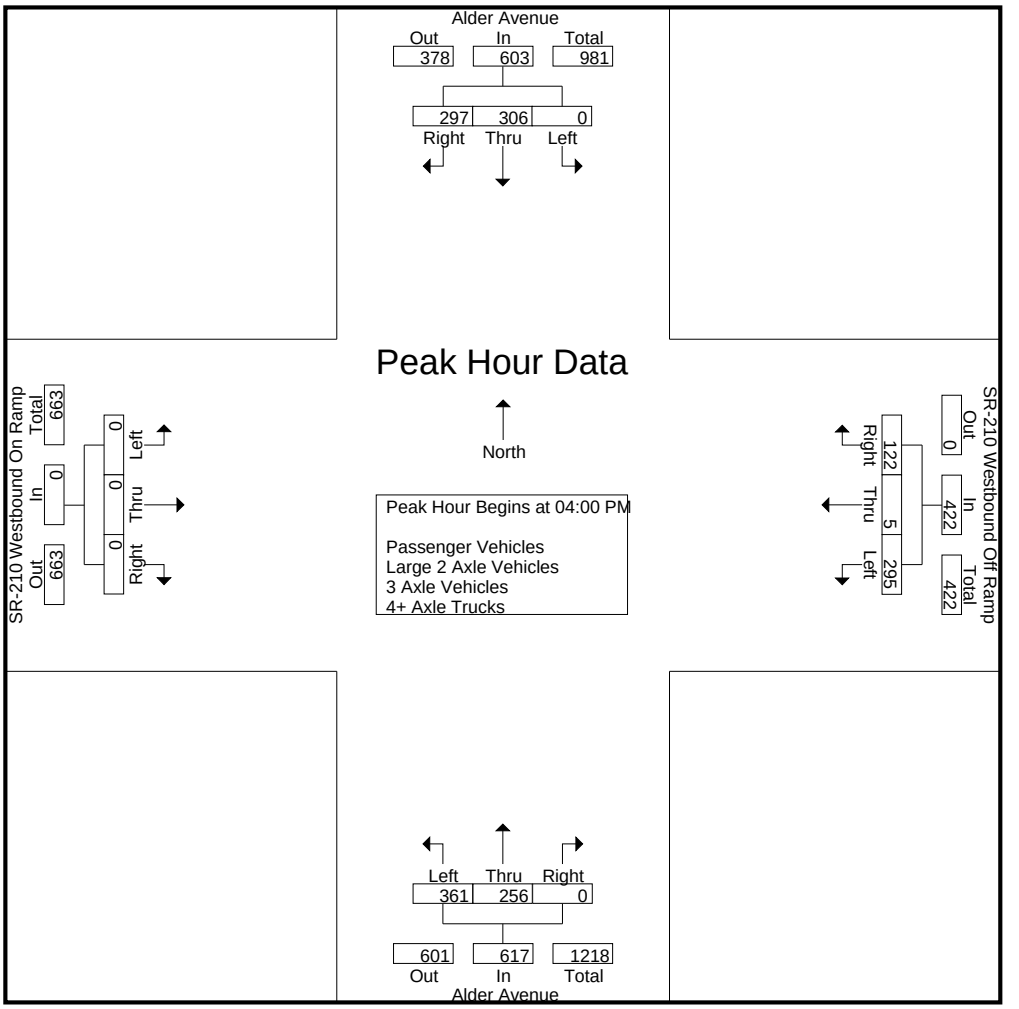
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 71 | 66 | 137 | 91 | 2 | 32 | 125 | 98 | 68 | 0 | 166 | 0 | 0 | 0 | 0 | 428 |
| 04:15 PM | 0 | 92 | 66 | 158 | 69 | 1 | 29 | 99 | 83 | 68 | 0 | 151 | 0 | 0 | 0 | 0 | 408 |
| 04:30 PM | 0 | 85 | 83 | 168 | 59 | 1 | 32 | 92 | 80 | 64 | 0 | 144 | 0 | 0 | 0 | 0 | 404 |
| 04:45 PM | 0 | 58 | 82 | 140 | 76 | 1 | 29 | 106 | 100 | 56 | 0 | 156 | 0 | 0 | 0 | 0 | 402 |
| Total | 0 | 306 | 297 | 603 | 295 | 5 | 122 | 422 | 361 | 256 | 0 | 617 | 0 | 0 | 0 | 0 | 1642 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 73 | 80 | 153 | 82 | 0 | 25 | 107 | 97 | 65 | 0 | 162 | 0 | 0 | 0 | 0 | 422 |
| 05:15 PM | 0 | 41 | 56 | 97 | 87 | 1 | 24 | 112 | 92 | 66 | 0 | 158 | 0 | 0 | 0 | 0 | 367 |
| 05:30 PM | 0 | 49 | 45 | 94 | 86 | 1 | 27 | 114 | 81 | 53 | 0 | 134 | 0 | 0 | 0 | 0 | 342 |
| 05:45 PM | 0 | 42 | 54 | 96 | 80 | 0 | 22 | 102 | 85 | 47 | 0 | 132 | 0 | 0 | 0 | 0 | 330 |
| Total | 0 | 205 | 235 | 440 | 335 | 2 | 98 | 435 | 355 | 231 | 0 | 586 | 0 | 0 | 0 | 0 | 1461 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 511 | 532 | 1043 | 630 | 7 | 220 | 857 | 716 | 487 | 0 | 1203 | 0 | 0 | 0 | 0 | 3103 |
| Apprch % | 0 | 49 | 51 | | 73.5 | 0.8 | 25.7 | | 59.5 | 40.5 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 16.5 | 17.1 | 33.6 | 20.3 | 0.2 | 7.1 | 27.6 | 23.1 | 15.7 | 0 | 38.8 | 0 | 0 | 0 | 0 | |
| Passenger Vehicles | 0 | 443 | 411 | 854 | 599 | 7 | 167 | 773 | 625 | 385 | 0 | 1010 | 0 | 0 | 0 | 0 | 2637 |
| % Passenger Vehicles | 0 | 86.7 | 77.3 | 81.9 | 95.1 | 100 | 75.9 | 90.2 | 87.3 | 79.1 | 0 | 84 | 0 | 0 | 0 | 0 | 85 |
| Large 2 Axle Vehicles | 0 | 11 | 13 | 24 | 6 | 0 | 6 | 12 | 6 | 12 | 0 | 18 | 0 | 0 | 0 | 0 | 54 |
| % Large 2 Axle Vehicles | 0 | 2.2 | 2.4 | 2.3 | 1 | 0 | 2.7 | 1.4 | 0.8 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | 0 | 1.7 |
| 3 Axle Vehicles | 0 | 23 | 18 | 41 | 5 | 0 | 9 | 14 | 11 | 26 | 0 | 37 | 0 | 0 | 0 | 0 | 92 |
| % 3 Axle Vehicles | 0 | 4.5 | 3.4 | 3.9 | 0.8 | 0 | 4.1 | 1.6 | 1.5 | 5.3 | 0 | 3.1 | 0 | 0 | 0 | 0 | 3 |
| 4+ Axle Trucks | 0 | 34 | 90 | 124 | 20 | 0 | 38 | 58 | 74 | 64 | 0 | 138 | 0 | 0 | 0 | 0 | 320 |
| % 4+ Axle Trucks | 0 | 6.7 | 16.9 | 11.9 | 3.2 | 0 | 17.3 | 6.8 | 10.3 | 13.1 | 0 | 11.5 | 0 | 0 | 0 | 0 | 10.3 |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 71 | 66 | 137 | **91** | **2** | **32** | **125** | 98 | **68** | 0 | **166** | 0 | 0 | 0 | 0 | **428** |
| 04:15 PM | 0 | **92** | 66 | 158 | 69 | 1 | 29 | 99 | 83 | 68 | 0 | 151 | 0 | 0 | 0 | 0 | 408 |
| 04:30 PM | 0 | 85 | **83** | **168** | 59 | 1 | 32 | 92 | 80 | 64 | 0 | 144 | 0 | 0 | 0 | 0 | 404 |
| 04:45 PM | 0 | 58 | 82 | 140 | 76 | 1 | 29 | 106 | **100** | 56 | 0 | 156 | 0 | 0 | 0 | 0 | 402 |
| Total Volume | 0 | 306 | 297 | 603 | 295 | 5 | 122 | 422 | 361 | 256 | 0 | 617 | 0 | 0 | 0 | 0 | 1642 |
| % App. Total | 0 | 50.7 | 49.3 | | 69.9 | 1.2 | 28.9 | | 58.5 | 41.5 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .832 | .895 | .897 | .810 | .625 | .953 | .844 | .903 | .941 | .000 | .929 | .000 | .000 | .000 | .000 | .959 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:15 PM | | | | 04:45 PM | | | | 04:30 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **92** | 66 | 158 | 76 | **1** | **29** | 106 | 80 | 64 | 0 | 144 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 85 | **83** | **168** | 82 | 0 | 25 | 107 | **100** | 56 | 0 | 156 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 58 | 82 | 140 | **87** | 1 | 24 | 112 | 97 | 65 | 0 | **162** | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 73 | 80 | 153 | 86 | 1 | 27 | **114** | 92 | **66** | 0 | 158 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 308 | 311 | 619 | 331 | 3 | 105 | 439 | 369 | 251 | 0 | 620 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 49.8 | 50.2 | | 75.4 | 0.7 | 23.9 | | 59.5 | 40.5 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .837 | .937 | .921 | .951 | .750 | .905 | .963 | .923 | .951 | .000 | .957 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

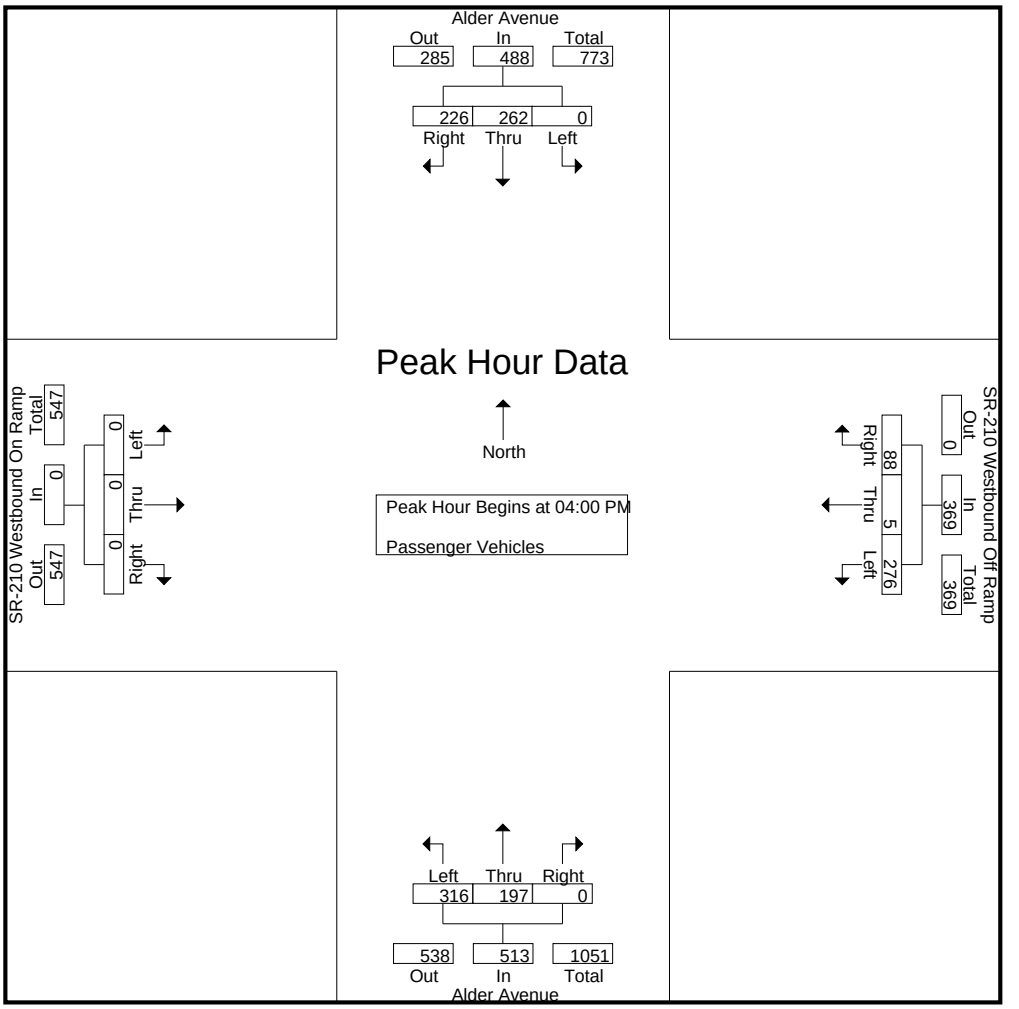
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 57 | 55 | 112 | 82 | 2 | 25 | 109 | 86 | 54 | 0 | 140 | 0 | 0 | 0 | 0 | 361 |
| 04:15 PM | 0 | 83 | 46 | 129 | 67 | 1 | 18 | 86 | 72 | 49 | 0 | 121 | 0 | 0 | 0 | 0 | 336 |
| 04:30 PM | 0 | 76 | 66 | 142 | 56 | 1 | 20 | 77 | 64 | 51 | 0 | 115 | 0 | 0 | 0 | 0 | 334 |
| 04:45 PM | 0 | 46 | 59 | 105 | 71 | 1 | 25 | 97 | 94 | 43 | 0 | 137 | 0 | 0 | 0 | 0 | 339 |
| Total | 0 | 262 | 226 | 488 | 276 | 5 | 88 | 369 | 316 | 197 | 0 | 513 | 0 | 0 | 0 | 0 | 1370 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 64 | 62 | 126 | 78 | 0 | 23 | 101 | 82 | 58 | 0 | 140 | 0 | 0 | 0 | 0 | 367 |
| 05:15 PM | 0 | 36 | 44 | 80 | 84 | 1 | 19 | 104 | 79 | 54 | 0 | 133 | 0 | 0 | 0 | 0 | 317 |
| 05:30 PM | 0 | 44 | 37 | 81 | 85 | 1 | 19 | 105 | 72 | 43 | 0 | 115 | 0 | 0 | 0 | 0 | 301 |
| 05:45 PM | 0 | 37 | 42 | 79 | 76 | 0 | 18 | 94 | 76 | 33 | 0 | 109 | 0 | 0 | 0 | 0 | 282 |
| Total | 0 | 181 | 185 | 366 | 323 | 2 | 79 | 404 | 309 | 188 | 0 | 497 | 0 | 0 | 0 | 0 | 1267 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 443 | 411 | 854 | 599 | 7 | 167 | 773 | 625 | 385 | 0 | 1010 | 0 | 0 | 0 | 0 | 2637 |
| Apprch % | 0 | 51.9 | 48.1 | | 77.5 | 0.9 | 21.6 | | 61.9 | 38.1 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 16.8 | 15.6 | 32.4 | 22.7 | 0.3 | 6.3 | 29.3 | 23.7 | 14.6 | 0 | 38.3 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 57 | 55 | 112 | **82** | **2** | **25** | **109** | 86 | **54** | 0 | **140** | 0 | 0 | 0 | 0 | **361** |
| 04:15 PM | 0 | **83** | 46 | 129 | 67 | 1 | 18 | 86 | 72 | 49 | 0 | 121 | 0 | 0 | 0 | 0 | 336 |
| 04:30 PM | 0 | 76 | **66** | **142** | 56 | 1 | 20 | 77 | 64 | 51 | 0 | 115 | 0 | 0 | 0 | 0 | 334 |
| 04:45 PM | 0 | 46 | 59 | 105 | 71 | 1 | 25 | 97 | **94** | 43 | 0 | 137 | 0 | 0 | 0 | 0 | 339 |
| Total Volume | 0 | 262 | 226 | 488 | 276 | 5 | 88 | 369 | 316 | 197 | 0 | 513 | 0 | 0 | 0 | 0 | 1370 |
| % App. Total | 0 | 53.7 | 46.3 | | 74.8 | 1.4 | 23.8 | | 61.6 | 38.4 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .789 | .856 | .859 | .841 | .625 | .880 | .846 | .840 | .912 | .000 | .916 | .000 | .000 | .000 | .000 | .949 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 57 | 55 | 112 | **82** | **2** | **25** | **109** | 86 | **54** | 0 | **140** | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | **83** | 46 | 129 | 67 | 1 | 18 | 86 | 72 | 49 | 0 | 121 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 76 | **66** | **142** | 56 | 1 | 20 | 77 | 64 | 51 | 0 | 115 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 46 | 59 | 105 | 71 | 1 | 25 | 97 | **94** | 43 | 0 | 137 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 262 | 226 | 488 | 276 | 5 | 88 | 369 | 316 | 197 | 0 | 513 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 53.7 | 46.3 | | 74.8 | 1.4 | 23.8 | | 61.6 | 38.4 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .789 | .856 | .859 | .841 | .625 | .880 | .846 | .840 | .912 | .000 | .916 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

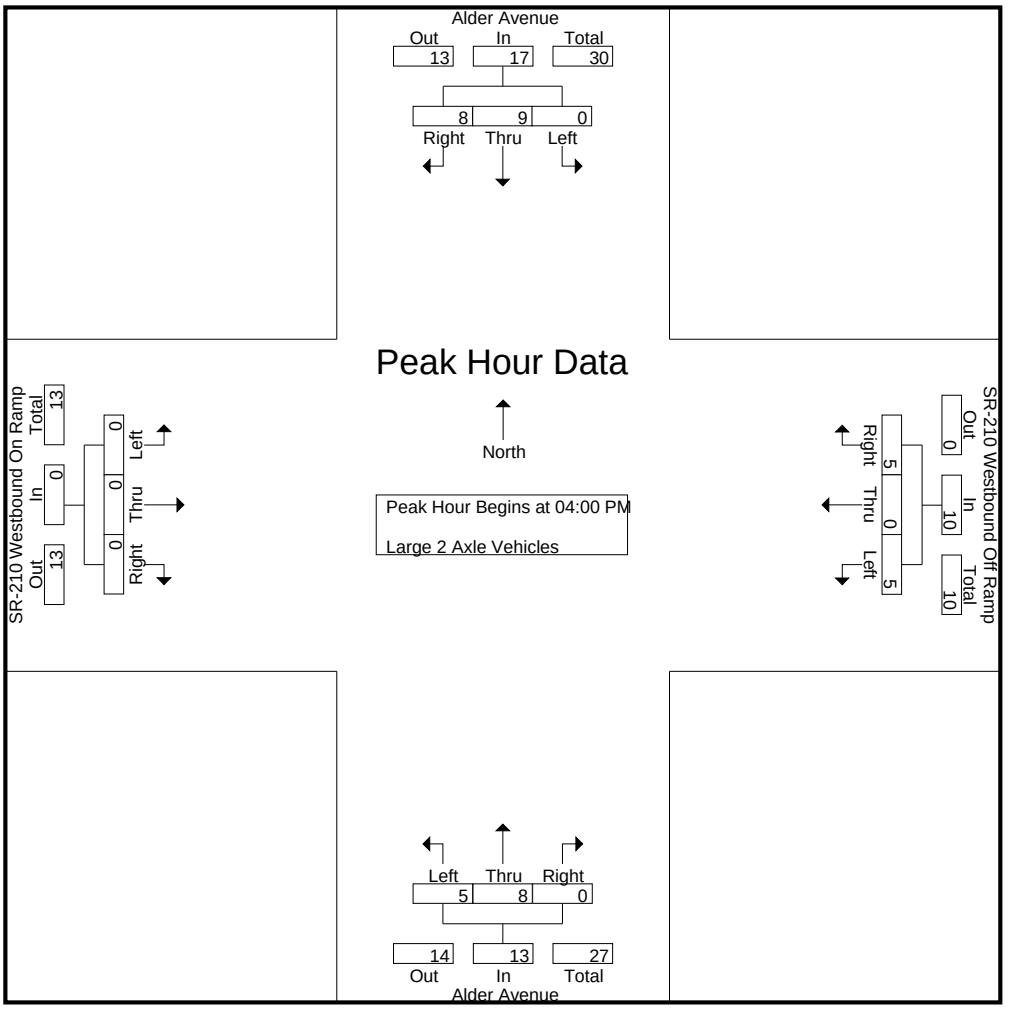
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 5 | 2 | 7 | 3 | 0 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 12 |
| 04:15 PM | 0 | 1 | 2 | 3 | 1 | 0 | 3 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| 04:30 PM | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 10 |
| 04:45 PM | 0 | 2 | 3 | 5 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| Total | 0 | 9 | 8 | 17 | 5 | 0 | 5 | 10 | 5 | 8 | 0 | 13 | 0 | 0 | 0 | 0 | 40 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 05:15 PM | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 05:30 PM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 2 | 5 | 7 | 1 | 0 | 1 | 2 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 14 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 11 | 13 | 24 | 6 | 0 | 6 | 12 | 6 | 12 | 0 | 18 | 0 | 0 | 0 | 0 | 54 |
| Apprch % | 0 | 45.8 | 54.2 | | 50 | 0 | 50 | | 33.3 | 66.7 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 20.4 | 24.1 | 44.4 | 11.1 | 0 | 11.1 | 22.2 | 11.1 | 22.2 | 0 | 33.3 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **5** | 2 | **7** | **3** | 0 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | **12** |
| 04:15 PM | 0 | 1 | 2 | 3 | 1 | 0 | **3** | **4** | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| 04:30 PM | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | **3** | **4** | 0 | **7** | 0 | 0 | 0 | 0 | 10 |
| 04:45 PM | 0 | 2 | **3** | 5 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| Total Volume | 0 | 9 | 8 | 17 | 5 | 0 | 5 | 10 | 5 | 8 | 0 | 13 | 0 | 0 | 0 | 0 | 40 |
| % App. Total | 0 | 52.9 | 47.1 | | 50 | 0 | 50 | | 38.5 | 61.5 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .450 | .667 | .607 | .417 | .000 | .417 | .625 | .417 | .500 | .000 | .464 | .000 | .000 | .000 | .000 | .833 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **5** | 2 | **7** | **3** | 0 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 2 | 3 | 1 | 0 | **3** | **4** | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | **3** | **4** | 0 | **7** | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 2 | **3** | 5 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 9 | 8 | 17 | 5 | 0 | 5 | 10 | 5 | 8 | 0 | 13 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 52.9 | 47.1 | | 50 | 0 | 50 | | 38.5 | 61.5 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .450 | .667 | .607 | .417 | .000 | .417 | .625 | .417 | .500 | .000 | .464 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

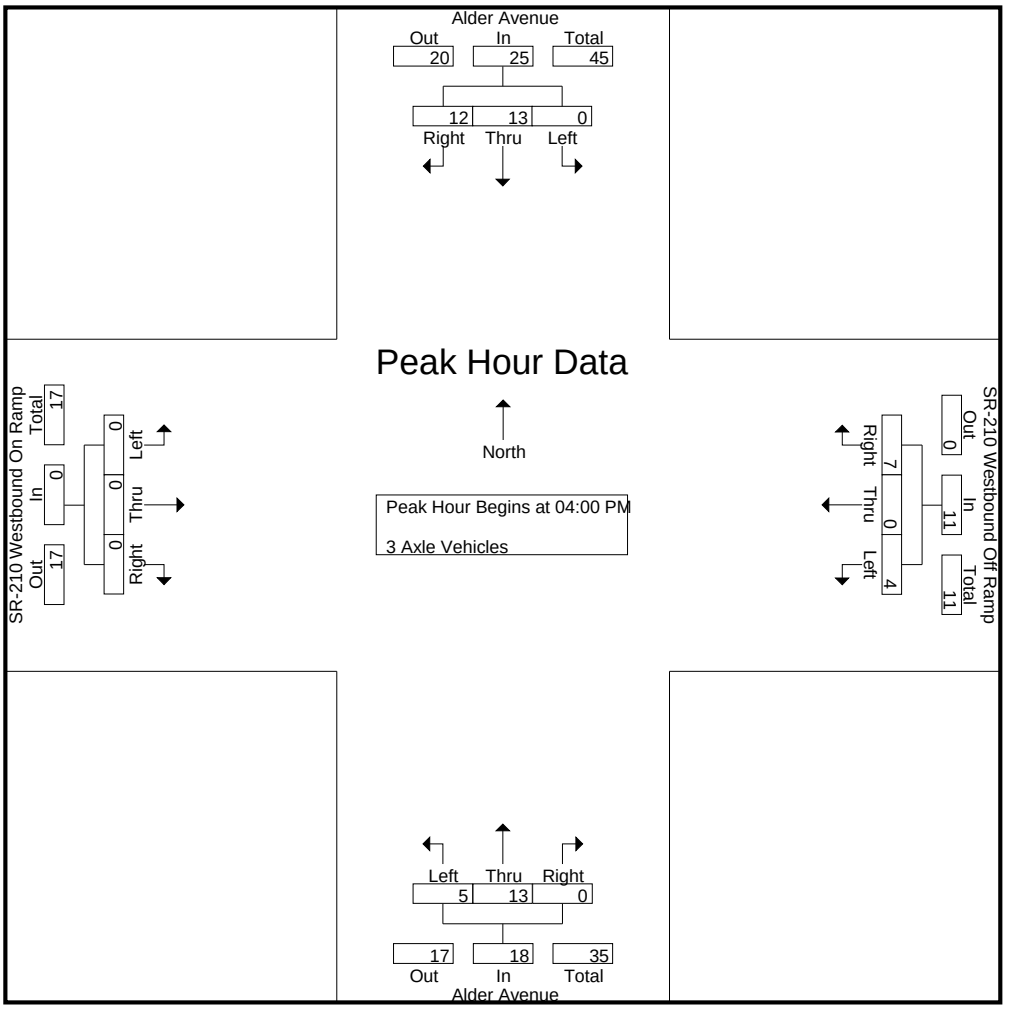
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 1 | 3 | 4 | 3 | 0 | 3 | 6 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 16 |
| 04:15 PM | 0 | 6 | 2 | 8 | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 13 |
| 04:30 PM | 0 | 3 | 3 | 6 | 0 | 0 | 4 | 4 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 14 |
| 04:45 PM | 0 | 3 | 4 | 7 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 13 | 12 | 25 | 4 | 0 | 7 | 11 | 5 | 13 | 0 | 18 | 0 | 0 | 0 | 0 | 54 |
| 05:00 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 9 |
| 05:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 9 |
| 05:30 PM | 0 | 3 | 3 | 6 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 10 |
| 05:45 PM | 0 | 2 | 2 | 4 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 10 |
| Total | 0 | 10 | 6 | 16 | 1 | 0 | 2 | 3 | 6 | 13 | 0 | 19 | 0 | 0 | 0 | 0 | 38 |
| Grand Total | 0 | 23 | 18 | 41 | 5 | 0 | 9 | 14 | 11 | 26 | 0 | 37 | 0 | 0 | 0 | 0 | 92 |
| Apprch % | 0 | 56.1 | 43.9 | | 35.7 | 0 | 64.3 | | 29.7 | 70.3 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 25 | 19.6 | 44.6 | 5.4 | 0 | 9.8 | 15.2 | 12 | 28.3 | 0 | 40.2 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 3 | 4 | **3** | 0 | 3 | **6** | 1 | **5** | 0 | **6** | 0 | 0 | 0 | 0 | **16** |
| 04:15 PM | 0 | **6** | 2 | **8** | 1 | 0 | 0 | 1 | **2** | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 13 |
| 04:30 PM | 0 | 3 | 3 | 6 | 0 | 0 | **4** | 4 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 14 |
| 04:45 PM | 0 | 3 | **4** | 7 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 11 |
| Total Volume | 0 | 13 | 12 | 25 | 4 | 0 | 7 | 11 | 5 | 13 | 0 | 18 | 0 | 0 | 0 | 0 | 54 |
| % App. Total | 0 | 52 | 48 | | 36.4 | 0 | 63.6 | | 27.8 | 72.2 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .542 | .750 | .781 | .333 | .000 | .438 | .458 | .625 | .650 | .000 | .750 | .000 | .000 | .000 | .000 | .844 |

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(951) 268-6268

City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | 3 | 4 | **3** | 0 | 3 | **6** | 1 | **5** | 0 | **6** | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | **6** | 2 | **8** | 1 | 0 | 0 | 1 | **2** | 2 | 0 | 4 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 3 | 3 | 6 | 0 | 0 | **4** | 4 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 3 | **4** | 7 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 13 | 12 | 25 | 4 | 0 | 7 | 11 | 5 | 13 | 0 | 18 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 52 | 48 | | 36.4 | 0 | 63.6 | | 27.8 | 72.2 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .542 | .750 | .781 | .333 | .000 | .438 | .458 | .625 | .650 | .000 | .750 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

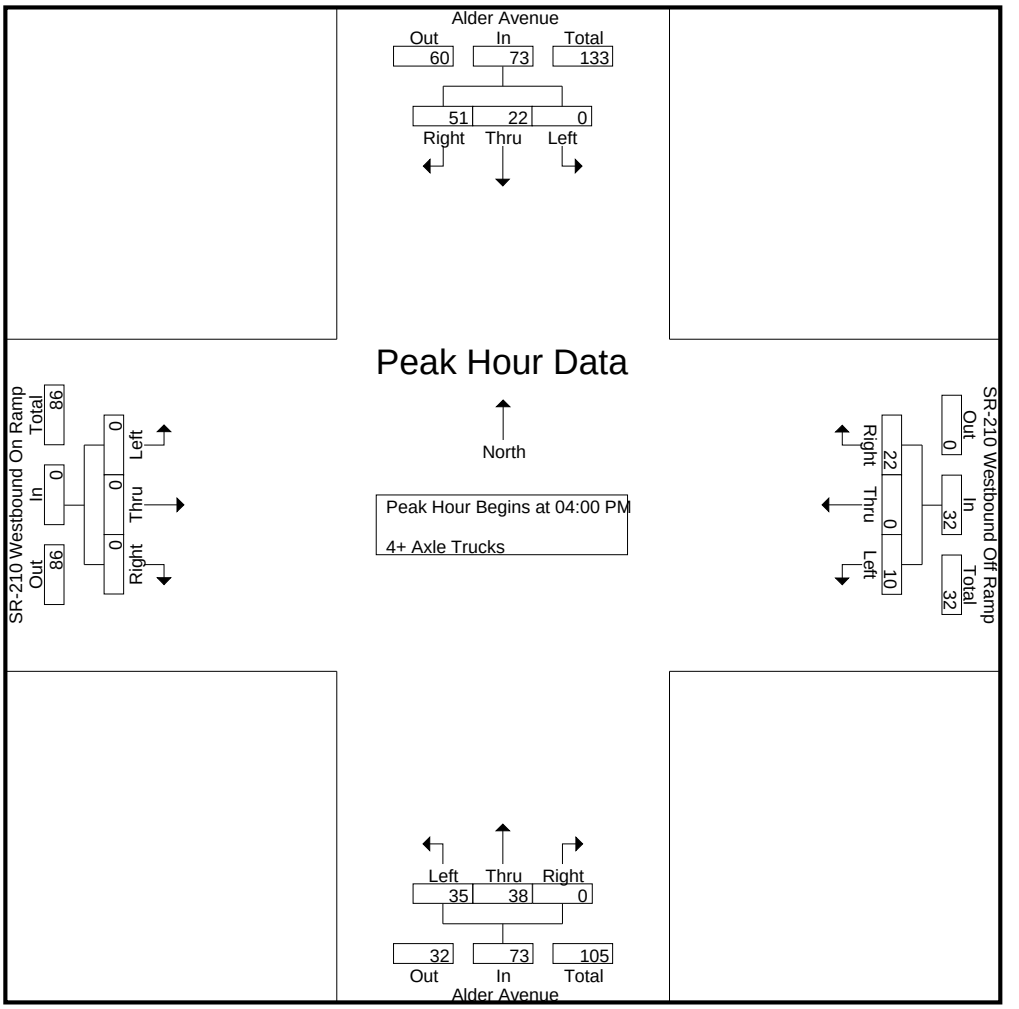
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 8 | 6 | 14 | 3 | 0 | 4 | 7 | 10 | 8 | 0 | 18 | 0 | 0 | 0 | 0 | 39 |
| 04:15 PM | 0 | 2 | 16 | 18 | 0 | 0 | 8 | 8 | 9 | 15 | 0 | 24 | 0 | 0 | 0 | 0 | 50 |
| 04:30 PM | 0 | 5 | 13 | 18 | 3 | 0 | 7 | 10 | 12 | 6 | 0 | 18 | 0 | 0 | 0 | 0 | 46 |
| 04:45 PM | 0 | 7 | 16 | 23 | 4 | 0 | 3 | 7 | 4 | 9 | 0 | 13 | 0 | 0 | 0 | 0 | 43 |
| Total | 0 | 22 | 51 | 73 | 10 | 0 | 22 | 32 | 35 | 38 | 0 | 73 | 0 | 0 | 0 | 0 | 178 |
| 05:00 PM | 0 | 3 | 16 | 19 | 4 | 0 | 2 | 6 | 12 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 42 |
| 05:15 PM | 0 | 4 | 9 | 13 | 3 | 0 | 4 | 7 | 10 | 7 | 0 | 17 | 0 | 0 | 0 | 0 | 37 |
| 05:30 PM | 0 | 2 | 4 | 6 | 0 | 0 | 7 | 7 | 9 | 6 | 0 | 15 | 0 | 0 | 0 | 0 | 28 |
| 05:45 PM | 0 | 3 | 10 | 13 | 3 | 0 | 3 | 6 | 8 | 8 | 0 | 16 | 0 | 0 | 0 | 0 | 35 |
| Total | 0 | 12 | 39 | 51 | 10 | 0 | 16 | 26 | 39 | 26 | 0 | 65 | 0 | 0 | 0 | 0 | 142 |
| Grand Total | 0 | 34 | 90 | 124 | 20 | 0 | 38 | 58 | 74 | 64 | 0 | 138 | 0 | 0 | 0 | 0 | 320 |
| Apprch % | 0 | 27.4 | 72.6 | | 34.5 | 0 | 65.5 | | 53.6 | 46.4 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 10.6 | 28.1 | 38.8 | 6.2 | 0 | 11.9 | 18.1 | 23.1 | 20 | 0 | 43.1 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **8** | 6 | 14 | 3 | 0 | 4 | 7 | 10 | 8 | 0 | 18 | 0 | 0 | 0 | 0 | 39 |
| 04:15 PM | 0 | 2 | **16** | 18 | 0 | 0 | **8** | 8 | 9 | **15** | 0 | **24** | 0 | 0 | 0 | 0 | **50** |
| 04:30 PM | 0 | 5 | 13 | 18 | 3 | 0 | 7 | **10** | **12** | 6 | 0 | 18 | 0 | 0 | 0 | 0 | 46 |
| 04:45 PM | 0 | 7 | 16 | **23** | **4** | 0 | 3 | 7 | 4 | 9 | 0 | 13 | 0 | 0 | 0 | 0 | 43 |
| Total Volume | 0 | 22 | 51 | 73 | 10 | 0 | 22 | 32 | 35 | 38 | 0 | 73 | 0 | 0 | 0 | 0 | 178 |
| % App. Total | 0 | 30.1 | 69.9 | | 31.2 | 0 | 68.8 | | 47.9 | 52.1 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .688 | .797 | .793 | .625 | .000 | .688 | .800 | .729 | .633 | .000 | .760 | .000 | .000 | .000 | .000 | .890 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **8** | 6 | 14 | 3 | 0 | 4 | 7 | 10 | 8 | 0 | 18 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 2 | **16** | 18 | 0 | 0 | **8** | 8 | 9 | **15** | 0 | **24** | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 5 | 13 | 18 | 3 | 0 | 7 | **10** | **12** | 6 | 0 | 18 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 7 | 16 | **23** | **4** | 0 | 3 | 7 | 4 | 9 | 0 | 13 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 22 | 51 | 73 | 10 | 0 | 22 | 32 | 35 | 38 | 0 | 73 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 30.1 | 69.9 | | 31.2 | 0 | 68.8 | | 47.9 | 52.1 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .688 | .797 | .793 | .625 | .000 | .688 | .800 | .729 | .633 | .000 | .760 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

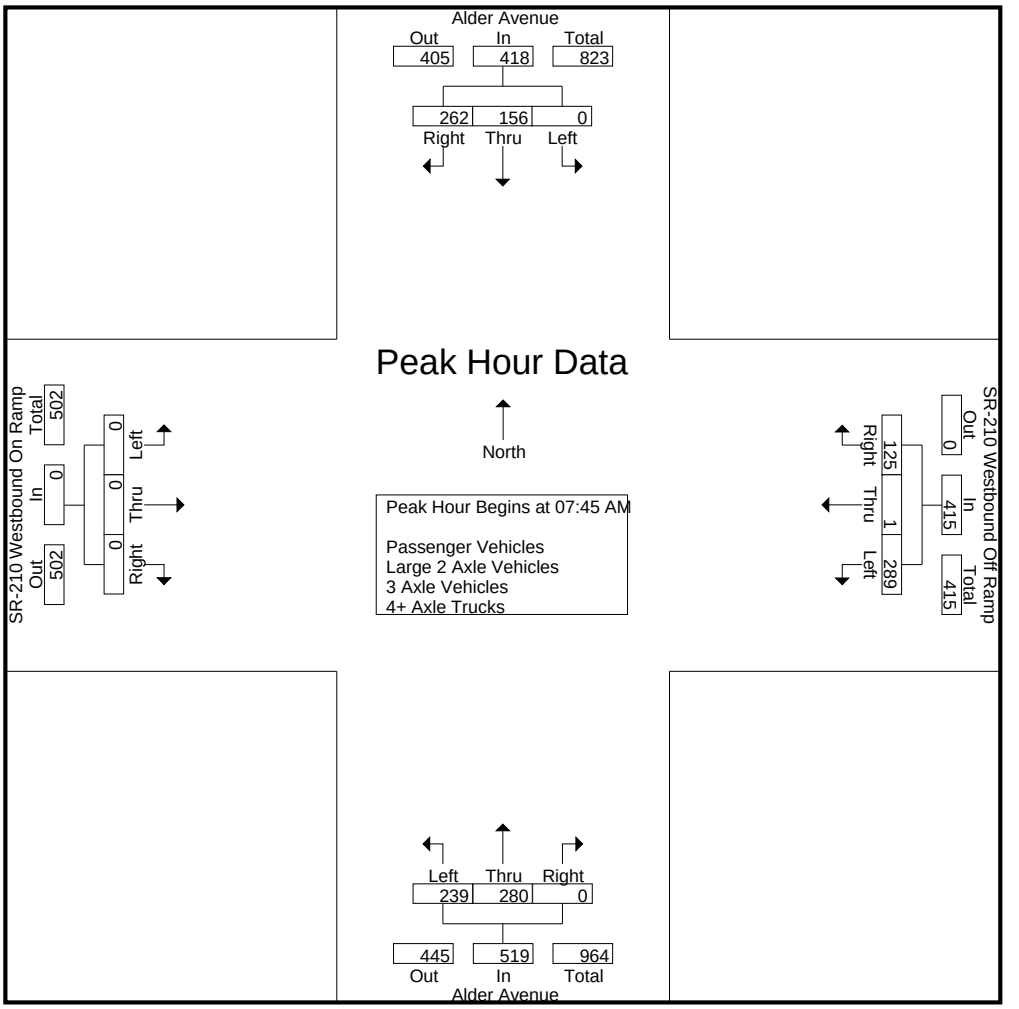
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 26 | 68 | 94 | 50 | 0 | 37 | 87 | 75 | 53 | 0 | 128 | 0 | 0 | 1 | 1 | 310 |
| 07:15 AM | 0 | 27 | 68 | 95 | 93 | 0 | 28 | 121 | 69 | 44 | 0 | 113 | 0 | 0 | 0 | 0 | 329 |
| 07:30 AM | 0 | 38 | 61 | 99 | 97 | 0 | 22 | 119 | 59 | 42 | 0 | 101 | 0 | 0 | 0 | 0 | 319 |
| 07:45 AM | 0 | 44 | 48 | 92 | 99 | 0 | 39 | 138 | 66 | 71 | 0 | 137 | 0 | 0 | 0 | 0 | 367 |
| Total | 0 | 135 | 245 | 380 | 339 | 0 | 126 | 465 | 269 | 210 | 0 | 479 | 0 | 0 | 1 | 1 | 1325 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 42 | 72 | 114 | 55 | 1 | 26 | 82 | 63 | 75 | 0 | 138 | 0 | 0 | 0 | 0 | 334 |
| 08:15 AM | 0 | 34 | 72 | 106 | 65 | 0 | 30 | 95 | 62 | 62 | 0 | 124 | 0 | 0 | 0 | 0 | 325 |
| 08:30 AM | 0 | 36 | 70 | 106 | 70 | 0 | 30 | 100 | 48 | 72 | 0 | 120 | 0 | 0 | 0 | 0 | 326 |
| 08:45 AM | 0 | 44 | 71 | 115 | 82 | 1 | 36 | 119 | 52 | 55 | 0 | 107 | 0 | 0 | 0 | 0 | 341 |
| Total | 0 | 156 | 285 | 441 | 272 | 2 | 122 | 396 | 225 | 264 | 0 | 489 | 0 | 0 | 0 | 0 | 1326 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 291 | 530 | 821 | 611 | 2 | 248 | 861 | 494 | 474 | 0 | 968 | 0 | 0 | 1 | 1 | 2651 |
| Apprch % | 0 | 35.4 | 64.6 | | 71 | 0.2 | 28.8 | | 51 | 49 | 0 | | 0 | 0 | 100 | | |
| Total % | 0 | 11 | 20 | 31 | 23 | 0.1 | 9.4 | 32.5 | 18.6 | 17.9 | 0 | 36.5 | 0 | 0 | 0 | 0 | |
| Passenger Vehicles | 0 | 204 | 331 | 535 | 580 | 1 | 161 | 742 | 425 | 323 | 0 | 748 | 0 | 0 | 0 | 0 | 2025 |
| % Passenger Vehicles | 0 | 70.1 | 62.5 | 65.2 | 94.9 | 50 | 64.9 | 86.2 | 86 | 68.1 | 0 | 77.3 | 0 | 0 | 0 | 0 | 76.4 |
| Large 2 Axle Vehicles | 0 | 13 | 29 | 42 | 6 | 1 | 10 | 17 | 5 | 19 | 0 | 24 | 0 | 0 | 1 | 1 | 84 |
| % Large 2 Axle Vehicles | 0 | 4.5 | 5.5 | 5.1 | 1 | 50 | 4 | 2 | 1 | 4 | 0 | 2.5 | 0 | 0 | 100 | 100 | 3.2 |
| 3 Axle Vehicles | 0 | 16 | 12 | 28 | 6 | 0 | 20 | 26 | 9 | 35 | 0 | 44 | 0 | 0 | 0 | 0 | 98 |
| % 3 Axle Vehicles | 0 | 5.5 | 2.3 | 3.4 | 1 | 0 | 8.1 | 3 | 1.8 | 7.4 | 0 | 4.5 | 0 | 0 | 0 | 0 | 3.7 |
| 4+ Axle Trucks | 0 | 58 | 158 | 216 | 19 | 0 | 57 | 76 | 55 | 97 | 0 | 152 | 0 | 0 | 0 | 0 | 444 |
| % 4+ Axle Trucks | 0 | 19.9 | 29.8 | 26.3 | 3.1 | 0 | 23 | 8.8 | 11.1 | 20.5 | 0 | 15.7 | 0 | 0 | 0 | 0 | 16.7 |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | **44** | 48 | 92 | **99** | 0 | **39** | **138** | **66** | 71 | 0 | 137 | 0 | 0 | 0 | 0 | **367** |
| 08:00 AM | 0 | 42 | **72** | **114** | 55 | **1** | 26 | 82 | 63 | **75** | 0 | **138** | 0 | 0 | 0 | 0 | 334 |
| 08:15 AM | 0 | 34 | 72 | 106 | 65 | 0 | 30 | 95 | 62 | 62 | 0 | 124 | 0 | 0 | 0 | 0 | 325 |
| 08:30 AM | 0 | 36 | 70 | 106 | 70 | 0 | 30 | 100 | 48 | 72 | 0 | 120 | 0 | 0 | 0 | 0 | 326 |
| Total Volume | 0 | 156 | 262 | 418 | 289 | 1 | 125 | 415 | 239 | 280 | 0 | 519 | 0 | 0 | 0 | 0 | 1352 |
| % App. Total | 0 | 37.3 | 62.7 | | 69.6 | 0.2 | 30.1 | | 46.1 | 53.9 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .886 | .910 | .917 | .730 | .250 | .801 | .752 | .905 | .933 | .000 | .940 | .000 | .000 | .000 | .000 | .921 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 08:00 AM | | | | 07:00 AM | | | | 07:45 AM | | | | 07:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 42 | **72** | 114 | 50 | 0 | 37 | 87 | **66** | 71 | 0 | 137 | 0 | 0 | **1** | **1** |
| +15 mins. | 0 | 34 | 72 | 106 | 93 | 0 | 28 | 121 | 63 | **75** | 0 | **138** | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 36 | 70 | 106 | 97 | 0 | 22 | 119 | 62 | 62 | 0 | 124 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | **44** | 71 | **115** | **99** | 0 | **39** | **138** | 48 | 72 | 0 | 120 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 156 | 285 | 441 | 339 | 0 | 126 | 465 | 239 | 280 | 0 | 519 | 0 | 0 | 1 | 1 |
| % App. Total | 0 | 35.4 | 64.6 | | 72.9 | 0 | 27.1 | | 46.1 | 53.9 | 0 | | 0 | 0 | 100 | |
| PHF | .000 | .886 | .990 | .959 | .856 | .000 | .808 | .842 | .905 | .933 | .000 | .940 | .000 | .000 | .250 | .250 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

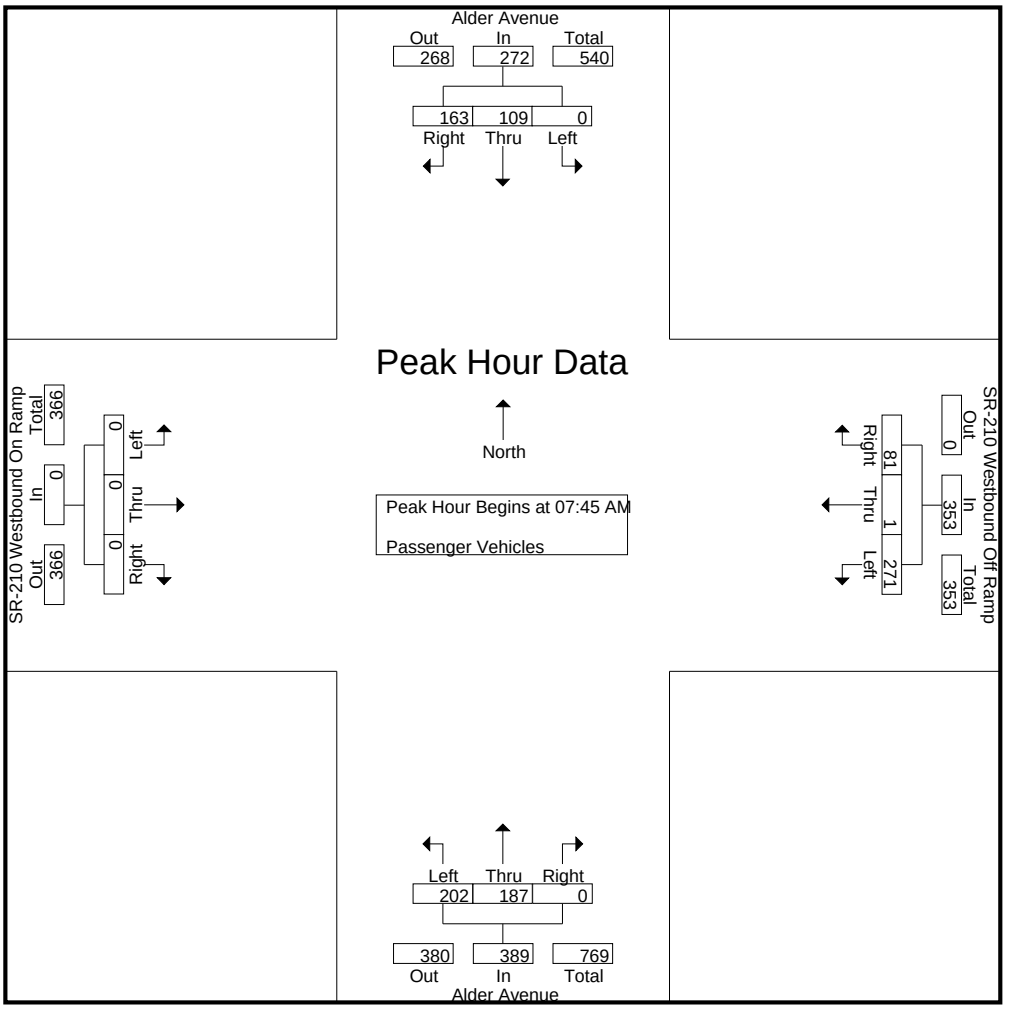
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 18 | 46 | 64 | 45 | 0 | 24 | 69 | 67 | 44 | 0 | 111 | 0 | 0 | 0 | 0 | 244 |
| 07:15 AM | 0 | 19 | 52 | 71 | 92 | 0 | 18 | 110 | 59 | 30 | 0 | 89 | 0 | 0 | 0 | 0 | 270 |
| 07:30 AM | 0 | 26 | 38 | 64 | 94 | 0 | 16 | 110 | 52 | 28 | 0 | 80 | 0 | 0 | 0 | 0 | 254 |
| 07:45 AM | 0 | 28 | 31 | 59 | 94 | 0 | 27 | 121 | 58 | 48 | 0 | 106 | 0 | 0 | 0 | 0 | 286 |
| Total | 0 | 91 | 167 | 258 | 325 | 0 | 85 | 410 | 236 | 150 | 0 | 386 | 0 | 0 | 0 | 0 | 1054 |
| 08:00 AM | 0 | 29 | 45 | 74 | 50 | 1 | 19 | 70 | 55 | 51 | 0 | 106 | 0 | 0 | 0 | 0 | 250 |
| 08:15 AM | 0 | 25 | 41 | 66 | 61 | 0 | 19 | 80 | 50 | 44 | 0 | 94 | 0 | 0 | 0 | 0 | 240 |
| 08:30 AM | 0 | 27 | 46 | 73 | 66 | 0 | 16 | 82 | 39 | 44 | 0 | 83 | 0 | 0 | 0 | 0 | 238 |
| 08:45 AM | 0 | 32 | 32 | 64 | 78 | 0 | 22 | 100 | 45 | 34 | 0 | 79 | 0 | 0 | 0 | 0 | 243 |
| Total | 0 | 113 | 164 | 277 | 255 | 1 | 76 | 332 | 189 | 173 | 0 | 362 | 0 | 0 | 0 | 0 | 971 |
| Grand Total | 0 | 204 | 331 | 535 | 580 | 1 | 161 | 742 | 425 | 323 | 0 | 748 | 0 | 0 | 0 | 0 | 2025 |
| Apprch % | 0 | 38.1 | 61.9 | | 78.2 | 0.1 | 21.7 | | 56.8 | 43.2 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 10.1 | 16.3 | 26.4 | 28.6 | 0 | 8 | 36.6 | 21 | 16 | 0 | 36.9 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 28 | 31 | 59 | **94** | 0 | **27** | **121** | **58** | 48 | 0 | **106** | 0 | 0 | 0 | 0 | **286** |
| 08:00 AM | 0 | **29** | 45 | **74** | 50 | **1** | 19 | 70 | 55 | **51** | 0 | 106 | 0 | 0 | 0 | 0 | 250 |
| 08:15 AM | 0 | 25 | 41 | 66 | 61 | 0 | 19 | 80 | 50 | 44 | 0 | 94 | 0 | 0 | 0 | 0 | 240 |
| 08:30 AM | 0 | 27 | **46** | 73 | 66 | 0 | 16 | 82 | 39 | 44 | 0 | 83 | 0 | 0 | 0 | 0 | 238 |
| Total Volume | 0 | 109 | 163 | 272 | 271 | 1 | 81 | 353 | 202 | 187 | 0 | 389 | 0 | 0 | 0 | 0 | 1014 |
| % App. Total | 0 | 40.1 | 59.9 | | 76.8 | 0.3 | 22.9 | | 51.9 | 48.1 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .940 | .886 | .919 | .721 | .250 | .750 | .729 | .871 | .917 | .000 | .917 | .000 | .000 | .000 | .000 | .886 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 28 | 31 | 59 | **94** | 0 | **27** | **121** | **58** | 48 | 0 | **106** | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | **29** | 45 | **74** | 50 | **1** | 19 | 70 | 55 | **51** | 0 | 106 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 25 | 41 | 66 | 61 | 0 | 19 | 80 | 50 | 44 | 0 | 94 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 27 | **46** | 73 | 66 | 0 | 16 | 82 | 39 | 44 | 0 | 83 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 109 | 163 | 272 | 271 | 1 | 81 | 353 | 202 | 187 | 0 | 389 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 40.1 | 59.9 | | 76.8 | 0.3 | 22.9 | | 51.9 | 48.1 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .940 | .886 | .919 | .721 | .250 | .750 | .729 | .871 | .917 | .000 | .917 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

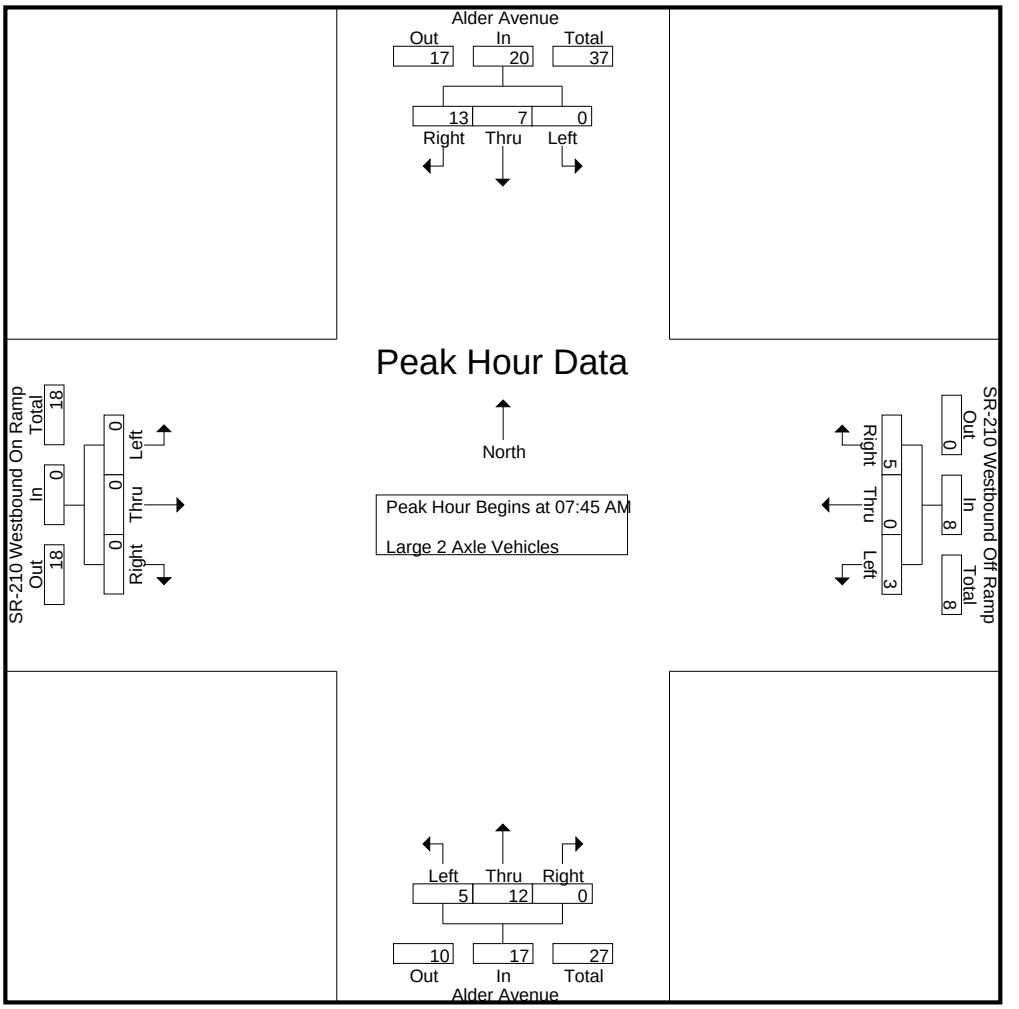
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 3 | 3 | 6 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 9 |
| 07:15 AM | 0 | 1 | 7 | 8 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 07:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 07:45 AM | 0 | 2 | 1 | 3 | 0 | 0 | 2 | 2 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 7 | 11 | 18 | 2 | 0 | 4 | 6 | 2 | 7 | 0 | 9 | 0 | 0 | 1 | 1 | 34 |
| 08:00 AM | 0 | 1 | 5 | 6 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 12 |
| 08:15 AM | 0 | 2 | 6 | 8 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 08:30 AM | 0 | 2 | 1 | 3 | 1 | 0 | 2 | 3 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 11 |
| 08:45 AM | 0 | 1 | 6 | 7 | 1 | 1 | 3 | 5 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 16 |
| Total | 0 | 6 | 18 | 24 | 4 | 1 | 6 | 11 | 3 | 12 | 0 | 15 | 0 | 0 | 0 | 0 | 50 |
| Grand Total | 0 | 13 | 29 | 42 | 6 | 1 | 10 | 17 | 5 | 19 | 0 | 24 | 0 | 0 | 1 | 1 | 84 |
| Apprch % | 0 | 31 | 69 | | 35.3 | 5.9 | 58.8 | | 20.8 | 79.2 | 0 | | 0 | 0 | 100 | | |
| Total % | 0 | 15.5 | 34.5 | 50 | 7.1 | 1.2 | 11.9 | 20.2 | 6 | 22.6 | 0 | 28.6 | 0 | 0 | 1.2 | 1.2 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | **2** | 1 | 3 | 0 | 0 | **2** | 2 | **2** | 4 | 0 | **6** | 0 | 0 | 0 | 0 | 11 |
| 08:00 AM | 0 | 1 | 5 | 6 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | **12** |
| 08:15 AM | 0 | 2 | **6** | **8** | **2** | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 08:30 AM | 0 | 2 | 1 | 3 | 1 | 0 | 2 | **3** | 0 | **5** | 0 | 5 | 0 | 0 | 0 | 0 | 11 |
| Total Volume | 0 | 7 | 13 | 20 | 3 | 0 | 5 | 8 | 5 | 12 | 0 | 17 | 0 | 0 | 0 | 0 | 45 |
| % App. Total | 0 | 35 | 65 | | 37.5 | 0 | 62.5 | | 29.4 | 70.6 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .875 | .542 | .625 | .375 | .000 | .625 | .667 | .625 | .600 | .000 | .708 | .000 | .000 | .000 | .000 | .938 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **2** | 1 | 3 | 0 | 0 | **2** | 2 | **2** | 4 | 0 | **6** | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 5 | 6 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 2 | **6** | **8** | **2** | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 2 | 1 | 3 | 1 | 0 | 2 | **3** | 0 | **5** | 0 | 5 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 7 | 13 | 20 | 3 | 0 | 5 | 8 | 5 | 12 | 0 | 17 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 35 | 65 | | 37.5 | 0 | 62.5 | | 29.4 | 70.6 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .875 | .542 | .625 | .375 | .000 | .625 | .667 | .625 | .600 | .000 | .708 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

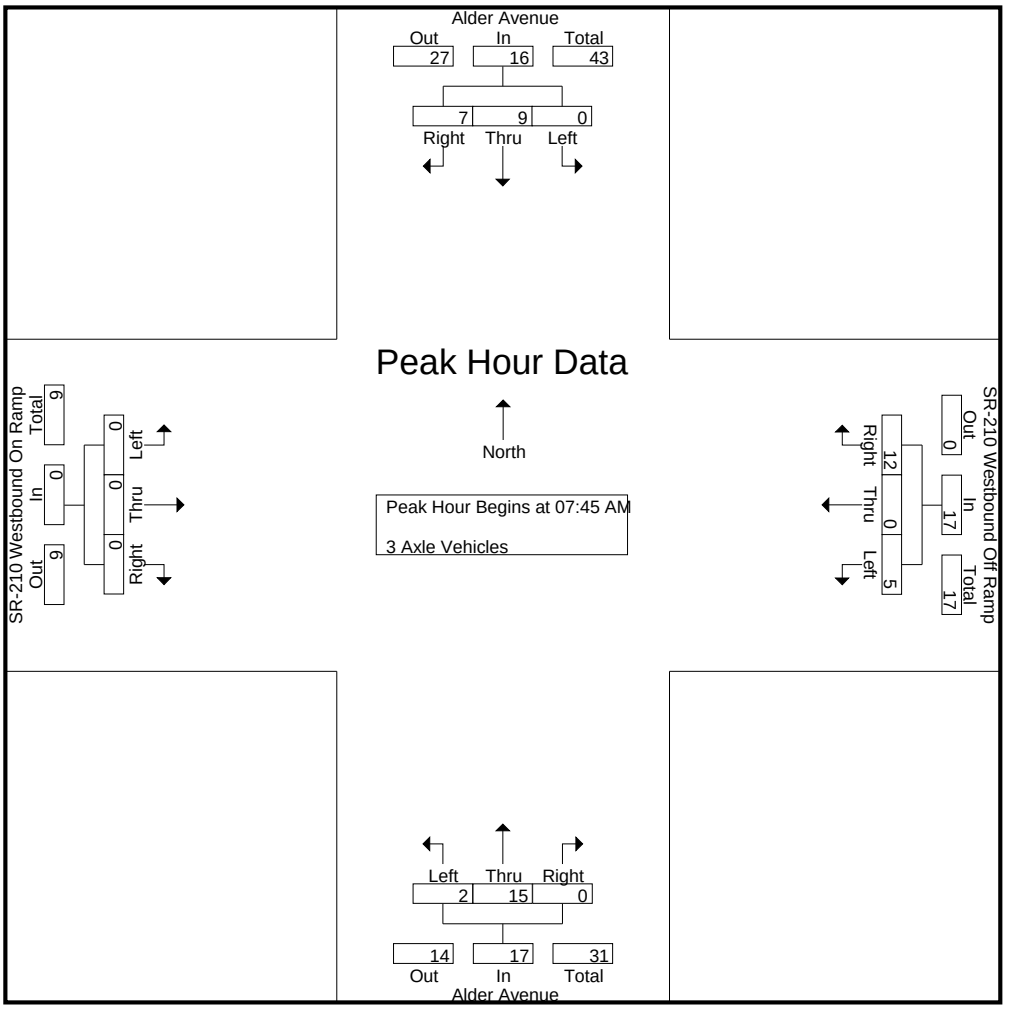
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 7 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 7 |
| 07:30 AM | 0 | 4 | 4 | 8 | 1 | 0 | 1 | 2 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 14 |
| 07:45 AM | 0 | 4 | 1 | 5 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 9 |
| Total | 0 | 8 | 6 | 14 | 1 | 0 | 3 | 4 | 5 | 14 | 0 | 19 | 0 | 0 | 0 | 0 | 37 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 2 | 2 | 4 | 3 | 0 | 2 | 5 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 13 |
| 08:15 AM | 0 | 1 | 1 | 2 | 1 | 0 | 4 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| 08:30 AM | 0 | 2 | 3 | 5 | 1 | 0 | 5 | 6 | 2 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 19 |
| 08:45 AM | 0 | 3 | 0 | 3 | 0 | 0 | 6 | 6 | 2 | 9 | 0 | 11 | 0 | 0 | 0 | 0 | 20 |
| Total | 0 | 8 | 6 | 14 | 5 | 0 | 17 | 22 | 4 | 21 | 0 | 25 | 0 | 0 | 0 | 0 | 61 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 16 | 12 | 28 | 6 | 0 | 20 | 26 | 9 | 35 | 0 | 44 | 0 | 0 | 0 | 0 | 98 |
| Apprch % | 0 | 57.1 | 42.9 | | 23.1 | 0 | 76.9 | | 20.5 | 79.5 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 16.3 | 12.2 | 28.6 | 6.1 | 0 | 20.4 | 26.5 | 9.2 | 35.7 | 0 | 44.9 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | **4** | 1 | **5** | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 9 |
| 08:00 AM | 0 | 2 | 2 | 4 | **3** | 0 | 2 | 5 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 13 |
| 08:15 AM | 0 | 1 | 1 | 2 | 1 | 0 | 4 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| 08:30 AM | 0 | 2 | **3** | 5 | 1 | 0 | **5** | **6** | **2** | **6** | 0 | **8** | 0 | 0 | 0 | 0 | **19** |
| Total Volume | 0 | 9 | 7 | 16 | 5 | 0 | 12 | 17 | 2 | 15 | 0 | 17 | 0 | 0 | 0 | 0 | 50 |
| % App. Total | 0 | 56.2 | 43.8 | | 29.4 | 0 | 70.6 | | 11.8 | 88.2 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .563 | .583 | .800 | .417 | .000 | .600 | .708 | .250 | .625 | .000 | .531 | .000 | .000 | .000 | .000 | .658 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **4** | 1 | **5** | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 2 | 2 | 4 | **3** | 0 | 2 | 5 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 1 | 2 | 1 | 0 | 4 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 2 | **3** | 5 | 1 | 0 | **5** | **6** | **2** | **6** | 0 | **8** | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 9 | 7 | 16 | 5 | 0 | 12 | 17 | 2 | 15 | 0 | 17 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 56.2 | 43.8 | | 29.4 | 0 | 70.6 | | 11.8 | 88.2 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .563 | .583 | .800 | .417 | .000 | .600 | .708 | .250 | .625 | .000 | .531 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

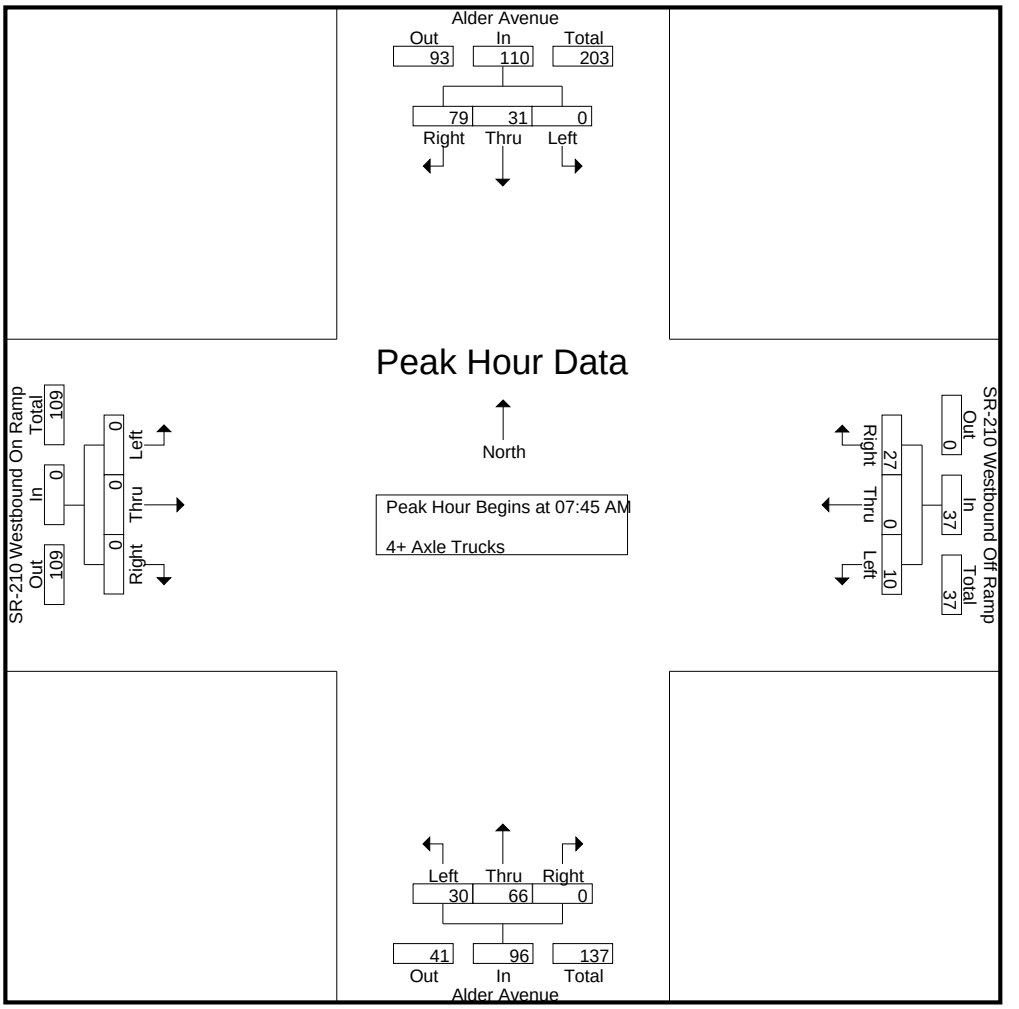
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 5 | 18 | 23 | 3 | 0 | 12 | 15 | 6 | 6 | 0 | 12 | 0 | 0 | 0 | 0 | 50 |
| 07:15 AM | 0 | 7 | 9 | 16 | 1 | 0 | 9 | 10 | 9 | 7 | 0 | 16 | 0 | 0 | 0 | 0 | 42 |
| 07:30 AM | 0 | 7 | 19 | 26 | 2 | 0 | 4 | 6 | 5 | 10 | 0 | 15 | 0 | 0 | 0 | 0 | 47 |
| 07:45 AM | 0 | 10 | 15 | 25 | 5 | 0 | 9 | 14 | 6 | 16 | 0 | 22 | 0 | 0 | 0 | 0 | 61 |
| Total | 0 | 29 | 61 | 90 | 11 | 0 | 34 | 45 | 26 | 39 | 0 | 65 | 0 | 0 | 0 | 0 | 200 |
| 08:00 AM | 0 | 10 | 20 | 30 | 2 | 0 | 4 | 6 | 6 | 17 | 0 | 23 | 0 | 0 | 0 | 0 | 59 |
| 08:15 AM | 0 | 6 | 24 | 30 | 1 | 0 | 7 | 8 | 11 | 16 | 0 | 27 | 0 | 0 | 0 | 0 | 65 |
| 08:30 AM | 0 | 5 | 20 | 25 | 2 | 0 | 7 | 9 | 7 | 17 | 0 | 24 | 0 | 0 | 0 | 0 | 58 |
| 08:45 AM | 0 | 8 | 33 | 41 | 3 | 0 | 5 | 8 | 5 | 8 | 0 | 13 | 0 | 0 | 0 | 0 | 62 |
| Total | 0 | 29 | 97 | 126 | 8 | 0 | 23 | 31 | 29 | 58 | 0 | 87 | 0 | 0 | 0 | 0 | 244 |
| Grand Total | 0 | 58 | 158 | 216 | 19 | 0 | 57 | 76 | 55 | 97 | 0 | 152 | 0 | 0 | 0 | 0 | 444 |
| Apprch % | 0 | 26.9 | 73.1 | | 25 | 0 | 75 | | 36.2 | 63.8 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 13.1 | 35.6 | 48.6 | 4.3 | 0 | 12.8 | 17.1 | 12.4 | 21.8 | 0 | 34.2 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | **10** | 15 | 25 | **5** | 0 | **9** | **14** | 6 | 16 | 0 | 22 | 0 | 0 | 0 | 0 | 61 |
| 08:00 AM | 0 | 10 | 20 | **30** | 2 | 0 | 4 | 6 | 6 | **17** | 0 | 23 | 0 | 0 | 0 | 0 | 59 |
| 08:15 AM | 0 | 6 | **24** | 30 | 1 | 0 | 7 | 8 | **11** | 16 | 0 | **27** | 0 | 0 | 0 | 0 | **65** |
| 08:30 AM | 0 | 5 | 20 | 25 | 2 | 0 | 7 | 9 | 7 | 17 | 0 | 24 | 0 | 0 | 0 | 0 | 58 |
| Total Volume | 0 | 31 | 79 | 110 | 10 | 0 | 27 | 37 | 30 | 66 | 0 | 96 | 0 | 0 | 0 | 0 | 243 |
| % App. Total | 0 | 28.2 | 71.8 | | 27 | 0 | 73 | | 31.2 | 68.8 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .775 | .823 | .917 | .500 | .000 | .750 | .661 | .682 | .971 | .000 | .889 | .000 | .000 | .000 | .000 | .935 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **10** | 15 | 25 | **5** | 0 | **9** | **14** | 6 | 16 | 0 | 22 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 10 | 20 | **30** | 2 | 0 | 4 | 6 | 6 | **17** | 0 | 23 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 6 | **24** | 30 | 1 | 0 | 7 | 8 | **11** | 16 | 0 | **27** | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 5 | 20 | 25 | 2 | 0 | 7 | 9 | 7 | 17 | 0 | 24 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 31 | 79 | 110 | 10 | 0 | 27 | 37 | 30 | 66 | 0 | 96 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 28.2 | 71.8 | | 27 | 0 | 73 | | 31.2 | 68.8 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .775 | .823 | .917 | .500 | .000 | .750 | .661 | .682 | .971 | .000 | .889 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

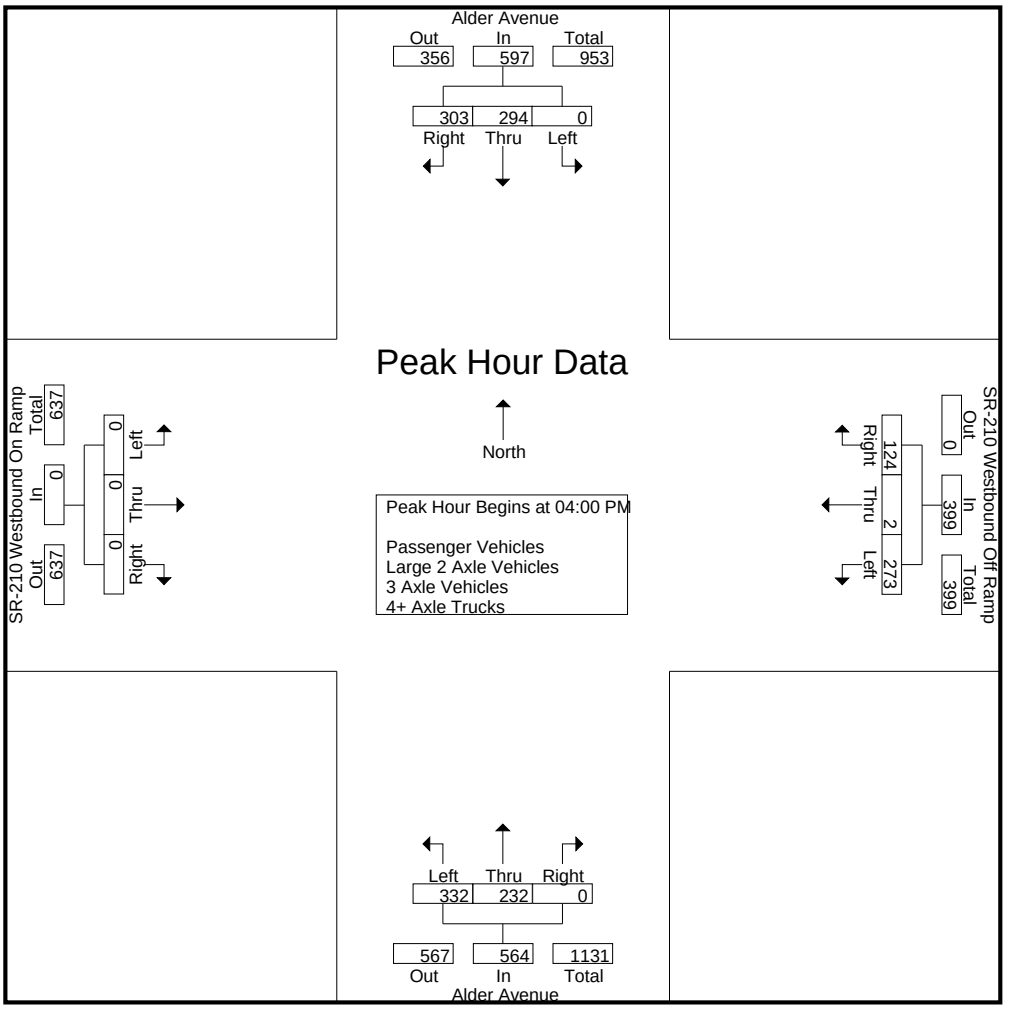
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 97 | 74 | 171 | 76 | 0 | 35 | 111 | 79 | 64 | 0 | 143 | 0 | 0 | 0 | 0 | 425 |
| 04:15 PM | 0 | 71 | 72 | 143 | 71 | 0 | 29 | 100 | 78 | 62 | 0 | 140 | 0 | 0 | 0 | 0 | 383 |
| 04:30 PM | 0 | 62 | 83 | 145 | 62 | 2 | 30 | 94 | 90 | 55 | 0 | 145 | 0 | 0 | 0 | 0 | 384 |
| 04:45 PM | 0 | 64 | 74 | 138 | 64 | 0 | 30 | 94 | 85 | 51 | 0 | 136 | 0 | 0 | 0 | 0 | 368 |
| Total | 0 | 294 | 303 | 597 | 273 | 2 | 124 | 399 | 332 | 232 | 0 | 564 | 0 | 0 | 0 | 0 | 1560 |
| 05:00 PM | 0 | 50 | 58 | 108 | 93 | 0 | 20 | 113 | 90 | 42 | 0 | 132 | 0 | 0 | 0 | 0 | 353 |
| 05:15 PM | 0 | 63 | 41 | 104 | 87 | 2 | 22 | 111 | 92 | 48 | 0 | 140 | 0 | 0 | 0 | 0 | 355 |
| 05:30 PM | 0 | 56 | 54 | 110 | 90 | 0 | 17 | 107 | 89 | 62 | 0 | 151 | 0 | 0 | 0 | 0 | 368 |
| 05:45 PM | 0 | 36 | 43 | 79 | 104 | 1 | 25 | 130 | 77 | 51 | 0 | 128 | 0 | 0 | 0 | 0 | 337 |
| Total | 0 | 205 | 196 | 401 | 374 | 3 | 84 | 461 | 348 | 203 | 0 | 551 | 0 | 0 | 0 | 0 | 1413 |
| Grand Total | 0 | 499 | 499 | 998 | 647 | 5 | 208 | 860 | 680 | 435 | 0 | 1115 | 0 | 0 | 0 | 0 | 2973 |
| Apprch % | 0 | 50 | 50 | | 75.2 | 0.6 | 24.2 | | 61 | 39 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 16.8 | 16.8 | 33.6 | 21.8 | 0.2 | 7 | 28.9 | 22.9 | 14.6 | 0 | 37.5 | 0 | 0 | 0 | 0 | |
| Passenger Vehicles | 0 | 426 | 392 | 818 | 603 | 5 | 171 | 779 | 580 | 355 | 0 | 935 | 0 | 0 | 0 | 0 | 2532 |
| % Passenger Vehicles | 0 | 85.4 | 78.6 | 82 | 93.2 | 100 | 82.2 | 90.6 | 85.3 | 81.6 | 0 | 83.9 | 0 | 0 | 0 | 0 | 85.2 |
| Large 2 Axle Vehicles | 0 | 10 | 8 | 18 | 14 | 0 | 4 | 18 | 12 | 14 | 0 | 26 | 0 | 0 | 0 | 0 | 62 |
| % Large 2 Axle Vehicles | 0 | 2 | 1.6 | 1.8 | 2.2 | 0 | 1.9 | 2.1 | 1.8 | 3.2 | 0 | 2.3 | 0 | 0 | 0 | 0 | 2.1 |
| 3 Axle Vehicles | 0 | 29 | 12 | 41 | 7 | 0 | 8 | 15 | 7 | 15 | 0 | 22 | 0 | 0 | 0 | 0 | 78 |
| % 3 Axle Vehicles | 0 | 5.8 | 2.4 | 4.1 | 1.1 | 0 | 3.8 | 1.7 | 1 | 3.4 | 0 | 2 | 0 | 0 | 0 | 0 | 2.6 |
| 4+ Axle Trucks | 0 | 34 | 87 | 121 | 23 | 0 | 25 | 48 | 81 | 51 | 0 | 132 | 0 | 0 | 0 | 0 | 301 |
| % 4+ Axle Trucks | 0 | 6.8 | 17.4 | 12.1 | 3.6 | 0 | 12 | 5.6 | 11.9 | 11.7 | 0 | 11.8 | 0 | 0 | 0 | 0 | 10.1 |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **97** | 74 | **171** | **76** | 0 | **35** | **111** | 79 | **64** | 0 | 143 | 0 | 0 | 0 | 0 | **425** |
| 04:15 PM | 0 | 71 | 72 | 143 | 71 | 0 | 29 | 100 | 78 | 62 | 0 | 140 | 0 | 0 | 0 | 0 | 383 |
| 04:30 PM | 0 | 62 | **83** | 145 | 62 | **2** | 30 | 94 | **90** | 55 | 0 | **145** | 0 | 0 | 0 | 0 | 384 |
| 04:45 PM | 0 | 64 | 74 | 138 | 64 | 0 | 30 | 94 | 85 | 51 | 0 | 136 | 0 | 0 | 0 | 0 | 368 |
| Total Volume | 0 | 294 | 303 | 597 | 273 | 2 | 124 | 399 | 332 | 232 | 0 | 564 | 0 | 0 | 0 | 0 | 1560 |
| % App. Total | 0 | 49.2 | 50.8 | | 68.4 | 0.5 | 31.1 | | 58.9 | 41.1 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .758 | .913 | .873 | .898 | .250 | .886 | .899 | .922 | .906 | .000 | .972 | .000 | .000 | .000 | .000 | .918 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 05:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **97** | 74 | **171** | 93 | 0 | 20 | 113 | 79 | **64** | 0 | 143 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 71 | 72 | 143 | 87 | **2** | 22 | 111 | 78 | 62 | 0 | 140 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 62 | **83** | 145 | 90 | 0 | 17 | 107 | **90** | 55 | 0 | **145** | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 64 | 74 | 138 | **104** | 1 | **25** | **130** | 85 | 51 | 0 | 136 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 294 | 303 | 597 | 374 | 3 | 84 | 461 | 332 | 232 | 0 | 564 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 49.2 | 50.8 | | 81.1 | 0.7 | 18.2 | | 58.9 | 41.1 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .758 | .913 | .873 | .899 | .375 | .840 | .887 | .922 | .906 | .000 | .972 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

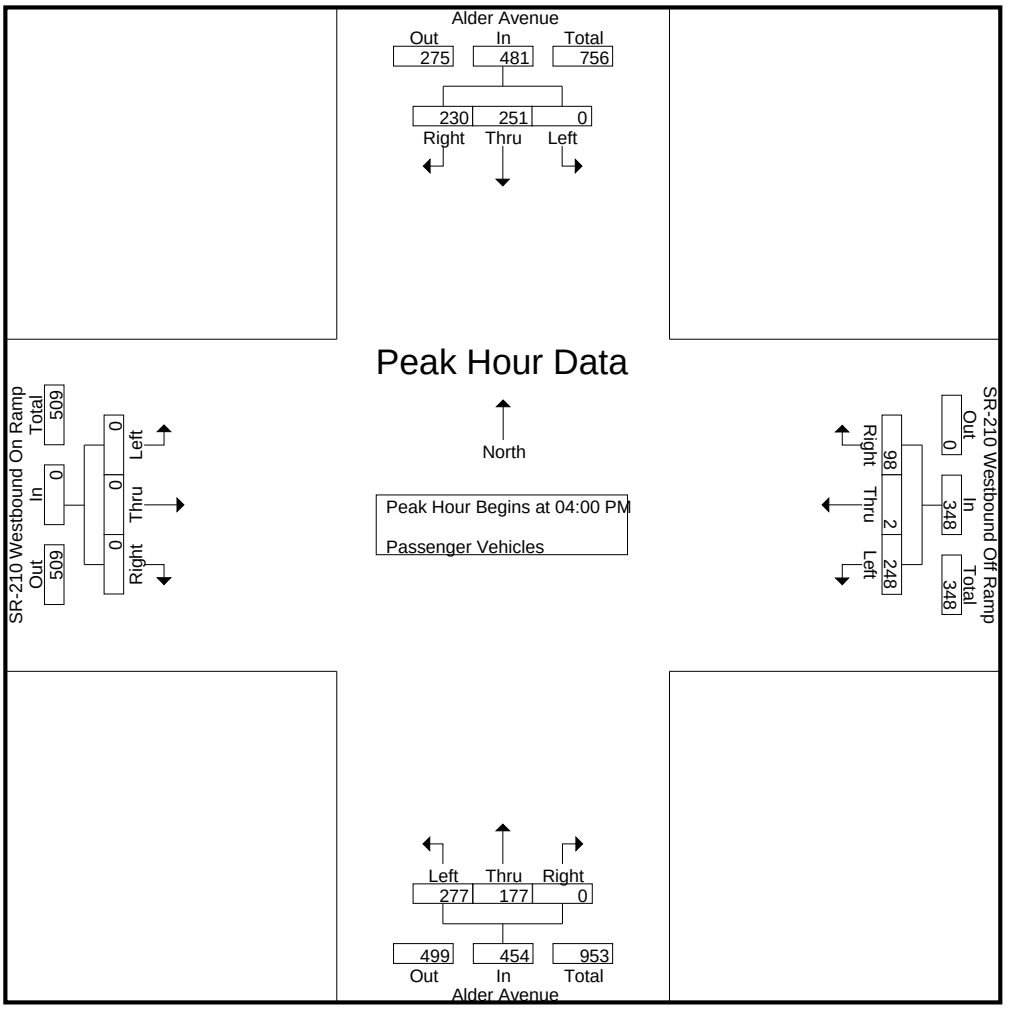
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 84 | 56 | 140 | 67 | 0 | 28 | 95 | 73 | 48 | 0 | 121 | 0 | 0 | 0 | 0 | 356 |
| 04:15 PM | 0 | 58 | 56 | 114 | 66 | 0 | 21 | 87 | 60 | 51 | 0 | 111 | 0 | 0 | 0 | 0 | 312 |
| 04:30 PM | 0 | 57 | 65 | 122 | 57 | 2 | 25 | 84 | 74 | 43 | 0 | 117 | 0 | 0 | 0 | 0 | 323 |
| 04:45 PM | 0 | 52 | 53 | 105 | 58 | 0 | 24 | 82 | 70 | 35 | 0 | 105 | 0 | 0 | 0 | 0 | 292 |
| Total | 0 | 251 | 230 | 481 | 248 | 2 | 98 | 348 | 277 | 177 | 0 | 454 | 0 | 0 | 0 | 0 | 1283 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 44 | 48 | 92 | 88 | 0 | 19 | 107 | 82 | 38 | 0 | 120 | 0 | 0 | 0 | 0 | 319 |
| 05:15 PM | 0 | 51 | 29 | 80 | 82 | 2 | 20 | 104 | 81 | 42 | 0 | 123 | 0 | 0 | 0 | 0 | 307 |
| 05:30 PM | 0 | 49 | 47 | 96 | 86 | 0 | 14 | 100 | 73 | 57 | 0 | 130 | 0 | 0 | 0 | 0 | 326 |
| 05:45 PM | 0 | 31 | 38 | 69 | 99 | 1 | 20 | 120 | 67 | 41 | 0 | 108 | 0 | 0 | 0 | 0 | 297 |
| Total | 0 | 175 | 162 | 337 | 355 | 3 | 73 | 431 | 303 | 178 | 0 | 481 | 0 | 0 | 0 | 0 | 1249 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 426 | 392 | 818 | 603 | 5 | 171 | 779 | 580 | 355 | 0 | 935 | 0 | 0 | 0 | 0 | 2532 |
| Apprch % | 0 | 52.1 | 47.9 | | 77.4 | 0.6 | 22 | | 62 | 38 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 16.8 | 15.5 | 32.3 | 23.8 | 0.2 | 6.8 | 30.8 | 22.9 | 14 | 0 | 36.9 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **84** | 56 | **140** | **67** | 0 | **28** | **95** | 73 | 48 | 0 | **121** | 0 | 0 | 0 | 0 | **356** |
| 04:15 PM | 0 | 58 | 56 | 114 | 66 | 0 | 21 | 87 | 60 | **51** | 0 | 111 | 0 | 0 | 0 | 0 | 312 |
| 04:30 PM | 0 | 57 | **65** | 122 | 57 | **2** | 25 | 84 | **74** | 43 | 0 | 117 | 0 | 0 | 0 | 0 | 323 |
| 04:45 PM | 0 | 52 | 53 | 105 | 58 | 0 | 24 | 82 | 70 | 35 | 0 | 105 | 0 | 0 | 0 | 0 | 292 |
| Total Volume | 0 | 251 | 230 | 481 | 248 | 2 | 98 | 348 | 277 | 177 | 0 | 454 | 0 | 0 | 0 | 0 | 1283 |
| % App. Total | 0 | 52.2 | 47.8 | | 71.3 | 0.6 | 28.2 | | 61 | 39 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .747 | .885 | .859 | .925 | .250 | .875 | .916 | .936 | .868 | .000 | .938 | .000 | .000 | .000 | .000 | .901 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **84** | 56 | **140** | **67** | 0 | **28** | **95** | 73 | 48 | 0 | **121** | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 58 | 56 | 114 | 66 | 0 | 21 | 87 | 60 | **51** | 0 | 111 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 57 | **65** | 122 | 57 | **2** | 25 | 84 | **74** | 43 | 0 | 117 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 52 | 53 | 105 | 58 | 0 | 24 | 82 | 70 | 35 | 0 | 105 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 251 | 230 | 481 | 248 | 2 | 98 | 348 | 277 | 177 | 0 | 454 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 52.2 | 47.8 | | 71.3 | 0.6 | 28.2 | | 61 | 39 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .747 | .885 | .859 | .925 | .250 | .875 | .916 | .936 | .868 | .000 | .938 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

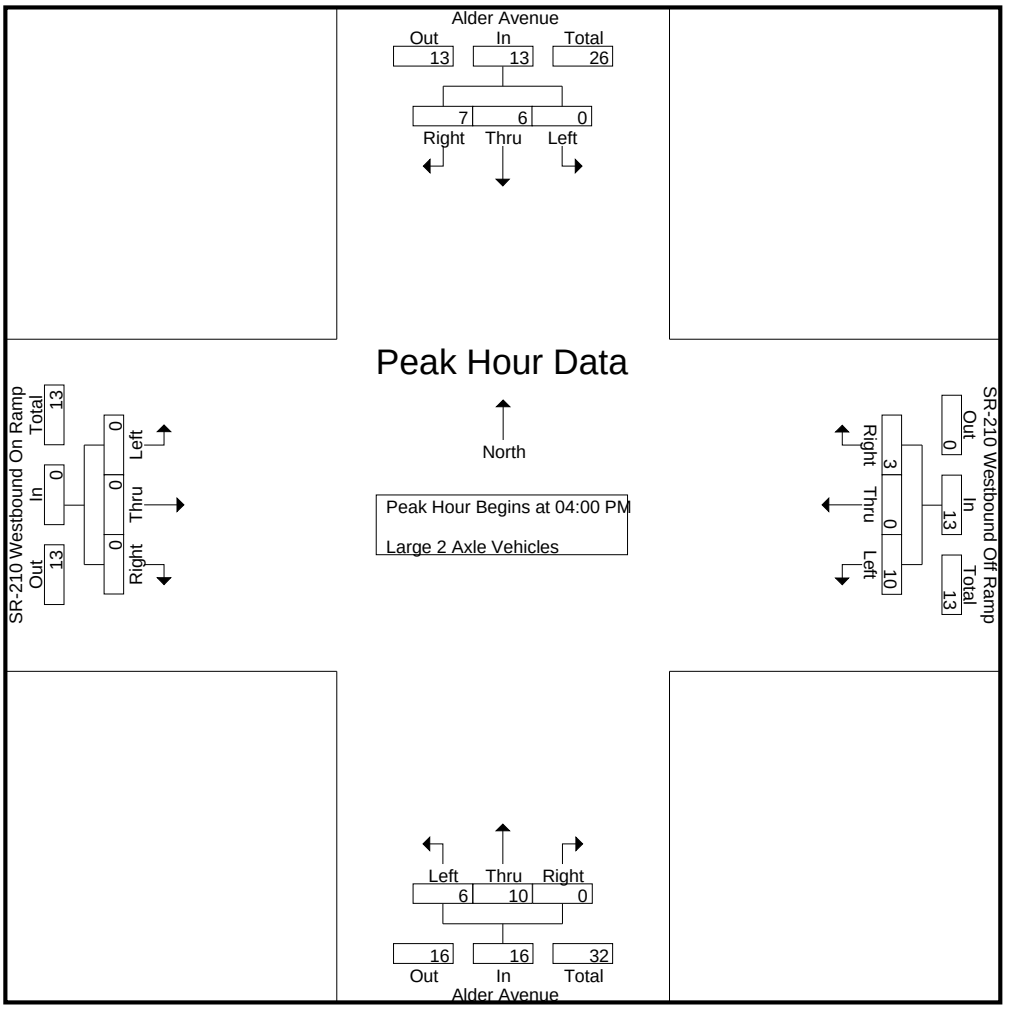
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 3 | 1 | 4 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 12 |
| 04:15 PM | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 9 |
| 04:30 PM | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 4 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 8 |
| 04:45 PM | 0 | 1 | 4 | 5 | 3 | 0 | 0 | 3 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 13 |
| Total | 0 | 6 | 7 | 13 | 10 | 0 | 3 | 13 | 6 | 10 | 0 | 16 | 0 | 0 | 0 | 0 | 42 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 2 | 0 | 2 | 2 | 0 | 1 | 3 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 05:15 PM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 6 |
| 05:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 5 |
| 05:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 4 | 1 | 5 | 4 | 0 | 1 | 5 | 6 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 20 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 10 | 8 | 18 | 14 | 0 | 4 | 18 | 12 | 14 | 0 | 26 | 0 | 0 | 0 | 0 | 62 |
| Apprch % | 0 | 55.6 | 44.4 | | 77.8 | 0 | 22.2 | | 46.2 | 53.8 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 16.1 | 12.9 | 29 | 22.6 | 0 | 6.5 | 29 | 19.4 | 22.6 | 0 | 41.9 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **3** | 1 | 4 | **5** | 0 | 0 | **5** | 0 | **3** | 0 | 3 | 0 | 0 | 0 | 0 | 12 |
| 04:15 PM | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | **3** | 2 | 0 | **5** | 0 | 0 | 0 | 0 | 9 |
| 04:30 PM | 0 | 1 | 0 | 1 | 2 | 0 | **2** | 4 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 8 |
| 04:45 PM | 0 | 1 | **4** | **5** | 3 | 0 | 0 | 3 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | **13** |
| Total Volume | 0 | 6 | 7 | 13 | 10 | 0 | 3 | 13 | 6 | 10 | 0 | 16 | 0 | 0 | 0 | 0 | 42 |
| % App. Total | 0 | 46.2 | 53.8 | | 76.9 | 0 | 23.1 | | 37.5 | 62.5 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .438 | .650 | .500 | .000 | .375 | .650 | .500 | .833 | .000 | .800 | .000 | .000 | .000 | .000 | .808 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **3** | 1 | 4 | **5** | 0 | 0 | **5** | 0 | **3** | 0 | 3 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | **3** | 2 | 0 | **5** | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 0 | 1 | 2 | 0 | **2** | 4 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | **4** | **5** | 3 | 0 | 0 | 3 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 6 | 7 | 13 | 10 | 0 | 3 | 13 | 6 | 10 | 0 | 16 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 46.2 | 53.8 | | 76.9 | 0 | 23.1 | | 37.5 | 62.5 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .500 | .438 | .650 | .500 | .000 | .375 | .650 | .500 | .833 | .000 | .800 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

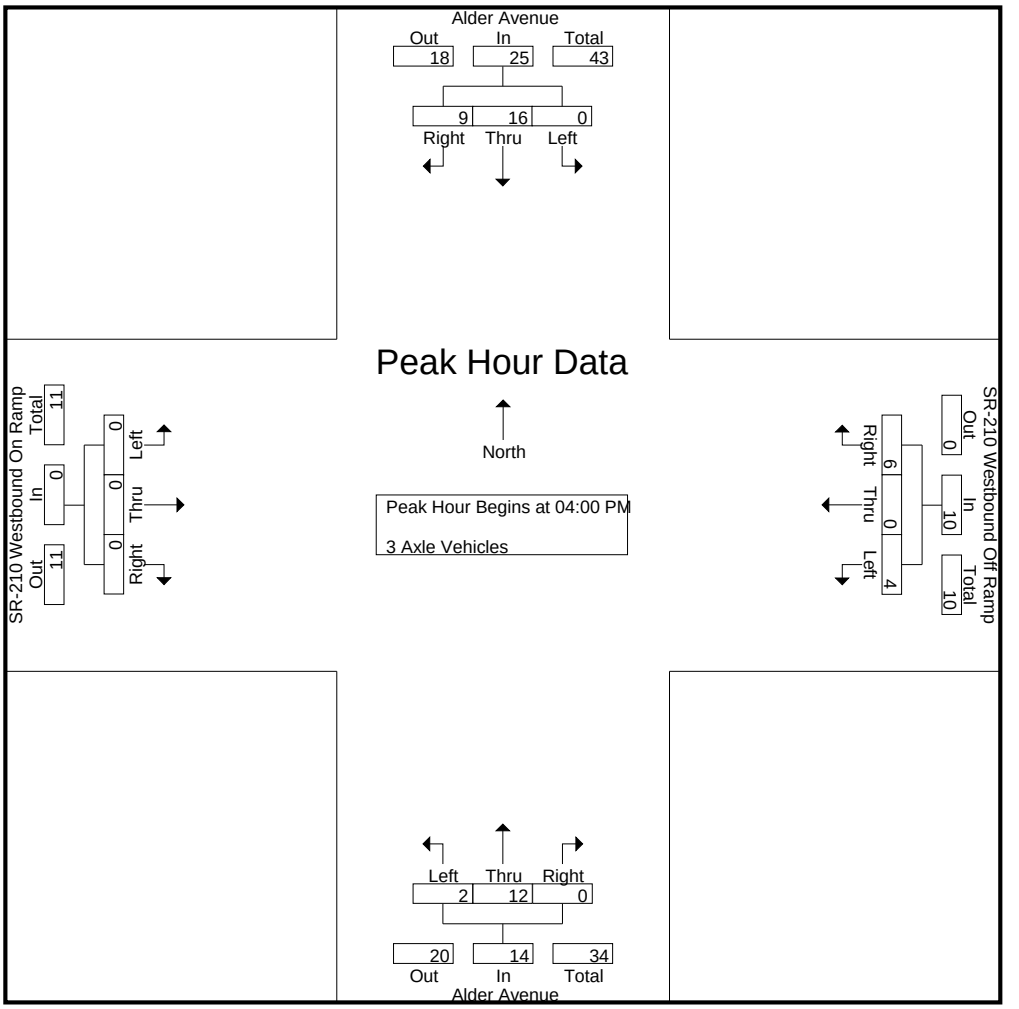
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 4 | 0 | 4 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 9 |
| 04:15 PM | 0 | 6 | 2 | 8 | 1 | 0 | 2 | 3 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 14 |
| 04:30 PM | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 04:45 PM | 0 | 5 | 6 | 11 | 0 | 0 | 3 | 3 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 20 |
| Total | 0 | 16 | 9 | 25 | 4 | 0 | 6 | 10 | 2 | 12 | 0 | 14 | 0 | 0 | 0 | 0 | 49 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 3 | 2 | 5 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 05:15 PM | 0 | 4 | 1 | 5 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| 05:30 PM | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 05:45 PM | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 9 |
| Total | 0 | 13 | 3 | 16 | 3 | 0 | 2 | 5 | 5 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 29 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 29 | 12 | 41 | 7 | 0 | 8 | 15 | 7 | 15 | 0 | 22 | 0 | 0 | 0 | 0 | 78 |
| Apprch % | 0 | 70.7 | 29.3 | | 46.7 | 0 | 53.3 | | 31.8 | 68.2 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 37.2 | 15.4 | 52.6 | 9 | 0 | 10.3 | 19.2 | 9 | 19.2 | 0 | 28.2 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 4 | 0 | 4 | **2** | 0 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 9 |
| 04:15 PM | 0 | **6** | 2 | 8 | 1 | 0 | 2 | **3** | **1** | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 14 |
| 04:30 PM | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 04:45 PM | 0 | 5 | **6** | **11** | 0 | 0 | **3** | 3 | 1 | **5** | 0 | **6** | 0 | 0 | 0 | 0 | **20** |
| Total Volume | 0 | 16 | 9 | 25 | 4 | 0 | 6 | 10 | 2 | 12 | 0 | 14 | 0 | 0 | 0 | 0 | 49 |
| % App. Total | 0 | 64 | 36 | | 40 | 0 | 60 | | 14.3 | 85.7 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .667 | .375 | .568 | .500 | .000 | .500 | .833 | .500 | .600 | .000 | .583 | .000 | .000 | .000 | .000 | .613 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 4 | 0 | 4 | **2** | 0 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | **6** | 2 | 8 | 1 | 0 | 2 | **3** | **1** | 2 | 0 | 3 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 5 | **6** | **11** | 0 | 0 | **3** | 3 | 1 | **5** | 0 | **6** | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 16 | 9 | 25 | 4 | 0 | 6 | 10 | 2 | 12 | 0 | 14 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 64 | 36 | | 40 | 0 | 60 | | 14.3 | 85.7 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .667 | .375 | .568 | .500 | .000 | .500 | .833 | .500 | .600 | .000 | .583 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

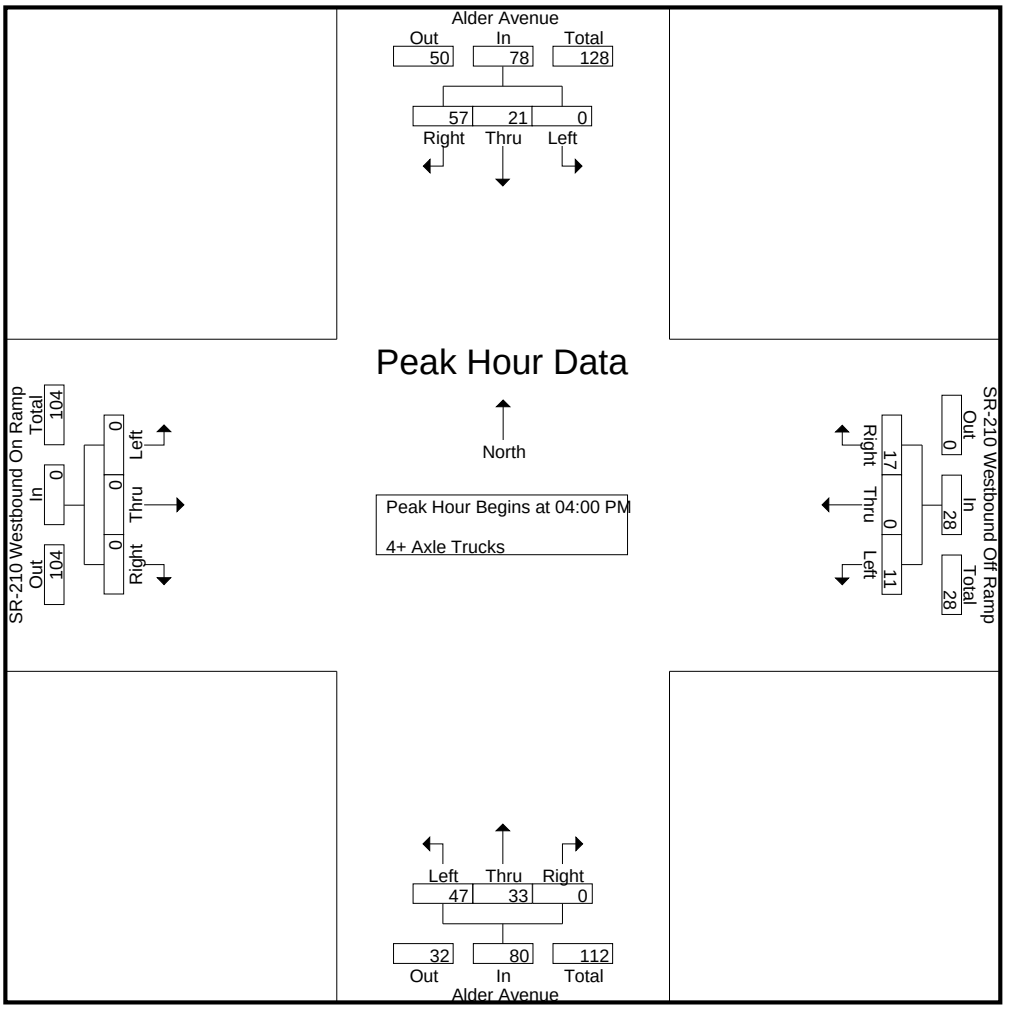
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 6 | 17 | 23 | 2 | 0 | 7 | 9 | 6 | 10 | 0 | 16 | 0 | 0 | 0 | 0 | 48 |
| 04:15 PM | 0 | 6 | 12 | 18 | 4 | 0 | 5 | 9 | 14 | 7 | 0 | 21 | 0 | 0 | 0 | 0 | 48 |
| 04:30 PM | 0 | 3 | 17 | 20 | 2 | 0 | 2 | 4 | 15 | 8 | 0 | 23 | 0 | 0 | 0 | 0 | 47 |
| 04:45 PM | 0 | 6 | 11 | 17 | 3 | 0 | 3 | 6 | 12 | 8 | 0 | 20 | 0 | 0 | 0 | 0 | 43 |
| Total | 0 | 21 | 57 | 78 | 11 | 0 | 17 | 28 | 47 | 33 | 0 | 80 | 0 | 0 | 0 | 0 | 186 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 1 | 8 | 9 | 2 | 0 | 0 | 2 | 6 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 20 |
| 05:15 PM | 0 | 6 | 11 | 17 | 2 | 0 | 2 | 4 | 7 | 5 | 0 | 12 | 0 | 0 | 0 | 0 | 33 |
| 05:30 PM | 0 | 5 | 6 | 11 | 4 | 0 | 2 | 6 | 12 | 4 | 0 | 16 | 0 | 0 | 0 | 0 | 33 |
| 05:45 PM | 0 | 1 | 5 | 6 | 4 | 0 | 4 | 8 | 9 | 6 | 0 | 15 | 0 | 0 | 0 | 0 | 29 |
| Total | 0 | 13 | 30 | 43 | 12 | 0 | 8 | 20 | 34 | 18 | 0 | 52 | 0 | 0 | 0 | 0 | 115 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 34 | 87 | 121 | 23 | 0 | 25 | 48 | 81 | 51 | 0 | 132 | 0 | 0 | 0 | 0 | 301 |
| Apprch % | 0 | 28.1 | 71.9 | | 47.9 | 0 | 52.1 | | 61.4 | 38.6 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 11.3 | 28.9 | 40.2 | 7.6 | 0 | 8.3 | 15.9 | 26.9 | 16.9 | 0 | 43.9 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **6** | **17** | **23** | 2 | 0 | **7** | **9** | 6 | **10** | 0 | 16 | 0 | 0 | 0 | 0 | **48** |
| 04:15 PM | 0 | 6 | 12 | 18 | **4** | 0 | 5 | 9 | 14 | 7 | 0 | 21 | 0 | 0 | 0 | 0 | 48 |
| 04:30 PM | 0 | 3 | 17 | 20 | 2 | 0 | 2 | 4 | **15** | 8 | 0 | **23** | 0 | 0 | 0 | 0 | 47 |
| 04:45 PM | 0 | 6 | 11 | 17 | 3 | 0 | 3 | 6 | 12 | 8 | 0 | 20 | 0 | 0 | 0 | 0 | 43 |
| Total Volume | 0 | 21 | 57 | 78 | 11 | 0 | 17 | 28 | 47 | 33 | 0 | 80 | 0 | 0 | 0 | 0 | 186 |
| % App. Total | 0 | 26.9 | 73.1 | | 39.3 | 0 | 60.7 | | 58.8 | 41.2 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .875 | .838 | .848 | .688 | .000 | .607 | .778 | .783 | .825 | .000 | .870 | .000 | .000 | .000 | .000 | .969 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **6** | **17** | **23** | 2 | 0 | **7** | **9** | 6 | **10** | 0 | 16 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 6 | 12 | 18 | **4** | 0 | 5 | 9 | 14 | 7 | 0 | 21 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 3 | 17 | 20 | 2 | 0 | 2 | 4 | **15** | 8 | 0 | **23** | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 6 | 11 | 17 | 3 | 0 | 3 | 6 | 12 | 8 | 0 | 20 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 21 | 57 | 78 | 11 | 0 | 17 | 28 | 47 | 33 | 0 | 80 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 26.9 | 73.1 | | 39.3 | 0 | 60.7 | | 58.8 | 41.2 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .875 | .838 | .848 | .688 | .000 | .607 | .778 | .783 | .825 | .000 | .870 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

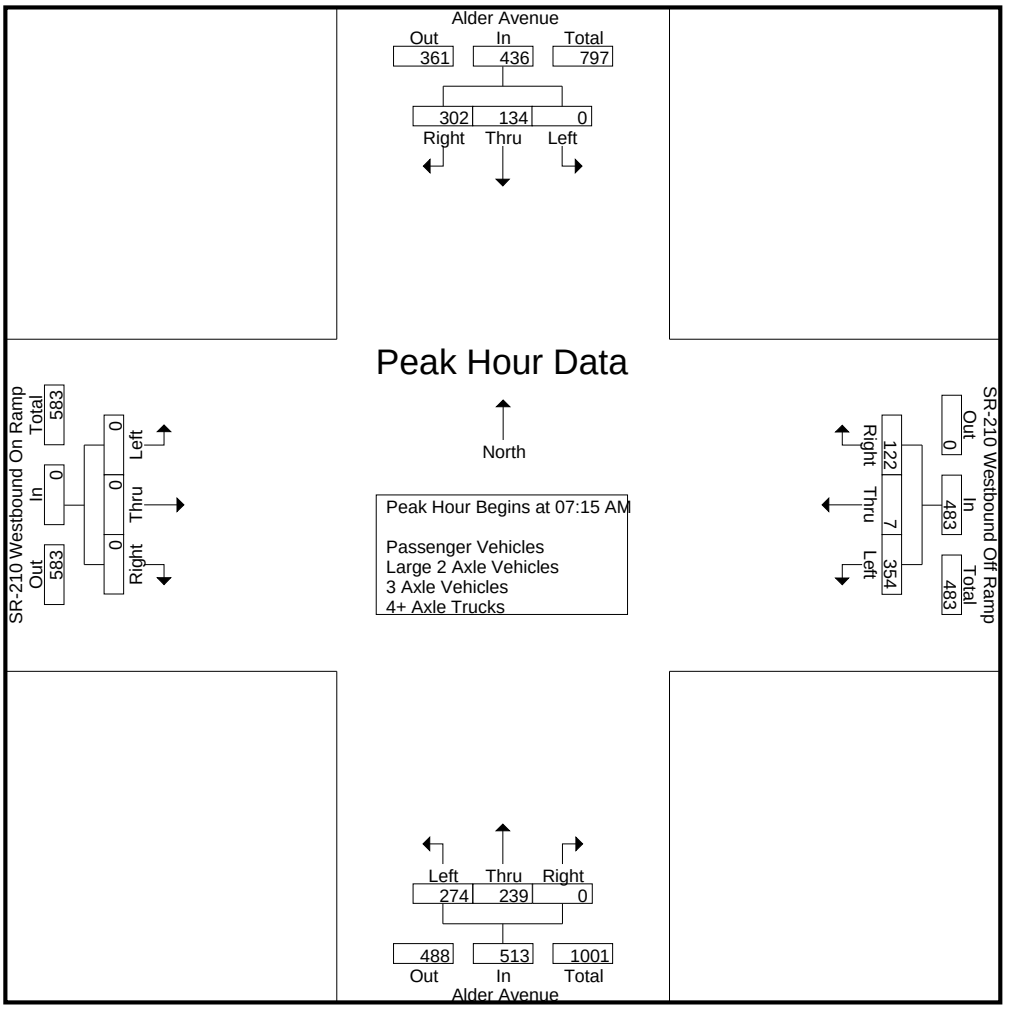
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 23 | 72 | 95 | 73 | 0 | 20 | 93 | 73 | 56 | 0 | 129 | 0 | 0 | 0 | 0 | 317 |
| 07:15 AM | 0 | 22 | 68 | 90 | 80 | 1 | 28 | 109 | 82 | 58 | 0 | 140 | 0 | 0 | 0 | 0 | 339 |
| 07:30 AM | 0 | 30 | 82 | 112 | 100 | 2 | 39 | 141 | 57 | 53 | 0 | 110 | 0 | 0 | 0 | 0 | 363 |
| 07:45 AM | 0 | 42 | 67 | 109 | 87 | 2 | 28 | 117 | 80 | 69 | 0 | 149 | 0 | 0 | 0 | 0 | 375 |
| Total | 0 | 117 | 289 | 406 | 340 | 5 | 115 | 460 | 292 | 236 | 0 | 528 | 0 | 0 | 0 | 0 | 1394 |
| 08:00 AM | 0 | 40 | 85 | 125 | 87 | 2 | 27 | 116 | 55 | 59 | 0 | 114 | 0 | 0 | 0 | 0 | 355 |
| 08:15 AM | 0 | 42 | 54 | 96 | 70 | 0 | 26 | 96 | 64 | 65 | 0 | 129 | 0 | 0 | 0 | 0 | 321 |
| 08:30 AM | 0 | 39 | 64 | 103 | 63 | 0 | 45 | 108 | 61 | 62 | 0 | 123 | 0 | 0 | 0 | 0 | 334 |
| 08:45 AM | 0 | 49 | 58 | 107 | 71 | 2 | 34 | 107 | 49 | 67 | 0 | 116 | 0 | 0 | 0 | 0 | 330 |
| Total | 0 | 170 | 261 | 431 | 291 | 4 | 132 | 427 | 229 | 253 | 0 | 482 | 0 | 0 | 0 | 0 | 1340 |
| Grand Total | 0 | 287 | 550 | 837 | 631 | 9 | 247 | 887 | 521 | 489 | 0 | 1010 | 0 | 0 | 0 | 0 | 2734 |
| Apprch % | 0 | 34.3 | 65.7 | | 71.1 | 1 | 27.8 | | 51.6 | 48.4 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 10.5 | 20.1 | 30.6 | 23.1 | 0.3 | 9 | 32.4 | 19.1 | 17.9 | 0 | 36.9 | 0 | 0 | 0 | 0 | |
| Passenger Vehicles | 0 | 170 | 349 | 519 | 588 | 8 | 157 | 753 | 426 | 316 | 0 | 742 | 0 | 0 | 0 | 0 | 2014 |
| % Passenger Vehicles | 0 | 59.2 | 63.5 | 62 | 93.2 | 88.9 | 63.6 | 84.9 | 81.8 | 64.6 | 0 | 73.5 | 0 | 0 | 0 | 0 | 73.7 |
| Large 2 Axle Vehicles | 0 | 17 | 32 | 49 | 6 | 1 | 19 | 26 | 14 | 33 | 0 | 47 | 0 | 0 | 0 | 0 | 122 |
| % Large 2 Axle Vehicles | 0 | 5.9 | 5.8 | 5.9 | 1 | 11.1 | 7.7 | 2.9 | 2.7 | 6.7 | 0 | 4.7 | 0 | 0 | 0 | 0 | 4.5 |
| 3 Axle Vehicles | 0 | 28 | 20 | 48 | 8 | 0 | 26 | 34 | 8 | 34 | 0 | 42 | 0 | 0 | 0 | 0 | 124 |
| % 3 Axle Vehicles | 0 | 9.8 | 3.6 | 5.7 | 1.3 | 0 | 10.5 | 3.8 | 1.5 | 7 | 0 | 4.2 | 0 | 0 | 0 | 0 | 4.5 |
| 4+ Axle Trucks | 0 | 72 | 149 | 221 | 29 | 0 | 45 | 74 | 73 | 106 | 0 | 179 | 0 | 0 | 0 | 0 | 474 |
| % 4+ Axle Trucks | 0 | 25.1 | 27.1 | 26.4 | 4.6 | 0 | 18.2 | 8.3 | 14 | 21.7 | 0 | 17.7 | 0 | 0 | 0 | 0 | 17.3 |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 22 | 68 | 90 | 80 | 1 | 28 | 109 | **82** | 58 | 0 | 140 | 0 | 0 | 0 | 0 | 339 |
| 07:30 AM | 0 | 30 | 82 | 112 | **100** | **2** | **39** | **141** | 57 | 53 | 0 | 110 | 0 | 0 | 0 | 0 | 363 |
| 07:45 AM | 0 | **42** | 67 | 109 | 87 | 2 | 28 | 117 | 80 | **69** | 0 | **149** | 0 | 0 | 0 | 0 | **375** |
| 08:00 AM | 0 | 40 | **85** | **125** | 87 | 2 | 27 | 116 | 55 | 59 | 0 | 114 | 0 | 0 | 0 | 0 | 355 |
| Total Volume | 0 | 134 | 302 | 436 | 354 | 7 | 122 | 483 | 274 | 239 | 0 | 513 | 0 | 0 | 0 | 0 | 1432 |
| % App. Total | 0 | 30.7 | 69.3 | | 73.3 | 1.4 | 25.3 | | 53.4 | 46.6 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .798 | .888 | .872 | .885 | .875 | .782 | .856 | .835 | .866 | .000 | .861 | .000 | .000 | .000 | .000 | .955 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
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 | | | | 07:00 AM | | | | 07:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 30 | 82 | 112 | 80 | 1 | 28 | 109 | 73 | 56 | 0 | 129 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | **42** | 67 | 109 | **100** | **2** | **39** | **141** | **82** | 58 | 0 | 140 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 40 | **85** | **125** | 87 | 2 | 28 | 117 | 57 | 53 | 0 | 110 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 42 | 54 | 96 | 87 | 2 | 27 | 116 | 80 | **69** | 0 | **149** | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 154 | 288 | 442 | 354 | 7 | 122 | 483 | 292 | 236 | 0 | 528 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 34.8 | 65.2 | | 73.3 | 1.4 | 25.3 | | 55.3 | 44.7 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .917 | .847 | .884 | .885 | .875 | .782 | .856 | .890 | .855 | .000 | .886 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

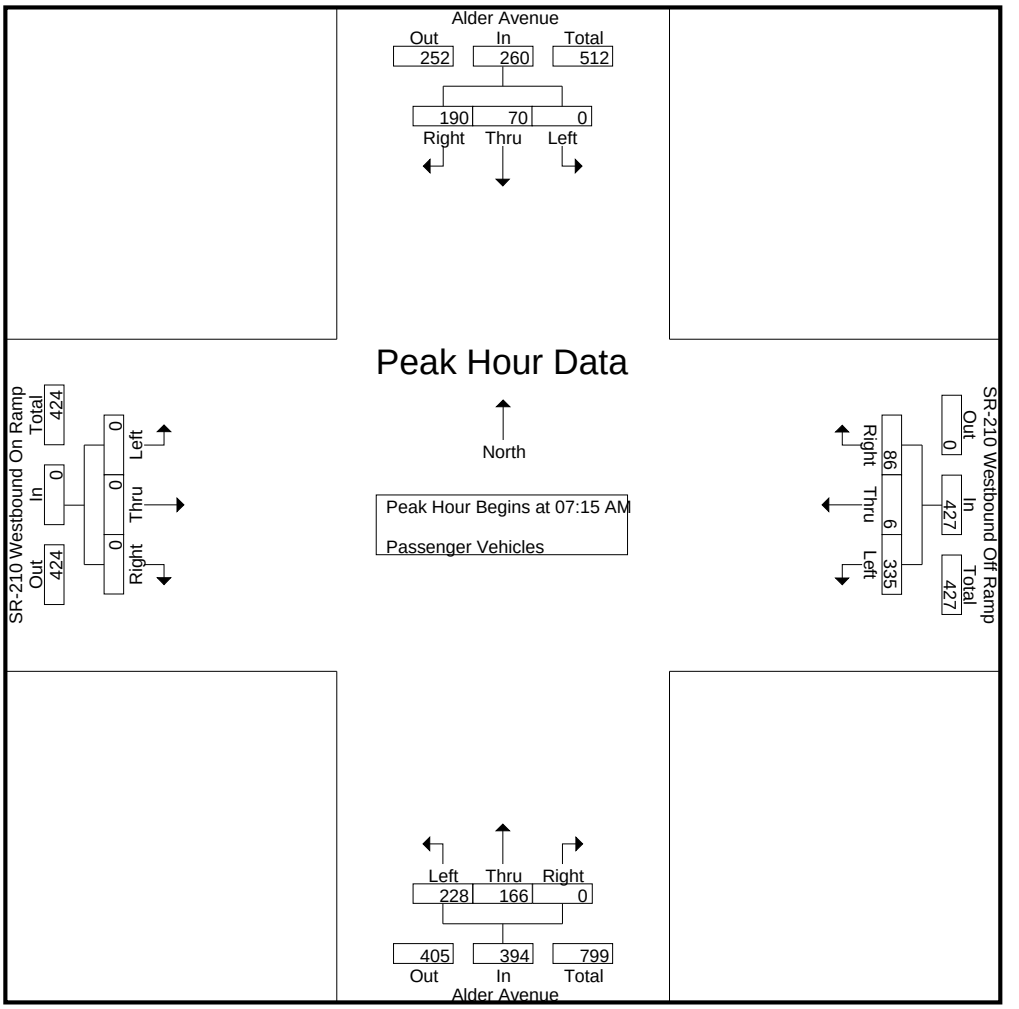
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 11 | 54 | 65 | 69 | 0 | 7 | 76 | 66 | 37 | 0 | 103 | 0 | 0 | 0 | 0 | 244 |
| 07:15 AM | 0 | 8 | 47 | 55 | 77 | 1 | 18 | 96 | 67 | 35 | 0 | 102 | 0 | 0 | 0 | 0 | 253 |
| 07:30 AM | 0 | 15 | 48 | 63 | 94 | 2 | 29 | 125 | 51 | 41 | 0 | 92 | 0 | 0 | 0 | 0 | 280 |
| 07:45 AM | 0 | 23 | 44 | 67 | 82 | 1 | 21 | 104 | 66 | 46 | 0 | 112 | 0 | 0 | 0 | 0 | 283 |
| Total | 0 | 57 | 193 | 250 | 322 | 4 | 75 | 401 | 250 | 159 | 0 | 409 | 0 | 0 | 0 | 0 | 1060 |
| 08:00 AM | 0 | 24 | 51 | 75 | 82 | 2 | 18 | 102 | 44 | 44 | 0 | 88 | 0 | 0 | 0 | 0 | 265 |
| 08:15 AM | 0 | 30 | 36 | 66 | 64 | 0 | 18 | 82 | 43 | 36 | 0 | 79 | 0 | 0 | 0 | 0 | 227 |
| 08:30 AM | 0 | 22 | 42 | 64 | 58 | 0 | 25 | 83 | 51 | 37 | 0 | 88 | 0 | 0 | 0 | 0 | 235 |
| 08:45 AM | 0 | 37 | 27 | 64 | 62 | 2 | 21 | 85 | 38 | 40 | 0 | 78 | 0 | 0 | 0 | 0 | 227 |
| Total | 0 | 113 | 156 | 269 | 266 | 4 | 82 | 352 | 176 | 157 | 0 | 333 | 0 | 0 | 0 | 0 | 954 |
| Grand Total | 0 | 170 | 349 | 519 | 588 | 8 | 157 | 753 | 426 | 316 | 0 | 742 | 0 | 0 | 0 | 0 | 2014 |
| Apprch % | 0 | 32.8 | 67.2 | | 78.1 | 1.1 | 20.8 | | 57.4 | 42.6 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 8.4 | 17.3 | 25.8 | 29.2 | 0.4 | 7.8 | 37.4 | 21.2 | 15.7 | 0 | 36.8 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 8 | 47 | 55 | 77 | 1 | 18 | 96 | **67** | 35 | 0 | 102 | 0 | 0 | 0 | 0 | 253 |
| 07:30 AM | 0 | 15 | 48 | 63 | **94** | **2** | **29** | **125** | 51 | 41 | 0 | 92 | 0 | 0 | 0 | 0 | 280 |
| 07:45 AM | 0 | 23 | 44 | 67 | 82 | 1 | 21 | 104 | 66 | **46** | 0 | **112** | 0 | 0 | 0 | 0 | **283** |
| 08:00 AM | 0 | **24** | **51** | **75** | 82 | 2 | 18 | 102 | 44 | 44 | 0 | 88 | 0 | 0 | 0 | 0 | 265 |
| Total Volume | 0 | 70 | 190 | 260 | 335 | 6 | 86 | 427 | 228 | 166 | 0 | 394 | 0 | 0 | 0 | 0 | 1081 |
| % App. Total | 0 | 26.9 | 73.1 | | 78.5 | 1.4 | 20.1 | | 57.9 | 42.1 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .729 | .931 | .867 | .891 | .750 | .741 | .854 | .851 | .902 | .000 | .879 | .000 | .000 | .000 | .000 | .955 |

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City of Rialto
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Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 8 | 47 | 55 | 77 | 1 | 18 | 96 | **67** | 35 | 0 | 102 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 15 | 48 | 63 | **94** | **2** | **29** | **125** | 51 | 41 | 0 | 92 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 23 | 44 | 67 | 82 | 1 | 21 | 104 | 66 | **46** | 0 | **112** | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | **24** | **51** | **75** | 82 | 2 | 18 | 102 | 44 | 44 | 0 | 88 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 70 | 190 | 260 | 335 | 6 | 86 | 427 | 228 | 166 | 0 | 394 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 26.9 | 73.1 | | 78.5 | 1.4 | 20.1 | | 57.9 | 42.1 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .729 | .931 | .867 | .891 | .750 | .741 | .854 | .851 | .902 | .000 | .879 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

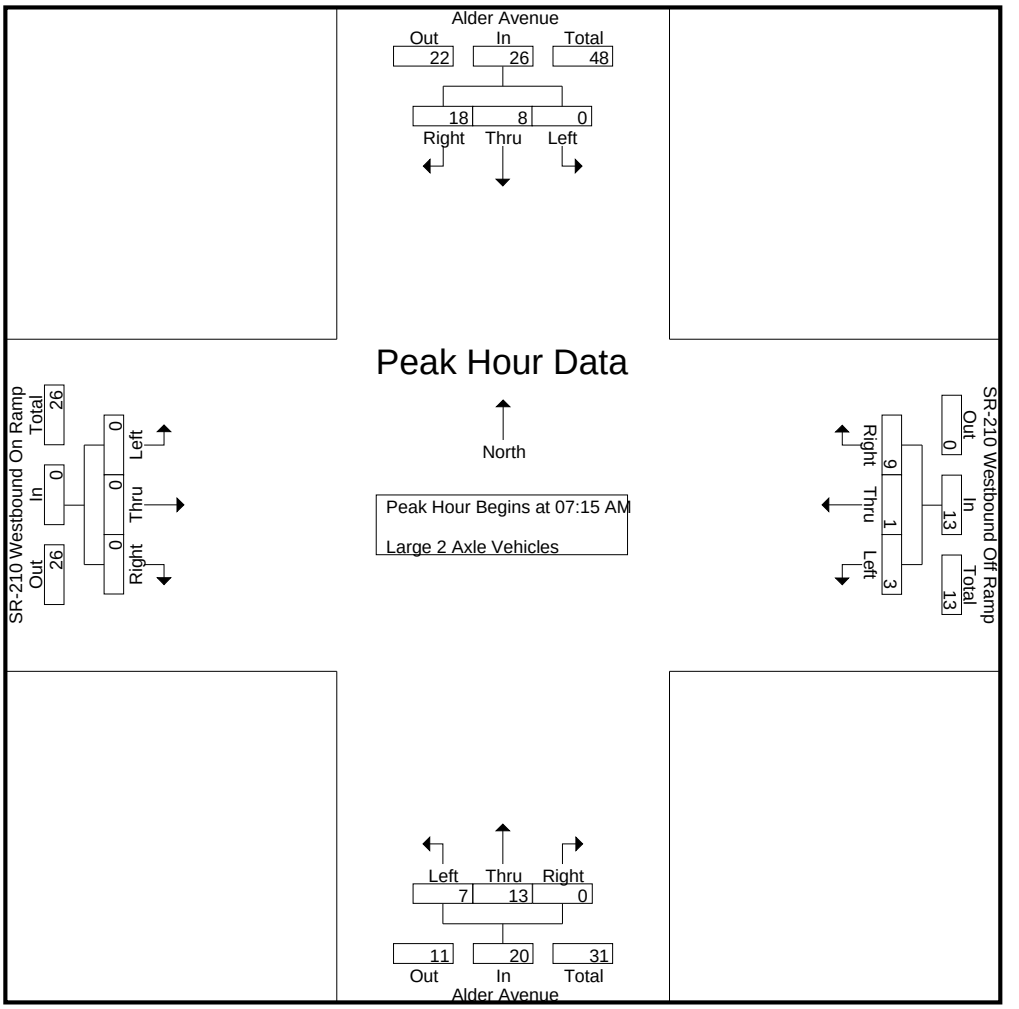
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 2 | 6 | 8 | 1 | 0 | 3 | 4 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 16 |
| 07:15 AM | 0 | 1 | 1 | 2 | 1 | 0 | 3 | 4 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 11 |
| 07:30 AM | 0 | 2 | 6 | 8 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 13 |
| 07:45 AM | 0 | 1 | 4 | 5 | 1 | 1 | 3 | 5 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 16 |
| Total | 0 | 6 | 17 | 23 | 3 | 1 | 11 | 15 | 3 | 15 | 0 | 18 | 0 | 0 | 0 | 0 | 56 |
| 08:00 AM | 0 | 4 | 7 | 11 | 1 | 0 | 1 | 2 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 19 |
| 08:15 AM | 0 | 2 | 2 | 4 | 1 | 0 | 1 | 2 | 3 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 16 |
| 08:30 AM | 0 | 2 | 1 | 3 | 1 | 0 | 3 | 4 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 13 |
| 08:45 AM | 0 | 3 | 5 | 8 | 0 | 0 | 3 | 3 | 2 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 18 |
| Total | 0 | 11 | 15 | 26 | 3 | 0 | 8 | 11 | 11 | 18 | 0 | 29 | 0 | 0 | 0 | 0 | 66 |
| Grand Total | 0 | 17 | 32 | 49 | 6 | 1 | 19 | 26 | 14 | 33 | 0 | 47 | 0 | 0 | 0 | 0 | 122 |
| Apprch % | 0 | 34.7 | 65.3 | | 23.1 | 3.8 | 73.1 | | 29.8 | 70.2 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 13.9 | 26.2 | 40.2 | 4.9 | 0.8 | 15.6 | 21.3 | 11.5 | 27 | 0 | 38.5 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 1 | 1 | 2 | **1** | 0 | **3** | 4 | 0 | **5** | 0 | 5 | 0 | 0 | 0 | 0 | 11 |
| 07:30 AM | 0 | 2 | 6 | 8 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 13 |
| 07:45 AM | 0 | 1 | 4 | 5 | 1 | **1** | 3 | **5** | 1 | 5 | 0 | **6** | 0 | 0 | 0 | 0 | 16 |
| 08:00 AM | 0 | **4** | **7** | **11** | 1 | 0 | 1 | 2 | **4** | 2 | 0 | 6 | 0 | 0 | 0 | 0 | **19** |
| Total Volume | 0 | 8 | 18 | 26 | 3 | 1 | 9 | 13 | 7 | 13 | 0 | 20 | 0 | 0 | 0 | 0 | 59 |
| % App. Total | 0 | 30.8 | 69.2 | | 23.1 | 7.7 | 69.2 | | 35 | 65 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .643 | .591 | .750 | .250 | .750 | .650 | .438 | .650 | .000 | .833 | .000 | .000 | .000 | .000 | .776 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | 1 | 2 | **1** | 0 | **3** | 4 | 0 | **5** | 0 | 5 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 2 | 6 | 8 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 4 | 5 | 1 | **1** | 3 | **5** | 1 | 5 | 0 | **6** | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | **4** | **7** | **11** | 1 | 0 | 1 | 2 | **4** | 2 | 0 | 6 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 8 | 18 | 26 | 3 | 1 | 9 | 13 | 7 | 13 | 0 | 20 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 30.8 | 69.2 | | 23.1 | 7.7 | 69.2 | | 35 | 65 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .500 | .643 | .591 | .750 | .250 | .750 | .650 | .438 | .650 | .000 | .833 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

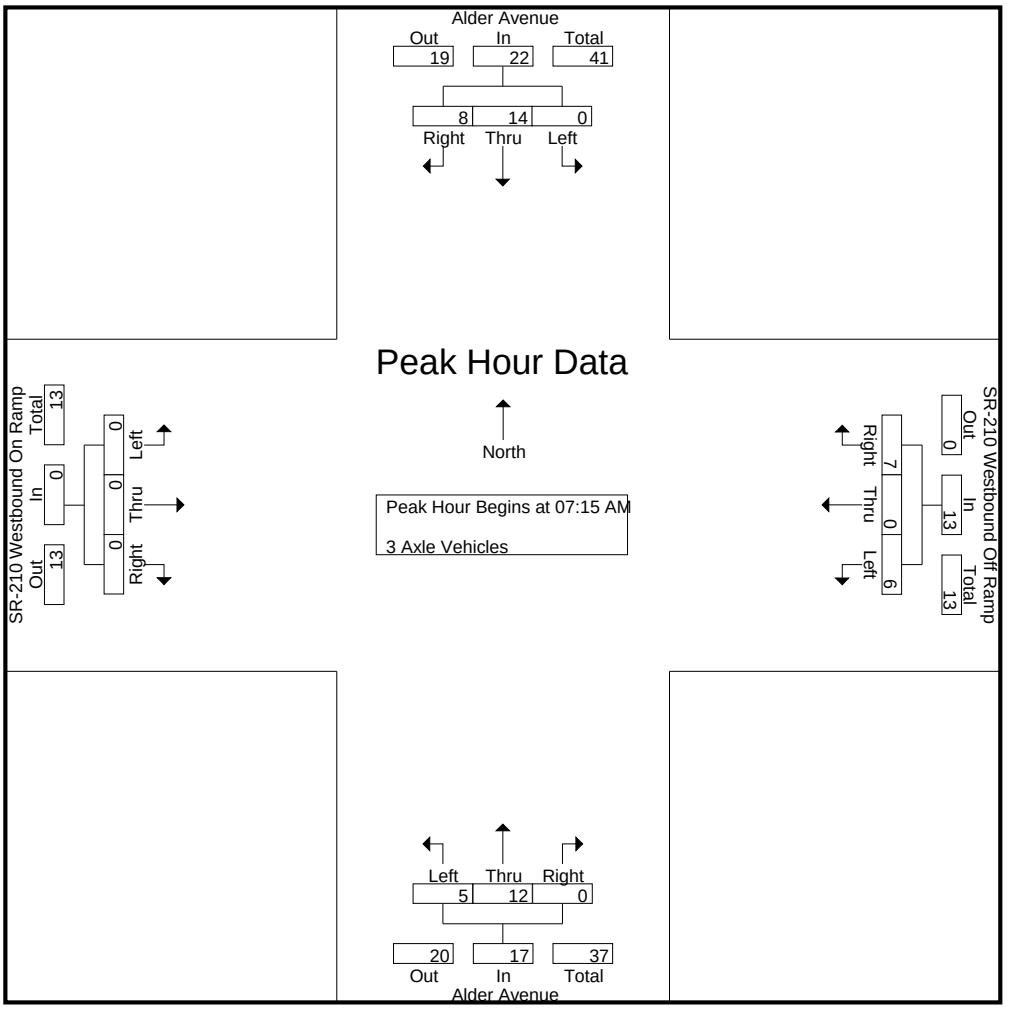
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 2 | 3 | 5 | 0 | 0 | 3 | 3 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 12 |
| 07:15 AM | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 07:30 AM | 0 | 3 | 3 | 6 | 4 | 0 | 2 | 6 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 14 |
| 07:45 AM | 0 | 4 | 2 | 6 | 0 | 0 | 2 | 2 | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 14 |
| Total | 0 | 11 | 10 | 21 | 4 | 0 | 8 | 12 | 3 | 11 | 0 | 14 | 0 | 0 | 0 | 0 | 47 |
| 08:00 AM | 0 | 5 | 1 | 6 | 2 | 0 | 2 | 4 | 2 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 17 |
| 08:15 AM | 0 | 2 | 2 | 4 | 2 | 0 | 6 | 8 | 3 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 22 |
| 08:30 AM | 0 | 4 | 2 | 6 | 0 | 0 | 6 | 6 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 18 |
| 08:45 AM | 0 | 6 | 5 | 11 | 0 | 0 | 4 | 4 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 20 |
| Total | 0 | 17 | 10 | 27 | 4 | 0 | 18 | 22 | 5 | 23 | 0 | 28 | 0 | 0 | 0 | 0 | 77 |
| Grand Total | 0 | 28 | 20 | 48 | 8 | 0 | 26 | 34 | 8 | 34 | 0 | 42 | 0 | 0 | 0 | 0 | 124 |
| Apprch % | 0 | 58.3 | 41.7 | | 23.5 | 0 | 76.5 | | 19 | 81 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 22.6 | 16.1 | 38.7 | 6.5 | 0 | 21 | 27.4 | 6.5 | 27.4 | 0 | 33.9 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 07:30 AM | 0 | 3 | **3** | **6** | **4** | 0 | **2** | **6** | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 14 |
| 07:45 AM | 0 | 4 | 2 | 6 | 0 | 0 | 2 | 2 | **3** | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 14 |
| 08:00 AM | 0 | **5** | 1 | 6 | 2 | 0 | 2 | 4 | 2 | **5** | 0 | **7** | 0 | 0 | 0 | 0 | **17** |
| Total Volume | 0 | 14 | 8 | 22 | 6 | 0 | 7 | 13 | 5 | 12 | 0 | 17 | 0 | 0 | 0 | 0 | 52 |
| % App. Total | 0 | 63.6 | 36.4 | | 46.2 | 0 | 53.8 | | 29.4 | 70.6 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .700 | .667 | .917 | .375 | .000 | .875 | .542 | .417 | .600 | .000 | .607 | .000 | .000 | .000 | .000 | .765 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 3 | **3** | **6** | **4** | 0 | **2** | **6** | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 4 | 2 | 6 | 0 | 0 | 2 | 2 | **3** | 3 | 0 | 6 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | **5** | 1 | 6 | 2 | 0 | 2 | 4 | 2 | **5** | 0 | **7** | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 14 | 8 | 22 | 6 | 0 | 7 | 13 | 5 | 12 | 0 | 17 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 63.6 | 36.4 | | 46.2 | 0 | 53.8 | | 29.4 | 70.6 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .700 | .667 | .917 | .375 | .000 | .875 | .542 | .417 | .600 | .000 | .607 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

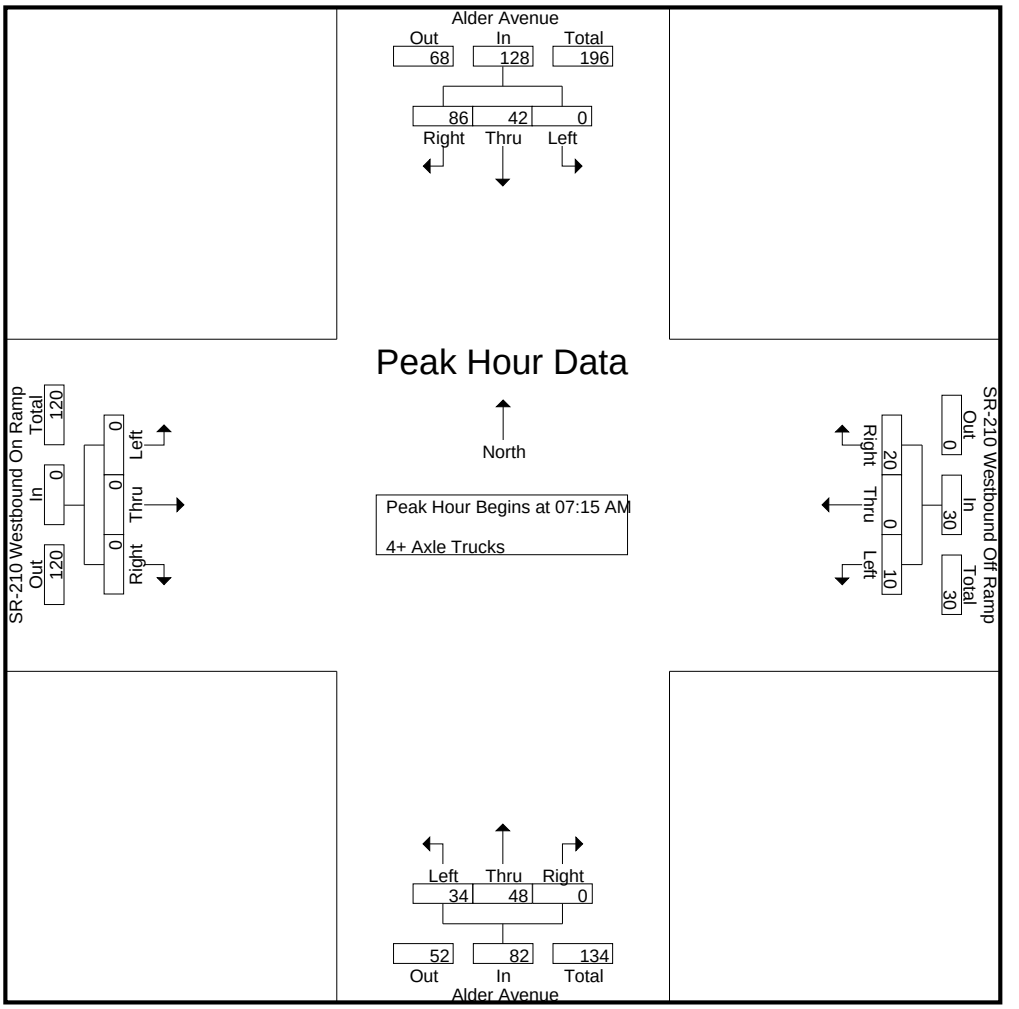
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 8 | 9 | 17 | 3 | 0 | 7 | 10 | 7 | 11 | 0 | 18 | 0 | 0 | 0 | 0 | 45 |
| 07:15 AM | 0 | 11 | 18 | 29 | 2 | 0 | 6 | 8 | 15 | 16 | 0 | 31 | 0 | 0 | 0 | 0 | 68 |
| 07:30 AM | 0 | 10 | 25 | 35 | 2 | 0 | 6 | 8 | 4 | 9 | 0 | 13 | 0 | 0 | 0 | 0 | 56 |
| 07:45 AM | 0 | 14 | 17 | 31 | 4 | 0 | 2 | 6 | 10 | 15 | 0 | 25 | 0 | 0 | 0 | 0 | 62 |
| Total | 0 | 43 | 69 | 112 | 11 | 0 | 21 | 32 | 36 | 51 | 0 | 87 | 0 | 0 | 0 | 0 | 231 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 7 | 26 | 33 | 2 | 0 | 6 | 8 | 5 | 8 | 0 | 13 | 0 | 0 | 0 | 0 | 54 |
| 08:15 AM | 0 | 8 | 14 | 22 | 3 | 0 | 1 | 4 | 15 | 15 | 0 | 30 | 0 | 0 | 0 | 0 | 56 |
| 08:30 AM | 0 | 11 | 19 | 30 | 4 | 0 | 11 | 15 | 8 | 15 | 0 | 23 | 0 | 0 | 0 | 0 | 68 |
| 08:45 AM | 0 | 3 | 21 | 24 | 9 | 0 | 6 | 15 | 9 | 17 | 0 | 26 | 0 | 0 | 0 | 0 | 65 |
| Total | 0 | 29 | 80 | 109 | 18 | 0 | 24 | 42 | 37 | 55 | 0 | 92 | 0 | 0 | 0 | 0 | 243 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 72 | 149 | 221 | 29 | 0 | 45 | 74 | 73 | 106 | 0 | 179 | 0 | 0 | 0 | 0 | 474 |
| Apprch % | 0 | 32.6 | 67.4 | | 39.2 | 0 | 60.8 | | 40.8 | 59.2 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 15.2 | 31.4 | 46.6 | 6.1 | 0 | 9.5 | 15.6 | 15.4 | 22.4 | 0 | 37.8 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 11 | 18 | 29 | 2 | 0 | **6** | **8** | **15** | **16** | 0 | **31** | 0 | 0 | 0 | 0 | **68** |
| 07:30 AM | 0 | 10 | 25 | **35** | 2 | 0 | 6 | 8 | 4 | 9 | 0 | 13 | 0 | 0 | 0 | 0 | 56 |
| 07:45 AM | 0 | **14** | 17 | 31 | **4** | 0 | 2 | 6 | 10 | 15 | 0 | 25 | 0 | 0 | 0 | 0 | 62 |
| 08:00 AM | 0 | 7 | **26** | 33 | 2 | 0 | 6 | 8 | 5 | 8 | 0 | 13 | 0 | 0 | 0 | 0 | 54 |
| Total Volume | 0 | 42 | 86 | 128 | 10 | 0 | 20 | 30 | 34 | 48 | 0 | 82 | 0 | 0 | 0 | 0 | 240 |
| % App. Total | 0 | 32.8 | 67.2 | | 33.3 | 0 | 66.7 | | 41.5 | 58.5 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .750 | .827 | .914 | .625 | .000 | .833 | .938 | .567 | .750 | .000 | .661 | .000 | .000 | .000 | .000 | .882 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 11 | 18 | 29 | 2 | 0 | **6** | **8** | **15** | **16** | 0 | **31** | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 10 | 25 | **35** | 2 | 0 | 6 | 8 | 4 | 9 | 0 | 13 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | **14** | 17 | 31 | **4** | 0 | 2 | 6 | 10 | 15 | 0 | 25 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 7 | **26** | 33 | 2 | 0 | 6 | 8 | 5 | 8 | 0 | 13 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 42 | 86 | 128 | 10 | 0 | 20 | 30 | 34 | 48 | 0 | 82 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 32.8 | 67.2 | | 33.3 | 0 | 66.7 | | 41.5 | 58.5 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .750 | .827 | .914 | .625 | .000 | .833 | .938 | .567 | .750 | .000 | .661 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

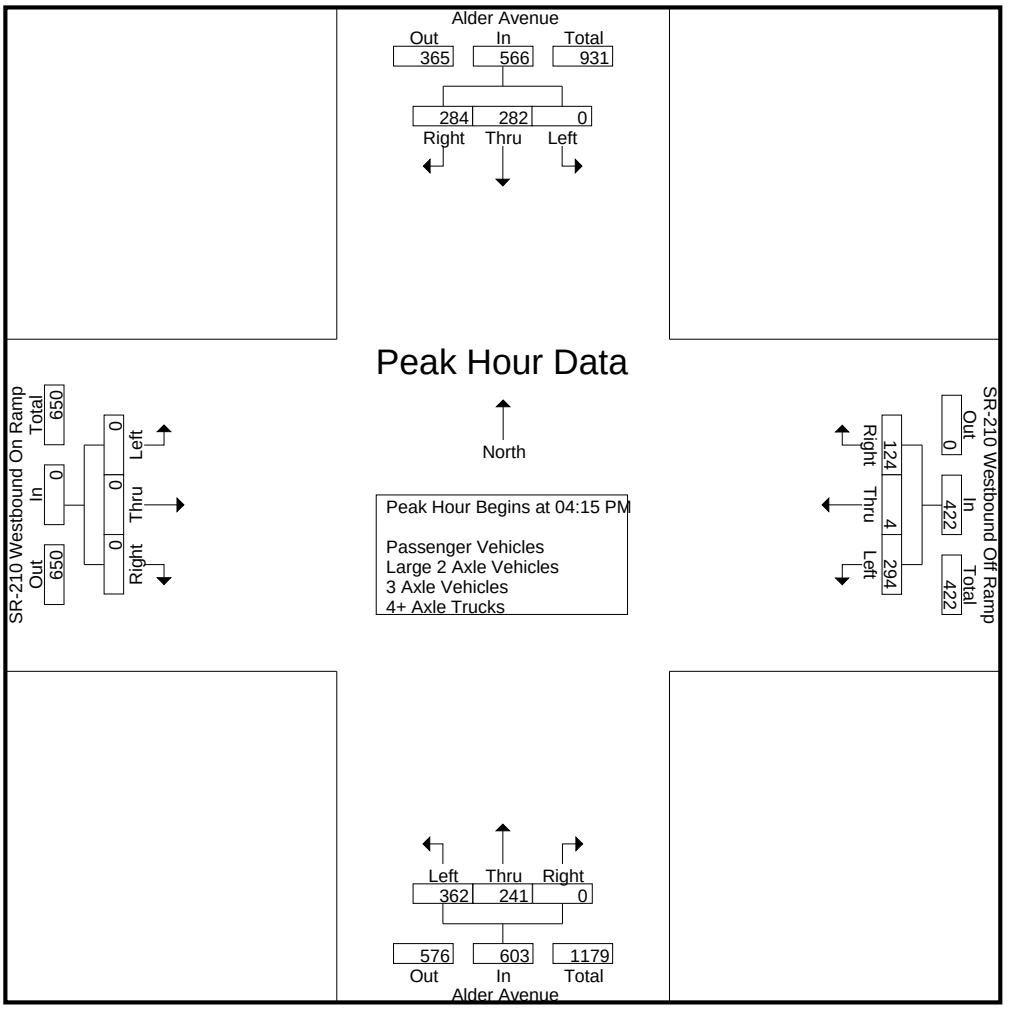
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 85 | 74 | 159 | 78 | 0 | 39 | 117 | 69 | 54 | 0 | 123 | 0 | 0 | 0 | 0 | 399 |
| 04:15 PM | 0 | 66 | 70 | 136 | 71 | 1 | 26 | 98 | 83 | 64 | 0 | 147 | 0 | 0 | 0 | 0 | 381 |
| 04:30 PM | 0 | 80 | 77 | 157 | 81 | 1 | 41 | 123 | 74 | 54 | 0 | 128 | 0 | 0 | 0 | 0 | 408 |
| 04:45 PM | 0 | 72 | 66 | 138 | 69 | 0 | 31 | 100 | 98 | 63 | 0 | 161 | 0 | 0 | 0 | 0 | 399 |
| Total | 0 | 303 | 287 | 590 | 299 | 2 | 137 | 438 | 324 | 235 | 0 | 559 | 0 | 0 | 0 | 0 | 1587 |
| 05:00 PM | 0 | 64 | 71 | 135 | 73 | 2 | 26 | 101 | 107 | 60 | 0 | 167 | 0 | 0 | 0 | 0 | 403 |
| 05:15 PM | 0 | 51 | 68 | 119 | 73 | 0 | 16 | 89 | 89 | 54 | 0 | 143 | 0 | 0 | 0 | 0 | 351 |
| 05:30 PM | 0 | 51 | 48 | 99 | 97 | 0 | 21 | 118 | 84 | 46 | 0 | 130 | 0 | 0 | 0 | 0 | 347 |
| 05:45 PM | 0 | 49 | 34 | 83 | 82 | 0 | 28 | 110 | 69 | 58 | 0 | 127 | 0 | 0 | 0 | 0 | 320 |
| Total | 0 | 215 | 221 | 436 | 325 | 2 | 91 | 418 | 349 | 218 | 0 | 567 | 0 | 0 | 0 | 0 | 1421 |
| Grand Total | 0 | 518 | 508 | 1026 | 624 | 4 | 228 | 856 | 673 | 453 | 0 | 1126 | 0 | 0 | 0 | 0 | 3008 |
| Apprch % | 0 | 50.5 | 49.5 | | 72.9 | 0.5 | 26.6 | | 59.8 | 40.2 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 17.2 | 16.9 | 34.1 | 20.7 | 0.1 | 7.6 | 28.5 | 22.4 | 15.1 | 0 | 37.4 | 0 | 0 | 0 | 0 | |
| Passenger Vehicles | 0 | 464 | 393 | 857 | 584 | 3 | 186 | 773 | 565 | 379 | 0 | 944 | 0 | 0 | 0 | 0 | 2574 |
| % Passenger Vehicles | 0 | 89.6 | 77.4 | 83.5 | 93.6 | 75 | 81.6 | 90.3 | 84 | 83.7 | 0 | 83.8 | 0 | 0 | 0 | 0 | 85.6 |
| Large 2 Axle Vehicles | 0 | 6 | 16 | 22 | 7 | 0 | 4 | 11 | 17 | 6 | 0 | 23 | 0 | 0 | 0 | 0 | 56 |
| % Large 2 Axle Vehicles | 0 | 1.2 | 3.1 | 2.1 | 1.1 | 0 | 1.8 | 1.3 | 2.5 | 1.3 | 0 | 2 | 0 | 0 | 0 | 0 | 1.9 |
| 3 Axle Vehicles | 0 | 17 | 16 | 33 | 7 | 0 | 7 | 14 | 10 | 18 | 0 | 28 | 0 | 0 | 0 | 0 | 75 |
| % 3 Axle Vehicles | 0 | 3.3 | 3.1 | 3.2 | 1.1 | 0 | 3.1 | 1.6 | 1.5 | 4 | 0 | 2.5 | 0 | 0 | 0 | 0 | 2.5 |
| 4+ Axle Trucks | 0 | 31 | 83 | 114 | 26 | 1 | 31 | 58 | 81 | 50 | 0 | 131 | 0 | 0 | 0 | 0 | 303 |
| % 4+ Axle Trucks | 0 | 6 | 16.3 | 11.1 | 4.2 | 25 | 13.6 | 6.8 | 12 | 11 | 0 | 11.6 | 0 | 0 | 0 | 0 | 10.1 |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 66 | 70 | 136 | 71 | 1 | 26 | 98 | 83 | **64** | 0 | 147 | 0 | 0 | 0 | 0 | 381 |
| 04:30 PM | 0 | **80** | **77** | **157** | **81** | 1 | **41** | **123** | 74 | 54 | 0 | 128 | 0 | 0 | 0 | 0 | **408** |
| 04:45 PM | 0 | 72 | 66 | 138 | 69 | 0 | 31 | 100 | 98 | 63 | 0 | 161 | 0 | 0 | 0 | 0 | 399 |
| 05:00 PM | 0 | 64 | 71 | 135 | 73 | **2** | 26 | 101 | **107** | 60 | 0 | **167** | 0 | 0 | 0 | 0 | 403 |
| Total Volume | 0 | 282 | 284 | 566 | 294 | 4 | 124 | 422 | 362 | 241 | 0 | 603 | 0 | 0 | 0 | 0 | 1591 |
| % App. Total | 0 | 49.8 | 50.2 | | 69.7 | 0.9 | 29.4 | | 60 | 40 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .881 | .922 | .901 | .907 | .500 | .756 | .858 | .846 | .941 | .000 | .903 | .000 | .000 | .000 | .000 | .975 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
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 | | | | 04:15 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **85** | 74 | **159** | 78 | 0 | 39 | 117 | 83 | **64** | 0 | 147 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 66 | 70 | 136 | 71 | **1** | 26 | 98 | 74 | 54 | 0 | 128 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 80 | **77** | 157 | **81** | 1 | **41** | **123** | 98 | 63 | 0 | 161 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 72 | 66 | 138 | 69 | 0 | 31 | 100 | **107** | 60 | 0 | **167** | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 303 | 287 | 590 | 299 | 2 | 137 | 438 | 362 | 241 | 0 | 603 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 51.4 | 48.6 | | 68.3 | 0.5 | 31.3 | | 60 | 40 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .891 | .932 | .928 | .923 | .500 | .835 | .890 | .846 | .941 | .000 | .903 | .000 | .000 | .000 | .000 |

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City of Rialto
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Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

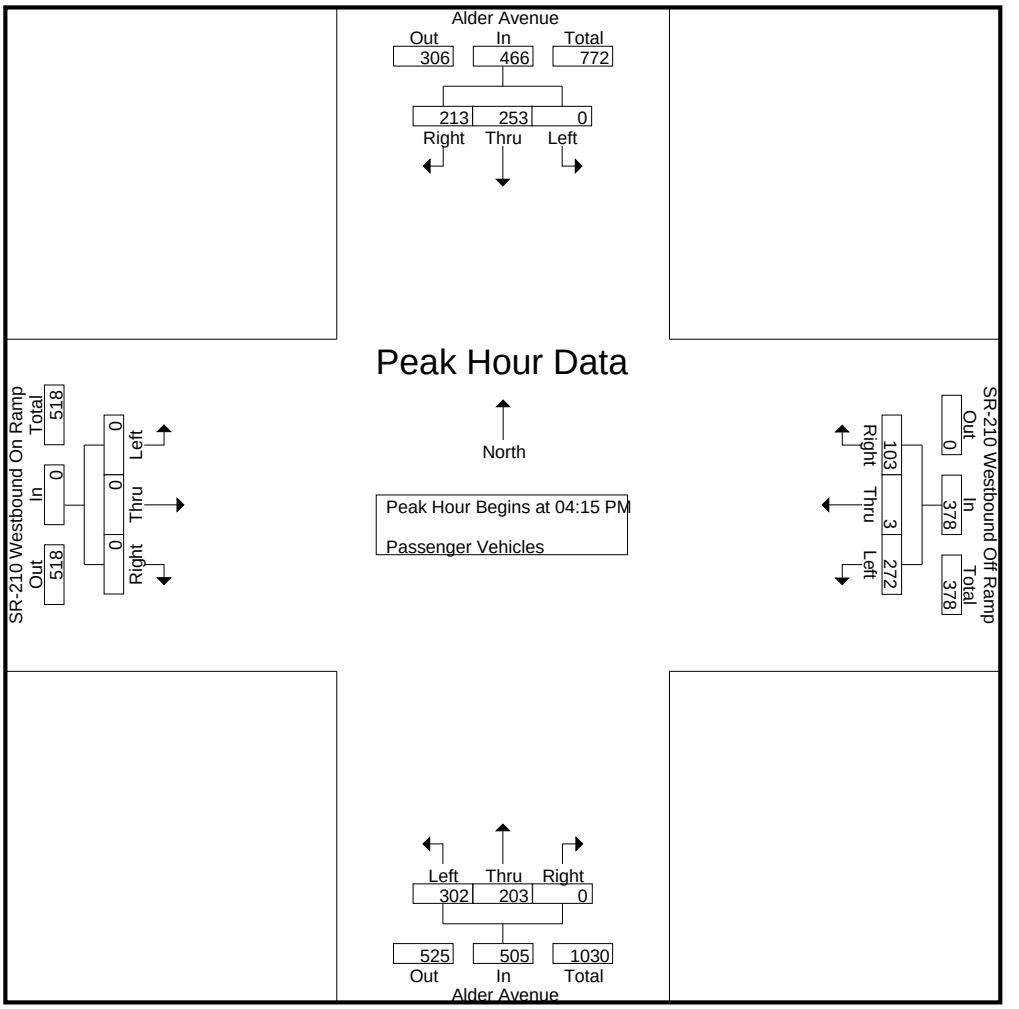
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 76 | 57 | 133 | 71 | 0 | 29 | 100 | 58 | 38 | 0 | 96 | 0 | 0 | 0 | 0 | 329 |
| 04:15 PM | 0 | 59 | 42 | 101 | 67 | 1 | 18 | 86 | 65 | 57 | 0 | 122 | 0 | 0 | 0 | 0 | 309 |
| 04:30 PM | 0 | 74 | 60 | 134 | 76 | 1 | 37 | 114 | 66 | 41 | 0 | 107 | 0 | 0 | 0 | 0 | 355 |
| 04:45 PM | 0 | 62 | 51 | 113 | 63 | 0 | 28 | 91 | 79 | 50 | 0 | 129 | 0 | 0 | 0 | 0 | 333 |
| Total | 0 | 271 | 210 | 481 | 277 | 2 | 112 | 391 | 268 | 186 | 0 | 454 | 0 | 0 | 0 | 0 | 1326 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 58 | 60 | 118 | 66 | 1 | 20 | 87 | 92 | 55 | 0 | 147 | 0 | 0 | 0 | 0 | 352 |
| 05:15 PM | 0 | 46 | 53 | 99 | 70 | 0 | 13 | 83 | 75 | 49 | 0 | 124 | 0 | 0 | 0 | 0 | 306 |
| 05:30 PM | 0 | 46 | 39 | 85 | 91 | 0 | 16 | 107 | 76 | 40 | 0 | 116 | 0 | 0 | 0 | 0 | 308 |
| 05:45 PM | 0 | 43 | 31 | 74 | 80 | 0 | 25 | 105 | 54 | 49 | 0 | 103 | 0 | 0 | 0 | 0 | 282 |
| Total | 0 | 193 | 183 | 376 | 307 | 1 | 74 | 382 | 297 | 193 | 0 | 490 | 0 | 0 | 0 | 0 | 1248 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 464 | 393 | 857 | 584 | 3 | 186 | 773 | 565 | 379 | 0 | 944 | 0 | 0 | 0 | 0 | 2574 |
| Apprch % | 0 | 54.1 | 45.9 | | 75.5 | 0.4 | 24.1 | | 59.9 | 40.1 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 18 | 15.3 | 33.3 | 22.7 | 0.1 | 7.2 | 30 | 22 | 14.7 | 0 | 36.7 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 59 | 42 | 101 | 67 | **1** | 18 | 86 | 65 | **57** | 0 | 122 | 0 | 0 | 0 | 0 | 309 |
| 04:30 PM | 0 | **74** | **60** | **134** | **76** | 1 | **37** | **114** | 66 | 41 | 0 | 107 | 0 | 0 | 0 | 0 | **355** |
| 04:45 PM | 0 | 62 | 51 | 113 | 63 | 0 | 28 | 91 | 79 | 50 | 0 | 129 | 0 | 0 | 0 | 0 | 333 |
| 05:00 PM | 0 | 58 | 60 | 118 | 66 | 1 | 20 | 87 | **92** | 55 | 0 | **147** | 0 | 0 | 0 | 0 | 352 |
| Total Volume | 0 | 253 | 213 | 466 | 272 | 3 | 103 | 378 | 302 | 203 | 0 | 505 | 0 | 0 | 0 | 0 | 1349 |
| % App. Total | 0 | 54.3 | 45.7 | | 72 | 0.8 | 27.2 | | 59.8 | 40.2 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .855 | .888 | .869 | .895 | .750 | .696 | .829 | .821 | .890 | .000 | .859 | .000 | .000 | .000 | .000 | .950 |

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

City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 59 | 42 | 101 | 67 | **1** | 18 | 86 | 65 | **57** | 0 | 122 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | **74** | **60** | **134** | **76** | 1 | **37** | **114** | 66 | 41 | 0 | 107 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 62 | 51 | 113 | 63 | 0 | 28 | 91 | 79 | 50 | 0 | 129 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 58 | 60 | 118 | 66 | 1 | 20 | 87 | **92** | 55 | 0 | **147** | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 253 | 213 | 466 | 272 | 3 | 103 | 378 | 302 | 203 | 0 | 505 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 54.3 | 45.7 | | 72 | 0.8 | 27.2 | | 59.8 | 40.2 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .855 | .888 | .869 | .895 | .750 | .696 | .829 | .821 | .890 | .000 | .859 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

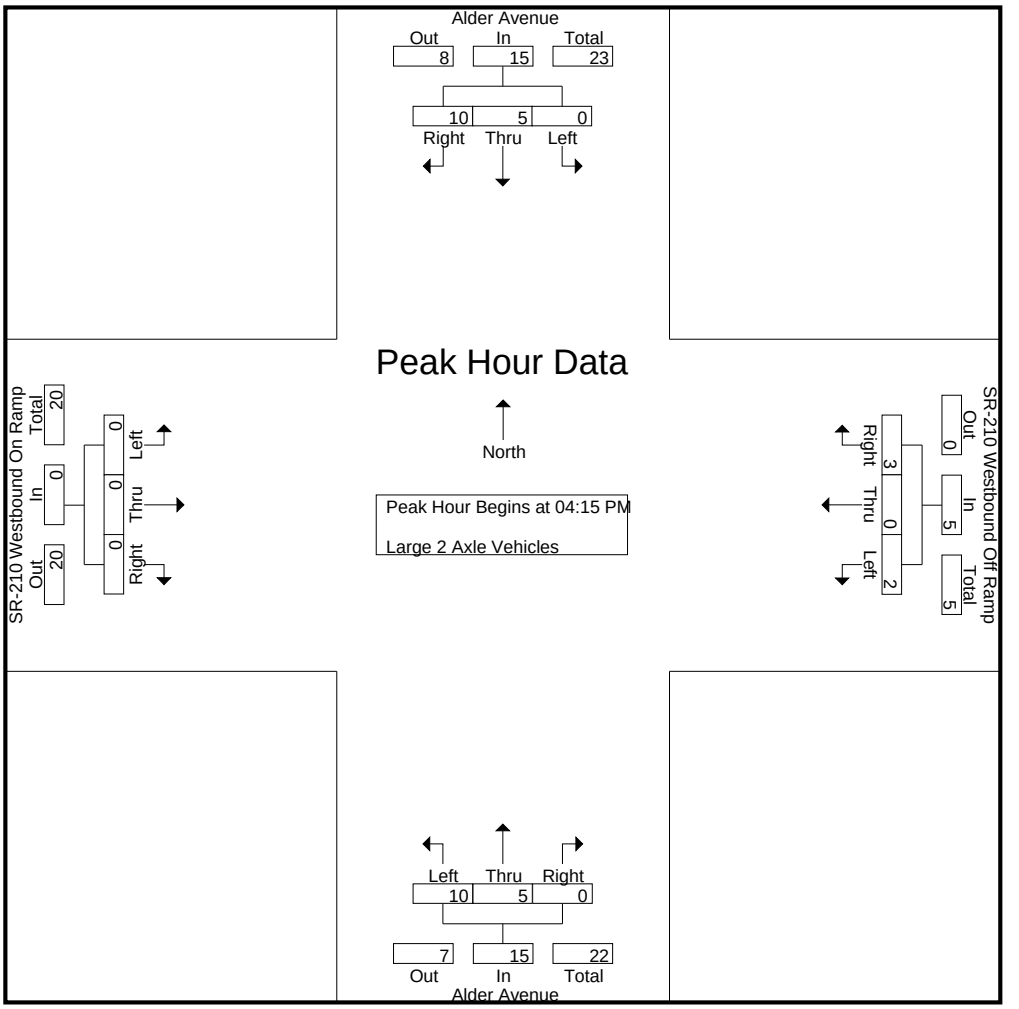
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 1 | 2 | 3 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 04:15 PM | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 8 |
| 04:30 PM | 0 | 2 | 4 | 6 | 0 | 0 | 1 | 1 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 12 |
| 04:45 PM | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 8 |
| Total | 0 | 4 | 10 | 14 | 3 | 0 | 3 | 6 | 9 | 5 | 0 | 14 | 0 | 0 | 0 | 0 | 34 |
| 05:00 PM | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 05:15 PM | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 05:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 05:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 5 |
| Total | 0 | 2 | 6 | 8 | 4 | 0 | 1 | 5 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 22 |
| Grand Total | 0 | 6 | 16 | 22 | 7 | 0 | 4 | 11 | 17 | 6 | 0 | 23 | 0 | 0 | 0 | 0 | 56 |
| Apprch % | 0 | 27.3 | 72.7 | | 63.6 | 0 | 36.4 | | 73.9 | 26.1 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 10.7 | 28.6 | 39.3 | 12.5 | 0 | 7.1 | 19.6 | 30.4 | 10.7 | 0 | 41.1 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 3 | 3 | **2** | 0 | 0 | **2** | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 8 |
| 04:30 PM | 0 | **2** | **4** | **6** | 0 | 0 | **1** | 1 | 1 | **4** | 0 | **5** | 0 | 0 | 0 | 0 | **12** |
| 04:45 PM | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | **4** | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 8 |
| 05:00 PM | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| Total Volume | 0 | 5 | 10 | 15 | 2 | 0 | 3 | 5 | 10 | 5 | 0 | 15 | 0 | 0 | 0 | 0 | 35 |
| % App. Total | 0 | 33.3 | 66.7 | | 40 | 0 | 60 | | 66.7 | 33.3 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .625 | .625 | .625 | .250 | .000 | .750 | .625 | .625 | .313 | .000 | .750 | .000 | .000 | .000 | .000 | .729 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 3 | 3 | **2** | 0 | 0 | **2** | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | **2** | **4** | **6** | 0 | 0 | **1** | 1 | 1 | **4** | 0 | **5** | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | **4** | 1 | 0 | 5 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 5 | 10 | 15 | 2 | 0 | 3 | 5 | 10 | 5 | 0 | 15 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 33.3 | 66.7 | | 40 | 0 | 60 | | 66.7 | 33.3 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .625 | .625 | .625 | .250 | .000 | .750 | .625 | .625 | .313 | .000 | .750 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

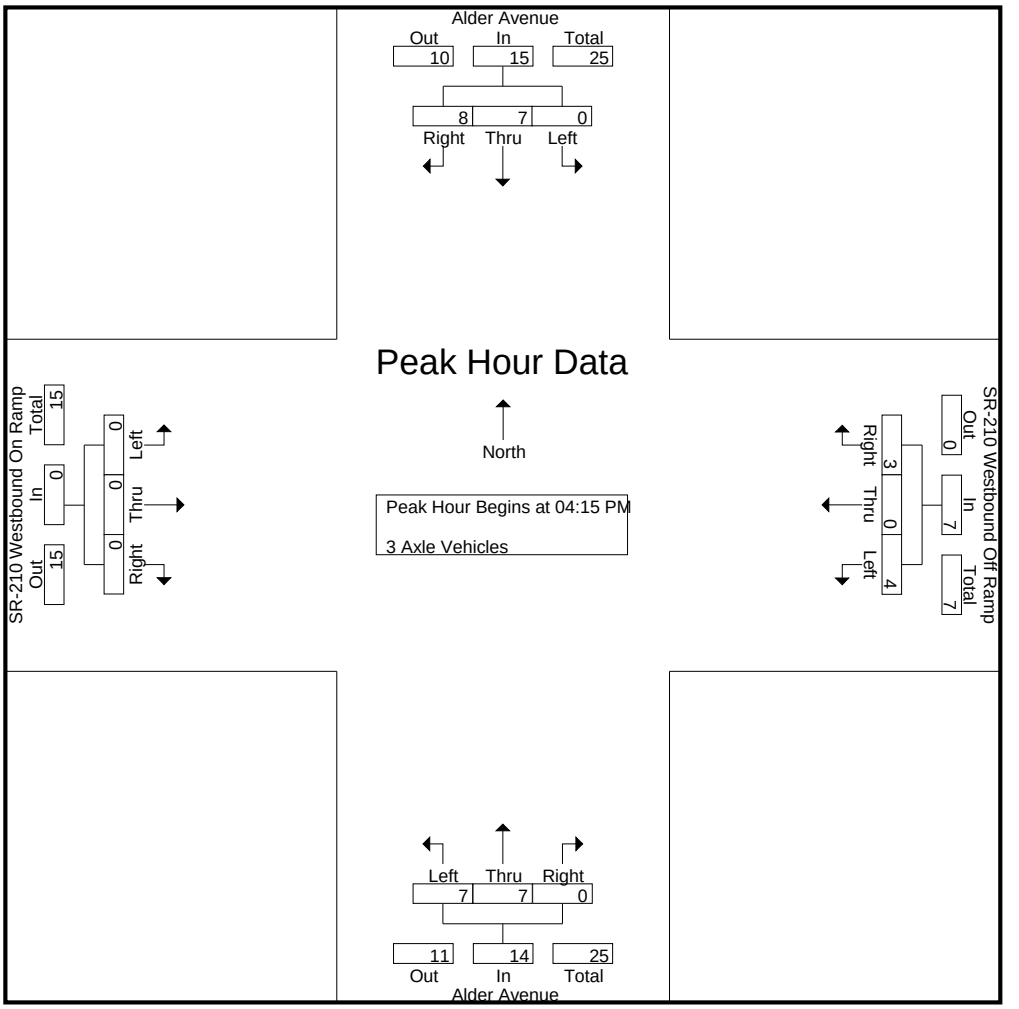
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 6 | 2 | 8 | 3 | 0 | 2 | 5 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 16 |
| 04:15 PM | 0 | 1 | 4 | 5 | 1 | 0 | 2 | 3 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 11 |
| 04:30 PM | 0 | 2 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 04:45 PM | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 13 |
| Total | 0 | 12 | 8 | 20 | 6 | 0 | 5 | 11 | 7 | 8 | 0 | 15 | 0 | 0 | 0 | 0 | 46 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 05:15 PM | 0 | 3 | 3 | 6 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| 05:30 PM | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 6 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 5 | 8 | 13 | 1 | 0 | 2 | 3 | 3 | 10 | 0 | 13 | 0 | 0 | 0 | 0 | 29 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 17 | 16 | 33 | 7 | 0 | 7 | 14 | 10 | 18 | 0 | 28 | 0 | 0 | 0 | 0 | 75 |
| Apprch % | 0 | 51.5 | 48.5 | | 50 | 0 | 50 | | 35.7 | 64.3 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 22.7 | 21.3 | 44 | 9.3 | 0 | 9.3 | 18.7 | 13.3 | 24 | 0 | 37.3 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 1 | **4** | **5** | 1 | 0 | **2** | **3** | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 11 |
| 04:30 PM | 0 | 2 | 0 | 2 | **2** | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 04:45 PM | 0 | **3** | 2 | 5 | 0 | 0 | 0 | 0 | **4** | **4** | 0 | **8** | 0 | 0 | 0 | 0 | **13** |
| 05:00 PM | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 0 | 7 | 8 | 15 | 4 | 0 | 3 | 7 | 7 | 7 | 0 | 14 | 0 | 0 | 0 | 0 | 36 |
| % App. Total | 0 | 46.7 | 53.3 | | 57.1 | 0 | 42.9 | | 50 | 50 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .583 | .500 | .750 | .500 | .000 | .375 | .583 | .438 | .438 | .000 | .438 | .000 | .000 | .000 | .000 | .692 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | **4** | **5** | 1 | 0 | **2** | **3** | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 2 | 0 | 2 | **2** | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | **3** | 2 | 5 | 0 | 0 | 0 | 0 | **4** | **4** | 0 | **8** | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 7 | 8 | 15 | 4 | 0 | 3 | 7 | 7 | 7 | 0 | 14 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 46.7 | 53.3 | | 57.1 | 0 | 42.9 | | 50 | 50 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .583 | .500 | .750 | .500 | .000 | .375 | .583 | .438 | .438 | .000 | .438 | .000 | .000 | .000 | .000 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

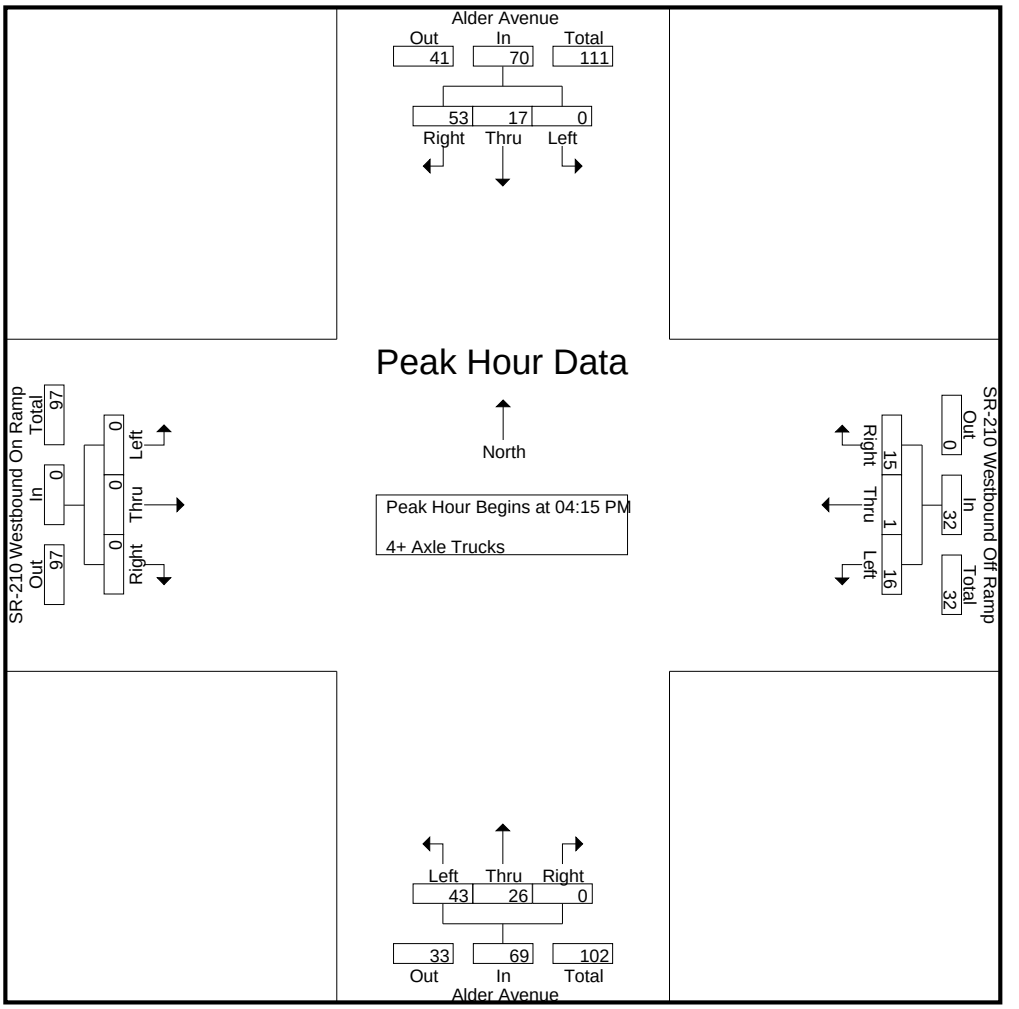
| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 2 | 13 | 15 | 3 | 0 | 7 | 10 | 10 | 13 | 0 | 23 | 0 | 0 | 0 | 0 | 48 |
| 04:15 PM | 0 | 6 | 21 | 27 | 1 | 0 | 6 | 7 | 12 | 7 | 0 | 19 | 0 | 0 | 0 | 0 | 53 |
| 04:30 PM | 0 | 2 | 13 | 15 | 3 | 0 | 2 | 5 | 7 | 8 | 0 | 15 | 0 | 0 | 0 | 0 | 35 |
| 04:45 PM | 0 | 6 | 12 | 18 | 6 | 0 | 2 | 8 | 11 | 8 | 0 | 19 | 0 | 0 | 0 | 0 | 45 |
| Total | 0 | 16 | 59 | 75 | 13 | 0 | 17 | 30 | 40 | 36 | 0 | 76 | 0 | 0 | 0 | 0 | 181 |
| 05:00 PM | 0 | 3 | 7 | 10 | 6 | 1 | 5 | 12 | 13 | 3 | 0 | 16 | 0 | 0 | 0 | 0 | 38 |
| 05:15 PM | 0 | 2 | 9 | 11 | 1 | 0 | 1 | 2 | 10 | 5 | 0 | 15 | 0 | 0 | 0 | 0 | 28 |
| 05:30 PM | 0 | 5 | 6 | 11 | 4 | 0 | 5 | 9 | 7 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 30 |
| 05:45 PM | 0 | 5 | 2 | 7 | 2 | 0 | 3 | 5 | 11 | 3 | 0 | 14 | 0 | 0 | 0 | 0 | 26 |
| Total | 0 | 15 | 24 | 39 | 13 | 1 | 14 | 28 | 41 | 14 | 0 | 55 | 0 | 0 | 0 | 0 | 122 |
| Grand Total | 0 | 31 | 83 | 114 | 26 | 1 | 31 | 58 | 81 | 50 | 0 | 131 | 0 | 0 | 0 | 0 | 303 |
| Apprch % | 0 | 27.2 | 72.8 | | 44.8 | 1.7 | 53.4 | | 61.8 | 38.2 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 10.2 | 27.4 | 37.6 | 8.6 | 0.3 | 10.2 | 19.1 | 26.7 | 16.5 | 0 | 43.2 | 0 | 0 | 0 | 0 | |

| | Alder Avenue Southbound | | | | SR-210 Westbound Off Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Westbound On Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | **6** | **21** | **27** | 1 | 0 | **6** | 7 | 12 | 7 | 0 | **19** | 0 | 0 | 0 | 0 | **53** |
| 04:30 PM | 0 | 2 | 13 | 15 | 3 | 0 | 2 | 5 | 7 | **8** | 0 | 15 | 0 | 0 | 0 | 0 | 35 |
| 04:45 PM | 0 | 6 | 12 | 18 | **6** | 0 | 2 | 8 | 11 | 8 | 0 | 19 | 0 | 0 | 0 | 0 | 45 |
| 05:00 PM | 0 | 3 | 7 | 10 | 6 | **1** | 5 | **12** | **13** | 3 | 0 | 16 | 0 | 0 | 0 | 0 | 38 |
| Total Volume | 0 | 17 | 53 | 70 | 16 | 1 | 15 | 32 | 43 | 26 | 0 | 69 | 0 | 0 | 0 | 0 | 171 |
| % App. Total | 0 | 24.3 | 75.7 | | 50 | 3.1 | 46.9 | | 62.3 | 37.7 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .708 | .631 | .648 | .667 | .250 | .625 | .667 | .827 | .813 | .000 | .908 | .000 | .000 | .000 | .000 | .807 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 07_RLT_Ald_210W Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **6** | **21** | **27** | 1 | 0 | **6** | 7 | 12 | 7 | 0 | **19** | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 2 | 13 | 15 | 3 | 0 | 2 | 5 | 7 | **8** | 0 | 15 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 6 | 12 | 18 | **6** | 0 | 2 | 8 | 11 | 8 | 0 | 19 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 3 | 7 | 10 | 6 | **1** | 5 | **12** | **13** | 3 | 0 | 16 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 17 | 53 | 70 | 16 | 1 | 15 | 32 | 43 | 26 | 0 | 69 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 24.3 | 75.7 | | 50 | 3.1 | 46.9 | | 62.3 | 37.7 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .708 | .631 | .648 | .667 | .250 | .625 | .667 | .827 | .813 | .000 | .908 | .000 | .000 | .000 | .000 |

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 WB Ramps

Date: 5/7/2024
Day: Tuesday

**PEDESTRIANS**

| | North Leg<br>Alder Avenue | East Leg<br>SR-210 WB Ramps | South Leg<br>Alder Avenue | West Leg<br>SR-210 WB Ramps | |
|---|---|---|---|---|---|
| | 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<br>Alder Avenue | East Leg<br>SR-210 WB Ramps | South Leg<br>Alder Avenue | West Leg<br>SR-210 WB Ramps | |
|---|---|---|---|---|---|
| | 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 | 1 | 0 | 2 | 3 |
| 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 | 1 | 0 | 2 | 3 |

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

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 WB Ramps

Date: 5/7/2024
Day: Tuesday

**BICYCLES**

| | Southbound Alder Avenue | | | Westbound SR-210 WB Ramps | | | Northbound Alder Avenue | | | Eastbound SR-210 WB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 Alder Avenue | | | Westbound SR-210 WB Ramps | | | Northbound Alder Avenue | | | Eastbound SR-210 WB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 WB Ramps

Date: 5/8/2024
Day: Wednesday

**PEDESTRIANS**

| | North Leg<br>Alder Avenue | East Leg<br>SR-210 WB Ramps | South Leg<br>Alder Avenue | West Leg<br>SR-210 WB Ramps | |
|---|---|---|---|---|---|
| | 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 | 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 | 1 | 1 |

| | North Leg<br>Alder Avenue | East Leg<br>SR-210 WB Ramps | South Leg<br>Alder Avenue | West Leg<br>SR-210 WB Ramps | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 1 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 1 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 2 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 1 | 0 | 3 | 4 |

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

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 WB Ramps

Date: 5/8/2024
Day: Wednesday

**BICYCLES**

| | Southbound Alder Avenue | | | Westbound SR-210 WB Ramps | | | Northbound Alder Avenue | | | Eastbound SR-210 WB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 Alder Avenue | | | Westbound SR-210 WB Ramps | | | Northbound Alder Avenue | | | Eastbound SR-210 WB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 WB Ramps

Date: 5/9/2024
Day: Thursday

**PEDESTRIANS**

| | North Leg<br>Alder Avenue | East Leg<br>SR-210 WB Ramps | South Leg<br>Alder Avenue | West Leg<br>SR-210 WB Ramps | |
|---|---|---|---|---|---|
| | 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 | 1 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 1 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 1 | 0 | 1 | 2 |

| | North Leg<br>Alder Avenue | East Leg<br>SR-210 WB Ramps | South Leg<br>Alder Avenue | West Leg<br>SR-210 WB Ramps | |
|---|---|---|---|---|---|
| | 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 |

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

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 WB Ramps

Date: 5/9/2024
Day: Thursday

**BICYCLES**

| | Southbound Alder Avenue | | | Westbound SR-210 WB Ramps | | | Northbound Alder Avenue | | | Eastbound SR-210 WB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 Alder Avenue | | | Westbound SR-210 WB Ramps | | | Northbound Alder Avenue | | | Eastbound SR-210 WB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

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(951) 268-6268

City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

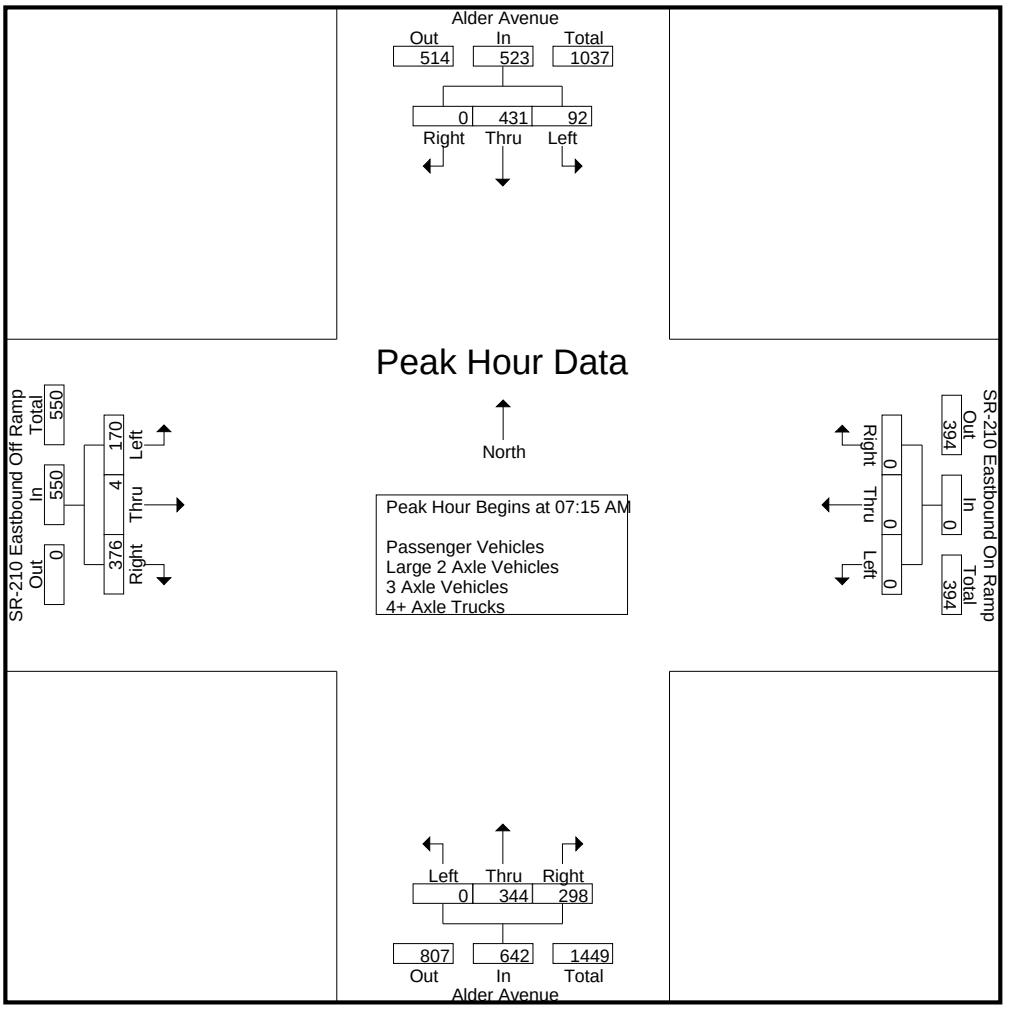
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 17 | 99 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 89 | 49 | 138 | 34 | 0 | 102 | 136 | 390 |
| 07:15 AM | 18 | 107 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 91 | 75 | 166 | 40 | 1 | 101 | 142 | 433 |
| 07:30 AM | 26 | 107 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 78 | 86 | 164 | 44 | 0 | 88 | 132 | 429 |
| 07:45 AM | 28 | 131 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 85 | 71 | 156 | 32 | 1 | 91 | 124 | 439 |
| Total | 89 | 444 | 0 | 533 | 0 | 0 | 0 | 0 | 0 | 343 | 281 | 624 | 150 | 2 | 382 | 534 | 1691 |
| 08:00 AM | 20 | 86 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 90 | 66 | 156 | 54 | 2 | 96 | 152 | 414 |
| 08:15 AM | 19 | 81 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 75 | 81 | 156 | 41 | 0 | 72 | 113 | 369 |
| 08:30 AM | 26 | 84 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 75 | 71 | 146 | 51 | 1 | 72 | 124 | 380 |
| 08:45 AM | 24 | 109 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 82 | 53 | 135 | 35 | 0 | 80 | 115 | 383 |
| Total | 89 | 360 | 0 | 449 | 0 | 0 | 0 | 0 | 0 | 322 | 271 | 593 | 181 | 3 | 320 | 504 | 1546 |
| Grand Total | 178 | 804 | 0 | 982 | 0 | 0 | 0 | 0 | 0 | 665 | 552 | 1217 | 331 | 5 | 702 | 1038 | 3237 |
| Apprch % | 18.1 | 81.9 | 0 | | 0 | 0 | 0 | | 0 | 54.6 | 45.4 | | 31.9 | 0.5 | 67.6 | | |
| Total % | 5.5 | 24.8 | 0 | 30.3 | 0 | 0 | 0 | 0 | 0 | 20.5 | 17.1 | 37.6 | 10.2 | 0.2 | 21.7 | 32.1 | |
| Passenger Vehicles | 99 | 715 | 0 | 814 | 0 | 0 | 0 | 0 | 0 | 529 | 491 | 1020 | 198 | 4 | 572 | 774 | 2608 |
| % Passenger Vehicles | 55.6 | 88.9 | 0 | 82.9 | 0 | 0 | 0 | 0 | 0 | 79.5 | 88.9 | 83.8 | 59.8 | 80 | 81.5 | 74.6 | 80.6 |
| Large 2 Axle Vehicles | 6 | 15 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 14 | 8 | 22 | 12 | 0 | 14 | 26 | 69 |
| % Large 2 Axle Vehicles | 3.4 | 1.9 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 2.1 | 1.4 | 1.8 | 3.6 | 0 | 2 | 2.5 | 2.1 |
| 3 Axle Vehicles | 16 | 24 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 16 | 13 | 29 | 21 | 1 | 8 | 30 | 99 |
| % 3 Axle Vehicles | 9 | 3 | 0 | 4.1 | 0 | 0 | 0 | 0 | 0 | 2.4 | 2.4 | 2.4 | 6.3 | 20 | 1.1 | 2.9 | 3.1 |
| 4+ Axle Trucks | 57 | 50 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 106 | 40 | 146 | 100 | 0 | 108 | 208 | 461 |
| % 4+ Axle Trucks | 32 | 6.2 | 0 | 10.9 | 0 | 0 | 0 | 0 | 0 | 15.9 | 7.2 | 12 | 30.2 | 0 | 15.4 | 20 | 14.2 |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 18 | 107 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | **91** | 75 | **166** | 40 | 1 | **101** | 142 | 433 |
| 07:30 AM | 26 | 107 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 78 | **86** | 164 | 44 | 0 | 88 | 132 | 429 |
| 07:45 AM | **28** | **131** | 0 | **159** | 0 | 0 | 0 | 0 | 0 | 85 | 71 | 156 | 32 | 1 | 91 | 124 | **439** |
| 08:00 AM | 20 | 86 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 90 | 66 | 156 | **54** | **2** | 96 | **152** | 414 |
| Total Volume | 92 | 431 | 0 | 523 | 0 | 0 | 0 | 0 | 0 | 344 | 298 | 642 | 170 | 4 | 376 | 550 | 1715 |
| % App. Total | 17.6 | 82.4 | 0 | | 0 | 0 | 0 | | 0 | 53.6 | 46.4 | | 30.9 | 0.7 | 68.4 | | |
| PHF | .821 | .823 | .000 | .822 | .000 | .000 | .000 | .000 | .000 | .945 | .866 | .967 | .787 | .500 | .931 | .905 | .977 |

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

City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
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 | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 17 | 99 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | **91** | 75 | **166** | 40 | 1 | **101** | 142 |
| +15 mins. | 18 | 107 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 78 | **86** | 164 | 44 | 0 | 88 | 132 |
| +30 mins. | 26 | 107 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 85 | 71 | 156 | 32 | 1 | 91 | 124 |
| +45 mins. | **28** | **131** | 0 | **159** | 0 | 0 | 0 | 0 | 0 | 90 | 66 | 156 | **54** | **2** | 96 | **152** |
| Total Volume | 89 | 444 | 0 | 533 | 0 | 0 | 0 | 0 | 0 | 344 | 298 | 642 | 170 | 4 | 376 | 550 |
| % App. Total | 16.7 | 83.3 | 0 | | 0 | 0 | 0 | | 0 | 53.6 | 46.4 | | 30.9 | 0.7 | 68.4 | |
| PHF | .795 | .847 | .000 | .838 | .000 | .000 | .000 | .000 | .000 | .945 | .866 | .967 | .787 | .500 | .931 | .905 |

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

City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

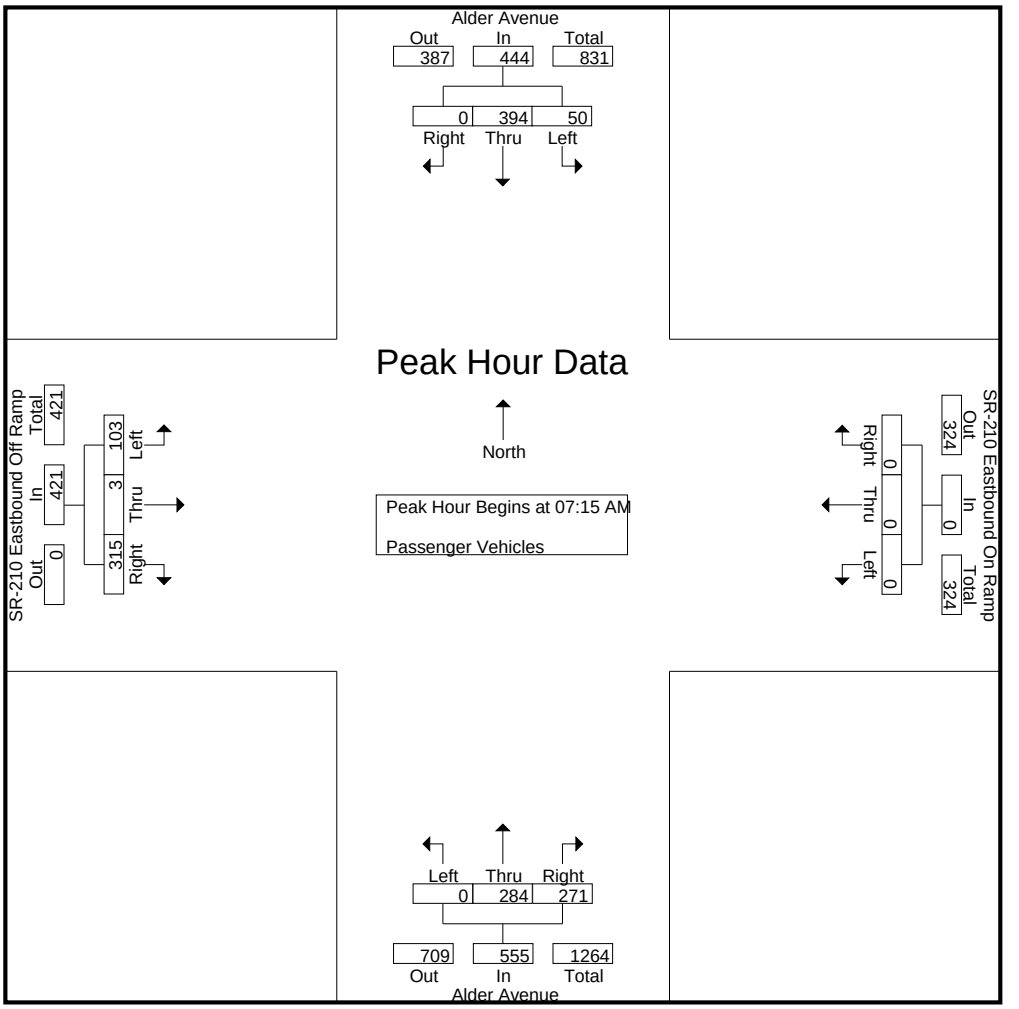
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 13 | 86 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 68 | 43 | 111 | 23 | 0 | 84 | 107 | 317 |
| 07:15 AM | 15 | 102 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 78 | 71 | 149 | 28 | 1 | 84 | 113 | 379 |
| 07:30 AM | 13 | 99 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 62 | 81 | 143 | 28 | 0 | 74 | 102 | 357 |
| 07:45 AM | 12 | 112 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 71 | 60 | 131 | 18 | 1 | 79 | 98 | 353 |
| Total | 53 | 399 | 0 | 452 | 0 | 0 | 0 | 0 | 0 | 279 | 255 | 534 | 97 | 2 | 321 | 420 | 1406 |
| 08:00 AM | 10 | 81 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 73 | 59 | 132 | 29 | 1 | 78 | 108 | 331 |
| 08:15 AM | 10 | 67 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 51 | 72 | 123 | 20 | 0 | 56 | 76 | 276 |
| 08:30 AM | 13 | 72 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 60 | 58 | 118 | 31 | 1 | 56 | 88 | 291 |
| 08:45 AM | 13 | 96 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 66 | 47 | 113 | 21 | 0 | 61 | 82 | 304 |
| Total | 46 | 316 | 0 | 362 | 0 | 0 | 0 | 0 | 0 | 250 | 236 | 486 | 101 | 2 | 251 | 354 | 1202 |
| Grand Total | 99 | 715 | 0 | 814 | 0 | 0 | 0 | 0 | 0 | 529 | 491 | 1020 | 198 | 4 | 572 | 774 | 2608 |
| Apprch % | 12.2 | 87.8 | 0 | | 0 | 0 | 0 | | 0 | 51.9 | 48.1 | | 25.6 | 0.5 | 73.9 | | |
| Total % | 3.8 | 27.4 | 0 | 31.2 | 0 | 0 | 0 | 0 | 0 | 20.3 | 18.8 | 39.1 | 7.6 | 0.2 | 21.9 | 29.7 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | **15** | 102 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | **78** | 71 | **149** | 28 | **1** | **84** | **113** | **379** |
| 07:30 AM | 13 | 99 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 62 | **81** | 143 | 28 | 0 | 74 | 102 | 357 |
| 07:45 AM | 12 | **112** | 0 | **124** | 0 | 0 | 0 | 0 | 0 | 71 | 60 | 131 | 18 | 1 | 79 | 98 | 353 |
| 08:00 AM | 10 | 81 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 73 | 59 | 132 | **29** | 1 | 78 | 108 | 331 |
| Total Volume | 50 | 394 | 0 | 444 | 0 | 0 | 0 | 0 | 0 | 284 | 271 | 555 | 103 | 3 | 315 | 421 | 1420 |
| % App. Total | 11.3 | 88.7 | 0 | | 0 | 0 | 0 | | 0 | 51.2 | 48.8 | | 24.5 | 0.7 | 74.8 | | |
| PHF | .833 | .879 | .000 | .895 | .000 | .000 | .000 | .000 | .000 | .910 | .836 | .931 | .888 | .750 | .938 | .931 | .937 |

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

City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **15** | 102 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | **78** | 71 | **149** | 28 | **1** | **84** | **113** |
| +15 mins. | 13 | 99 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 62 | **81** | 143 | 28 | 0 | 74 | 102 |
| +30 mins. | 12 | **112** | 0 | **124** | 0 | 0 | 0 | 0 | 0 | 71 | 60 | 131 | 18 | 1 | 79 | 98 |
| +45 mins. | 10 | 81 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 73 | 59 | 132 | **29** | 1 | 78 | 108 |
| Total Volume | 50 | 394 | 0 | 444 | 0 | 0 | 0 | 0 | 0 | 284 | 271 | 555 | 103 | 3 | 315 | 421 |
| % App. Total | 11.3 | 88.7 | 0 | | 0 | 0 | 0 | | 0 | 51.2 | 48.8 | | 24.5 | 0.7 | 74.8 | |
| PHF | .833 | .879 | .000 | .895 | .000 | .000 | .000 | .000 | .000 | .910 | .836 | .931 | .888 | .750 | .938 | .931 |

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

City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

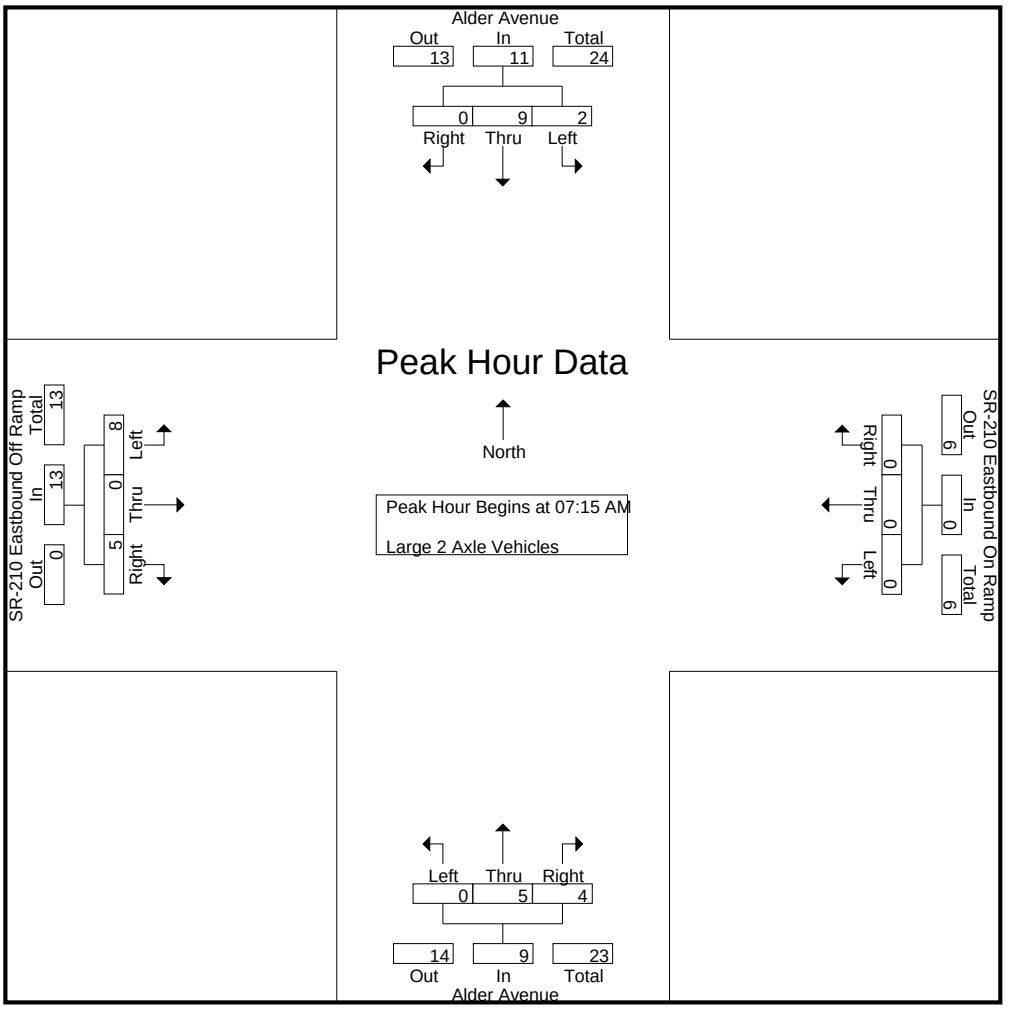
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 5 |
| 07:15 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 3 | 5 | 8 |
| 07:30 AM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 1 | 9 |
| 07:45 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 6 |
| Total | 1 | 10 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 9 | 3 | 0 | 5 | 8 | 28 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 | 0 | 1 | 6 | 10 |
| 08:15 AM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 1 | 0 | 3 | 4 | 12 |
| 08:30 AM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | 1 | 3 | 9 |
| 08:45 AM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 0 | 4 | 5 | 10 |
| Total | 5 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 13 | 9 | 0 | 9 | 18 | 41 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 6 | 15 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 14 | 8 | 22 | 12 | 0 | 14 | 26 | 69 |
| Apprch % | 28.6 | 71.4 | 0 | | 0 | 0 | 0 | | 0 | 63.6 | 36.4 | | 46.2 | 0 | 53.8 | | |
| Total % | 8.7 | 21.7 | 0 | 30.4 | 0 | 0 | 0 | 0 | 0 | 20.3 | 11.6 | 31.9 | 17.4 | 0 | 20.3 | 37.7 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 2 | 2 | 0 | **3** | 5 | 8 |
| 07:30 AM | 0 | **5** | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 1 | **2** | **3** | 1 | 0 | 0 | 1 | 9 |
| 07:45 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 6 |
| 08:00 AM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | **5** | 0 | 1 | **6** | **10** |
| Total Volume | 2 | 9 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 9 | 8 | 0 | 5 | 13 | 33 |
| % App. Total | 18.2 | 81.8 | 0 | | 0 | 0 | 0 | | 0 | 55.6 | 44.4 | | 61.5 | 0 | 38.5 | | |
| PHF | .500 | .450 | .000 | .550 | .000 | .000 | .000 | .000 | .000 | .625 | .500 | .750 | .400 | .000 | .417 | .542 | .825 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 2 | 2 | 0 | **3** | 5 |
| +15 mins. | 0 | **5** | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 1 | **2** | **3** | 1 | 0 | 0 | 1 |
| +30 mins. | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 |
| +45 mins. | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | **5** | 0 | 1 | **6** |
| Total Volume | 2 | 9 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 9 | 8 | 0 | 5 | 13 |
| % App. Total | 18.2 | 81.8 | 0 | | 0 | 0 | 0 | | 0 | 55.6 | 44.4 | | 61.5 | 0 | 38.5 | |
| PHF | .500 | .450 | .000 | .550 | .000 | .000 | .000 | .000 | .000 | .625 | .500 | .750 | .400 | .000 | .417 | .542 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

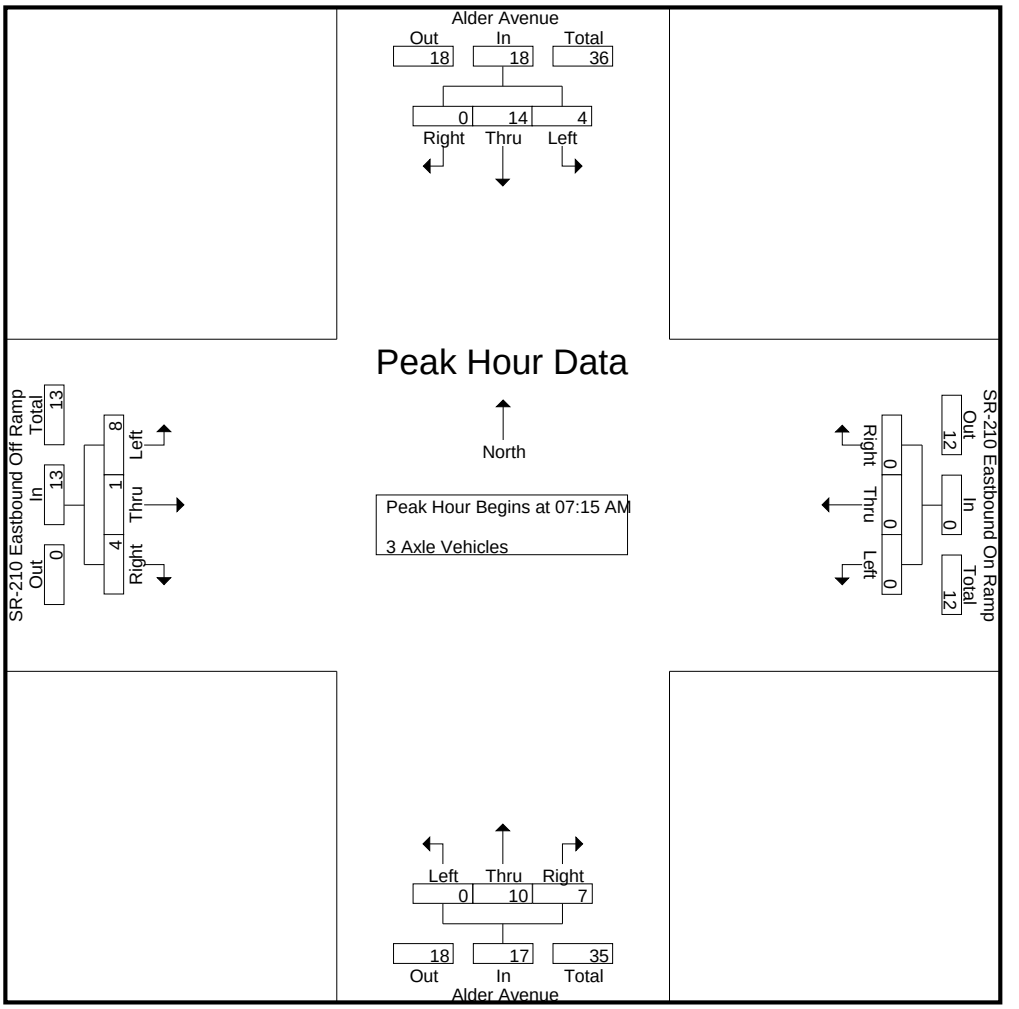
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 1 | 4 | 8 |
| 07:15 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 3 | 3 | 12 |
| 07:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 2 | 5 |
| 07:45 AM | 2 | 9 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 3 | 0 | 0 | 3 | 17 |
| Total | 4 | 14 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 12 | 7 | 0 | 5 | 12 | 42 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 4 | 1 | 0 | 5 | 14 |
| 08:15 AM | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 2 | 0 | 0 | 2 | 15 |
| 08:30 AM | 5 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 6 | 0 | 3 | 9 | 19 |
| 08:45 AM | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | 0 | 2 | 9 |
| Total | 12 | 10 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 8 | 9 | 17 | 14 | 1 | 3 | 18 | 57 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 16 | 24 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 16 | 13 | 29 | 21 | 1 | 8 | 30 | 99 |
| Apprch % | 40 | 60 | 0 | | 0 | 0 | 0 | | 0 | 55.2 | 44.8 | | 70 | 3.3 | 26.7 | | |
| Total % | 16.2 | 24.2 | 0 | 40.4 | 0 | 0 | 0 | 0 | 0 | 16.2 | 13.1 | 29.3 | 21.2 | 1 | 8.1 | 30.3 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **3** | **3** | **6** | 0 | 0 | **3** | 3 | 12 |
| 07:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 2 | 5 |
| 07:45 AM | **2** | **9** | 0 | **11** | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 3 | 0 | 0 | 3 | **17** |
| 08:00 AM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | **4** | **1** | 0 | **5** | 14 |
| Total Volume | 4 | 14 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 10 | 7 | 17 | 8 | 1 | 4 | 13 | 48 |
| % App. Total | 22.2 | 77.8 | 0 | | 0 | 0 | 0 | | 0 | 58.8 | 41.2 | | 61.5 | 7.7 | 30.8 | | |
| PHF | .500 | .389 | .000 | .409 | .000 | .000 | .000 | .000 | .000 | .833 | .583 | .708 | .500 | .250 | .333 | .650 | .706 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **3** | **3** | **6** | 0 | 0 | **3** | 3 |
| +15 mins. | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 2 |
| +30 mins. | **2** | **9** | 0 | **11** | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 3 | 0 | 0 | 3 |
| +45 mins. | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | **4** | **1** | 0 | **5** |
| Total Volume | 4 | 14 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 10 | 7 | 17 | 8 | 1 | 4 | 13 |
| % App. Total | 22.2 | 77.8 | 0 | | 0 | 0 | 0 | | 0 | 58.8 | 41.2 | | 61.5 | 7.7 | 30.8 | |
| PHF | .500 | .389 | .000 | .409 | .000 | .000 | .000 | .000 | .000 | .833 | .583 | .708 | .500 | .250 | .333 | .650 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

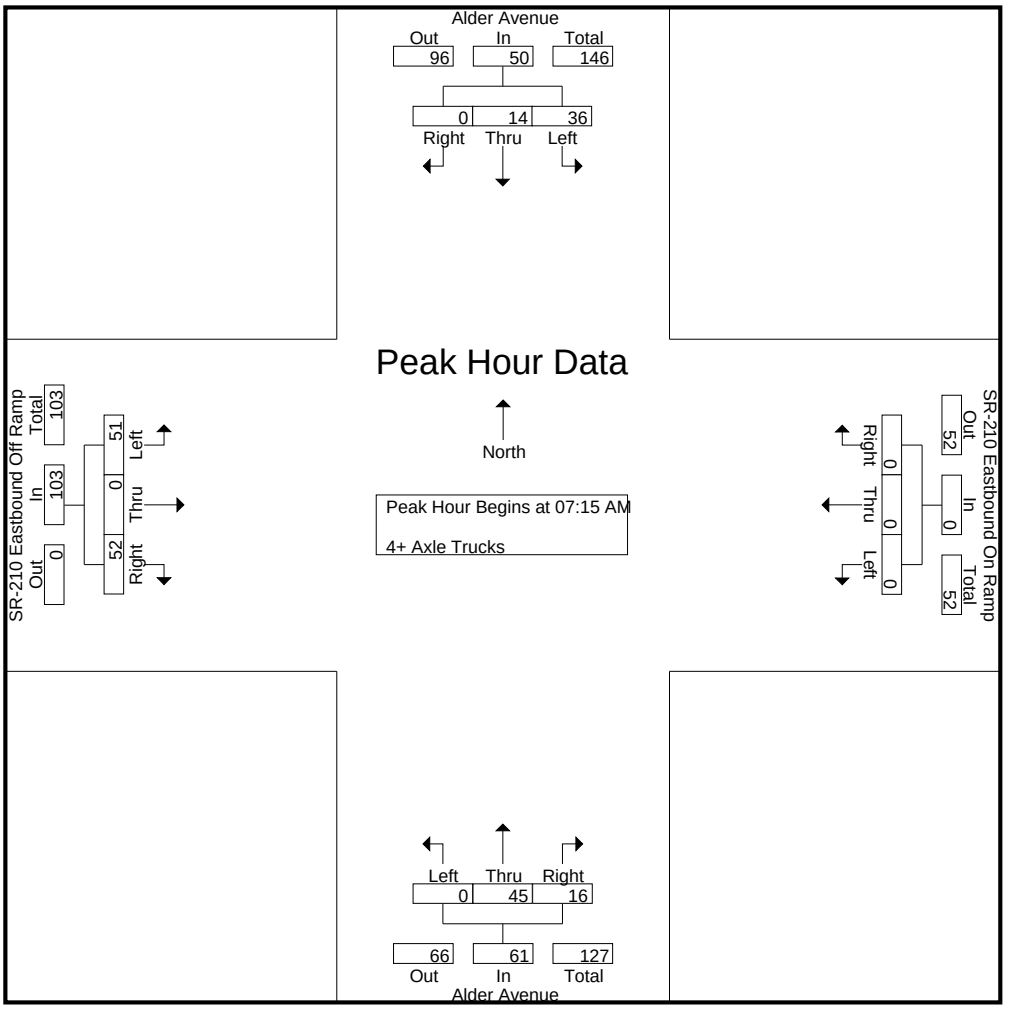
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 3 | 9 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 19 | 5 | 24 | 8 | 0 | 16 | 24 | 60 |
| 07:15 AM | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 9 | 10 | 0 | 11 | 21 | 34 |
| 07:30 AM | 12 | 3 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 16 | 14 | 0 | 13 | 27 | 58 |
| 07:45 AM | 14 | 7 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 12 | 8 | 20 | 11 | 0 | 11 | 22 | 63 |
| Total | 31 | 21 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 52 | 17 | 69 | 43 | 0 | 51 | 94 | 215 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 8 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 16 | 16 | 0 | 17 | 33 | 59 |
| 08:15 AM | 4 | 9 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 22 | 18 | 0 | 13 | 31 | 66 |
| 08:30 AM | 7 | 7 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 12 | 11 | 23 | 12 | 0 | 12 | 24 | 61 |
| 08:45 AM | 7 | 11 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 16 | 11 | 0 | 15 | 26 | 60 |
| Total | 26 | 29 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 54 | 23 | 77 | 57 | 0 | 57 | 114 | 246 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 57 | 50 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 106 | 40 | 146 | 100 | 0 | 108 | 208 | 461 |
| Apprch % | 53.3 | 46.7 | 0 | | 0 | 0 | 0 | | 0 | 72.6 | 27.4 | | 48.1 | 0 | 51.9 | | |
| Total % | 12.4 | 10.8 | 0 | 23.2 | 0 | 0 | 0 | 0 | 0 | 23 | 8.7 | 31.7 | 21.7 | 0 | 23.4 | 45.1 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 9 | 10 | 0 | 11 | 21 | 34 |
| 07:30 AM | 12 | 3 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | **13** | 3 | 16 | 14 | 0 | 13 | 27 | 58 |
| 07:45 AM | **14** | **7** | 0 | **21** | 0 | 0 | 0 | 0 | 0 | 12 | **8** | **20** | 11 | 0 | 11 | 22 | **63** |
| 08:00 AM | 8 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 16 | **16** | 0 | **17** | **33** | 59 |
| Total Volume | 36 | 14 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 45 | 16 | 61 | 51 | 0 | 52 | 103 | 214 |
| % App. Total | 72 | 28 | 0 | | 0 | 0 | 0 | | 0 | 73.8 | 26.2 | | 49.5 | 0 | 50.5 | | |
| PHF | .643 | .500 | .000 | .595 | .000 | .000 | .000 | .000 | .000 | .865 | .500 | .763 | .797 | .000 | .765 | .780 | .849 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue AM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 9 | 10 | 0 | 11 | 21 |
| +15 mins. | 12 | 3 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | **13** | 3 | 16 | 14 | 0 | 13 | 27 |
| +30 mins. | **14** | **7** | 0 | **21** | 0 | 0 | 0 | 0 | 0 | 12 | **8** | **20** | 11 | 0 | 11 | 22 |
| +45 mins. | 8 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 16 | **16** | 0 | **17** | **33** |
| Total Volume | 36 | 14 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 45 | 16 | 61 | 51 | 0 | 52 | 103 |
| % App. Total | 72 | 28 | 0 | | 0 | 0 | 0 | | 0 | 73.8 | 26.2 | | 49.5 | 0 | 50.5 | |
| PHF | .643 | .500 | .000 | .595 | .000 | .000 | .000 | .000 | .000 | .865 | .500 | .763 | .797 | .000 | .765 | .780 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

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

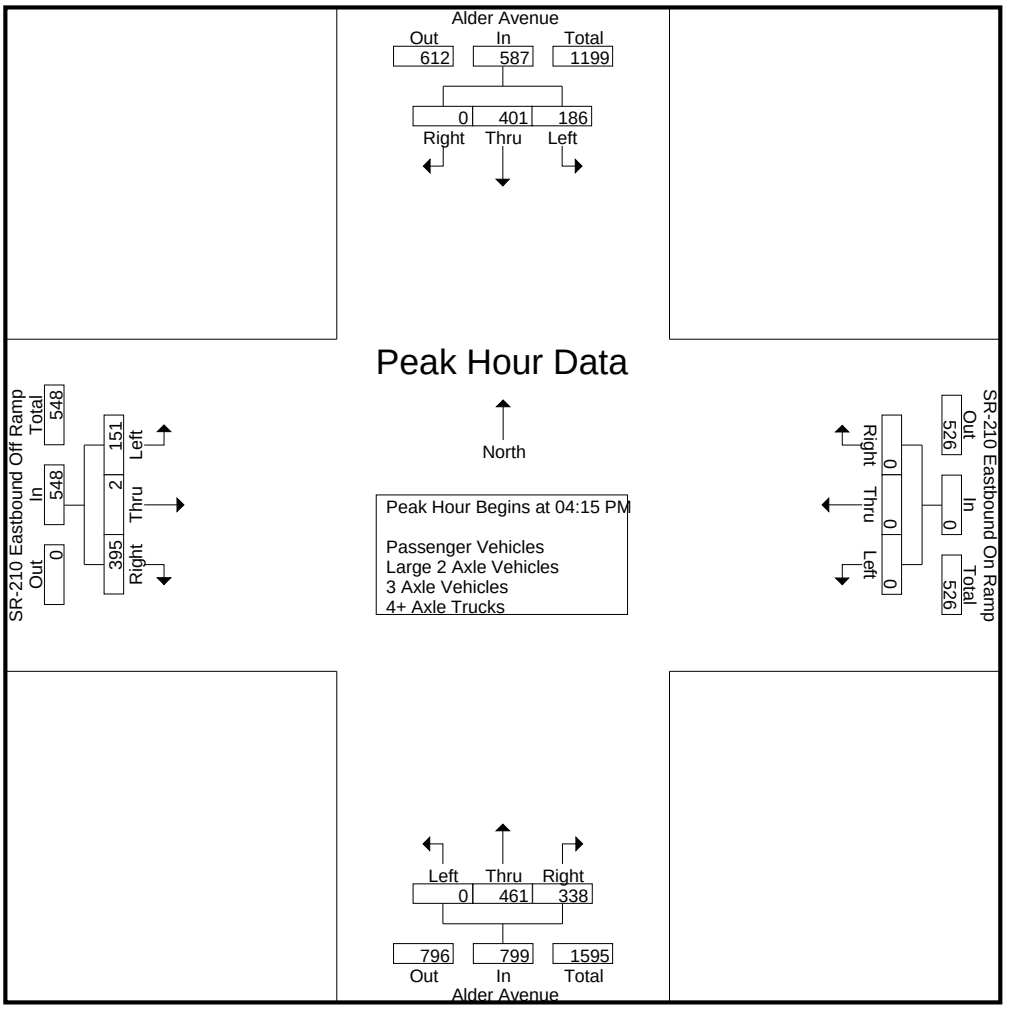
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 53 | 123 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 124 | 67 | 191 | 36 | 0 | 93 | 129 | 496 |
| 04:15 PM | 50 | 108 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 100 | 62 | 162 | 42 | 2 | 110 | 154 | 474 |
| 04:30 PM | 54 | 86 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 113 | 116 | 229 | 31 | 0 | 89 | 120 | 489 |
| 04:45 PM | 42 | 92 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 111 | 79 | 190 | 39 | 0 | 105 | 144 | 468 |
| Total | 199 | 409 | 0 | 608 | 0 | 0 | 0 | 0 | 0 | 448 | 324 | 772 | 148 | 2 | 397 | 547 | 1927 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 40 | 115 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 137 | 81 | 218 | 39 | 0 | 91 | 130 | 503 |
| 05:15 PM | 23 | 107 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 109 | 82 | 191 | 39 | 0 | 102 | 141 | 462 |
| 05:30 PM | 27 | 108 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 109 | 90 | 199 | 31 | 3 | 108 | 142 | 476 |
| 05:45 PM | 19 | 106 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 114 | 69 | 183 | 22 | 1 | 98 | 121 | 429 |
| Total | 109 | 436 | 0 | 545 | 0 | 0 | 0 | 0 | 0 | 469 | 322 | 791 | 131 | 4 | 399 | 534 | 1870 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 308 | 845 | 0 | 1153 | 0 | 0 | 0 | 0 | 0 | 917 | 646 | 1563 | 279 | 6 | 796 | 1081 | 3797 |
| Apprch % | 26.7 | 73.3 | 0 | | 0 | 0 | 0 | | 0 | 58.7 | 41.3 | | 25.8 | 0.6 | 73.6 | | |
| Total % | 8.1 | 22.3 | 0 | 30.4 | 0 | 0 | 0 | 0 | 0 | 24.2 | 17 | 41.2 | 7.3 | 0.2 | 21 | 28.5 | |
| Passenger Vehicles | 255 | 792 | 0 | 1047 | 0 | 0 | 0 | 0 | 0 | 793 | 609 | 1402 | 219 | 4 | 678 | 901 | 3350 |
| % Passenger Vehicles | 82.8 | 93.7 | 0 | 90.8 | 0 | 0 | 0 | 0 | 0 | 86.5 | 94.3 | 89.7 | 78.5 | 66.7 | 85.2 | 83.3 | 88.2 |
| Large 2 Axle Vehicles | 7 | 11 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 15 | 4 | 0 | 23 | 27 | 60 |
| % Large 2 Axle Vehicles | 2.3 | 1.3 | 0 | 1.6 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0.8 | 1 | 1.4 | 0 | 2.9 | 2.5 | 1.6 |
| 3 Axle Vehicles | 17 | 11 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 21 | 9 | 30 | 15 | 0 | 11 | 26 | 84 |
| % 3 Axle Vehicles | 5.5 | 1.3 | 0 | 2.4 | 0 | 0 | 0 | 0 | 0 | 2.3 | 1.4 | 1.9 | 5.4 | 0 | 1.4 | 2.4 | 2.2 |
| 4+ Axle Trucks | 29 | 31 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 93 | 23 | 116 | 41 | 2 | 84 | 127 | 303 |
| % 4+ Axle Trucks | 9.4 | 3.7 | 0 | 5.2 | 0 | 0 | 0 | 0 | 0 | 10.1 | 3.6 | 7.4 | 14.7 | 33.3 | 10.6 | 11.7 | 8 |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | 50 | 108 | 0 | **158** | 0 | 0 | 0 | 0 | 0 | 100 | 62 | 162 | **42** | **2** | **110** | **154** | 474 |
| 04:30 PM | **54** | 86 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 113 | **116** | **229** | 31 | 0 | 89 | 120 | 489 |
| 04:45 PM | 42 | 92 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 111 | 79 | 190 | 39 | 0 | 105 | 144 | 468 |
| 05:00 PM | 40 | **115** | 0 | 155 | 0 | 0 | 0 | 0 | 0 | **137** | 81 | 218 | 39 | 0 | 91 | 130 | **503** |
| Total Volume | 186 | 401 | 0 | 587 | 0 | 0 | 0 | 0 | 0 | 461 | 338 | 799 | 151 | 2 | 395 | 548 | 1934 |
| % App. Total | 31.7 | 68.3 | 0 | | 0 | 0 | 0 | | 0 | 57.7 | 42.3 | | 27.6 | 0.4 | 72.1 | | |
| PHF | .861 | .872 | .000 | .929 | .000 | .000 | .000 | .000 | .000 | .841 | .728 | .872 | .899 | .250 | .898 | .890 | .961 |

Counts Unlimited, Inc.
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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
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. | 53 | **123** | 0 | **176** | 0 | 0 | 0 | 0 | 0 | 113 | **116** | **229** | **39** | 0 | 105 | **144** |
| +15 mins. | 50 | 108 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 111 | 79 | 190 | 39 | 0 | 91 | 130 |
| +30 mins. | **54** | 86 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | **137** | 81 | 218 | 39 | 0 | 102 | 141 |
| +45 mins. | 42 | 92 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 109 | 82 | 191 | 31 | **3** | **108** | 142 |
| Total Volume | 199 | 409 | 0 | 608 | 0 | 0 | 0 | 0 | 0 | 470 | 358 | 828 | 148 | 3 | 406 | 557 |
| % App. Total | 32.7 | 67.3 | 0 | | 0 | 0 | 0 | | 0 | 56.8 | 43.2 | | 26.6 | 0.5 | 72.9 | |
| PHF | .921 | .831 | .000 | .864 | .000 | .000 | .000 | .000 | .000 | .858 | .772 | .904 | .949 | .250 | .940 | .967 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

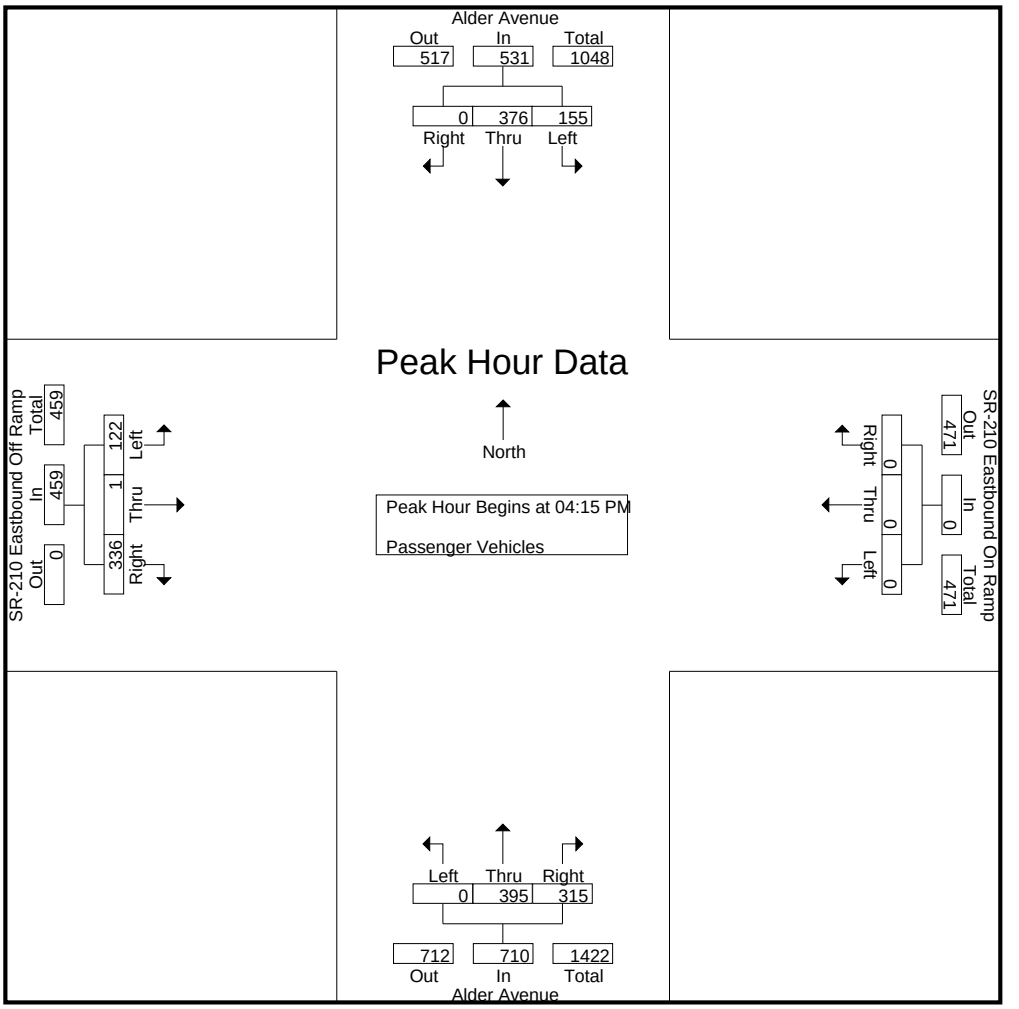
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 38 | 110 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 109 | 62 | 171 | 28 | 0 | 77 | 105 | 424 |
| 04:15 PM | 40 | 105 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 81 | 58 | 139 | 32 | 1 | 93 | 126 | 410 |
| 04:30 PM | 49 | 79 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 94 | 103 | 197 | 24 | 0 | 80 | 104 | 429 |
| 04:45 PM | 32 | 83 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 103 | 75 | 178 | 30 | 0 | 86 | 116 | 409 |
| Total | 159 | 377 | 0 | 536 | 0 | 0 | 0 | 0 | 0 | 387 | 298 | 685 | 114 | 1 | 336 | 451 | 1672 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 34 | 109 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 117 | 79 | 196 | 36 | 0 | 77 | 113 | 452 |
| 05:15 PM | 23 | 99 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 92 | 79 | 171 | 31 | 0 | 87 | 118 | 411 |
| 05:30 PM | 22 | 107 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 95 | 88 | 183 | 28 | 2 | 95 | 125 | 437 |
| 05:45 PM | 17 | 100 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 102 | 65 | 167 | 10 | 1 | 83 | 94 | 378 |
| Total | 96 | 415 | 0 | 511 | 0 | 0 | 0 | 0 | 0 | 406 | 311 | 717 | 105 | 3 | 342 | 450 | 1678 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 255 | 792 | 0 | 1047 | 0 | 0 | 0 | 0 | 0 | 793 | 609 | 1402 | 219 | 4 | 678 | 901 | 3350 |
| Apprch % | 24.4 | 75.6 | 0 | | 0 | 0 | 0 | | 0 | 56.6 | 43.4 | | 24.3 | 0.4 | 75.2 | | |
| Total % | 7.6 | 23.6 | 0 | 31.3 | 0 | 0 | 0 | 0 | 0 | 23.7 | 18.2 | 41.9 | 6.5 | 0.1 | 20.2 | 26.9 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | 40 | 105 | 0 | **145** | 0 | 0 | 0 | 0 | 0 | 81 | 58 | 139 | 32 | **1** | **93** | **126** | 410 |
| 04:30 PM | **49** | 79 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 94 | **103** | **197** | 24 | 0 | 80 | 104 | 429 |
| 04:45 PM | 32 | 83 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 103 | 75 | 178 | 30 | 0 | 86 | 116 | 409 |
| 05:00 PM | 34 | **109** | 0 | 143 | 0 | 0 | 0 | 0 | 0 | **117** | 79 | 196 | **36** | 0 | 77 | 113 | **452** |
| Total Volume | 155 | 376 | 0 | 531 | 0 | 0 | 0 | 0 | 0 | 395 | 315 | 710 | 122 | 1 | 336 | 459 | 1700 |
| % App. Total | 29.2 | 70.8 | 0 | | 0 | 0 | 0 | | 0 | 55.6 | 44.4 | | 26.6 | 0.2 | 73.2 | | |
| PHF | .791 | .862 | .000 | .916 | .000 | .000 | .000 | .000 | .000 | .844 | .765 | .901 | .847 | .250 | .903 | .911 | .940 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 40 | 105 | 0 | **145** | 0 | 0 | 0 | 0 | 0 | 81 | 58 | 139 | 32 | **1** | **93** | **126** |
| +15 mins. | **49** | 79 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 94 | **103** | **197** | 24 | 0 | 80 | 104 |
| +30 mins. | 32 | 83 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 103 | 75 | 178 | 30 | 0 | 86 | 116 |
| +45 mins. | 34 | **109** | 0 | 143 | 0 | 0 | 0 | 0 | 0 | **117** | 79 | 196 | **36** | 0 | 77 | 113 |
| Total Volume | 155 | 376 | 0 | 531 | 0 | 0 | 0 | 0 | 0 | 395 | 315 | 710 | 122 | 1 | 336 | 459 |
| % App. Total | 29.2 | 70.8 | 0 | | 0 | 0 | 0 | | 0 | 55.6 | 44.4 | | 26.6 | 0.2 | 73.2 | |
| PHF | .791 | .862 | .000 | .916 | .000 | .000 | .000 | .000 | .000 | .844 | .765 | .901 | .847 | .250 | .903 | .911 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

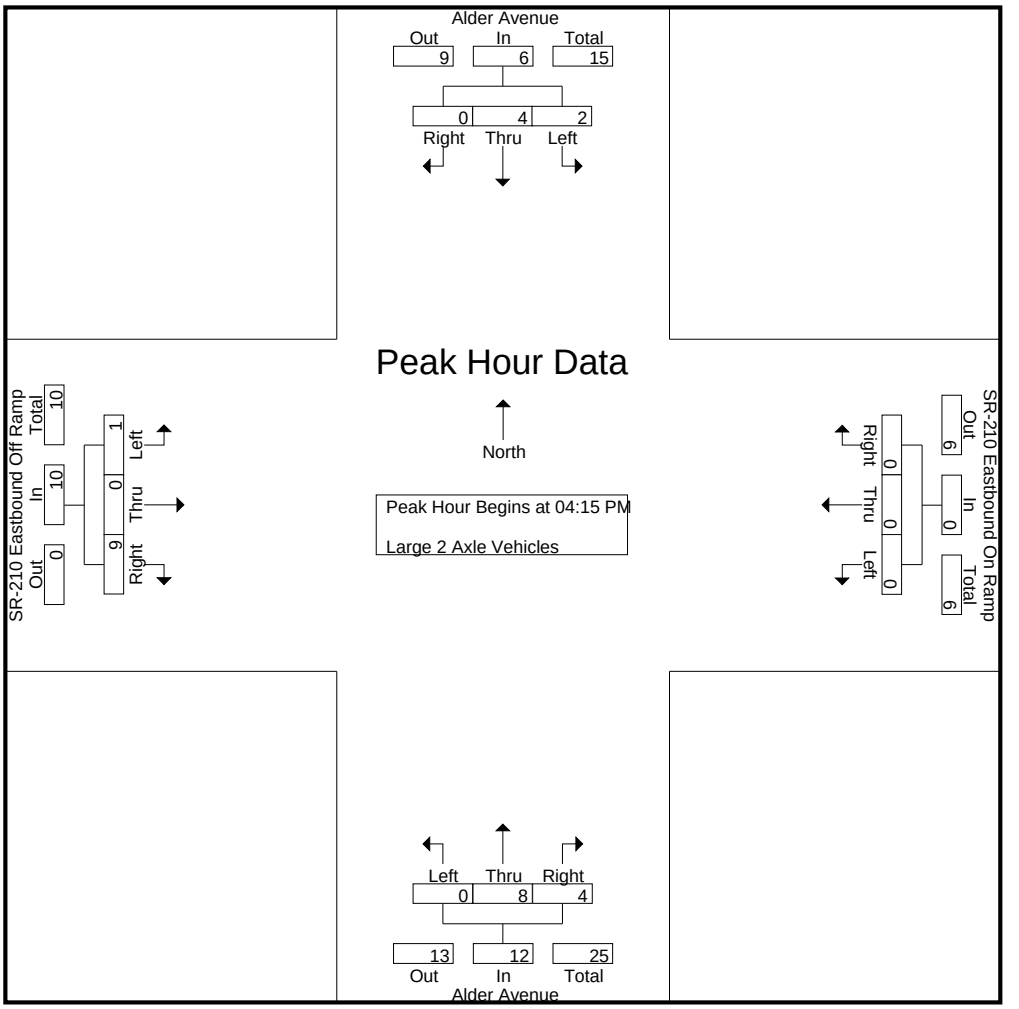
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 5 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 6 | 6 | 17 |
| 04:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 3 | 5 |
| 04:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 6 | 0 | 0 | 4 | 4 | 11 |
| 04:45 PM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 1 | 9 |
| Total | 7 | 8 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 13 | 1 | 0 | 13 | 14 | 42 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 3 |
| 05:15 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 3 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 4 | 6 | 8 |
| Total | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 10 | 13 | 18 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 7 | 11 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 15 | 4 | 0 | 23 | 27 | 60 |
| Apprch % | 38.9 | 61.1 | 0 | | 0 | 0 | 0 | | 0 | 66.7 | 33.3 | | 14.8 | 0 | 85.2 | | |
| Total % | 11.7 | 18.3 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 16.7 | 8.3 | 25 | 6.7 | 0 | 38.3 | 45 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | **1** | 0 | 2 | 3 | 5 |
| 04:30 PM | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **4** | **2** | **6** | 0 | 0 | **4** | **4** | **11** |
| 04:45 PM | 1 | **3** | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 1 | 9 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 3 |
| Total Volume | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 12 | 1 | 0 | 9 | 10 | 28 |
| % App. Total | 33.3 | 66.7 | 0 | | 0 | 0 | 0 | | 0 | 66.7 | 33.3 | | 10 | 0 | 90 | | |
| PHF | .500 | .333 | .000 | .375 | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .500 | .250 | .000 | .563 | .625 | .636 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | **1** | 0 | 2 | 3 |
| +15 mins. | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **4** | **2** | **6** | 0 | 0 | **4** | **4** |
| +30 mins. | 1 | **3** | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 2 |
| Total Volume | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 12 | 1 | 0 | 9 | 10 |
| % App. Total | 33.3 | 66.7 | 0 | | 0 | 0 | 0 | | 0 | 66.7 | 33.3 | | 10 | 0 | 90 | |
| PHF | .500 | .333 | .000 | .375 | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .500 | .250 | .000 | .563 | .625 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

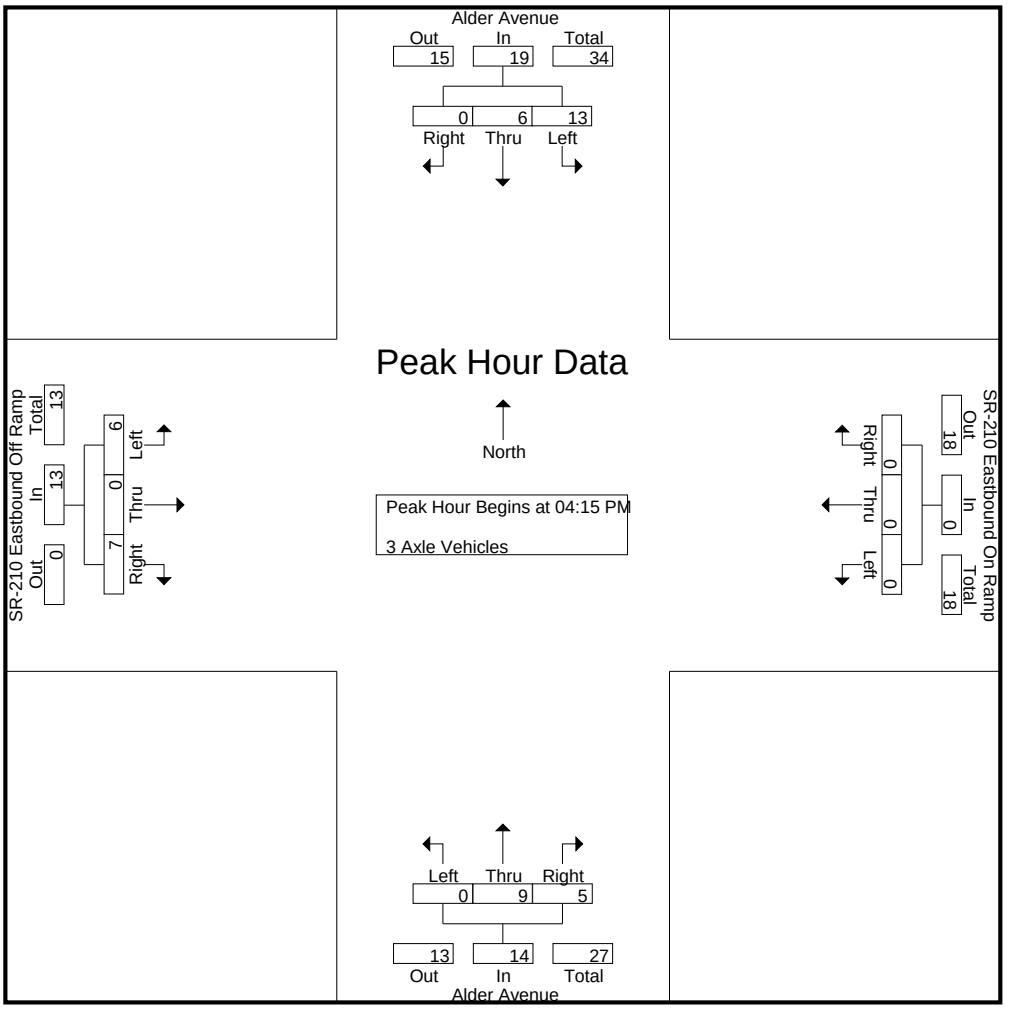
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 3 | 0 | 1 | 4 | 14 |
| 04:15 PM | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 0 | 4 | 5 | 15 |
| 04:30 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 7 | 2 | 0 | 0 | 2 | 12 |
| 04:45 PM | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 3 | 8 |
| Total | 11 | 8 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 16 | 8 | 0 | 6 | 14 | 49 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 2 | 3 | 11 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 3 | 0 | 1 | 4 | 9 |
| 05:30 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 7 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 3 | 0 | 0 | 3 | 8 |
| Total | 6 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 14 | 7 | 0 | 5 | 12 | 35 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 17 | 11 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 21 | 9 | 30 | 15 | 0 | 11 | 26 | 84 |
| Apprch % | 60.7 | 39.3 | 0 | | 0 | 0 | 0 | | 0 | 70 | 30 | | 57.7 | 0 | 42.3 | | |
| Total % | 20.2 | 13.1 | 0 | 33.3 | 0 | 0 | 0 | 0 | 0 | 25 | 10.7 | 35.7 | 17.9 | 0 | 13.1 | 31 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | **5** | **2** | 0 | **7** | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 0 | **4** | **5** | **15** |
| 04:30 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **3** | **4** | **7** | **2** | 0 | 0 | 2 | 12 |
| 04:45 PM | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 3 | 8 |
| 05:00 PM | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 2 | 3 | 11 |
| Total Volume | 13 | 6 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 14 | 6 | 0 | 7 | 13 | 46 |
| % App. Total | 68.4 | 31.6 | 0 | | 0 | 0 | 0 | | 0 | 64.3 | 35.7 | | 46.2 | 0 | 53.8 | | |
| PHF | .650 | .750 | .000 | .679 | .000 | .000 | .000 | .000 | .000 | .750 | .313 | .500 | .750 | .000 | .438 | .650 | .767 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **5** | **2** | 0 | **7** | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 0 | **4** | **5** |
| +15 mins. | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **3** | **4** | **7** | **2** | 0 | 0 | 2 |
| +30 mins. | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 3 |
| +45 mins. | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 2 | 3 |
| Total Volume | 13 | 6 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 14 | 6 | 0 | 7 | 13 |
| % App. Total | 68.4 | 31.6 | 0 | | 0 | 0 | 0 | | 0 | 64.3 | 35.7 | | 46.2 | 0 | 53.8 | |
| PHF | .650 | .750 | .000 | .679 | .000 | .000 | .000 | .000 | .000 | .750 | .313 | .500 | .750 | .000 | .438 | .650 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

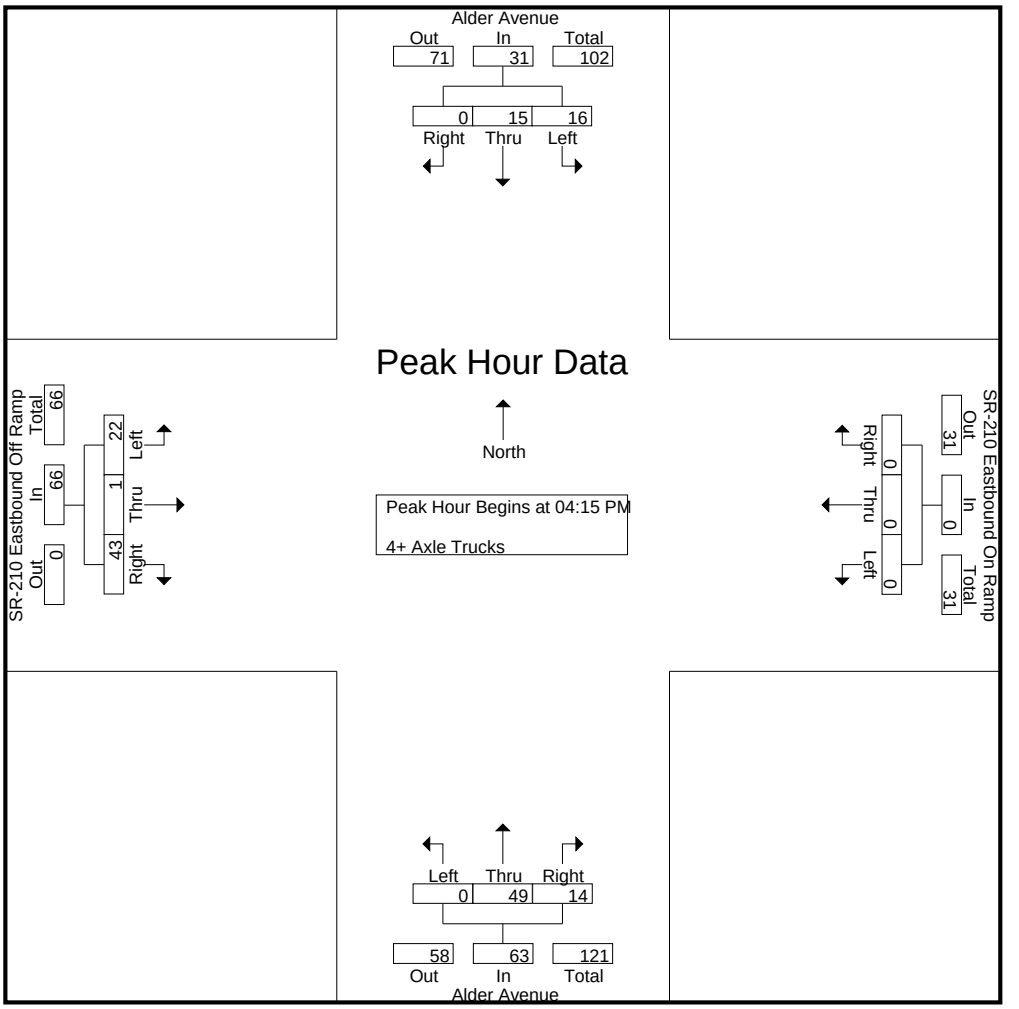
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 8 | 6 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 13 | 5 | 0 | 9 | 14 | 41 |
| 04:15 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 19 | 8 | 1 | 11 | 20 | 44 |
| 04:30 PM | 3 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 12 | 7 | 19 | 5 | 0 | 5 | 10 | 37 |
| 04:45 PM | 6 | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 7 | 0 | 17 | 24 | 42 |
| Total | 22 | 16 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 44 | 14 | 58 | 25 | 1 | 42 | 68 | 164 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 2 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 18 | 2 | 0 | 10 | 12 | 37 |
| 05:15 PM | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 15 | 5 | 0 | 12 | 17 | 38 |
| 05:30 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 14 | 2 | 1 | 9 | 12 | 29 |
| 05:45 PM | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 11 | 7 | 0 | 11 | 18 | 35 |
| Total | 7 | 15 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 49 | 9 | 58 | 16 | 1 | 42 | 59 | 139 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 29 | 31 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 93 | 23 | 116 | 41 | 2 | 84 | 127 | 303 |
| Apprch % | 48.3 | 51.7 | 0 | | 0 | 0 | 0 | | 0 | 80.2 | 19.8 | | 32.3 | 1.6 | 66.1 | | |
| Total % | 9.6 | 10.2 | 0 | 19.8 | 0 | 0 | 0 | 0 | 0 | 30.7 | 7.6 | 38.3 | 13.5 | 0.7 | 27.7 | 41.9 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | **16** | 3 | **19** | **8** | **1** | 11 | 20 | **44** |
| 04:30 PM | 3 | **5** | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 12 | **7** | 19 | 5 | 0 | 5 | 10 | 37 |
| 04:45 PM | **6** | 5 | 0 | **11** | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 7 | 0 | **17** | **24** | 42 |
| 05:00 PM | 2 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 18 | 2 | 0 | 10 | 12 | 37 |
| Total Volume | 16 | 15 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 49 | 14 | 63 | 22 | 1 | 43 | 66 | 160 |
| % App. Total | 51.6 | 48.4 | 0 | | 0 | 0 | 0 | | 0 | 77.8 | 22.2 | | 33.3 | 1.5 | 65.2 | | |
| PHF | .667 | .750 | .000 | .705 | .000 | .000 | .000 | .000 | .000 | .766 | .500 | .829 | .688 | .250 | .632 | .688 | .909 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Tue PM
Site Code : 10824406
Start Date : 5/7/2024
Page No : 2




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

| | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | **16** | 3 | **19** | **8** | **1** | 11 | 20 |
| +15 mins. | 3 | **5** | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 12 | **7** | 19 | 5 | 0 | 5 | 10 |
| +30 mins. | **6** | 5 | 0 | **11** | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 7 | 0 | **17** | **24** |
| +45 mins. | 2 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 18 | 2 | 0 | 10 | 12 |
| Total Volume | 16 | 15 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 49 | 14 | 63 | 22 | 1 | 43 | 66 |
| % App. Total | 51.6 | 48.4 | 0 | | 0 | 0 | 0 | | 0 | 77.8 | 22.2 | | 33.3 | 1.5 | 65.2 | |
| PHF | .667 | .750 | .000 | .705 | .000 | .000 | .000 | .000 | .000 | .766 | .500 | .829 | .688 | .250 | .632 | .688 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

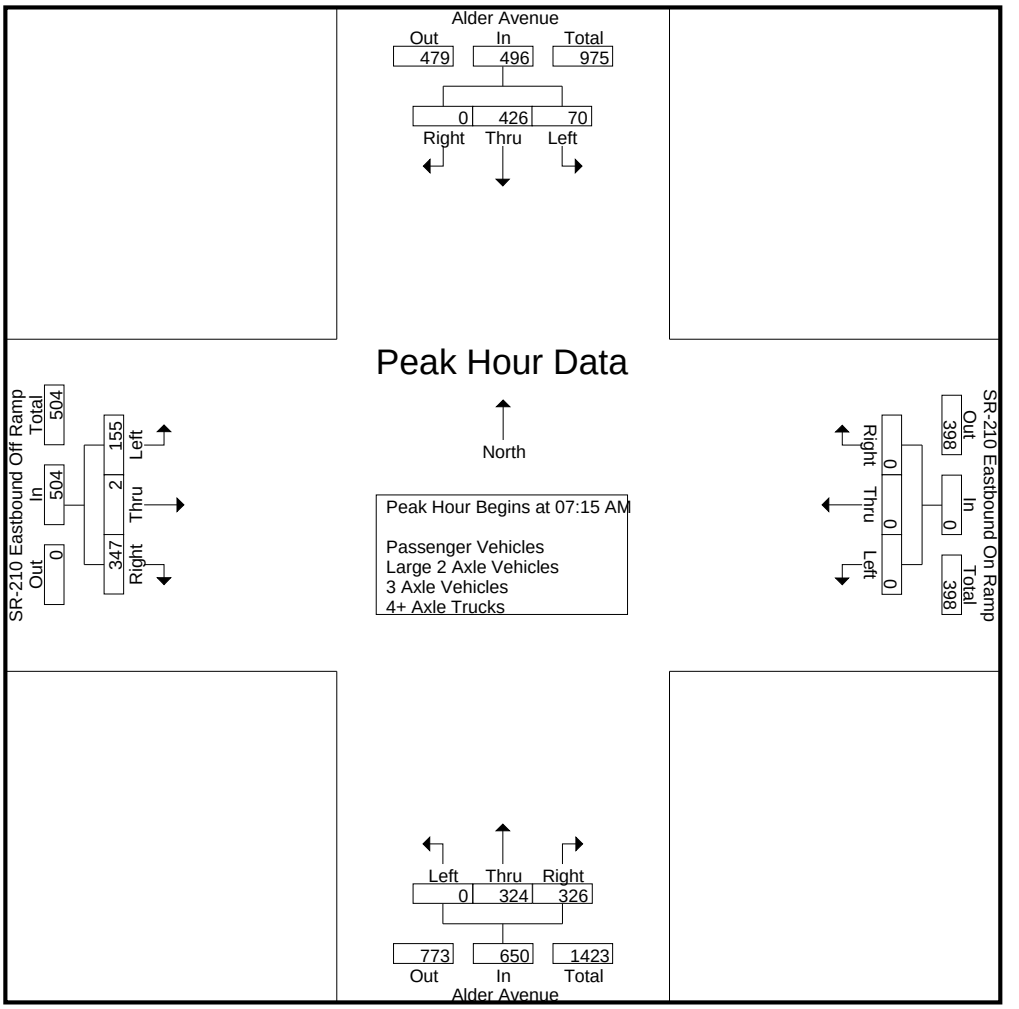
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 15 | 71 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 90 | 42 | 132 | 25 | 0 | 90 | 115 | 333 |
| 07:15 AM | 11 | 114 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 81 | 66 | 147 | 26 | 0 | 94 | 120 | 392 |
| 07:30 AM | 16 | 108 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 75 | 96 | 171 | 35 | 0 | 79 | 114 | 409 |
| 07:45 AM | 20 | 130 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 83 | 88 | 171 | 46 | 1 | 96 | 143 | 464 |
| Total | 62 | 423 | 0 | 485 | 0 | 0 | 0 | 0 | 0 | 329 | 292 | 621 | 132 | 1 | 359 | 492 | 1598 |
| 08:00 AM | 23 | 74 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 85 | 76 | 161 | 48 | 1 | 78 | 127 | 385 |
| 08:15 AM | 25 | 71 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 88 | 52 | 140 | 41 | 1 | 99 | 141 | 377 |
| 08:30 AM | 18 | 94 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 70 | 74 | 144 | 43 | 1 | 75 | 119 | 375 |
| 08:45 AM | 20 | 108 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 77 | 49 | 126 | 29 | 0 | 65 | 94 | 348 |
| Total | 86 | 347 | 0 | 433 | 0 | 0 | 0 | 0 | 0 | 320 | 251 | 571 | 161 | 3 | 317 | 481 | 1485 |
| Grand Total | 148 | 770 | 0 | 918 | 0 | 0 | 0 | 0 | 0 | 649 | 543 | 1192 | 293 | 4 | 676 | 973 | 3083 |
| Apprch % | 16.1 | 83.9 | 0 | | 0 | 0 | 0 | | 0 | 54.4 | 45.6 | | 30.1 | 0.4 | 69.5 | | |
| Total % | 4.8 | 25 | 0 | 29.8 | 0 | 0 | 0 | 0 | 0 | 21.1 | 17.6 | 38.7 | 9.5 | 0.1 | 21.9 | 31.6 | |
| Passenger Vehicles | 92 | 713 | 0 | 805 | 0 | 0 | 0 | 0 | 0 | 550 | 474 | 1024 | 168 | 4 | 553 | 725 | 2554 |
| % Passenger Vehicles | 62.2 | 92.6 | 0 | 87.7 | 0 | 0 | 0 | 0 | 0 | 84.7 | 87.3 | 85.9 | 57.3 | 100 | 81.8 | 74.5 | 82.8 |
| Large 2 Axle Vehicles | 9 | 12 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 11 | 9 | 20 | 14 | 0 | 16 | 30 | 71 |
| % Large 2 Axle Vehicles | 6.1 | 1.6 | 0 | 2.3 | 0 | 0 | 0 | 0 | 0 | 1.7 | 1.7 | 1.7 | 4.8 | 0 | 2.4 | 3.1 | 2.3 |
| 3 Axle Vehicles | 7 | 11 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 15 | 14 | 29 | 29 | 0 | 11 | 40 | 87 |
| % 3 Axle Vehicles | 4.7 | 1.4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2.3 | 2.6 | 2.4 | 9.9 | 0 | 1.6 | 4.1 | 2.8 |
| 4+ Axle Trucks | 40 | 34 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 73 | 46 | 119 | 82 | 0 | 96 | 178 | 371 |
| % 4+ Axle Trucks | 27 | 4.4 | 0 | 8.1 | 0 | 0 | 0 | 0 | 0 | 11.2 | 8.5 | 10 | 28 | 0 | 14.2 | 18.3 | 12 |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 11 | 114 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 81 | 66 | 147 | 26 | 0 | 94 | 120 | 392 |
| 07:30 AM | 16 | 108 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 75 | **96** | **171** | 35 | 0 | 79 | 114 | 409 |
| 07:45 AM | 20 | **130** | 0 | **150** | 0 | 0 | 0 | 0 | 0 | 83 | 88 | 171 | 46 | **1** | **96** | **143** | **464** |
| 08:00 AM | **23** | 74 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | **85** | 76 | 161 | **48** | 1 | 78 | 127 | 385 |
| Total Volume | 70 | 426 | 0 | 496 | 0 | 0 | 0 | 0 | 0 | 324 | 326 | 650 | 155 | 2 | 347 | 504 | 1650 |
| % App. Total | 14.1 | 85.9 | 0 | | 0 | 0 | 0 | | 0 | 49.8 | 50.2 | | 30.8 | 0.4 | 68.8 | | |
| PHF | .761 | .819 | .000 | .827 | .000 | .000 | .000 | .000 | .000 | .953 | .849 | .950 | .807 | .500 | .904 | .881 | .889 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
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 | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 11 | 114 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 81 | 66 | 147 | 46 | **1** | 96 | **143** |
| +15 mins. | 16 | 108 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 75 | **96** | **171** | **48** | 1 | 78 | 127 |
| +30 mins. | 20 | **130** | 0 | **150** | 0 | 0 | 0 | 0 | 0 | 83 | 88 | 171 | 41 | 1 | **99** | 141 |
| +45 mins. | **23** | 74 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | **85** | 76 | 161 | 43 | 1 | 75 | 119 |
| Total Volume | 70 | 426 | 0 | 496 | 0 | 0 | 0 | 0 | 0 | 324 | 326 | 650 | 178 | 4 | 348 | 530 |
| % App. Total | 14.1 | 85.9 | 0 | | 0 | 0 | 0 | | 0 | 49.8 | 50.2 | | 33.6 | 0.8 | 65.7 | |
| PHF | .761 | .819 | .000 | .827 | .000 | .000 | .000 | .000 | .000 | .953 | .849 | .950 | .927 | 1.000 | .879 | .927 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

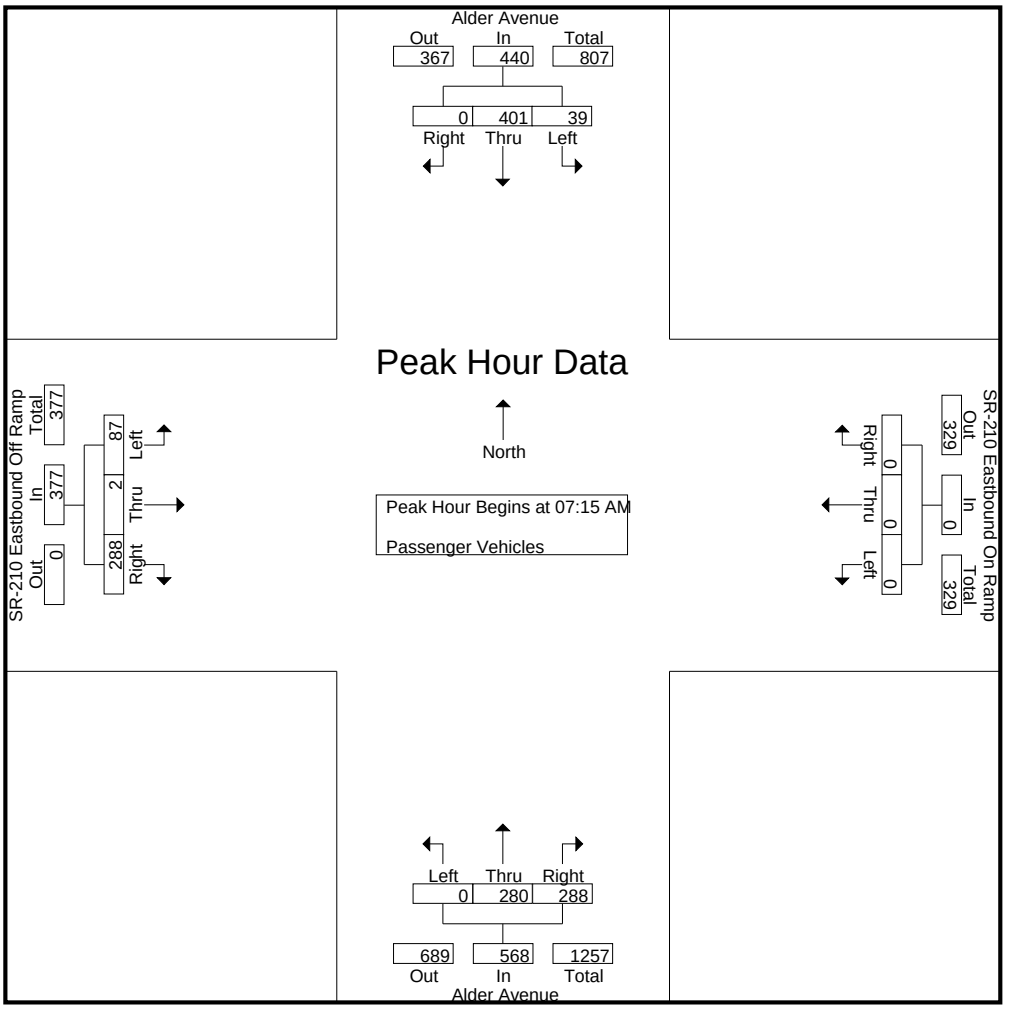
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 9 | 63 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 79 | 36 | 115 | 18 | 0 | 79 | 97 | 284 |
| 07:15 AM | 7 | 109 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 69 | 53 | 122 | 15 | 0 | 73 | 88 | 326 |
| 07:30 AM | 7 | 105 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 67 | 87 | 154 | 17 | 0 | 64 | 81 | 347 |
| 07:45 AM | 11 | 120 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 74 | 79 | 153 | 25 | 1 | 84 | 110 | 394 |
| Total | 34 | 397 | 0 | 431 | 0 | 0 | 0 | 0 | 0 | 289 | 255 | 544 | 75 | 1 | 300 | 376 | 1351 |
| 08:00 AM | 14 | 67 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 70 | 69 | 139 | 30 | 1 | 67 | 98 | 318 |
| 08:15 AM | 18 | 63 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 72 | 41 | 113 | 24 | 1 | 81 | 106 | 300 |
| 08:30 AM | 12 | 88 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 53 | 66 | 119 | 27 | 1 | 60 | 88 | 307 |
| 08:45 AM | 14 | 98 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 66 | 43 | 109 | 12 | 0 | 45 | 57 | 278 |
| Total | 58 | 316 | 0 | 374 | 0 | 0 | 0 | 0 | 0 | 261 | 219 | 480 | 93 | 3 | 253 | 349 | 1203 |
| Grand Total | 92 | 713 | 0 | 805 | 0 | 0 | 0 | 0 | 0 | 550 | 474 | 1024 | 168 | 4 | 553 | 725 | 2554 |
| Apprch % | 11.4 | 88.6 | 0 | | 0 | 0 | 0 | | 0 | 53.7 | 46.3 | | 23.2 | 0.6 | 76.3 | | |
| Total % | 3.6 | 27.9 | 0 | 31.5 | 0 | 0 | 0 | 0 | 0 | 21.5 | 18.6 | 40.1 | 6.6 | 0.2 | 21.7 | 28.4 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 7 | 109 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 69 | 53 | 122 | 15 | 0 | 73 | 88 | 326 |
| 07:30 AM | 7 | 105 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 67 | **87** | **154** | 17 | 0 | 64 | 81 | 347 |
| 07:45 AM | 11 | **120** | 0 | **131** | 0 | 0 | 0 | 0 | 0 | **74** | 79 | 153 | 25 | **1** | **84** | **110** | **394** |
| 08:00 AM | **14** | 67 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 70 | 69 | 139 | **30** | 1 | 67 | 98 | 318 |
| Total Volume | 39 | 401 | 0 | 440 | 0 | 0 | 0 | 0 | 0 | 280 | 288 | 568 | 87 | 2 | 288 | 377 | 1385 |
| % App. Total | 8.9 | 91.1 | 0 | | 0 | 0 | 0 | | 0 | 49.3 | 50.7 | | 23.1 | 0.5 | 76.4 | | |
| PHF | .696 | .835 | .000 | .840 | .000 | .000 | .000 | .000 | .000 | .946 | .828 | .922 | .725 | .500 | .857 | .857 | .879 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 7 | 109 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 69 | 53 | 122 | 15 | 0 | 73 | 88 |
| +15 mins. | 7 | 105 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 67 | **87** | **154** | 17 | 0 | 64 | 81 |
| +30 mins. | 11 | **120** | 0 | **131** | 0 | 0 | 0 | 0 | 0 | **74** | 79 | 153 | 25 | **1** | **84** | **110** |
| +45 mins. | **14** | 67 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 70 | 69 | 139 | **30** | 1 | 67 | 98 |
| Total Volume | 39 | 401 | 0 | 440 | 0 | 0 | 0 | 0 | 0 | 280 | 288 | 568 | 87 | 2 | 288 | 377 |
| % App. Total | 8.9 | 91.1 | 0 | | 0 | 0 | 0 | | 0 | 49.3 | 50.7 | | 23.1 | 0.5 | 76.4 | |
| PHF | .696 | .835 | .000 | .840 | .000 | .000 | .000 | .000 | .000 | .946 | .828 | .922 | .725 | .500 | .857 | .857 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

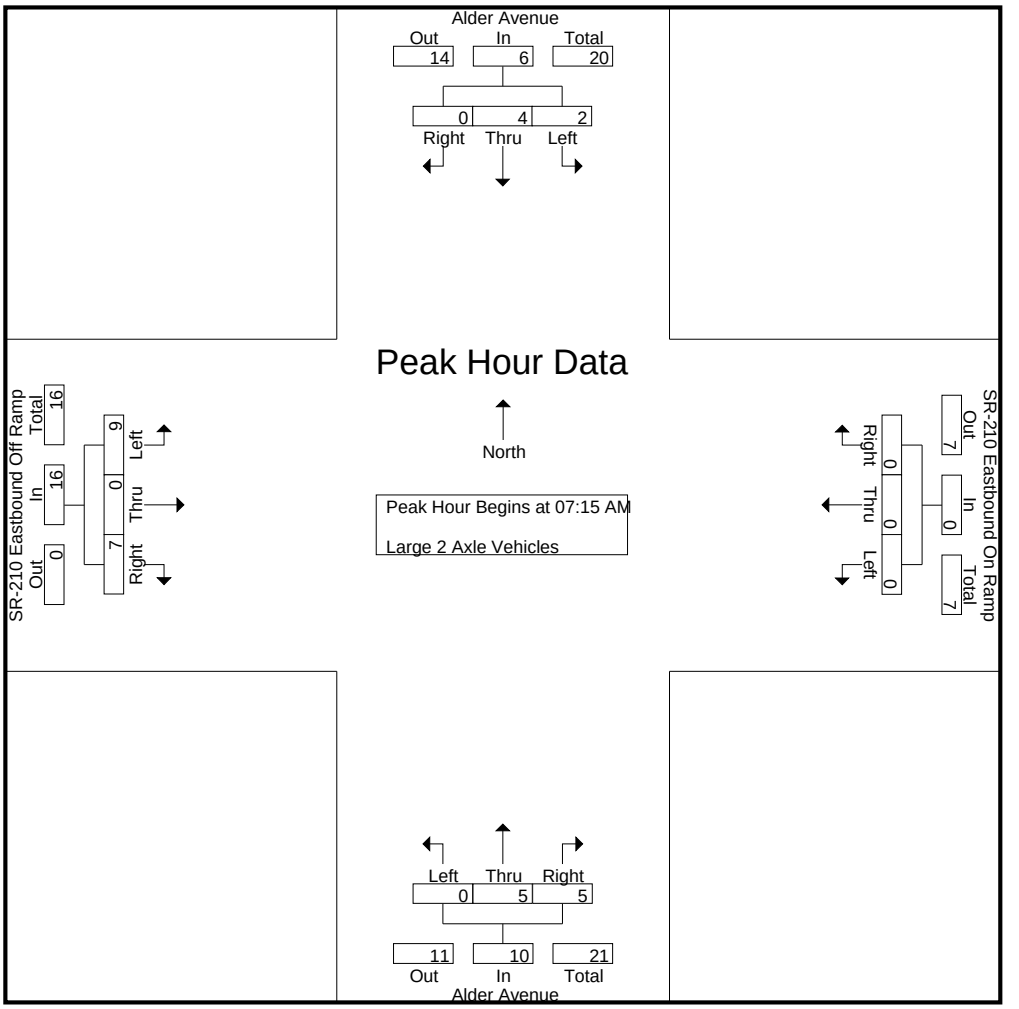
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 2 | 2 | 11 |
| 07:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 4 | 4 | 8 |
| 07:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 4 |
| 07:45 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 5 | 0 | 2 | 7 | 13 |
| Total | 4 | 7 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 10 | 7 | 0 | 8 | 15 | 36 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | 1 | 3 | 7 |
| 08:15 AM | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 2 | 8 |
| 08:30 AM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 2 | 0 | 4 | 6 | 13 |
| 08:45 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 1 | 4 | 7 |
| Total | 5 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 10 | 7 | 0 | 8 | 15 | 35 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 9 | 12 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 11 | 9 | 20 | 14 | 0 | 16 | 30 | 71 |
| Apprch % | 42.9 | 57.1 | 0 | | 0 | 0 | 0 | | 0 | 55 | 45 | | 46.7 | 0 | 53.3 | | |
| Total % | 12.7 | 16.9 | 0 | 29.6 | 0 | 0 | 0 | 0 | 0 | 15.5 | 12.7 | 28.2 | 19.7 | 0 | 22.5 | 42.3 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | **2** | **3** | 0 | 0 | **4** | 4 | 8 |
| 07:30 AM | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 4 |
| 07:45 AM | 0 | **3** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | **2** | 1 | 3 | **5** | 0 | 2 | **7** | **13** |
| 08:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | 1 | 3 | 7 |
| Total Volume | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 10 | 9 | 0 | 7 | 16 | 32 |
| % App. Total | 33.3 | 66.7 | 0 | | 0 | 0 | 0 | | 0 | 50 | 50 | | 56.2 | 0 | 43.8 | | |
| PHF | .500 | .333 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .625 | .625 | .833 | .450 | .000 | .438 | .571 | .615 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | **2** | **3** | 0 | 0 | **4** | 4 |
| +15 mins. | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 |
| +30 mins. | 0 | **3** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | **2** | 1 | 3 | **5** | 0 | 2 | **7** |
| +45 mins. | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | 1 | 3 |
| Total Volume | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 10 | 9 | 0 | 7 | 16 |
| % App. Total | 33.3 | 66.7 | 0 | | 0 | 0 | 0 | | 0 | 50 | 50 | | 56.2 | 0 | 43.8 | |
| PHF | .500 | .333 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .625 | .625 | .833 | .450 | .000 | .438 | .571 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

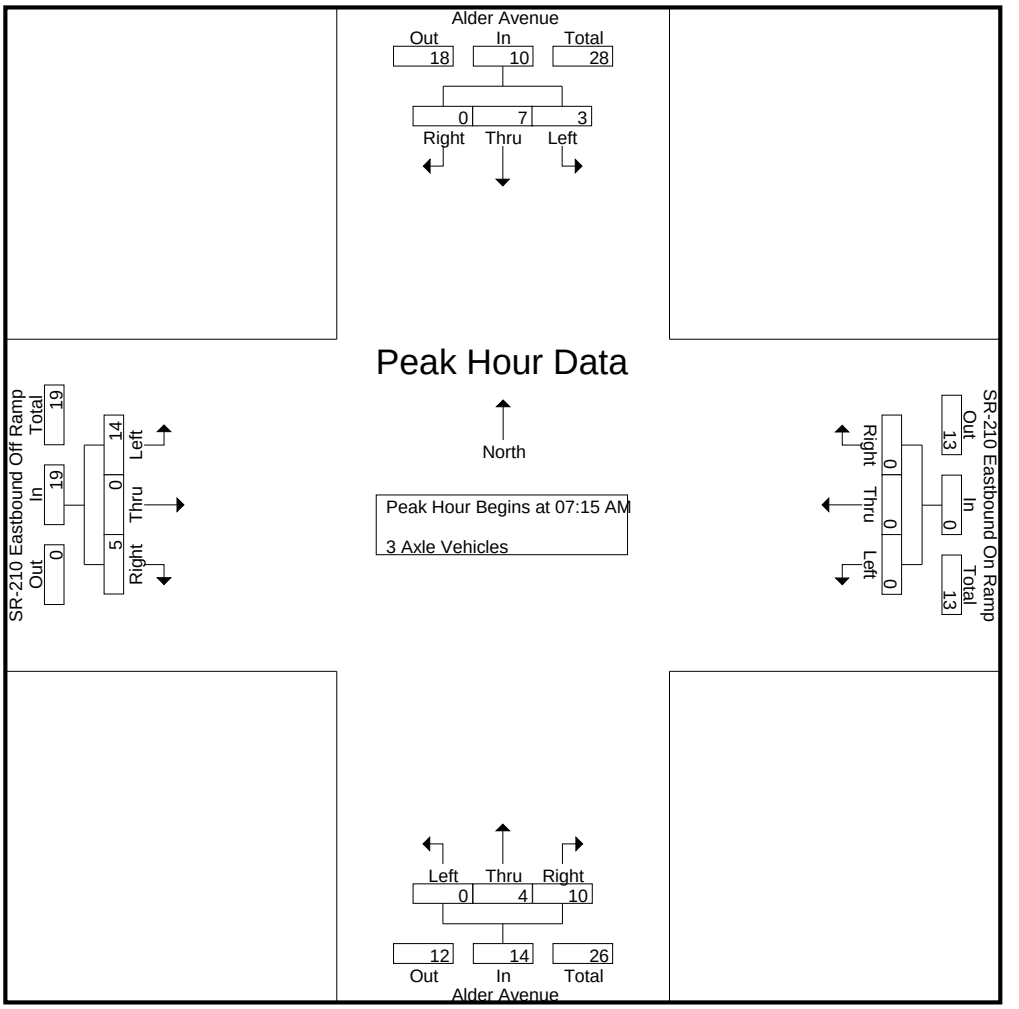
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 2 | 0 | 1 | 3 | 7 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 7 | 7 |
| 07:30 AM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 8 | 2 | 0 | 2 | 4 | 15 |
| 07:45 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 0 | 0 | 3 | 9 |
| Total | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 16 | 13 | 0 | 4 | 17 | 38 |
| 08:00 AM | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 2 | 5 | 12 |
| 08:15 AM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 0 | 3 | 4 | 10 |
| 08:30 AM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 6 | 0 | 2 | 8 | 14 |
| 08:45 AM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 6 | 0 | 0 | 6 | 13 |
| Total | 6 | 7 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 13 | 16 | 0 | 7 | 23 | 49 |
| Grand Total | 7 | 11 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 15 | 14 | 29 | 29 | 0 | 11 | 40 | 87 |
| Apprch % | 38.9 | 61.1 | 0 | | 0 | 0 | 0 | | 0 | 51.7 | 48.3 | | 72.5 | 0 | 27.5 | | |
| Total % | 8 | 12.6 | 0 | 20.7 | 0 | 0 | 0 | 0 | 0 | 17.2 | 16.1 | 33.3 | 33.3 | 0 | 12.6 | 46 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | 0 | 1 | **7** | 7 |
| 07:30 AM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **3** | **5** | **8** | 2 | 0 | **2** | 4 | **15** |
| 07:45 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 0 | 0 | 3 | 9 |
| 08:00 AM | **2** | **3** | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 2 | 5 | 12 |
| Total Volume | 3 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 14 | 14 | 0 | 5 | 19 | 43 |
| % App. Total | 30 | 70 | 0 | | 0 | 0 | 0 | | 0 | 28.6 | 71.4 | | 73.7 | 0 | 26.3 | | |
| PHF | .375 | .583 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .333 | .500 | .438 | .583 | .000 | .625 | .679 | .717 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | 0 | 1 | **7** |
| +15 mins. | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **3** | **5** | **8** | 2 | 0 | **2** | 4 |
| +30 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 0 | 0 | 3 |
| +45 mins. | **2** | **3** | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 2 | 5 |
| Total Volume | 3 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 14 | 14 | 0 | 5 | 19 |
| % App. Total | 30 | 70 | 0 | | 0 | 0 | 0 | | 0 | 28.6 | 71.4 | | 73.7 | 0 | 26.3 | |
| PHF | .375 | .583 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .333 | .500 | .438 | .583 | .000 | .625 | .679 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

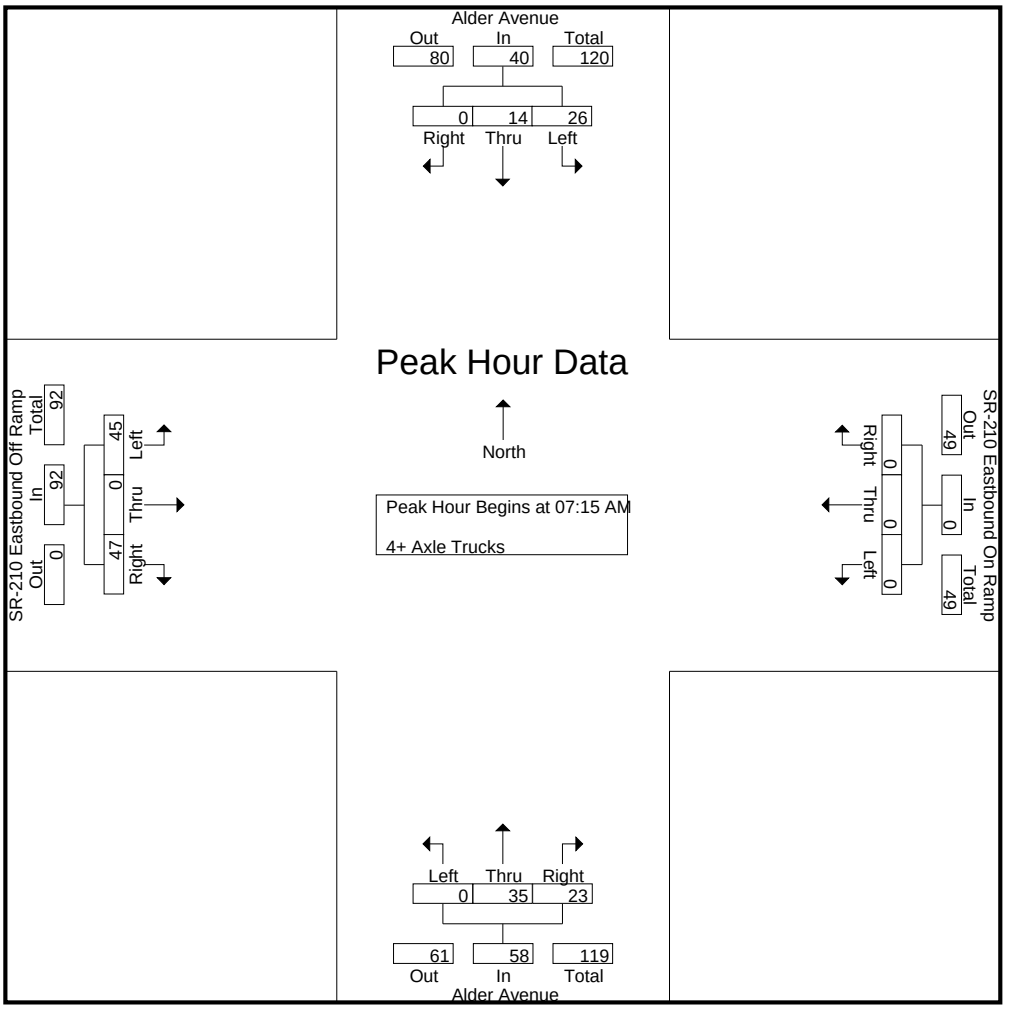
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 3 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 10 | 5 | 0 | 8 | 13 | 31 |
| 07:15 AM | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 22 | 5 | 0 | 16 | 21 | 51 |
| 07:30 AM | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | 14 | 0 | 13 | 27 | 43 |
| 07:45 AM | 9 | 5 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 11 | 13 | 0 | 10 | 23 | 48 |
| Total | 23 | 15 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 30 | 21 | 51 | 37 | 0 | 47 | 84 | 173 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 6 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 12 | 5 | 17 | 13 | 0 | 8 | 21 | 48 |
| 08:15 AM | 4 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 13 | 8 | 21 | 16 | 0 | 13 | 29 | 59 |
| 08:30 AM | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 12 | 6 | 18 | 8 | 0 | 9 | 17 | 41 |
| 08:45 AM | 4 | 7 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 12 | 8 | 0 | 19 | 27 | 50 |
| Total | 17 | 19 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 43 | 25 | 68 | 45 | 0 | 49 | 94 | 198 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 40 | 34 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 73 | 46 | 119 | 82 | 0 | 96 | 178 | 371 |
| Apprch % | 54.1 | 45.9 | 0 | | 0 | 0 | 0 | | 0 | 61.3 | 38.7 | | 46.1 | 0 | 53.9 | | |
| Total % | 10.8 | 9.2 | 0 | 19.9 | 0 | 0 | 0 | 0 | 0 | 19.7 | 12.4 | 32.1 | 22.1 | 0 | 25.9 | 48 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 11 | **11** | **22** | 5 | 0 | **16** | 21 | **51** |
| 07:30 AM | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | **14** | 0 | 13 | **27** | 43 |
| 07:45 AM | **9** | **5** | 0 | **14** | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 11 | 13 | 0 | 10 | 23 | 48 |
| 08:00 AM | 6 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | **12** | 5 | 17 | 13 | 0 | 8 | 21 | 48 |
| Total Volume | 26 | 14 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 35 | 23 | 58 | 45 | 0 | 47 | 92 | 190 |
| % App. Total | 65 | 35 | 0 | | 0 | 0 | 0 | | 0 | 60.3 | 39.7 | | 48.9 | 0 | 51.1 | | |
| PHF | .722 | .700 | .000 | .714 | .000 | .000 | .000 | .000 | .000 | .729 | .523 | .659 | .804 | .000 | .734 | .852 | .931 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed AM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 11 | **11** | **22** | 5 | 0 | **16** | 21 |
| +15 mins. | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | **14** | 0 | 13 | **27** |
| +30 mins. | **9** | **5** | 0 | **14** | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 11 | 13 | 0 | 10 | 23 |
| +45 mins. | 6 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | **12** | 5 | 17 | 13 | 0 | 8 | 21 |
| Total Volume | 26 | 14 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 35 | 23 | 58 | 45 | 0 | 47 | 92 |
| % App. Total | 65 | 35 | 0 | | 0 | 0 | 0 | | 0 | 60.3 | 39.7 | | 48.9 | 0 | 51.1 | |
| PHF | .722 | .700 | .000 | .714 | .000 | .000 | .000 | .000 | .000 | .729 | .523 | .659 | .804 | .000 | .734 | .852 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

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

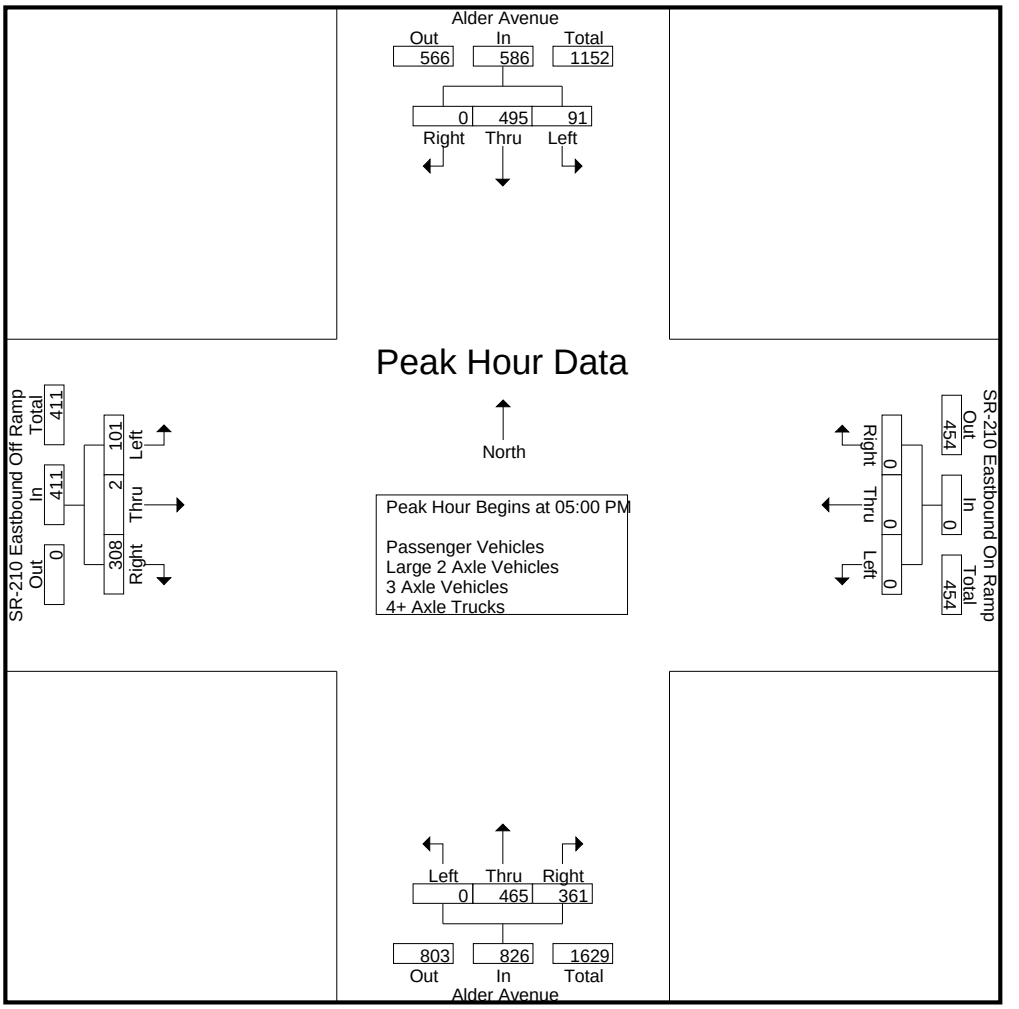
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 43 | 116 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 101 | 83 | 184 | 39 | 0 | 81 | 120 | 463 |
| 04:15 PM | 40 | 110 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 105 | 75 | 180 | 34 | 2 | 79 | 115 | 445 |
| 04:30 PM | 34 | 85 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 111 | 103 | 214 | 36 | 2 | 98 | 136 | 469 |
| 04:45 PM | 35 | 94 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 99 | 98 | 197 | 27 | 1 | 61 | 89 | 415 |
| Total | 152 | 405 | 0 | 557 | 0 | 0 | 0 | 0 | 0 | 416 | 359 | 775 | 136 | 5 | 319 | 460 | 1792 |
| 05:00 PM | 25 | 112 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 108 | 106 | 214 | 30 | 1 | 77 | 108 | 459 |
| 05:15 PM | 27 | 134 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 115 | 87 | 202 | 21 | 1 | 66 | 88 | 451 |
| 05:30 PM | 19 | 119 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 133 | 90 | 223 | 23 | 0 | 77 | 100 | 461 |
| 05:45 PM | 20 | 130 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 109 | 78 | 187 | 27 | 0 | 88 | 115 | 452 |
| Total | 91 | 495 | 0 | 586 | 0 | 0 | 0 | 0 | 0 | 465 | 361 | 826 | 101 | 2 | 308 | 411 | 1823 |
| Grand Total | 243 | 900 | 0 | 1143 | 0 | 0 | 0 | 0 | 0 | 881 | 720 | 1601 | 237 | 7 | 627 | 871 | 3615 |
| Apprch % | 21.3 | 78.7 | 0 | | 0 | 0 | 0 | | 0 | 55 | 45 | | 27.2 | 0.8 | 72 | | |
| Total % | 6.7 | 24.9 | 0 | 31.6 | 0 | 0 | 0 | 0 | 0 | 24.4 | 19.9 | 44.3 | 6.6 | 0.2 | 17.3 | 24.1 | |
| Passenger Vehicles | 206 | 821 | 0 | 1027 | 0 | 0 | 0 | 0 | 0 | 754 | 677 | 1431 | 177 | 6 | 557 | 740 | 3198 |
| % Passenger Vehicles | 84.8 | 91.2 | 0 | 89.9 | 0 | 0 | 0 | 0 | 0 | 85.6 | 94 | 89.4 | 74.7 | 85.7 | 88.8 | 85 | 88.5 |
| Large 2 Axle Vehicles | 4 | 18 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 16 | 6 | 22 | 8 | 0 | 13 | 21 | 65 |
| % Large 2 Axle Vehicles | 1.6 | 2 | 0 | 1.9 | 0 | 0 | 0 | 0 | 0 | 1.8 | 0.8 | 1.4 | 3.4 | 0 | 2.1 | 2.4 | 1.8 |
| 3 Axle Vehicles | 12 | 23 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 16 | 9 | 25 | 10 | 0 | 6 | 16 | 76 |
| % 3 Axle Vehicles | 4.9 | 2.6 | 0 | 3.1 | 0 | 0 | 0 | 0 | 0 | 1.8 | 1.2 | 1.6 | 4.2 | 0 | 1 | 1.8 | 2.1 |
| 4+ Axle Trucks | 21 | 38 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 95 | 28 | 123 | 42 | 1 | 51 | 94 | 276 |
| % 4+ Axle Trucks | 8.6 | 4.2 | 0 | 5.2 | 0 | 0 | 0 | 0 | 0 | 10.8 | 3.9 | 7.7 | 17.7 | 14.3 | 8.1 | 10.8 | 7.6 |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 25 | 112 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 108 | **106** | 214 | **30** | **1** | 77 | 108 | 459 |
| 05:15 PM | **27** | **134** | 0 | **161** | 0 | 0 | 0 | 0 | 0 | 115 | 87 | 202 | 21 | 1 | 66 | 88 | 451 |
| 05:30 PM | 19 | 119 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | **133** | 90 | **223** | 23 | 0 | 77 | 100 | **461** |
| 05:45 PM | 20 | 130 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 109 | 78 | 187 | 27 | 0 | **88** | **115** | 452 |
| Total Volume | 91 | 495 | 0 | 586 | 0 | 0 | 0 | 0 | 0 | 465 | 361 | 826 | 101 | 2 | 308 | 411 | 1823 |
| % App. Total | 15.5 | 84.5 | 0 | | 0 | 0 | 0 | | 0 | 56.3 | 43.7 | | 24.6 | 0.5 | 74.9 | | |
| PHF | .843 | .924 | .000 | .910 | .000 | .000 | .000 | .000 | .000 | .874 | .851 | .926 | .842 | .500 | .875 | .893 | .989 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
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. | 25 | 112 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 99 | 98 | 197 | **39** | 0 | 81 | 120 |
| +15 mins. | **27** | **134** | 0 | **161** | 0 | 0 | 0 | 0 | 0 | 108 | **106** | 214 | 34 | **2** | 79 | 115 |
| +30 mins. | 19 | 119 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 115 | 87 | 202 | 36 | 2 | **98** | **136** |
| +45 mins. | 20 | 130 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | **133** | 90 | **223** | 27 | 1 | 61 | 89 |
| Total Volume | 91 | 495 | 0 | 586 | 0 | 0 | 0 | 0 | 0 | 455 | 381 | 836 | 136 | 5 | 319 | 460 |
| % App. Total | 15.5 | 84.5 | 0 | | 0 | 0 | 0 | | 0 | 54.4 | 45.6 | | 29.6 | 1.1 | 69.3 | |
| PHF | .843 | .924 | .000 | .910 | .000 | .000 | .000 | .000 | .000 | .855 | .899 | .937 | .872 | .625 | .814 | .846 |

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City of Rialto
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Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- Passenger Vehicles

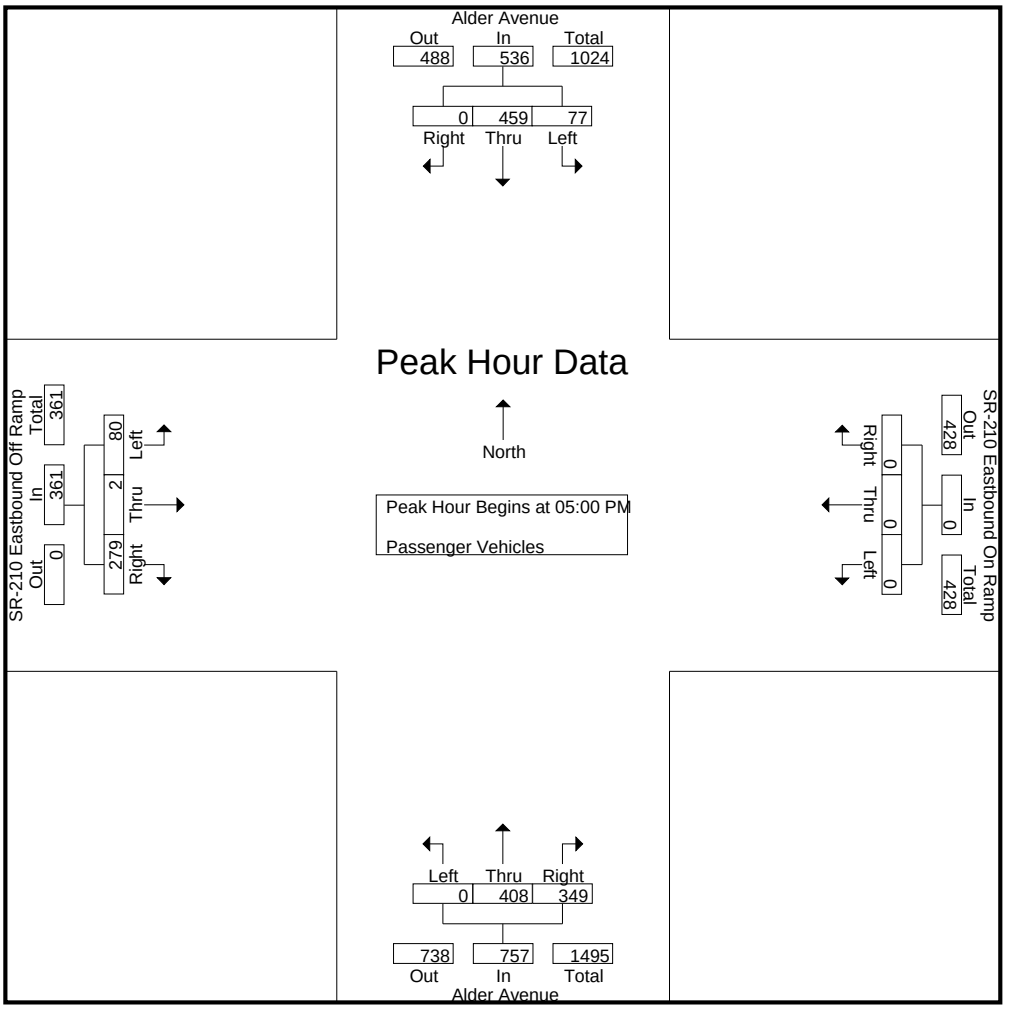
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 39 | 100 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 88 | 80 | 168 | 24 | 0 | 72 | 96 | 403 |
| 04:15 PM | 33 | 98 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 86 | 67 | 153 | 28 | 1 | 67 | 96 | 380 |
| 04:30 PM | 30 | 80 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 91 | 92 | 183 | 25 | 2 | 82 | 109 | 402 |
| 04:45 PM | 27 | 84 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 81 | 89 | 170 | 20 | 1 | 57 | 78 | 359 |
| Total | 129 | 362 | 0 | 491 | 0 | 0 | 0 | 0 | 0 | 346 | 328 | 674 | 97 | 4 | 278 | 379 | 1544 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 22 | 104 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 100 | 101 | 201 | 24 | 1 | 69 | 94 | 421 |
| 05:15 PM | 22 | 122 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 99 | 86 | 185 | 18 | 1 | 58 | 77 | 406 |
| 05:30 PM | 15 | 111 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 114 | 85 | 199 | 21 | 0 | 72 | 93 | 418 |
| 05:45 PM | 18 | 122 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 95 | 77 | 172 | 17 | 0 | 80 | 97 | 409 |
| Total | 77 | 459 | 0 | 536 | 0 | 0 | 0 | 0 | 0 | 408 | 349 | 757 | 80 | 2 | 279 | 361 | 1654 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 206 | 821 | 0 | 1027 | 0 | 0 | 0 | 0 | 0 | 754 | 677 | 1431 | 177 | 6 | 557 | 740 | 3198 |
| Apprch % | 20.1 | 79.9 | 0 | | 0 | 0 | 0 | | 0 | 52.7 | 47.3 | | 23.9 | 0.8 | 75.3 | | |
| Total % | 6.4 | 25.7 | 0 | 32.1 | 0 | 0 | 0 | 0 | 0 | 23.6 | 21.2 | 44.7 | 5.5 | 0.2 | 17.4 | 23.1 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | **22** | 104 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 100 | **101** | **201** | **24** | **1** | 69 | 94 | **421** |
| 05:15 PM | 22 | **122** | 0 | **144** | 0 | 0 | 0 | 0 | 0 | 99 | 86 | 185 | 18 | 1 | 58 | 77 | 406 |
| 05:30 PM | 15 | 111 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | **114** | 85 | 199 | 21 | 0 | 72 | 93 | 418 |
| 05:45 PM | 18 | 122 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 95 | 77 | 172 | 17 | 0 | **80** | **97** | 409 |
| Total Volume | 77 | 459 | 0 | 536 | 0 | 0 | 0 | 0 | 0 | 408 | 349 | 757 | 80 | 2 | 279 | 361 | 1654 |
| % App. Total | 14.4 | 85.6 | 0 | | 0 | 0 | 0 | | 0 | 53.9 | 46.1 | | 22.2 | 0.6 | 77.3 | | |
| PHF | .875 | .941 | .000 | .931 | .000 | .000 | .000 | .000 | .000 | .895 | .864 | .942 | .833 | .500 | .872 | .930 | .982 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **22** | 104 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 100 | **101** | **201** | **24** | **1** | 69 | 94 |
| +15 mins. | 22 | **122** | 0 | **144** | 0 | 0 | 0 | 0 | 0 | 99 | 86 | 185 | 18 | 1 | 58 | 77 |
| +30 mins. | 15 | 111 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | **114** | 85 | 199 | 21 | 0 | 72 | 93 |
| +45 mins. | 18 | 122 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 95 | 77 | 172 | 17 | 0 | **80** | **97** |
| Total Volume | 77 | 459 | 0 | 536 | 0 | 0 | 0 | 0 | 0 | 408 | 349 | 757 | 80 | 2 | 279 | 361 |
| % App. Total | 14.4 | 85.6 | 0 | | 0 | 0 | 0 | | 0 | 53.9 | 46.1 | | 22.2 | 0.6 | 77.3 | |
| PHF | .875 | .941 | .000 | .931 | .000 | .000 | .000 | .000 | .000 | .895 | .864 | .942 | .833 | .500 | .872 | .930 |

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City of Rialto
N/S: Alder Avenue
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File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
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Page No : 1

Groups Printed- Large 2 Axle Vehicles

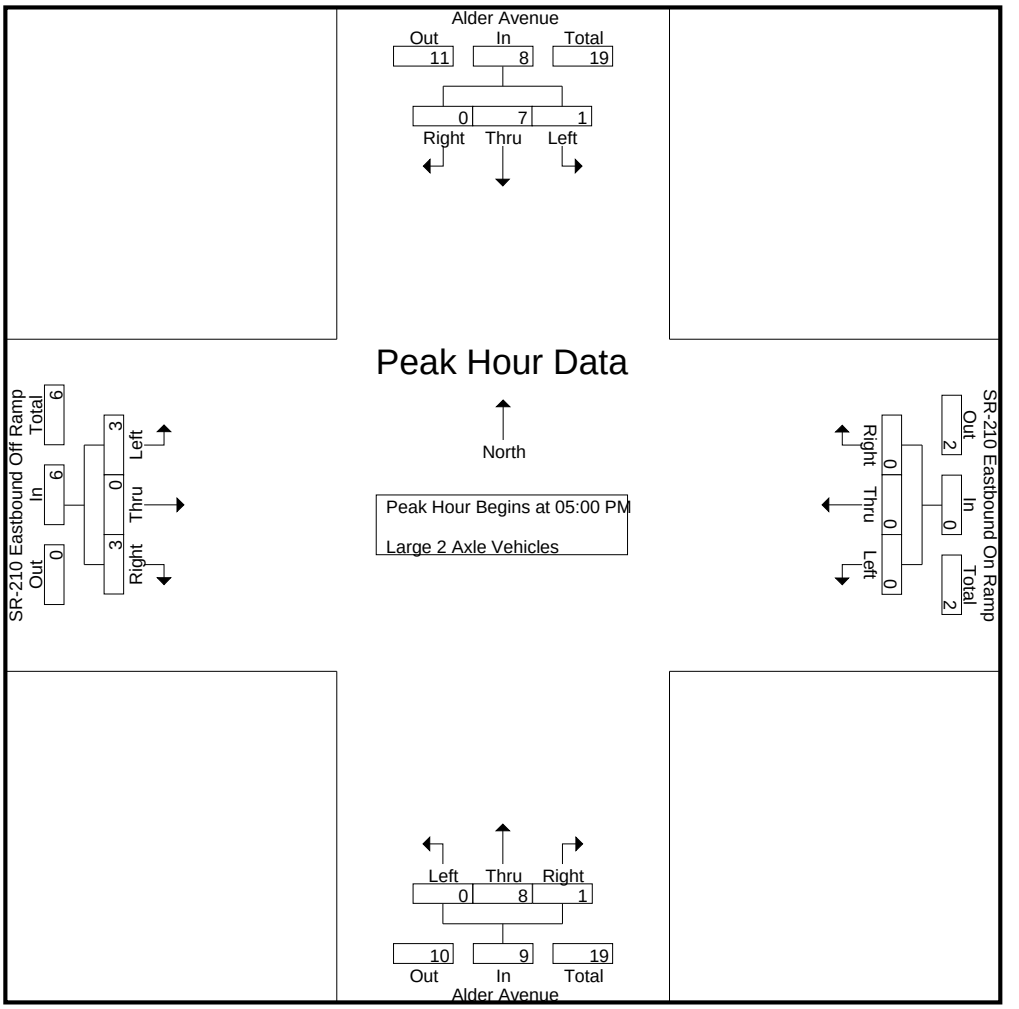
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 2 | 5 | 15 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 1 | 0 | 4 | 5 | 10 |
| 04:30 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 0 | 4 | 5 | 11 |
| 04:45 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 6 |
| Total | 3 | 11 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 13 | 5 | 0 | 10 | 15 | 42 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 2 | 8 |
| 05:15 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 2 | 3 | 9 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 3 |
| Total | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 9 | 3 | 0 | 3 | 6 | 23 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 4 | 18 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 16 | 6 | 22 | 8 | 0 | 13 | 21 | 65 |
| Apprch % | 18.2 | 81.8 | 0 | | 0 | 0 | 0 | | 0 | 72.7 | 27.3 | | 38.1 | 0 | 61.9 | | |
| Total % | 6.2 | 27.7 | 0 | 33.8 | 0 | 0 | 0 | 0 | 0 | 24.6 | 9.2 | 33.8 | 12.3 | 0 | 20 | 32.3 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | **1** | **3** | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 1 | **1** | 2 | **1** | 0 | 1 | 2 | 8 |
| 05:15 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | 1 | 0 | **2** | **3** | **9** |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 3 |
| Total Volume | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 9 | 3 | 0 | 3 | 6 | 23 |
| % App. Total | 12.5 | 87.5 | 0 | | 0 | 0 | 0 | | 0 | 88.9 | 11.1 | | 50 | 0 | 50 | | |
| PHF | .250 | .583 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .667 | .250 | .750 | .750 | .000 | .375 | .500 | .639 |

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Corona, CA 92878
(951) 268-6268

City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

Peak Hour for Each Approach Begins at:

| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | **3** | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 1 | **1** | 2 | **1** | 0 | 1 | 2 |
| +15 mins. | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | 1 | 0 | **2** | **3** |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 |
| Total Volume | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 9 | 3 | 0 | 3 | 6 |
| % App. Total | 12.5 | 87.5 | 0 | | 0 | 0 | 0 | | 0 | 88.9 | 11.1 | | 50 | 0 | 50 | |
| PHF | .250 | .583 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .667 | .250 | .750 | .750 | .000 | .375 | .500 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

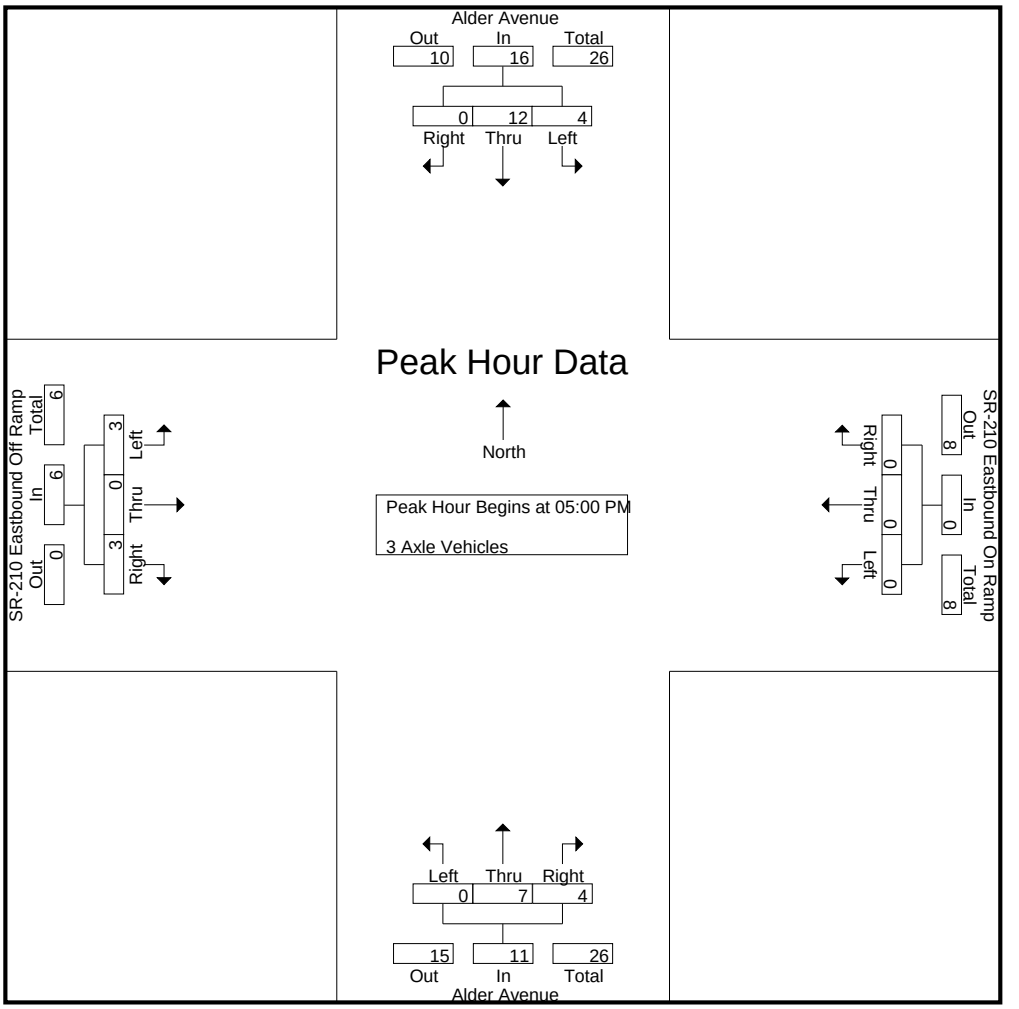
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 3 | 10 |
| 04:15 PM | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 12 |
| 04:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 4 | 0 | 1 | 5 | 10 |
| 04:45 PM | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 2 | 0 | 0 | 2 | 11 |
| Total | 8 | 11 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 14 | 7 | 0 | 3 | 10 | 43 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 3 | 3 | 10 |
| 05:15 PM | 2 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| 05:30 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 5 |
| 05:45 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 | 0 | 0 | 3 | 9 |
| Total | 4 | 12 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 11 | 3 | 0 | 3 | 6 | 33 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 12 | 23 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 16 | 9 | 25 | 10 | 0 | 6 | 16 | 76 |
| Apprch % | 34.3 | 65.7 | 0 | | 0 | 0 | 0 | | 0 | 64 | 36 | | 62.5 | 0 | 37.5 | | |
| Total % | 15.8 | 30.3 | 0 | 46.1 | 0 | 0 | 0 | 0 | 0 | 21.1 | 11.8 | 32.9 | 13.2 | 0 | 7.9 | 21.1 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | **2** | **3** | 0 | 0 | **3** | **3** | **10** |
| 05:15 PM | **2** | **5** | 0 | **7** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| 05:30 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 5 |
| 05:45 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 3 | **3** | 0 | 0 | 3 | 9 |
| Total Volume | 4 | 12 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 11 | 3 | 0 | 3 | 6 | 33 |
| % App. Total | 25 | 75 | 0 | | 0 | 0 | 0 | | 0 | 63.6 | 36.4 | | 50 | 0 | 50 | | |
| PHF | .500 | .600 | .000 | .571 | .000 | .000 | .000 | .000 | .000 | .583 | .500 | .917 | .250 | .000 | .250 | .500 | .825 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | **2** | **3** | 0 | 0 | **3** | **3** |
| +15 mins. | **2** | **5** | 0 | **7** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 |
| +45 mins. | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 3 | **3** | 0 | 0 | 3 |
| Total Volume | 4 | 12 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 11 | 3 | 0 | 3 | 6 |
| % App. Total | 25 | 75 | 0 | | 0 | 0 | 0 | | 0 | 63.6 | 36.4 | | 50 | 0 | 50 | |
| PHF | .500 | .600 | .000 | .571 | .000 | .000 | .000 | .000 | .000 | .583 | .500 | .917 | .250 | .000 | .250 | .500 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

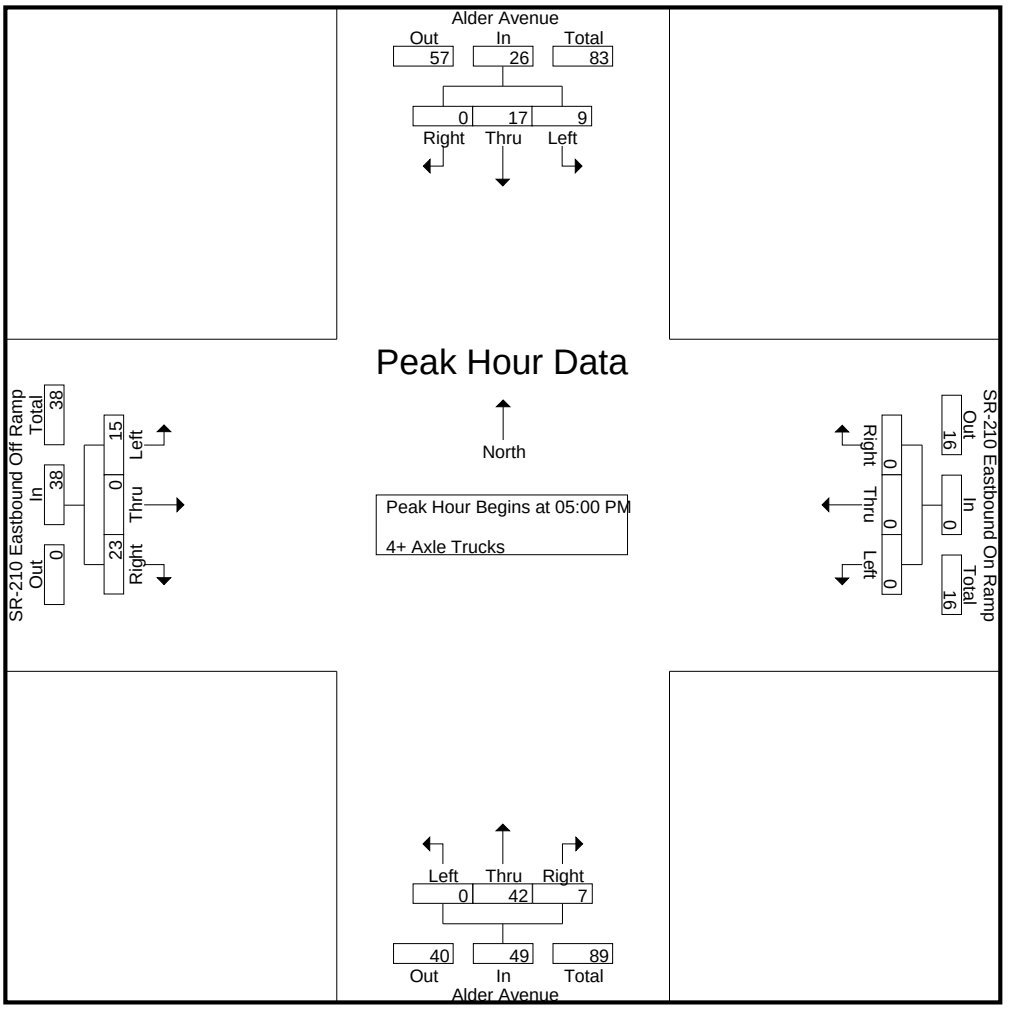
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 12 | 11 | 0 | 5 | 16 | 35 |
| 04:15 PM | 3 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 18 | 5 | 1 | 8 | 14 | 43 |
| 04:30 PM | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 16 | 8 | 24 | 6 | 0 | 11 | 17 | 46 |
| 04:45 PM | 5 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 14 | 6 | 20 | 5 | 0 | 4 | 9 | 39 |
| Total | 12 | 21 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 53 | 21 | 74 | 27 | 1 | 28 | 56 | 163 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 5 | 0 | 4 | 9 | 20 |
| 05:15 PM | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 12 | 2 | 0 | 6 | 8 | 27 |
| 05:30 PM | 4 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 18 | 2 | 0 | 5 | 7 | 35 |
| 05:45 PM | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 11 | 6 | 0 | 8 | 14 | 31 |
| Total | 9 | 17 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 42 | 7 | 49 | 15 | 0 | 23 | 38 | 113 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 21 | 38 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 95 | 28 | 123 | 42 | 1 | 51 | 94 | 276 |
| Apprch % | 35.6 | 64.4 | 0 | | 0 | 0 | 0 | | 0 | 77.2 | 22.8 | | 44.7 | 1.1 | 54.3 | | |
| Total % | 7.6 | 13.8 | 0 | 21.4 | 0 | 0 | 0 | 0 | 0 | 34.4 | 10.1 | 44.6 | 15.2 | 0.4 | 18.5 | 34.1 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 5 | 0 | 4 | 9 | 20 |
| 05:15 PM | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 12 | 2 | 0 | 6 | 8 | 27 |
| 05:30 PM | **4** | **6** | 0 | **10** | 0 | 0 | 0 | 0 | 0 | **15** | **3** | **18** | 2 | 0 | 5 | 7 | **35** |
| 05:45 PM | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 11 | **6** | 0 | **8** | **14** | 31 |
| Total Volume | 9 | 17 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 42 | 7 | 49 | 15 | 0 | 23 | 38 | 113 |
| % App. Total | 34.6 | 65.4 | 0 | | 0 | 0 | 0 | | 0 | 85.7 | 14.3 | | 39.5 | 0 | 60.5 | | |
| PHF | .563 | .708 | .000 | .650 | .000 | .000 | .000 | .000 | .000 | .700 | .583 | .681 | .625 | .000 | .719 | .679 | .807 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Wed PM
Site Code : 10824406
Start Date : 5/8/2024
Page No : 2




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

| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 5 | 0 | 4 | 9 |
| +15 mins. | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 12 | 2 | 0 | 6 | 8 |
| +30 mins. | **4** | **6** | 0 | **10** | 0 | 0 | 0 | 0 | 0 | **15** | **3** | **18** | 2 | 0 | 5 | 7 |
| +45 mins. | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 11 | **6** | 0 | **8** | **14** |
| Total Volume | 9 | 17 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 42 | 7 | 49 | 15 | 0 | 23 | 38 |
| % App. Total | 34.6 | 65.4 | 0 | | 0 | 0 | 0 | | 0 | 85.7 | 14.3 | | 39.5 | 0 | 60.5 | |
| PHF | .563 | .708 | .000 | .650 | .000 | .000 | .000 | .000 | .000 | .700 | .583 | .681 | .625 | .000 | .719 | .679 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

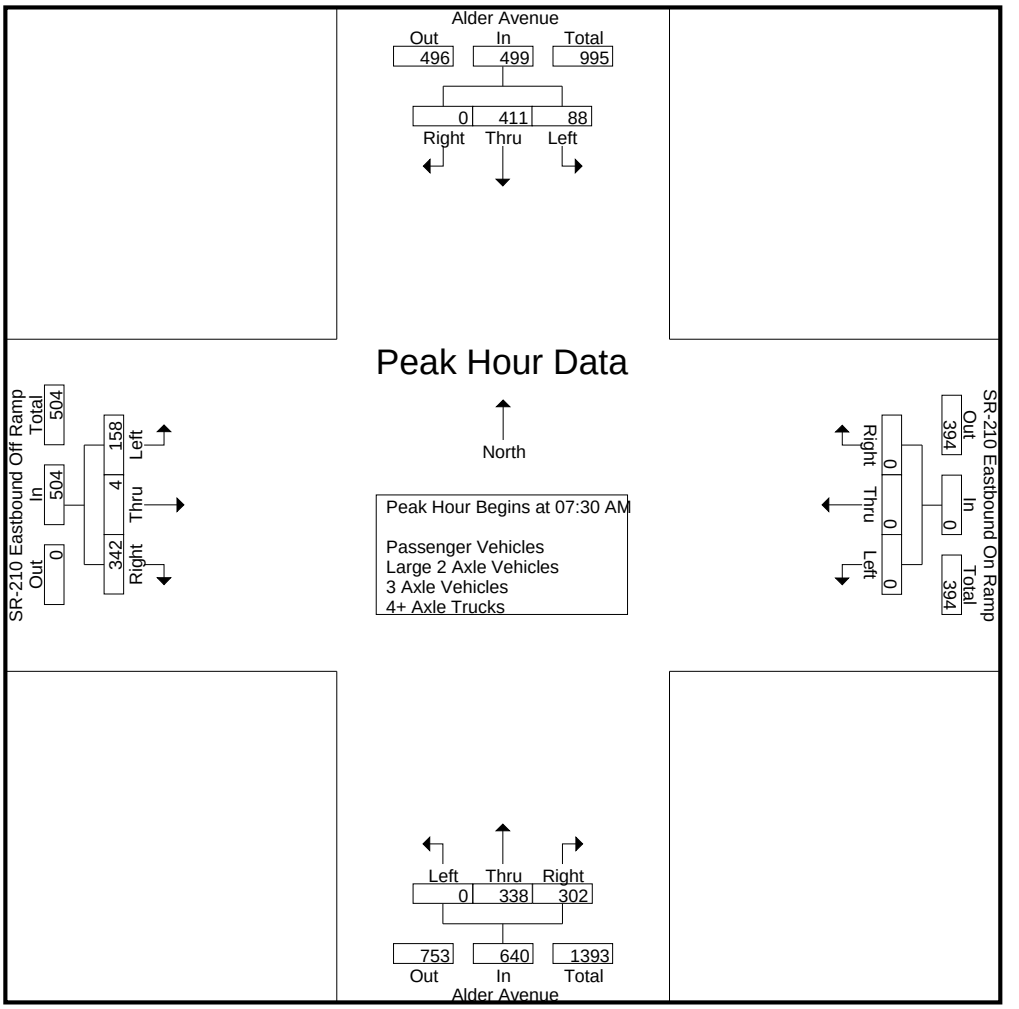
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 14 | 71 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 88 | 42 | 130 | 34 | 1 | 82 | 117 | 332 |
| 07:15 AM | 14 | 100 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 96 | 58 | 154 | 34 | 0 | 84 | 118 | 386 |
| 07:30 AM | 14 | 107 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 82 | 85 | 167 | 37 | 1 | 89 | 127 | 415 |
| 07:45 AM | 23 | 113 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 90 | 76 | 166 | 43 | 1 | 98 | 142 | 444 |
| Total | 65 | 391 | 0 | 456 | 0 | 0 | 0 | 0 | 0 | 356 | 261 | 617 | 148 | 3 | 353 | 504 | 1577 |
| 08:00 AM | 29 | 103 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 85 | 75 | 160 | 32 | 0 | 73 | 105 | 397 |
| 08:15 AM | 22 | 88 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 81 | 66 | 147 | 46 | 2 | 82 | 130 | 387 |
| 08:30 AM | 29 | 70 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 79 | 60 | 139 | 49 | 0 | 88 | 137 | 375 |
| 08:45 AM | 21 | 91 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 71 | 60 | 131 | 44 | 0 | 89 | 133 | 376 |
| Total | 101 | 352 | 0 | 453 | 0 | 0 | 0 | 0 | 0 | 316 | 261 | 577 | 171 | 2 | 332 | 505 | 1535 |
| Grand Total | 166 | 743 | 0 | 909 | 0 | 0 | 0 | 0 | 0 | 672 | 522 | 1194 | 319 | 5 | 685 | 1009 | 3112 |
| Apprch % | 18.3 | 81.7 | 0 | | 0 | 0 | 0 | | 0 | 56.3 | 43.7 | | 31.6 | 0.5 | 67.9 | | |
| Total % | 5.3 | 23.9 | 0 | 29.2 | 0 | 0 | 0 | 0 | 0 | 21.6 | 16.8 | 38.4 | 10.3 | 0.2 | 22 | 32.4 | |
| Passenger Vehicles | 90 | 662 | 0 | 752 | 0 | 0 | 0 | 0 | 0 | 544 | 473 | 1017 | 187 | 5 | 567 | 759 | 2528 |
| % Passenger Vehicles | 54.2 | 89.1 | 0 | 82.7 | 0 | 0 | 0 | 0 | 0 | 81 | 90.6 | 85.2 | 58.6 | 100 | 82.8 | 75.2 | 81.2 |
| Large 2 Axle Vehicles | 12 | 10 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 17 | 4 | 21 | 30 | 0 | 16 | 46 | 89 |
| % Large 2 Axle Vehicles | 7.2 | 1.3 | 0 | 2.4 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0.8 | 1.8 | 9.4 | 0 | 2.3 | 4.6 | 2.9 |
| 3 Axle Vehicles | 14 | 24 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 17 | 12 | 29 | 20 | 0 | 13 | 33 | 100 |
| % 3 Axle Vehicles | 8.4 | 3.2 | 0 | 4.2 | 0 | 0 | 0 | 0 | 0 | 2.5 | 2.3 | 2.4 | 6.3 | 0 | 1.9 | 3.3 | 3.2 |
| 4+ Axle Trucks | 50 | 47 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 94 | 33 | 127 | 82 | 0 | 89 | 171 | 395 |
| % 4+ Axle Trucks | 30.1 | 6.3 | 0 | 10.7 | 0 | 0 | 0 | 0 | 0 | 14 | 6.3 | 10.6 | 25.7 | 0 | 13 | 16.9 | 12.7 |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 14 | 107 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 82 | **85** | **167** | 37 | 1 | 89 | 127 | 415 |
| 07:45 AM | 23 | **113** | 0 | **136** | 0 | 0 | 0 | 0 | 0 | **90** | 76 | 166 | 43 | 1 | **98** | **142** | **444** |
| 08:00 AM | **29** | 103 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 85 | 75 | 160 | 32 | 0 | 73 | 105 | 397 |
| 08:15 AM | 22 | 88 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 81 | 66 | 147 | **46** | **2** | 82 | 130 | 387 |
| Total Volume | 88 | 411 | 0 | 499 | 0 | 0 | 0 | 0 | 0 | 338 | 302 | 640 | 158 | 4 | 342 | 504 | 1643 |
| % App. Total | 17.6 | 82.4 | 0 | | 0 | 0 | 0 | | 0 | 52.8 | 47.2 | | 31.3 | 0.8 | 67.9 | | |
| PHF | .759 | .909 | .000 | .917 | .000 | .000 | .000 | .000 | .000 | .939 | .888 | .958 | .859 | .500 | .872 | .887 | .925 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
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 | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 14 | 100 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | **96** | 58 | 154 | 43 | 1 | **98** | **142** |
| +15 mins. | 14 | 107 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 82 | **85** | **167** | 32 | 0 | 73 | 105 |
| +30 mins. | 23 | **113** | 0 | **136** | 0 | 0 | 0 | 0 | 0 | 90 | 76 | 166 | 46 | **2** | 82 | 130 |
| +45 mins. | **29** | 103 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 85 | 75 | 160 | **49** | 0 | 88 | 137 |
| Total Volume | 80 | 423 | 0 | 503 | 0 | 0 | 0 | 0 | 0 | 353 | 294 | 647 | 170 | 3 | 341 | 514 |
| % App. Total | 15.9 | 84.1 | 0 | | 0 | 0 | 0 | | 0 | 54.6 | 45.4 | | 33.1 | 0.6 | 66.3 | |
| PHF | .690 | .936 | .000 | .925 | .000 | .000 | .000 | .000 | .000 | .919 | .865 | .969 | .867 | .375 | .870 | .905 |

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

City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

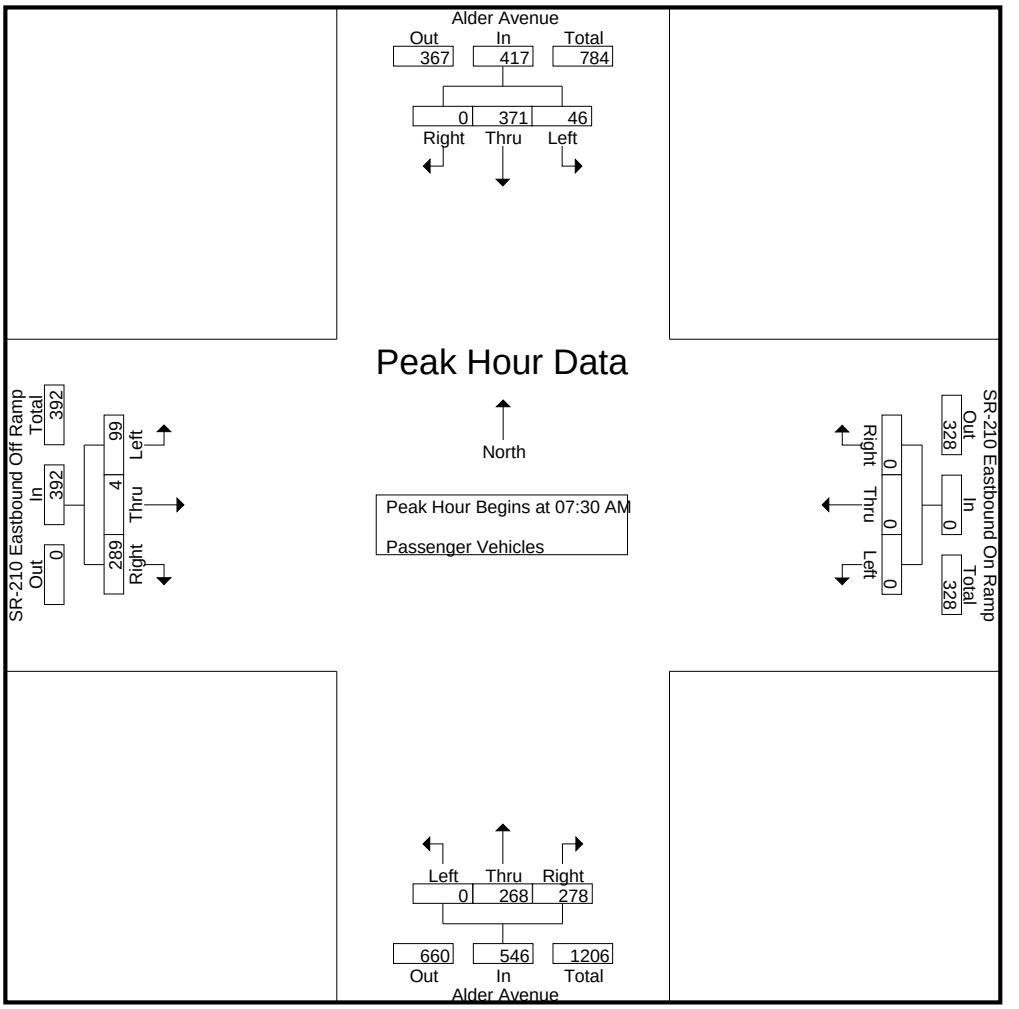
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 8 | 63 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 80 | 34 | 114 | 17 | 1 | 72 | 90 | 275 |
| 07:15 AM | 3 | 93 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 75 | 52 | 127 | 18 | 0 | 68 | 86 | 309 |
| 07:30 AM | 6 | 95 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 73 | 80 | 153 | 26 | 1 | 75 | 102 | 356 |
| 07:45 AM | 12 | 102 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 73 | 68 | 141 | 25 | 1 | 85 | 111 | 366 |
| Total | 29 | 353 | 0 | 382 | 0 | 0 | 0 | 0 | 0 | 301 | 234 | 535 | 86 | 3 | 300 | 389 | 1306 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 15 | 93 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 68 | 71 | 139 | 23 | 0 | 61 | 84 | 331 |
| 08:15 AM | 13 | 81 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 54 | 59 | 113 | 25 | 2 | 68 | 95 | 302 |
| 08:30 AM | 18 | 59 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 61 | 56 | 117 | 29 | 0 | 71 | 100 | 294 |
| 08:45 AM | 15 | 76 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 60 | 53 | 113 | 24 | 0 | 67 | 91 | 295 |
| Total | 61 | 309 | 0 | 370 | 0 | 0 | 0 | 0 | 0 | 243 | 239 | 482 | 101 | 2 | 267 | 370 | 1222 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 90 | 662 | 0 | 752 | 0 | 0 | 0 | 0 | 0 | 544 | 473 | 1017 | 187 | 5 | 567 | 759 | 2528 |
| Apprch % | 12 | 88 | 0 | | 0 | 0 | 0 | | 0 | 53.5 | 46.5 | | 24.6 | 0.7 | 74.7 | | |
| Total % | 3.6 | 26.2 | 0 | 29.7 | 0 | 0 | 0 | 0 | 0 | 21.5 | 18.7 | 40.2 | 7.4 | 0.2 | 22.4 | 30 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 6 | 95 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | **73** | **80** | **153** | **26** | 1 | 75 | 102 | 356 |
| 07:45 AM | 12 | **102** | 0 | **114** | 0 | 0 | 0 | 0 | 0 | 73 | 68 | 141 | 25 | 1 | **85** | **111** | **366** |
| 08:00 AM | **15** | 93 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 68 | 71 | 139 | 23 | 0 | 61 | 84 | 331 |
| 08:15 AM | 13 | 81 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 54 | 59 | 113 | 25 | **2** | 68 | 95 | 302 |
| Total Volume | 46 | 371 | 0 | 417 | 0 | 0 | 0 | 0 | 0 | 268 | 278 | 546 | 99 | 4 | 289 | 392 | 1355 |
| % App. Total | 11 | 89 | 0 | | 0 | 0 | 0 | | 0 | 49.1 | 50.9 | | 25.3 | 1 | 73.7 | | |
| PHF | .767 | .909 | .000 | .914 | .000 | .000 | .000 | .000 | .000 | .918 | .869 | .892 | .952 | .500 | .850 | .883 | .926 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 6 | 95 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | **73** | **80** | **153** | **26** | 1 | 75 | 102 |
| +15 mins. | 12 | **102** | 0 | **114** | 0 | 0 | 0 | 0 | 0 | 73 | 68 | 141 | 25 | 1 | **85** | **111** |
| +30 mins. | **15** | 93 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 68 | 71 | 139 | 23 | 0 | 61 | 84 |
| +45 mins. | 13 | 81 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 54 | 59 | 113 | 25 | **2** | 68 | 95 |
| Total Volume | 46 | 371 | 0 | 417 | 0 | 0 | 0 | 0 | 0 | 268 | 278 | 546 | 99 | 4 | 289 | 392 |
| % App. Total | 11 | 89 | 0 | | 0 | 0 | 0 | | 0 | 49.1 | 50.9 | | 25.3 | 1 | 73.7 | |
| PHF | .767 | .909 | .000 | .914 | .000 | .000 | .000 | .000 | .000 | .918 | .869 | .892 | .952 | .500 | .850 | .883 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

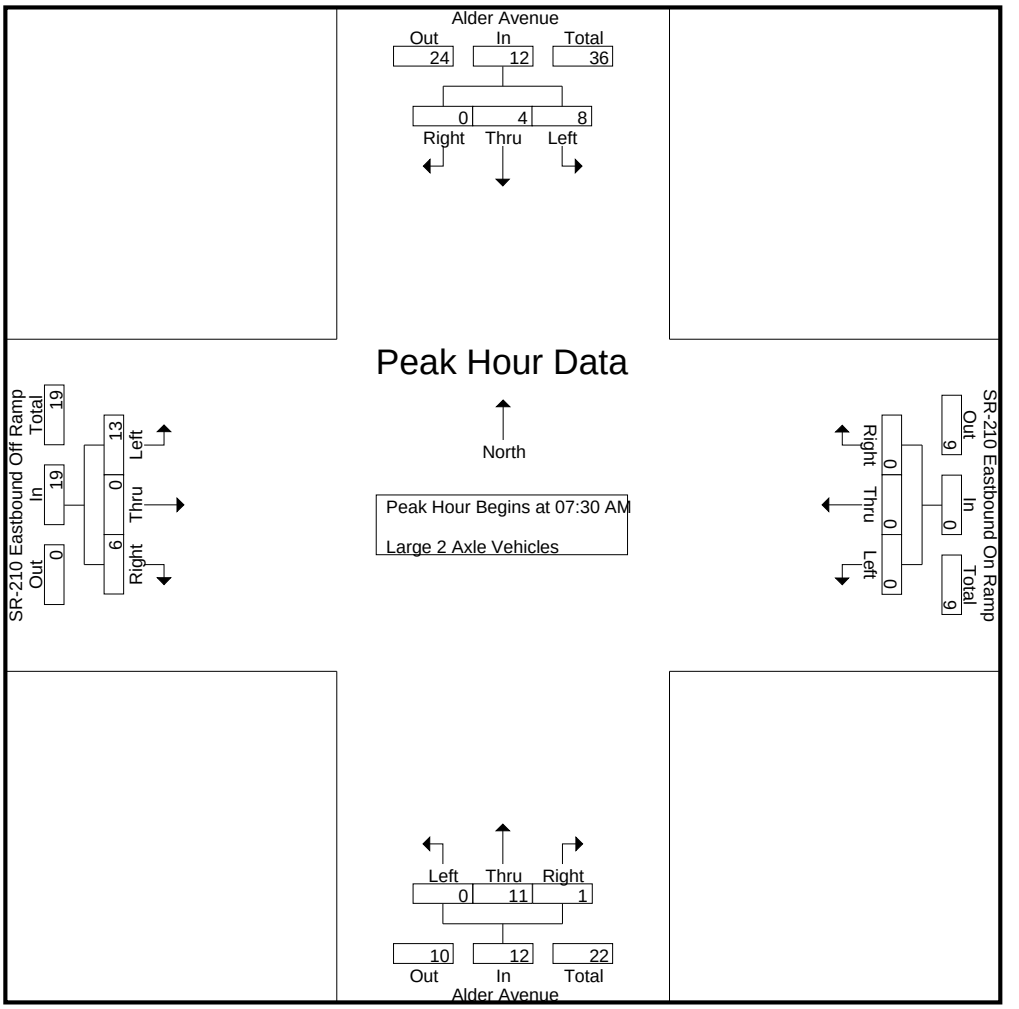
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 6 | 0 | 4 | 10 | 15 |
| 07:15 AM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 1 | 5 | 8 |
| 07:30 AM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 0 | 1 | 2 | 7 |
| 07:45 AM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 7 |
| Total | 5 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | 14 | 0 | 6 | 20 | 37 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 1 | 10 |
| 08:15 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 8 | 0 | 5 | 13 | 19 |
| 08:30 AM | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 5 | 0 | 3 | 8 | 16 |
| 08:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 4 | 7 |
| Total | 7 | 6 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 13 | 16 | 0 | 10 | 26 | 52 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 12 | 10 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 17 | 4 | 21 | 30 | 0 | 16 | 46 | 89 |
| Apprch % | 54.5 | 45.5 | 0 | | 0 | 0 | 0 | | 0 | 81 | 19 | | 65.2 | 0 | 34.8 | | |
| Total % | 13.5 | 11.2 | 0 | 24.7 | 0 | 0 | 0 | 0 | 0 | 19.1 | 4.5 | 23.6 | 33.7 | 0 | 18 | 51.7 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | **1** | 3 | 1 | 0 | 1 | 2 | 7 |
| 07:45 AM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 7 |
| 08:00 AM | **3** | **2** | 0 | **5** | 0 | 0 | 0 | 0 | 0 | **4** | 0 | **4** | 1 | 0 | 0 | 1 | 10 |
| 08:15 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | **8** | 0 | **5** | **13** | **19** |
| Total Volume | 8 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 12 | 13 | 0 | 6 | 19 | 43 |
| % App. Total | 66.7 | 33.3 | 0 | | 0 | 0 | 0 | | 0 | 91.7 | 8.3 | | 68.4 | 0 | 31.6 | | |
| PHF | .667 | .500 | .000 | .600 | .000 | .000 | .000 | .000 | .000 | .688 | .250 | .750 | .406 | .000 | .300 | .365 | .566 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | **1** | 3 | 1 | 0 | 1 | 2 |
| +15 mins. | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 |
| +30 mins. | **3** | **2** | 0 | **5** | 0 | 0 | 0 | 0 | 0 | **4** | 0 | **4** | 1 | 0 | 0 | 1 |
| +45 mins. | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | **8** | 0 | **5** | **13** |
| Total Volume | 8 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 12 | 13 | 0 | 6 | 19 |
| % App. Total | 66.7 | 33.3 | 0 | | 0 | 0 | 0 | | 0 | 91.7 | 8.3 | | 68.4 | 0 | 31.6 | |
| PHF | .667 | .500 | .000 | .600 | .000 | .000 | .000 | .000 | .000 | .688 | .250 | .750 | .406 | .000 | .300 | .365 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

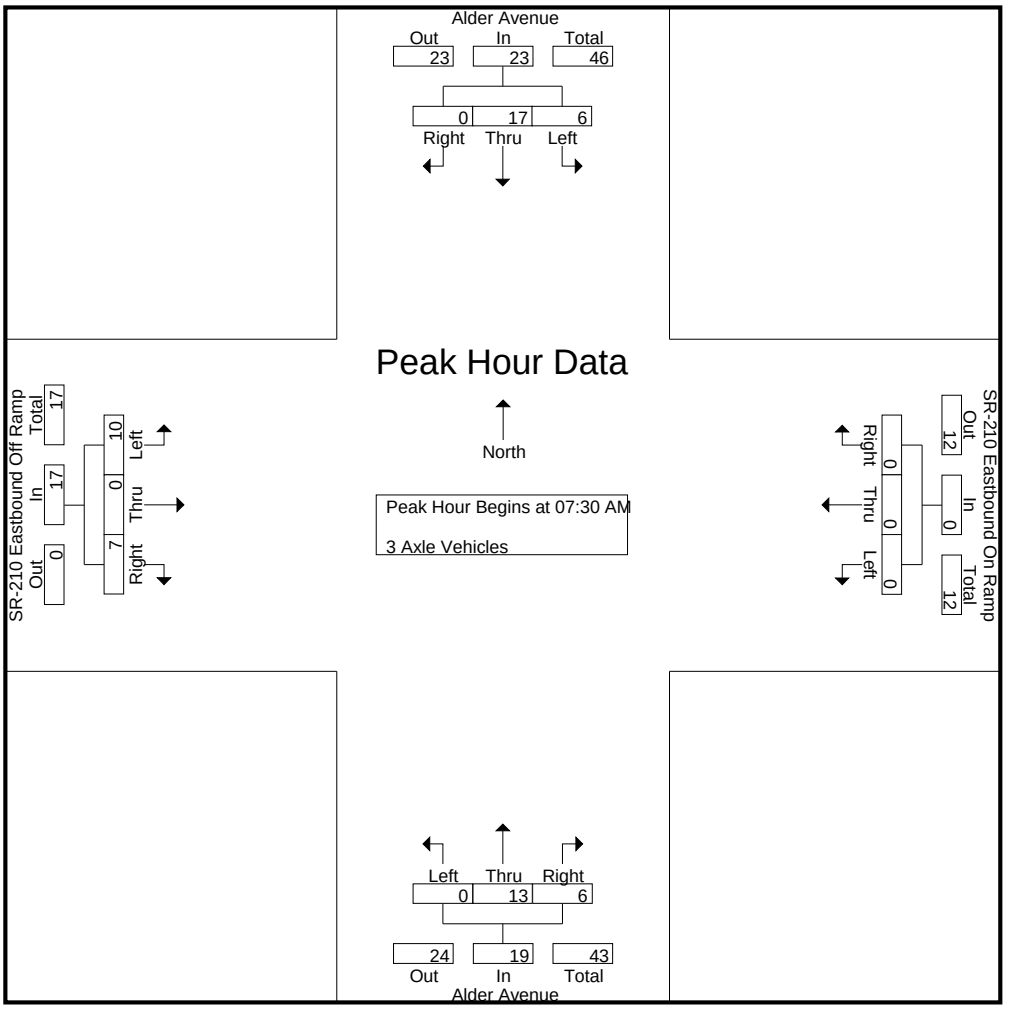
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 2 | 4 | 8 |
| 07:15 AM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 1 | 2 | 7 |
| 07:30 AM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 0 | 2 | 3 | 14 |
| 07:45 AM | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 3 | 0 | 2 | 5 | 15 |
| Total | 3 | 13 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 14 | 7 | 0 | 7 | 14 | 44 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 6 | 2 | 0 | 1 | 3 | 16 |
| 08:15 AM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 4 | 0 | 2 | 6 | 14 |
| 08:30 AM | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 0 | 2 | 7 | 13 |
| 08:45 AM | 4 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | 1 | 3 | 13 |
| Total | 11 | 11 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 15 | 13 | 0 | 6 | 19 | 56 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 14 | 24 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 17 | 12 | 29 | 20 | 0 | 13 | 33 | 100 |
| Apprch % | 36.8 | 63.2 | 0 | | 0 | 0 | 0 | | 0 | 58.6 | 41.4 | | 60.6 | 0 | 39.4 | | |
| Total % | 14 | 24 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 17 | 12 | 29 | 20 | 0 | 13 | 33 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | **7** | 0 | **7** | 0 | 0 | 0 | 0 | 0 | 2 | **2** | 4 | 1 | 0 | **2** | 3 | 14 |
| 07:45 AM | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 3 | 0 | 2 | 5 | 15 |
| 08:00 AM | **3** | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | **5** | 1 | **6** | 2 | 0 | 1 | 3 | **16** |
| 08:15 AM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | **4** | 0 | 2 | **6** | 14 |
| Total Volume | 6 | 17 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 19 | 10 | 0 | 7 | 17 | 59 |
| % App. Total | 26.1 | 73.9 | 0 | | 0 | 0 | 0 | | 0 | 68.4 | 31.6 | | 58.8 | 0 | 41.2 | | |
| PHF | .500 | .607 | .000 | .821 | .000 | .000 | .000 | .000 | .000 | .650 | .750 | .792 | .625 | .000 | .875 | .708 | .922 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **7** | 0 | **7** | 0 | 0 | 0 | 0 | 0 | 2 | **2** | 4 | 1 | 0 | **2** | 3 |
| +15 mins. | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 3 | 0 | 2 | 5 |
| +30 mins. | **3** | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | **5** | 1 | **6** | 2 | 0 | 1 | 3 |
| +45 mins. | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | **4** | 0 | 2 | **6** |
| Total Volume | 6 | 17 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 19 | 10 | 0 | 7 | 17 |
| % App. Total | 26.1 | 73.9 | 0 | | 0 | 0 | 0 | | 0 | 68.4 | 31.6 | | 58.8 | 0 | 41.2 | |
| PHF | .500 | .607 | .000 | .821 | .000 | .000 | .000 | .000 | .000 | .650 | .750 | .792 | .625 | .000 | .875 | .708 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

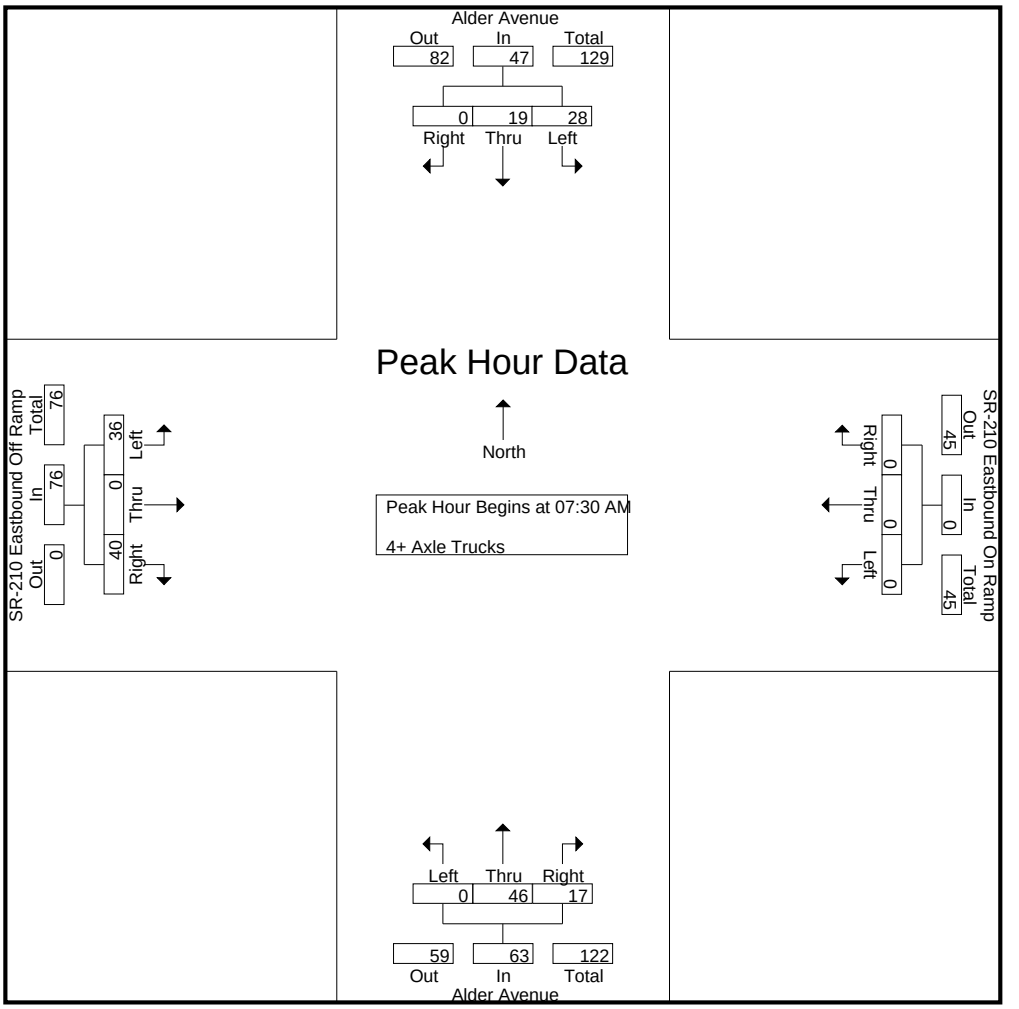
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 5 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 11 | 9 | 0 | 4 | 13 | 34 |
| 07:15 AM | 9 | 5 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 19 | 4 | 23 | 11 | 0 | 14 | 25 | 62 |
| 07:30 AM | 7 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 9 | 0 | 11 | 20 | 38 |
| 07:45 AM | 7 | 7 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 19 | 12 | 0 | 11 | 23 | 56 |
| Total | 28 | 21 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 43 | 17 | 60 | 41 | 0 | 40 | 81 | 190 |
| 08:00 AM | 8 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 11 | 6 | 0 | 11 | 17 | 40 |
| 08:15 AM | 6 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 20 | 6 | 26 | 9 | 0 | 7 | 16 | 52 |
| 08:30 AM | 6 | 7 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 17 | 10 | 0 | 12 | 22 | 52 |
| 08:45 AM | 2 | 11 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 13 | 16 | 0 | 19 | 35 | 61 |
| Total | 22 | 26 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 51 | 16 | 67 | 41 | 0 | 49 | 90 | 205 |
| Grand Total | 50 | 47 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 94 | 33 | 127 | 82 | 0 | 89 | 171 | 395 |
| Apprch % | 51.5 | 48.5 | 0 | | 0 | 0 | 0 | | 0 | 74 | 26 | | 48 | 0 | 52 | | |
| Total % | 12.7 | 11.9 | 0 | 24.6 | 0 | 0 | 0 | 0 | 0 | 23.8 | 8.4 | 32.2 | 20.8 | 0 | 22.5 | 43.3 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 7 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 9 | 0 | **11** | 20 | 38 |
| 07:45 AM | 7 | **7** | 0 | **14** | 0 | 0 | 0 | 0 | 0 | 13 | **6** | 19 | **12** | 0 | 11 | **23** | **56** |
| 08:00 AM | **8** | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 11 | 6 | 0 | 11 | 17 | 40 |
| 08:15 AM | 6 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | **20** | 6 | **26** | 9 | 0 | 7 | 16 | 52 |
| Total Volume | 28 | 19 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 46 | 17 | 63 | 36 | 0 | 40 | 76 | 186 |
| % App. Total | 59.6 | 40.4 | 0 | | 0 | 0 | 0 | | 0 | 73 | 27 | | 47.4 | 0 | 52.6 | | |
| PHF | .875 | .679 | .000 | .839 | .000 | .000 | .000 | .000 | .000 | .575 | .708 | .606 | .750 | .000 | .909 | .826 | .830 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu AM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 7 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 9 | 0 | **11** | 20 |
| +15 mins. | 7 | **7** | 0 | **14** | 0 | 0 | 0 | 0 | 0 | 13 | **6** | 19 | **12** | 0 | 11 | **23** |
| +30 mins. | **8** | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 11 | 6 | 0 | 11 | 17 |
| +45 mins. | 6 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | **20** | 6 | **26** | 9 | 0 | 7 | 16 |
| Total Volume | 28 | 19 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 46 | 17 | 63 | 36 | 0 | 40 | 76 |
| % App. Total | 59.6 | 40.4 | 0 | | 0 | 0 | 0 | | 0 | 73 | 27 | | 47.4 | 0 | 52.6 | |
| PHF | .875 | .679 | .000 | .839 | .000 | .000 | .000 | .000 | .000 | .575 | .708 | .606 | .750 | .000 | .909 | .826 |

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Corona, CA 92878
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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

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

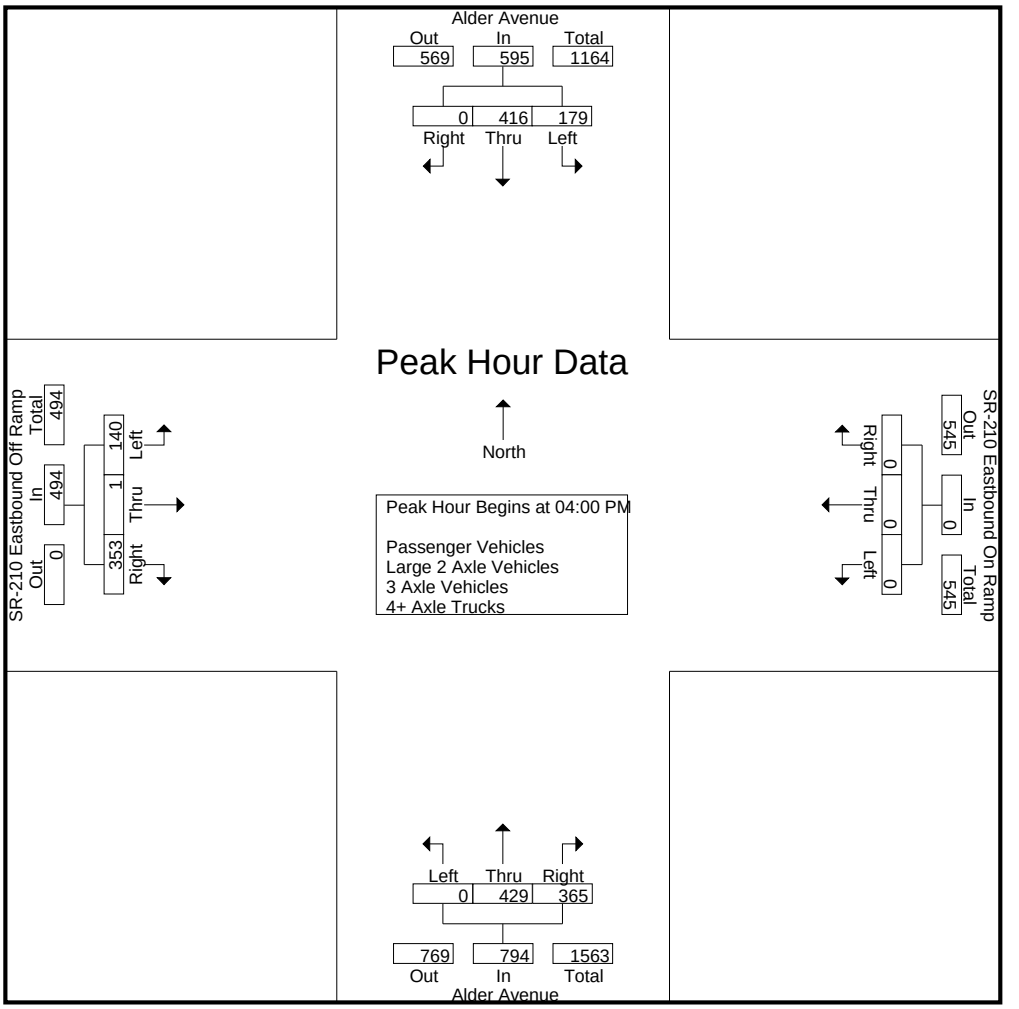
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 50 | 112 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 89 | 91 | 180 | 29 | 0 | 94 | 123 | 465 |
| 04:15 PM | 36 | 99 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 108 | 98 | 206 | 39 | 0 | 93 | 132 | 473 |
| 04:30 PM | 49 | 116 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 106 | 84 | 190 | 28 | 1 | 75 | 104 | 459 |
| 04:45 PM | 44 | 89 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 126 | 92 | 218 | 44 | 0 | 91 | 135 | 486 |
| Total | 179 | 416 | 0 | 595 | 0 | 0 | 0 | 0 | 0 | 429 | 365 | 794 | 140 | 1 | 353 | 494 | 1883 |
| 05:00 PM | 24 | 103 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 116 | 96 | 212 | 31 | 1 | 82 | 114 | 453 |
| 05:15 PM | 25 | 104 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 129 | 102 | 231 | 22 | 0 | 93 | 115 | 475 |
| 05:30 PM | 22 | 132 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 96 | 89 | 185 | 24 | 1 | 89 | 114 | 453 |
| 05:45 PM | 27 | 105 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 105 | 69 | 174 | 28 | 1 | 119 | 148 | 454 |
| Total | 98 | 444 | 0 | 542 | 0 | 0 | 0 | 0 | 0 | 446 | 356 | 802 | 105 | 3 | 383 | 491 | 1835 |
| Grand Total | 277 | 860 | 0 | 1137 | 0 | 0 | 0 | 0 | 0 | 875 | 721 | 1596 | 245 | 4 | 736 | 985 | 3718 |
| Apprch % | 24.4 | 75.6 | 0 | | 0 | 0 | 0 | | 0 | 54.8 | 45.2 | | 24.9 | 0.4 | 74.7 | | |
| Total % | 7.5 | 23.1 | 0 | 30.6 | 0 | 0 | 0 | 0 | 0 | 23.5 | 19.4 | 42.9 | 6.6 | 0.1 | 19.8 | 26.5 | |
| Passenger Vehicles | 239 | 798 | 0 | 1037 | 0 | 0 | 0 | 0 | 0 | 742 | 684 | 1426 | 190 | 4 | 654 | 848 | 3311 |
| % Passenger Vehicles | 86.3 | 92.8 | 0 | 91.2 | 0 | 0 | 0 | 0 | 0 | 84.8 | 94.9 | 89.3 | 77.6 | 100 | 88.9 | 86.1 | 89.1 |
| Large 2 Axle Vehicles | 6 | 10 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 21 | 9 | 30 | 5 | 0 | 16 | 21 | 67 |
| % Large 2 Axle Vehicles | 2.2 | 1.2 | 0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 2.4 | 1.2 | 1.9 | 2 | 0 | 2.2 | 2.1 | 1.8 |
| 3 Axle Vehicles | 11 | 11 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 19 | 7 | 26 | 11 | 0 | 8 | 19 | 67 |
| % 3 Axle Vehicles | 4 | 1.3 | 0 | 1.9 | 0 | 0 | 0 | 0 | 0 | 2.2 | 1 | 1.6 | 4.5 | 0 | 1.1 | 1.9 | 1.8 |
| 4+ Axle Trucks | 21 | 41 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 93 | 21 | 114 | 39 | 0 | 58 | 97 | 273 |
| % 4+ Axle Trucks | 7.6 | 4.8 | 0 | 5.5 | 0 | 0 | 0 | 0 | 0 | 10.6 | 2.9 | 7.1 | 15.9 | 0 | 7.9 | 9.8 | 7.3 |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **50** | 112 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 89 | 91 | 180 | 29 | 0 | **94** | 123 | 465 |
| 04:15 PM | 36 | 99 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 108 | **98** | 206 | 39 | 0 | 93 | 132 | 473 |
| 04:30 PM | 49 | **116** | 0 | **165** | 0 | 0 | 0 | 0 | 0 | 106 | 84 | 190 | 28 | **1** | 75 | 104 | 459 |
| 04:45 PM | 44 | 89 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | **126** | 92 | **218** | **44** | 0 | 91 | **135** | **486** |
| Total Volume | 179 | 416 | 0 | 595 | 0 | 0 | 0 | 0 | 0 | 429 | 365 | 794 | 140 | 1 | 353 | 494 | 1883 |
| % App. Total | 30.1 | 69.9 | 0 | | 0 | 0 | 0 | | 0 | 54 | 46 | | 28.3 | 0.2 | 71.5 | | |
| PHF | .895 | .897 | .000 | .902 | .000 | .000 | .000 | .000 | .000 | .851 | .931 | .911 | .795 | .250 | .939 | .915 | .969 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
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 | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **50** | 112 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 106 | 84 | 190 | 29 | 0 | **94** | 123 |
| +15 mins. | 36 | 99 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 126 | 92 | 218 | 39 | 0 | 93 | 132 |
| +30 mins. | 49 | **116** | 0 | **165** | 0 | 0 | 0 | 0 | 0 | 116 | 96 | 212 | 28 | **1** | 75 | 104 |
| +45 mins. | 44 | 89 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | **129** | **102** | **231** | **44** | 0 | 91 | **135** |
| Total Volume | 179 | 416 | 0 | 595 | 0 | 0 | 0 | 0 | 0 | 477 | 374 | 851 | 140 | 1 | 353 | 494 |
| % App. Total | 30.1 | 69.9 | 0 | | 0 | 0 | 0 | | 0 | 56.1 | 43.9 | | 28.3 | 0.2 | 71.5 | |
| PHF | .895 | .897 | .000 | .902 | .000 | .000 | .000 | .000 | .000 | .924 | .917 | .921 | .795 | .250 | .939 | .915 |

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City of Rialto
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Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Passenger Vehicles

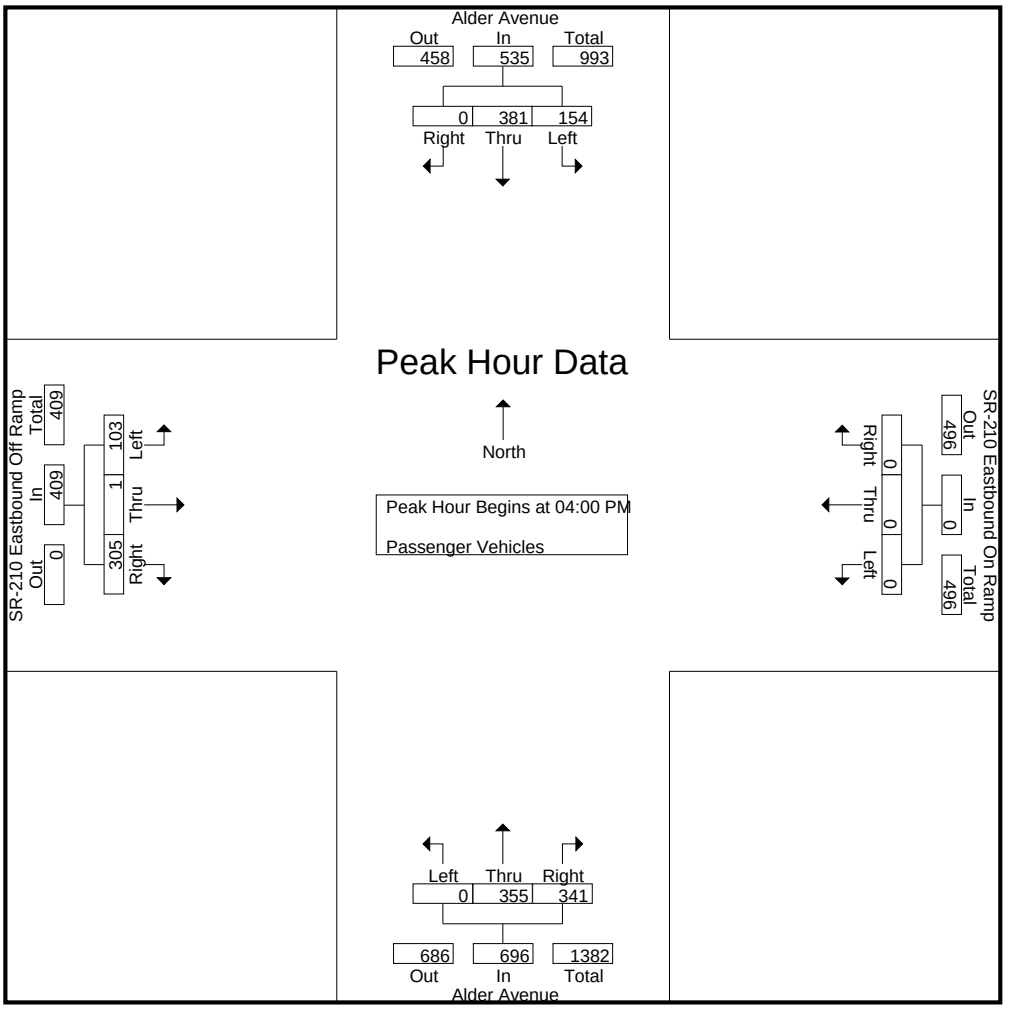
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 45 | 100 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 75 | 88 | 163 | 18 | 0 | 78 | 96 | 404 |
| 04:15 PM | 30 | 92 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 87 | 87 | 174 | 31 | 0 | 85 | 116 | 412 |
| 04:30 PM | 44 | 109 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 89 | 77 | 166 | 19 | 1 | 68 | 88 | 407 |
| 04:45 PM | 35 | 80 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 104 | 89 | 193 | 35 | 0 | 74 | 109 | 417 |
| Total | 154 | 381 | 0 | 535 | 0 | 0 | 0 | 0 | 0 | 355 | 341 | 696 | 103 | 1 | 305 | 409 | 1640 |
| 05:00 PM | 20 | 94 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 102 | 91 | 193 | 26 | 1 | 73 | 100 | 407 |
| 05:15 PM | 25 | 98 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 114 | 97 | 211 | 19 | 0 | 87 | 106 | 440 |
| 05:30 PM | 17 | 123 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 86 | 87 | 173 | 19 | 1 | 79 | 99 | 412 |
| 05:45 PM | 23 | 102 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 85 | 68 | 153 | 23 | 1 | 110 | 134 | 412 |
| Total | 85 | 417 | 0 | 502 | 0 | 0 | 0 | 0 | 0 | 387 | 343 | 730 | 87 | 3 | 349 | 439 | 1671 |
| Grand Total | 239 | 798 | 0 | 1037 | 0 | 0 | 0 | 0 | 0 | 742 | 684 | 1426 | 190 | 4 | 654 | 848 | 3311 |
| Apprch % | 23 | 77 | 0 | | 0 | 0 | 0 | | 0 | 52 | 48 | | 22.4 | 0.5 | 77.1 | | |
| Total % | 7.2 | 24.1 | 0 | 31.3 | 0 | 0 | 0 | 0 | 0 | 22.4 | 20.7 | 43.1 | 5.7 | 0.1 | 19.8 | 25.6 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **45** | 100 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 75 | 88 | 163 | 18 | 0 | 78 | 96 | 404 |
| 04:15 PM | 30 | 92 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 87 | 87 | 174 | 31 | 0 | **85** | **116** | 412 |
| 04:30 PM | 44 | **109** | 0 | **153** | 0 | 0 | 0 | 0 | 0 | 89 | 77 | 166 | 19 | **1** | 68 | 88 | 407 |
| 04:45 PM | 35 | 80 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | **104** | **89** | **193** | **35** | 0 | 74 | 109 | **417** |
| Total Volume | 154 | 381 | 0 | 535 | 0 | 0 | 0 | 0 | 0 | 355 | 341 | 696 | 103 | 1 | 305 | 409 | 1640 |
| % App. Total | 28.8 | 71.2 | 0 | | 0 | 0 | 0 | | 0 | 51 | 49 | | 25.2 | 0.2 | 74.6 | | |
| PHF | .856 | .874 | .000 | .874 | .000 | .000 | .000 | .000 | .000 | .853 | .958 | .902 | .736 | .250 | .897 | .881 | .983 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **45** | 100 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 75 | 88 | 163 | 18 | 0 | 78 | 96 |
| +15 mins. | 30 | 92 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 87 | 87 | 174 | 31 | 0 | **85** | **116** |
| +30 mins. | 44 | **109** | 0 | **153** | 0 | 0 | 0 | 0 | 0 | 89 | 77 | 166 | 19 | **1** | 68 | 88 |
| +45 mins. | 35 | 80 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | **104** | **89** | **193** | **35** | 0 | 74 | 109 |
| Total Volume | 154 | 381 | 0 | 535 | 0 | 0 | 0 | 0 | 0 | 355 | 341 | 696 | 103 | 1 | 305 | 409 |
| % App. Total | 28.8 | 71.2 | 0 | | 0 | 0 | 0 | | 0 | 51 | 49 | | 25.2 | 0.2 | 74.6 | |
| PHF | .856 | .874 | .000 | .874 | .000 | .000 | .000 | .000 | .000 | .853 | .958 | .902 | .736 | .250 | .897 | .881 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

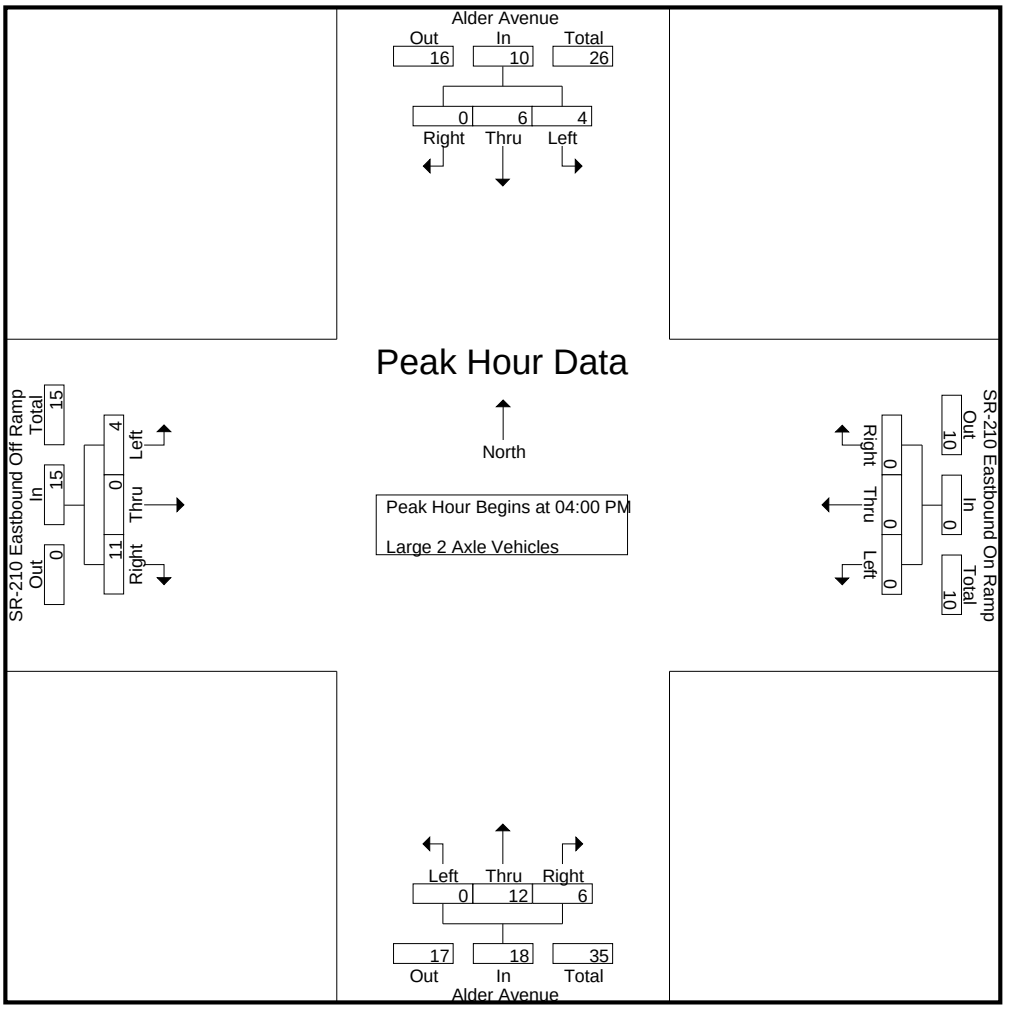
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 3 | 6 |
| 04:15 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 1 | 0 | 1 | 2 | 10 |
| 04:30 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 6 | 2 | 0 | 2 | 4 | 13 |
| 04:45 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 1 | 0 | 5 | 6 | 14 |
| Total | 4 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 12 | 6 | 18 | 4 | 0 | 11 | 15 | 43 |
| 05:00 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 2 | 3 | 8 |
| 05:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 2 | 2 | 6 |
| 05:30 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 1 | 5 |
| Total | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 12 | 1 | 0 | 5 | 6 | 24 |
| Grand Total | 6 | 10 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 21 | 9 | 30 | 5 | 0 | 16 | 21 | 67 |
| Apprch % | 37.5 | 62.5 | 0 | | 0 | 0 | 0 | | 0 | 70 | 30 | | 23.8 | 0 | 76.2 | | |
| Total % | 9 | 14.9 | 0 | 23.9 | 0 | 0 | 0 | 0 | 0 | 31.3 | 13.4 | 44.8 | 7.5 | 0 | 23.9 | 31.3 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **2** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 3 | 6 |
| 04:15 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | **3** | **6** | 1 | 0 | 1 | 2 | 10 |
| 04:30 PM | **2** | 1 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | **4** | 2 | 6 | **2** | 0 | 2 | 4 | 13 |
| 04:45 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 1 | 0 | **5** | **6** | **14** |
| Total Volume | 4 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 12 | 6 | 18 | 4 | 0 | 11 | 15 | 43 |
| % App. Total | 40 | 60 | 0 | | 0 | 0 | 0 | | 0 | 66.7 | 33.3 | | 26.7 | 0 | 73.3 | | |
| PHF | .500 | .750 | .000 | .833 | .000 | .000 | .000 | .000 | .000 | .750 | .500 | .750 | .500 | .000 | .550 | .625 | .768 |

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City of Rialto
N/S: Alder Avenue
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Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **2** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 3 |
| +15 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | **3** | **6** | 1 | 0 | 1 | 2 |
| +30 mins. | **2** | 1 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | **4** | 2 | 6 | **2** | 0 | 2 | 4 |
| +45 mins. | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 1 | 0 | **5** | **6** |
| Total Volume | 4 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 12 | 6 | 18 | 4 | 0 | 11 | 15 |
| % App. Total | 40 | 60 | 0 | | 0 | 0 | 0 | | 0 | 66.7 | 33.3 | | 26.7 | 0 | 73.3 | |
| PHF | .500 | .750 | .000 | .833 | .000 | .000 | .000 | .000 | .000 | .750 | .500 | .750 | .500 | .000 | .550 | .625 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

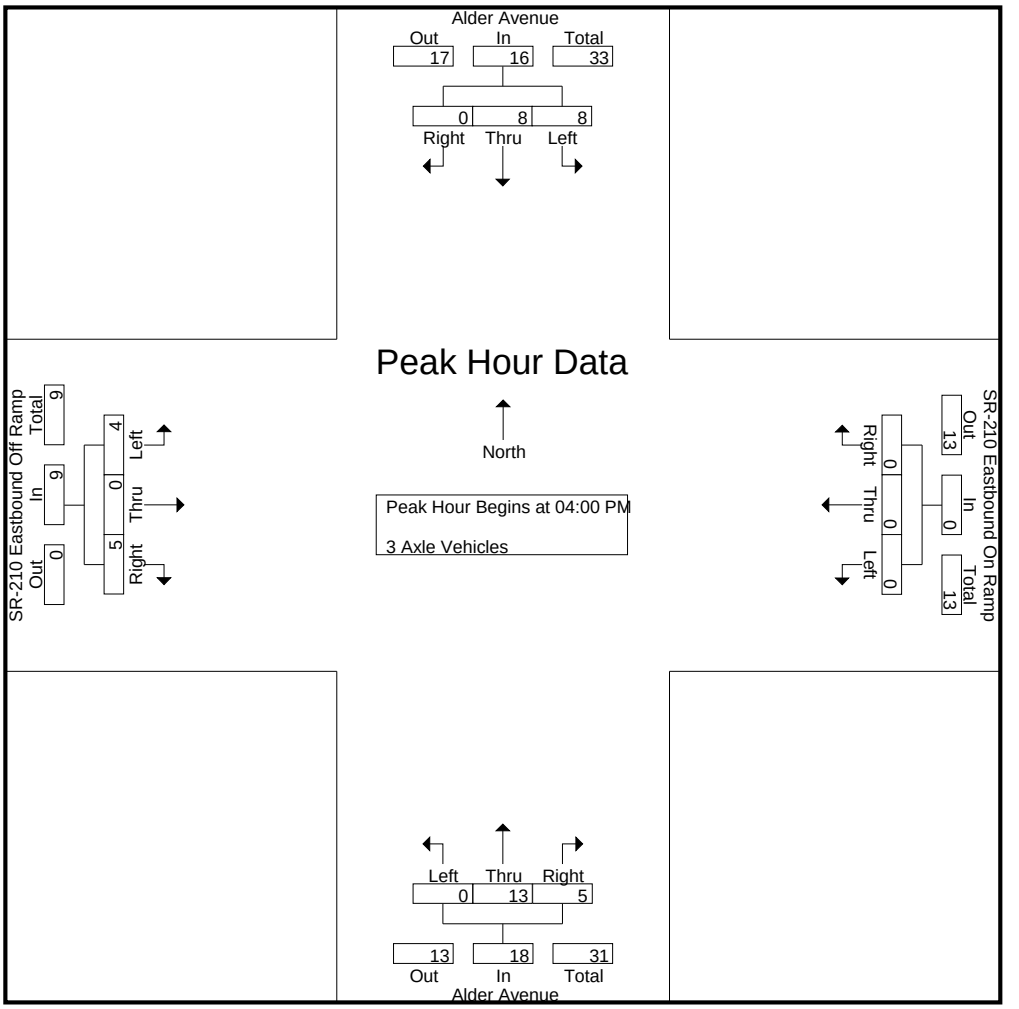
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 11 |
| 04:15 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 7 | 1 | 0 | 0 | 1 | 10 |
| 04:30 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 7 |
| 04:45 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 1 | 0 | 4 | 5 | 15 |
| Total | 8 | 8 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 18 | 4 | 0 | 5 | 9 | 43 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 5 |
| 05:15 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 5 |
| 05:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 4 | 5 |
| 05:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 3 | 0 | 1 | 4 | 9 |
| Total | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 7 | 0 | 3 | 10 | 24 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 11 | 11 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 19 | 7 | 26 | 11 | 0 | 8 | 19 | 67 |
| Apprch % | 50 | 50 | 0 | | 0 | 0 | 0 | | 0 | 73.1 | 26.9 | | 57.9 | 0 | 42.1 | | |
| Total % | 16.4 | 16.4 | 0 | 32.8 | 0 | 0 | 0 | 0 | 0 | 28.4 | 10.4 | 38.8 | 16.4 | 0 | 11.9 | 28.4 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **4** | **4** | 0 | **8** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 1 | 3 | 11 |
| 04:15 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | **3** | **7** | 1 | 0 | 0 | 1 | 10 |
| 04:30 PM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 7 |
| 04:45 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **6** | 1 | 7 | 1 | 0 | **4** | **5** | **15** |
| Total Volume | 8 | 8 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 18 | 4 | 0 | 5 | 9 | 43 |
| % App. Total | 50 | 50 | 0 | | 0 | 0 | 0 | | 0 | 72.2 | 27.8 | | 44.4 | 0 | 55.6 | | |
| PHF | .500 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .542 | .417 | .643 | .500 | .000 | .313 | .450 | .717 |

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

City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **4** | **4** | 0 | **8** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 1 | 3 |
| +15 mins. | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | **3** | **7** | 1 | 0 | 0 | 1 |
| +30 mins. | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 |
| +45 mins. | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **6** | 1 | 7 | 1 | 0 | **4** | **5** |
| Total Volume | 8 | 8 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 18 | 4 | 0 | 5 | 9 |
| % App. Total | 50 | 50 | 0 | | 0 | 0 | 0 | | 0 | 72.2 | 27.8 | | 44.4 | 0 | 55.6 | |
| PHF | .500 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .542 | .417 | .643 | .500 | .000 | .313 | .450 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

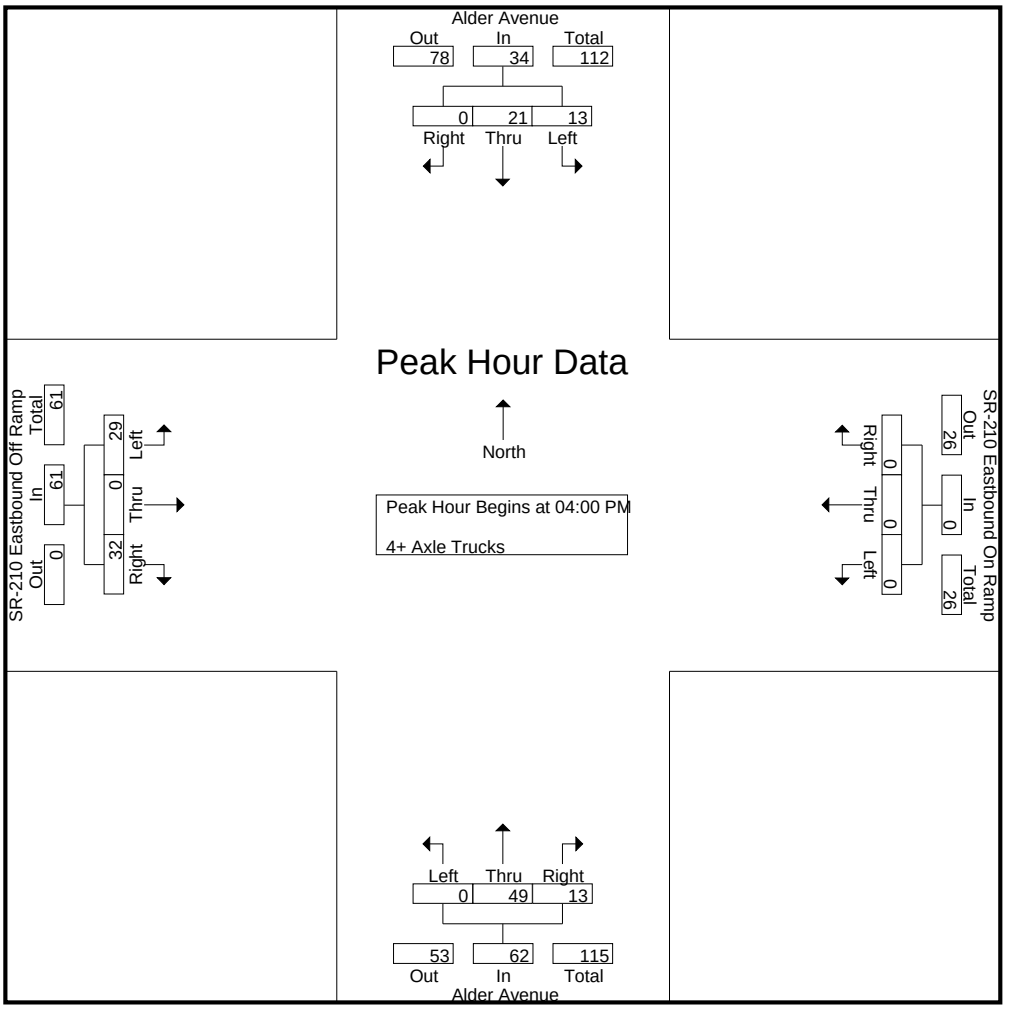
| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 16 | 9 | 0 | 12 | 21 | 44 |
| 04:15 PM | 5 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 14 | 5 | 19 | 6 | 0 | 7 | 13 | 41 |
| 04:30 PM | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 14 | 7 | 0 | 5 | 12 | 32 |
| 04:45 PM | 5 | 7 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 13 | 7 | 0 | 8 | 15 | 40 |
| Total | 13 | 21 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 49 | 13 | 62 | 29 | 0 | 32 | 61 | 157 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 2 | 7 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 15 | 3 | 0 | 6 | 9 | 33 |
| 05:15 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 14 | 3 | 0 | 4 | 7 | 24 |
| 05:30 PM | 3 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 10 | 2 | 0 | 9 | 11 | 31 |
| 05:45 PM | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 13 | 2 | 0 | 7 | 9 | 28 |
| Total | 8 | 20 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 44 | 8 | 52 | 10 | 0 | 26 | 36 | 116 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 21 | 41 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 93 | 21 | 114 | 39 | 0 | 58 | 97 | 273 |
| Apprch % | 33.9 | 66.1 | 0 | | 0 | 0 | 0 | | 0 | 81.6 | 18.4 | | 40.2 | 0 | 59.8 | | |
| Total % | 7.7 | 15 | 0 | 22.7 | 0 | 0 | 0 | 0 | 0 | 34.1 | 7.7 | 41.8 | 14.3 | 0 | 21.2 | 35.5 | |

| | Alder Avenue Southbound | | | | SR-210 Eastbound On Ramp Westbound | | | | Alder Avenue Northbound | | | | SR-210 Eastbound Off Ramp Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 16 | **9** | 0 | **12** | **21** | **44** |
| 04:15 PM | **5** | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | **14** | **5** | **19** | 6 | 0 | 7 | 13 | 41 |
| 04:30 PM | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 14 | 7 | 0 | 5 | 12 | 32 |
| 04:45 PM | 5 | **7** | 0 | **12** | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 13 | 7 | 0 | 8 | 15 | 40 |
| Total Volume | 13 | 21 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 49 | 13 | 62 | 29 | 0 | 32 | 61 | 157 |
| % App. Total | 38.2 | 61.8 | 0 | | 0 | 0 | 0 | | 0 | 79 | 21 | | 47.5 | 0 | 52.5 | | |
| PHF | .650 | .750 | .000 | .708 | .000 | .000 | .000 | .000 | .000 | .875 | .650 | .816 | .806 | .000 | .667 | .726 | .892 |

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City of Rialto
N/S: Alder Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 08_RLT_Ald_210E Thu PM
Site Code : 10824406
Start Date : 5/9/2024
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 16 | **9** | 0 | **12** | **21** |
| +15 mins. | **5** | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | **14** | **5** | **19** | 6 | 0 | 7 | 13 |
| +30 mins. | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 14 | 7 | 0 | 5 | 12 |
| +45 mins. | 5 | **7** | 0 | **12** | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 13 | 7 | 0 | 8 | 15 |
| Total Volume | 13 | 21 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 49 | 13 | 62 | 29 | 0 | 32 | 61 |
| % App. Total | 38.2 | 61.8 | 0 | | 0 | 0 | 0 | | 0 | 79 | 21 | | 47.5 | 0 | 52.5 | |
| PHF | .650 | .750 | .000 | .708 | .000 | .000 | .000 | .000 | .000 | .875 | .650 | .816 | .806 | .000 | .667 | .726 |

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 EB Ramps

Date: 5/7/2024
Day: Tuesday

**PEDESTRIANS**

| | North Leg<br>Alder Avenue | East Leg<br>SR-210 EB Ramps | South Leg<br>Alder Avenue | West Leg<br>SR-210 EB Ramps | |
|---|---|---|---|---|---|
| | 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<br>Alder Avenue | East Leg<br>SR-210 EB Ramps | South Leg<br>Alder Avenue | West Leg<br>SR-210 EB Ramps | |
|---|---|---|---|---|---|
| | 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 | 1 | 0 | 2 | 3 |
| 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 | 1 | 1 |
| TOTAL VOLUMES: | 0 | 1 | 0 | 3 | 4 |

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PO Box 1178
Corona, CA 92878
951-268-6268

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 EB Ramps

Date: 5/7/2024
Day: Tuesday

**BICYCLES**

| | Southbound Alder Avenue | | | Westbound SR-210 EB Ramps | | | Northbound Alder Avenue | | | Eastbound SR-210 EB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 Alder Avenue | | | Westbound SR-210 EB Ramps | | | Northbound Alder Avenue | | | Eastbound SR-210 EB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 EB Ramps

Date: 5/8/2024
Day: Wednesday

**PEDESTRIANS**

| | North Leg<br>Alder Avenue | East Leg<br>SR-210 EB Ramps | South Leg<br>Alder Avenue | West Leg<br>SR-210 EB Ramps | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 0 | 2 | 0 | 0 | 2 |
| 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 | 1 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 2 | 1 | 1 | 4 |

| | North Leg<br>Alder Avenue | East Leg<br>SR-210 EB Ramps | South Leg<br>Alder Avenue | West Leg<br>SR-210 EB Ramps | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 1 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 1 | 1 |
| 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 | 3 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 1 | 1 |
| TOTAL VOLUMES: | 0 | 1 | 0 | 5 | 6 |

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951-268-6268

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 EB Ramps

Date: 5/8/2024
Day: Wednesday

**BICYCLES**

| | Southbound Alder Avenue | | | Westbound SR-210 EB Ramps | | | Northbound Alder Avenue | | | Eastbound SR-210 EB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 Alder Avenue | | | Westbound SR-210 EB Ramps | | | Northbound Alder Avenue | | | Eastbound SR-210 EB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 EB Ramps

Date: 5/9/2024
Day: Thursday

**PEDESTRIANS**

| | North Leg<br>Alder Avenue | East Leg<br>SR-210 EB Ramps | South Leg<br>Alder Avenue | West Leg<br>SR-210 EB Ramps | |
|---|---|---|---|---|---|
| | 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 | 1 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 1 | 0 | 0 | 1 |

| | North Leg<br>Alder Avenue | East Leg<br>SR-210 EB Ramps | South Leg<br>Alder Avenue | West Leg<br>SR-210 EB Ramps | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 1 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 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 | 1 | 0 | 0 | 1 |

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

Location: Rialto
N/S: Alder Avenue
E/W: SR-210 EB Ramps

Date: 5/9/2024
Day: Thursday

**BICYCLES**

| | Southbound Alder Avenue | | | Westbound SR-210 EB Ramps | | | Northbound Alder Avenue | | | Eastbound SR-210 EB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 Alder Avenue | | | Westbound SR-210 EB Ramps | | | Northbound Alder Avenue | | | Eastbound SR-210 EB Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

Counts Unlimited, Inc.
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951-268-6268

# APPENDIX C

PCE WORKSHEETS

Existing Peak Hour Volumes - Classification Counts

1 Locust Avenue and Riverside Avenue

| | AM Peak Hour Volumes | | | | | | | | | PM Peak Hour Volumes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Truck Volumes | | | | | | | Total | | Truck Volumes | | | | | | | Total |
| | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume |
| NL | 45 | 4 | 1 | 9 | 14 | 23.3% | 35 | 2.6 | 80 | 96 | 1 | 2 | 7 | 10 | 9.1% | 25 | 2.6 | 121 |
| NT | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| NR | 134 | 5 | 3 | 8 | 16 | 10.9% | 39 | 2.4 | 173 | 104 | 2 | 1 | 10 | 14 | 11.9% | 37 | 2.6 | 141 |
| SL | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| ST | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| SR | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| EL | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| ET | 518 | 17 | 3 | 29 | 49 | 8.6% | 117 | 2.4 | 635 | 487 | 10 | 1 | 4 | 15 | 2.9% | 29 | 2.0 | 516 |
| ER | 91 | 5 | 1 | 9 | 15 | 14.4% | 38 | 2.5 | 129 | 62 | 2 | 1 | 11 | 14 | 18.8% | 39 | 2.7 | 101 |
| WL | 165 | 4 | 2 | 26 | 32 | 16.1% | 87 | 2.7 | 252 | 128 | 2 | 0 | 6 | 8 | 5.9% | 21 | 2.6 | 149 |
| WT | 370 | 11 | 3 | 23 | 37 | 9.1% | 91 | 2.5 | 461 | 573 | 4 | 1 | 8 | 13 | 2.2% | 33 | 2.5 | 606 |
| WR | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| | | | | | | | | | 1,730 | | | | | | | | | 1,634 |
| North Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Depart | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| South Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 179 | 9 | 4 | 18 | 30 | | 74 | | 253 | 200 | 4 | 3 | 17 | 24 | | 62 | | 262 |
| Depart | 256 | 9 | 3 | 35 | 47 | | 125 | | 381 | 190 | 4 | 1 | 17 | 22 | | 60 | | 250 |
| Total | 435 | 17 | 7 | 53 | 77 | 15.0% | 199 | 2.6 | 634 | 390 | 8 | 4 | 34 | 46 | 10.5% | 122 | 2.7 | 512 |
| East Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 535 | 15 | 5 | 49 | 69 | | 178 | | 713 | 701 | 6 | 1 | 14 | 21 | | 54 | | 755 |
| Depart | 652 | 22 | 6 | 37 | 65 | | 156 | | 808 | 591 | 12 | 2 | 15 | 29 | | 66 | | 657 |
| Total | 1,187 | 38 | 10 | 86 | 134 | 10.1% | 334 | 2.5 | 1,521 | 1,292 | 18 | 3 | 29 | 50 | 3.7% | 120 | 2.4 | 1,412 |
| West Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 609 | 22 | 4 | 38 | 64 | | 155 | | 764 | 549 | 12 | 2 | 15 | 29 | | 68 | | 617 |
| Depart | 415 | 15 | 4 | 32 | 51 | | 126 | | 541 | 669 | 5 | 3 | 15 | 23 | | 58 | | 727 |
| Total | 1,024 | 37 | 8 | 70 | 115 | 10.1% | 281 | 2.5 | 1,305 | 1,218 | 17 | 5 | 30 | 52 | 4.1% | 126 | 2.4 | 1,344 |
| All Legs | | | | | | | | | | | | | | | | | | |
| Approach | 1,323 | 46 | 12 | 104 | 163 | | 407 | | 1,730 | 1,450 | 21 | 6 | 46 | 74 | | 184 | | 1,634 |
| Depart | 1,323 | 46 | 12 | 104 | 163 | | 407 | | 1,730 | 1,450 | 21 | 6 | 46 | 74 | | 184 | | 1,634 |
| Total | 2,646 | 92 | 25 | 209 | 325 | 10.9% | 814 | 2.5 | 3,460 | 2,900 | 43 | 12 | 93 | 147 | 4.8% | 368 | 2.5 | 3,268 |

Existing Peak Hour Volumes - Classification Counts

1 Locust Avenue and Riverside Avenue

| | AM Peak Hour Volumes | | | | | | | | | PM Peak Hour Volumes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Truck Volumes | | | | | | | Total | | Truck Volumes | | | | | | | Total |
| | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume |
| NL | 45 | 4 | 1 | 9 | 14 | 23.3% | 35 | 2.6 | 80 | 96 | 1 | 2 | 7 | 10 | 9.1% | 25 | 2.6 | 121 |
| NT | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| NR | 134 | 5 | 3 | 8 | 16 | 10.9% | 39 | 2.4 | 173 | 104 | 2 | 1 | 10 | 14 | 11.9% | 37 | 2.6 | 141 |
| SL | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| ST | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| SR | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| EL | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| ET | 518 | 17 | 3 | 29 | 49 | 8.6% | 117 | 2.4 | 635 | 487 | 10 | 1 | 4 | 15 | 2.9% | 29 | 2.0 | 516 |
| ER | 91 | 5 | 1 | 9 | 15 | 14.4% | 38 | 2.5 | 129 | 62 | 2 | 1 | 11 | 14 | 18.8% | 39 | 2.7 | 101 |
| WL | 165 | 4 | 2 | 26 | 32 | 16.1% | 87 | 2.7 | 252 | 128 | 2 | 0 | 6 | 8 | 5.9% | 21 | 2.6 | 149 |
| WT | 370 | 11 | 3 | 23 | 37 | 9.1% | 91 | 2.5 | 461 | 573 | 4 | 1 | 8 | 13 | 2.2% | 33 | 2.5 | 606 |
| WR | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| | | | | | | | | | 1,730 | | | | | | | | | 1,634 |
| North Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Depart | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| South Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 179 | 9 | 4 | 18 | 30 | | 74 | | 253 | 200 | 4 | 3 | 17 | 24 | | 62 | | 262 |
| Depart | 256 | 9 | 3 | 35 | 47 | | 125 | | 381 | 190 | 4 | 1 | 17 | 22 | | 60 | | 250 |
| Total | 435 | 17 | 7 | 53 | 77 | 15.0% | 199 | 2.6 | 634 | 390 | 8 | 4 | 34 | 46 | 10.5% | 122 | 2.7 | 512 |
| East Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 535 | 15 | 5 | 49 | 69 | | 178 | | 713 | 701 | 6 | 1 | 14 | 21 | | 54 | | 755 |
| Depart | 652 | 22 | 6 | 37 | 65 | | 156 | | 808 | 591 | 12 | 2 | 15 | 29 | | 66 | | 657 |
| Total | 1,187 | 38 | 10 | 86 | 134 | 10.1% | 334 | 2.5 | 1,521 | 1,292 | 18 | 3 | 29 | 50 | 3.7% | 120 | 2.4 | 1,412 |
| West Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 609 | 22 | 4 | 38 | 64 | | 155 | | 764 | 549 | 12 | 2 | 15 | 29 | | 68 | | 617 |
| Depart | 415 | 15 | 4 | 32 | 51 | | 126 | | 541 | 669 | 5 | 3 | 15 | 23 | | 58 | | 727 |
| Total | 1,024 | 37 | 8 | 70 | 115 | 10.1% | 281 | 2.5 | 1,305 | 1,218 | 17 | 5 | 30 | 52 | 4.1% | 126 | 2.4 | 1,344 |
| All Legs | | | | | | | | | | | | | | | | | | |
| Approach | 1,323 | 46 | 12 | 104 | 163 | | 407 | | 1,730 | 1,450 | 21 | 6 | 46 | 74 | | 184 | | 1,634 |
| Depart | 1,323 | 46 | 12 | 104 | 163 | | 407 | | 1,730 | 1,450 | 21 | 6 | 46 | 74 | | 184 | | 1,634 |
| Total | 2,646 | 92 | 25 | 209 | 325 | 10.9% | 814 | 2.5 | 3,460 | 2,900 | 43 | 12 | 93 | 147 | 4.8% | 368 | 2.5 | 3,268 |

Existing Peak Hour Volumes - Classification Counts

2 Locust Avenue and Casa Grande Drive

| | AM Peak Hour Volumes | | | | | | | | | PM Peak Hour Volumes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Truck Volumes | | | | | | | Total | | Truck Volumes | | | | | | | Total |
| | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume |
| NL | 103 | 3 | 0 | 3 | 6 | 5.5% | 14 | 2.3 | 117 | 229 | 3 | 0 | 0 | 3 | 1.1% | 4 | 1.5 | 233 |
| NT | 194 | 7 | 5 | 16 | 28 | 12.6% | 69 | 2.5 | 263 | 172 | 3 | 2 | 19 | 24 | 12.1% | 65 | 2.7 | 237 |
| NR | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| SL | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| ST | 236 | 10 | 3 | 39 | 51 | 17.8% | 136 | 2.6 | 372 | 126 | 4 | 2 | 15 | 22 | 14.7% | 57 | 2.6 | 183 |
| SR | 15 | 1 | 0 | 0 | 1 | 6.1% | 2 | 2.0 | 17 | 85 | 0 | 0 | 0 | 0 | 0.4% | 1 | 3.0 | 86 |
| EL | 23 | 0 | 0 | 0 | 0 | 1.4% | 1 | 3.0 | 24 | 66 | 0 | 0 | 2 | 3 | 4.4% | 8 | 2.7 | 74 |
| ET | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| ER | 205 | 4 | 0 | 5 | 9 | 4.1% | 21 | 2.4 | 226 | 273 | 2 | 0 | 0 | 2 | 0.8% | 4 | 1.7 | 277 |
| WL | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| WT | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| WR | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| | | | | | | | | | 1,019 | | | | | | | | | 1,090 |
| North Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 252 | 11 | 3 | 39 | 52 | | 138 | | 390 | 210 | 4 | 2 | 15 | 22 | | 58 | | 268 |
| Depart | 216 | 7 | 5 | 17 | 28 | | 70 | | 286 | 238 | 3 | 3 | 21 | 27 | | 73 | | 311 |
| Total | 468 | 18 | 7 | 56 | 81 | 14.7% | 208 | 2.6 | 676 | 448 | 7 | 5 | 36 | 49 | 9.8% | 131 | 2.7 | 579 |
| South Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 297 | 10 | 5 | 19 | 34 | | 83 | | 380 | 401 | 5 | 2 | 19 | 26 | | 69 | | 470 |
| Depart | 441 | 14 | 3 | 44 | 60 | | 157 | | 598 | 399 | 6 | 2 | 15 | 24 | | 61 | | 460 |
| Total | 738 | 24 | 7 | 63 | 94 | 11.3% | 240 | 2.6 | 978 | 800 | 12 | 5 | 34 | 50 | 5.9% | 130 | 2.6 | 930 |
| East Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Depart | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| West Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 227 | 4 | 0 | 5 | 9 | | 22 | | 249 | 339 | 3 | 0 | 2 | 5 | | 12 | | 351 |
| Depart | 118 | 4 | 0 | 3 | 7 | | 16 | | 134 | 314 | 3 | 0 | 0 | 3 | | 5 | | 319 |
| Total | 346 | 7 | 0 | 9 | 16 | 4.4% | 38 | 2.4 | 384 | 653 | 6 | 0 | 2 | 8 | 1.3% | 17 | 2.0 | 670 |
| All Legs | | | | | | | | | | | | | | | | | | |
| Approach | 776 | 24 | 7 | 64 | 95 | | 243 | | 1,019 | 951 | 12 | 5 | 36 | 54 | | 139 | | 1,090 |
| Depart | 776 | 24 | 7 | 64 | 95 | | 243 | | 1,019 | 951 | 12 | 5 | 36 | 54 | | 139 | | 1,090 |
| Total | 1,551 | 49 | 15 | 127 | 191 | 10.9% | 486 | 2.5 | 2,037 | 1,901 | 25 | 10 | 73 | 107 | 5.3% | 278 | 2.6 | 2,179 |

Existing Peak Hour Volumes - Classification Counts

3 Locust Avenue and Lowell Street

| | AM Peak Hour Volumes | | | | | | | | | PM Peak Hour Volumes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Truck Volumes | | | | | | | Total | | Truck Volumes | | | | | | | Total |
| | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume |
| NL | 17 | 1 | 0 | 0 | 1 | 7.4% | 3 | 2.3 | 20 | 4 | 0 | 0 | 0 | 0 | 7.1% | 1 | 3.0 | 5 |
| NT | 294 | 8 | 5 | 23 | 37 | 11.1% | 93 | 2.5 | 387 | 377 | 4 | 3 | 22 | 29 | 7.1% | 78 | 2.7 | 455 |
| NR | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| SL | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| ST | 426 | 12 | 5 | 42 | 59 | 12.2% | 154 | 2.6 | 580 | 417 | 7 | 3 | 18 | 28 | 6.3% | 71 | 2.5 | 488 |
| SR | 7 | 2 | 0 | 2 | 3 | 32.3% | 8 | 2.4 | 15 | 2 | 0 | 0 | 0 | 1 | 25.0% | 2 | 3.0 | 4 |
| EL | 1 | 1 | 0 | 2 | 3 | 75.0% | 7 | 2.3 | 8 | 11 | 1 | 0 | 0 | 1 | 5.6% | 1 | 1.5 | 12 |
| ET | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| ER | 8 | 1 | 1 | 2 | 3 | 28.1% | 7 | 2.3 | 15 | 46 | 1 | 0 | 0 | 1 | 1.4% | 1 | 1.5 | 47 |
| WL | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| WT | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| WR | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| | | | | | | | | | 1,025 | | | | | | | | | 1,012 |
| North Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 433 | 14 | 5 | 44 | 62 | | 162 | | 595 | 419 | 7 | 3 | 19 | 29 | | 73 | | 492 |
| Depart | 295 | 9 | 5 | 25 | 40 | | 100 | | 395 | 388 | 5 | 3 | 22 | 30 | | 79 | | 467 |
| Total | 728 | 23 | 10 | 69 | 102 | 12.3% | 262 | 2.6 | 990 | 807 | 12 | 6 | 41 | 58 | 6.7% | 152 | 2.6 | 959 |
| South Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 311 | 9 | 6 | 24 | 38 | | 96 | | 407 | 381 | 4 | 3 | 22 | 29 | | 79 | | 460 |
| Depart | 434 | 13 | 6 | 44 | 62 | | 161 | | 595 | 463 | 7 | 3 | 18 | 29 | | 72 | | 535 |
| Total | 745 | 21 | 11 | 67 | 100 | 11.8% | 257 | 2.6 | 1,002 | 844 | 12 | 6 | 41 | 58 | 6.4% | 151 | 2.6 | 995 |
| East Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Depart | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| West Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 9 | 2 | 1 | 3 | 6 | | 14 | | 23 | 57 | 1 | 0 | 0 | 1 | | 2 | | 59 |
| Depart | 24 | 2 | 0 | 2 | 5 | | 11 | | 35 | 6 | 0 | 0 | 1 | 1 | | 3 | | 9 |
| Total | 32 | 4 | 1 | 5 | 11 | 24.8% | 25 | 2.3 | 57 | 64 | 2 | 0 | 1 | 2 | 3.5% | 5 | 2.1 | 69 |
| All Legs | | | | | | | | | | | | | | | | | | |
| Approach | 753 | 24 | 11 | 71 | 106 | | 272 | | 1,025 | 858 | 13 | 6 | 41 | 59 | | 154 | | 1,012 |
| Depart | 753 | 24 | 11 | 71 | 106 | | 272 | | 1,025 | 858 | 13 | 6 | 41 | 59 | | 154 | | 1,012 |
| Total | 1,505 | 49 | 23 | 141 | 213 | 12.4% | 544 | 2.6 | 2,049 | 1,715 | 25 | 11 | 82 | 119 | 6.5% | 308 | 2.6 | 2,023 |

Existing Peak Hour Volumes - Classification Counts

4 Locust Avenue and Casmalia Street

| | AM Peak Hour Volumes | | | | | | | | | PM Peak Hour Volumes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Truck Volumes | | | | | | | Total | | Truck Volumes | | | | | | | Total |
| | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume |
| NL | 51 | 2 | 4 | 5 | 10 | 16.8% | 24 | 2.3 | 75 | 52 | 1 | 2 | 5 | 8 | 12.8% | 20 | 2.6 | 72 |
| NT | 129 | 4 | 5 | 4 | 13 | 9.2% | 28 | 2.2 | 157 | 206 | 3 | 2 | 7 | 12 | 5.5% | 30 | 2.5 | 236 |
| NR | 7 | 0 | 1 | 0 | 1 | 12.0% | 2 | 2.0 | 9 | 15 | 1 | 1 | 2 | 4 | 21.4% | 10 | 2.5 | 25 |
| SL | 53 | 1 | 2 | 7 | 9 | 14.4% | 24 | 2.7 | 77 | 112 | 1 | 0 | 1 | 2 | 2.0% | 5 | 2.1 | 117 |
| ST | 230 | 3 | 2 | 16 | 21 | 8.5% | 57 | 2.7 | 287 | 227 | 5 | 2 | 6 | 13 | 5.5% | 30 | 2.3 | 257 |
| SR | 117 | 5 | 2 | 23 | 30 | 20.2% | 80 | 2.7 | 197 | 180 | 1 | 1 | 9 | 11 | 5.9% | 31 | 2.7 | 211 |
| EL | 92 | 5 | 2 | 18 | 25 | 21.4% | 66 | 2.6 | 158 | 114 | 3 | 0 | 11 | 14 | 11.0% | 37 | 2.6 | 151 |
| ET | 72 | 1 | 1 | 4 | 6 | 7.7% | 15 | 2.5 | 87 | 207 | 1 | 4 | 2 | 7 | 3.4% | 16 | 2.2 | 223 |
| ER | 35 | 2 | 1 | 2 | 5 | 13.2% | 12 | 2.3 | 47 | 74 | 3 | 3 | 2 | 8 | 9.7% | 17 | 2.1 | 91 |
| WL | 14 | 1 | 1 | 0 | 2 | 12.5% | 4 | 2.0 | 18 | 7 | 0 | 1 | 2 | 3 | 31.3% | 9 | 2.7 | 16 |
| WT | 125 | 4 | 2 | 1 | 7 | 5.3% | 14 | 2.0 | 139 | 150 | 3 | 2 | 1 | 7 | 4.2% | 13 | 2.0 | 163 |
| WR | 70 | 4 | 1 | 8 | 13 | 15.7% | 33 | 2.5 | 103 | 74 | 0 | 2 | 4 | 6 | 7.5% | 16 | 2.7 | 90 |
| | | | | | | | | | 1,355 | | | | | | | | | 1,653 |
| North Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 401 | 9 | 6 | 45 | 60 | | 161 | | 562 | 519 | 8 | 3 | 16 | 27 | | 66 | | 585 |
| Depart | 290 | 12 | 8 | 31 | 51 | | 127 | | 417 | 394 | 6 | 4 | 22 | 32 | | 83 | | 477 |
| Total | 691 | 21 | 14 | 76 | 111 | 13.8% | 288 | 2.6 | 979 | 913 | 14 | 6 | 38 | 59 | 6.1% | 149 | 2.5 | 1,062 |
| South Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 187 | 6 | 9 | 9 | 24 | | 54 | | 241 | 273 | 5 | 4 | 15 | 24 | | 60 | | 333 |
| Depart | 279 | 6 | 4 | 18 | 29 | | 73 | | 352 | 309 | 8 | 6 | 11 | 25 | | 56 | | 365 |
| Total | 467 | 12 | 14 | 27 | 53 | 10.2% | 127 | 2.4 | 594 | 582 | 13 | 10 | 25 | 48 | 7.7% | 116 | 2.4 | 698 |
| East Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 209 | 8 | 4 | 10 | 22 | | 51 | | 260 | 232 | 4 | 5 | 8 | 16 | | 38 | | 270 |
| Depart | 133 | 2 | 3 | 11 | 16 | | 41 | | 174 | 333 | 3 | 5 | 5 | 14 | | 31 | | 364 |
| Total | 342 | 10 | 8 | 20 | 38 | 10.0% | 92 | 2.4 | 434 | 565 | 7 | 10 | 13 | 30 | 5.0% | 69 | 2.3 | 634 |
| West Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 199 | 8 | 4 | 24 | 36 | | 93 | | 292 | 395 | 7 | 8 | 14 | 29 | | 70 | | 465 |
| Depart | 294 | 10 | 8 | 29 | 47 | | 118 | | 412 | 383 | 6 | 5 | 15 | 26 | | 64 | | 447 |
| Total | 493 | 19 | 12 | 53 | 83 | 14.5% | 211 | 2.5 | 704 | 778 | 13 | 13 | 30 | 55 | 6.6% | 134 | 2.4 | 912 |
| All Legs | | | | | | | | | | | | | | | | | | |
| Approach | 996 | 31 | 24 | 88 | 143 | | 359 | | 1,355 | 1,419 | 23 | 20 | 53 | 96 | | 234 | | 1,653 |
| Depart | 996 | 31 | 24 | 88 | 143 | | 359 | | 1,355 | 1,419 | 23 | 20 | 53 | 96 | | 234 | | 1,653 |
| Total | 1,993 | 62 | 47 | 176 | 285 | 12.5% | 718 | 2.5 | 2,711 | 2,837 | 47 | 39 | 106 | 192 | 6.3% | 468 | 2.4 | 3,305 |

Existing Peak Hour Volumes - Classification Counts

5 Locust Avenue and Renaissance Parkway

| | AM Peak Hour Volumes | | | | | | | | | PM Peak Hour Volumes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Truck Volumes | | | | | | | Total | | Truck Volumes | | | | | | | Total |
| | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume |
| NL | 60 | 2 | 7 | 14 | 23 | 28.1% | 60 | 2.6 | 120 | 43 | 2 | 6 | 17 | 25 | 36.5% | 66 | 2.7 | 109 |
| NT | 148 | 4 | 9 | 7 | 20 | 12.1% | 46 | 2.3 | 194 | 181 | 4 | 3 | 12 | 18 | 9.2% | 47 | 2.6 | 228 |
| NR | 20 | 1 | 0 | 0 | 1 | 6.3% | 2 | 1.5 | 22 | 40 | 0 | 0 | 0 | 1 | 1.6% | 1 | 1.5 | 41 |
| SL | 37 | 0 | 0 | 1 | 2 | 4.3% | 4 | 2.4 | 41 | 55 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 55 |
| ST | 206 | 5 | 3 | 10 | 18 | 8.2% | 44 | 2.4 | 250 | 219 | 5 | 4 | 6 | 16 | 6.7% | 35 | 2.2 | 254 |
| SR | 37 | 1 | 1 | 7 | 10 | 20.7% | 26 | 2.7 | 63 | 37 | 1 | 1 | 1 | 3 | 8.2% | 7 | 2.1 | 44 |
| EL | 23 | 0 | 1 | 2 | 3 | 12.8% | 8 | 2.4 | 31 | 34 | 0 | 0 | 1 | 2 | 4.7% | 4 | 2.4 | 38 |
| ET | 121 | 2 | 1 | 2 | 5 | 3.7% | 10 | 2.1 | 131 | 325 | 2 | 1 | 2 | 5 | 1.5% | 11 | 2.2 | 336 |
| ER | 36 | 1 | 1 | 5 | 8 | 17.7% | 20 | 2.6 | 56 | 41 | 1 | 1 | 2 | 5 | 10.9% | 12 | 2.4 | 53 |
| WL | 39 | 1 | 1 | 2 | 3 | 7.8% | 8 | 2.4 | 47 | 34 | 1 | 1 | 2 | 4 | 9.6% | 8 | 2.2 | 42 |
| WT | 122 | 4 | 0 | 2 | 6 | 4.4% | 11 | 1.9 | 133 | 225 | 1 | 0 | 3 | 4 | 1.7% | 10 | 2.5 | 235 |
| WR | 14 | 0 | 0 | 0 | 1 | 4.4% | 2 | 3.0 | 16 | 33 | 0 | 0 | 1 | 1 | 3.9% | 4 | 3.0 | 37 |
| | | | | | | | | | 1,105 | | | | | | | | | 1,471 |
| North Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 280 | 7 | 5 | 18 | 30 | | 74 | | 354 | 311 | 6 | 5 | 8 | 19 | | 42 | | 353 |
| Depart | 185 | 5 | 10 | 9 | 24 | | 56 | | 241 | 247 | 4 | 3 | 14 | 21 | | 55 | | 302 |
| Total | 465 | 12 | 15 | 27 | 54 | 10.4% | 130 | 2.4 | 595 | 558 | 10 | 8 | 22 | 40 | 6.7% | 97 | 2.4 | 655 |
| South Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 228 | 7 | 16 | 22 | 45 | | 108 | | 336 | 264 | 6 | 9 | 29 | 44 | | 114 | | 378 |
| Depart | 281 | 7 | 5 | 17 | 29 | | 72 | | 353 | 294 | 8 | 6 | 10 | 24 | | 55 | | 349 |
| Total | 509 | 14 | 21 | 39 | 74 | 12.8% | 180 | 2.4 | 689 | 558 | 13 | 15 | 40 | 68 | 10.9% | 169 | 2.5 | 727 |
| East Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 176 | 5 | 1 | 4 | 10 | | 21 | | 197 | 292 | 3 | 1 | 6 | 9 | | 22 | | 314 |
| Depart | 179 | 3 | 2 | 3 | 8 | | 16 | | 195 | 420 | 2 | 1 | 2 | 6 | | 12 | | 432 |
| Total | 355 | 8 | 3 | 7 | 17 | 4.7% | 37 | 2.1 | 392 | 712 | 5 | 2 | 8 | 15 | 2.0% | 34 | 2.3 | 746 |
| West Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 180 | 3 | 4 | 9 | 16 | | 38 | | 218 | 400 | 4 | 2 | 6 | 12 | | 27 | | 427 |
| Depart | 219 | 7 | 9 | 23 | 39 | | 97 | | 316 | 305 | 4 | 6 | 21 | 32 | | 83 | | 388 |
| Total | 399 | 10 | 13 | 32 | 54 | 12.0% | 135 | 2.5 | 534 | 705 | 8 | 9 | 27 | 44 | 5.8% | 110 | 2.5 | 815 |
| All Legs | | | | | | | | | | | | | | | | | | |
| Approach | 864 | 22 | 26 | 52 | 100 | | 241 | | 1,105 | 1,266 | 18 | 17 | 48 | 83 | | 205 | | 1,471 |
| Depart | 864 | 22 | 26 | 52 | 100 | | 241 | | 1,105 | 1,266 | 18 | 17 | 48 | 83 | | 205 | | 1,471 |
| Total | 1,727 | 44 | 52 | 104 | 200 | 10.4% | 482 | 2.4 | 2,209 | 2,533 | 37 | 33 | 97 | 167 | 6.2% | 410 | 2.5 | 2,943 |

Existing Peak Hour Volumes - Classification Counts

6 Alder Avenue and Casmalia Street

| | AM Peak Hour Volumes | | | | | | | | | PM Peak Hour Volumes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Truck Volumes | | | | | | | Total | | Truck Volumes | | | | | | | Total |
| | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume |
| NL | 93 | 3 | 5 | 23 | 31 | 24.8% | 83 | 2.7 | 176 | 128 | 3 | 4 | 14 | 20 | 13.5% | 52 | 2.6 | 180 |
| NT | 63 | 9 | 24 | 44 | 77 | 54.9% | 193 | 2.5 | 256 | 44 | 5 | 10 | 20 | 35 | 44.5% | 89 | 2.5 | 133 |
| NR | 105 | 7 | 4 | 18 | 29 | 21.7% | 72 | 2.5 | 177 | 122 | 2 | 3 | 6 | 11 | 8.3% | 27 | 2.5 | 149 |
| SL | 6 | 1 | 2 | 2 | 5 | 48.5% | 12 | 2.3 | 18 | 15 | 0 | 5 | 6 | 11 | 41.8% | 28 | 2.5 | 43 |
| ST | 53 | 11 | 8 | 66 | 86 | 61.9% | 233 | 2.7 | 286 | 91 | 6 | 16 | 32 | 53 | 36.9% | 135 | 2.5 | 226 |
| SR | 12 | 2 | 1 | 5 | 9 | 41.3% | 22 | 2.5 | 34 | 23 | 0 | 1 | 9 | 11 | 32.0% | 30 | 2.8 | 53 |
| EL | 13 | 1 | 7 | 6 | 14 | 51.9% | 33 | 2.4 | 46 | 13 | 0 | 1 | 3 | 4 | 23.5% | 11 | 2.8 | 24 |
| ET | 120 | 3 | 1 | 9 | 13 | 9.5% | 32 | 2.5 | 152 | 259 | 1 | 2 | 3 | 6 | 2.4% | 15 | 2.4 | 274 |
| ER | 94 | 4 | 7 | 34 | 46 | 32.6% | 124 | 2.7 | 218 | 175 | 3 | 4 | 15 | 22 | 11.1% | 58 | 2.6 | 233 |
| WL | 124 | 6 | 4 | 24 | 34 | 21.5% | 89 | 2.6 | 213 | 205 | 4 | 2 | 7 | 13 | 6.0% | 31 | 2.4 | 236 |
| WT | 166 | 6 | 3 | 6 | 15 | 8.3% | 33 | 2.2 | 199 | 245 | 1 | 2 | 5 | 8 | 3.0% | 20 | 2.6 | 265 |
| WR | 5 | 1 | 2 | 2 | 5 | 50.0% | 12 | 2.3 | 17 | 30 | 0 | 2 | 0 | 2 | 7.3% | 5 | 2.1 | 35 |
| | | | | | | | | | 1,792 | | | | | | | | | 1,850 |
| North Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 71 | 15 | 11 | 74 | 100 | | 267 | | 338 | 129 | 6 | 22 | 46 | 75 | | 193 | | 322 |
| Depart | 81 | 11 | 33 | 52 | 96 | | 238 | | 319 | 87 | 6 | 13 | 23 | 42 | | 105 | | 192 |
| Total | 152 | 26 | 45 | 126 | 196 | 56.3% | 505 | 2.6 | 657 | 215 | 12 | 35 | 70 | 116 | 35.1% | 298 | 2.6 | 513 |
| South Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 261 | 19 | 33 | 85 | 137 | | 348 | | 609 | 294 | 10 | 16 | 40 | 66 | | 168 | | 462 |
| Depart | 271 | 21 | 20 | 125 | 166 | | 446 | | 717 | 471 | 13 | 22 | 54 | 88 | | 224 | | 695 |
| Total | 532 | 40 | 53 | 209 | 302 | 36.2% | 794 | 2.6 | 1,326 | 765 | 22 | 38 | 94 | 154 | 16.8% | 392 | 2.5 | 1,157 |
| East Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 295 | 12 | 10 | 32 | 54 | | 134 | | 429 | 480 | 5 | 6 | 12 | 23 | | 56 | | 536 |
| Depart | 230 | 12 | 7 | 29 | 47 | | 116 | | 346 | 396 | 3 | 10 | 15 | 28 | | 70 | | 466 |
| Total | 525 | 24 | 17 | 61 | 101 | 16.2% | 250 | 2.5 | 775 | 876 | 9 | 16 | 27 | 51 | 5.5% | 126 | 2.5 | 1,002 |
| West Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 227 | 9 | 14 | 49 | 72 | | 189 | | 416 | 447 | 4 | 8 | 21 | 32 | | 84 | | 531 |
| Depart | 271 | 10 | 9 | 35 | 54 | | 138 | | 409 | 395 | 4 | 7 | 27 | 38 | | 102 | | 497 |
| Total | 498 | 19 | 24 | 84 | 126 | 20.2% | 327 | 2.6 | 825 | 843 | 8 | 15 | 48 | 71 | 7.7% | 186 | 2.6 | 1,029 |
| All Legs | | | | | | | | | | | | | | | | | | |
| Approach | 854 | 54 | 69 | 240 | 363 | | 938 | | 1,792 | 1,349 | 25 | 52 | 119 | 196 | | 501 | | 1,850 |
| Depart | 854 | 54 | 69 | 240 | 363 | | 938 | | 1,792 | 1,349 | 25 | 52 | 119 | 196 | | 501 | | 1,850 |
| Total | 1,708 | 109 | 138 | 479 | 726 | 29.8% | 1,876 | 2.6 | 3,584 | 2,699 | 51 | 103 | 239 | 393 | 12.7% | 1,002 | 2.6 | 3,701 |

Existing Peak Hour Volumes - Classification Counts

7 Alder Avenue and SR-210 WB Ramps

| | AM Peak Hour Volumes | | | | | | | | | PM Peak Hour Volumes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Truck Volumes | | | | | | | Total | | Truck Volumes | | | | | | | Total |
| | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume |
| NL | 214 | 6 | 4 | 33 | 43 | 16.6% | 116 | 2.7 | 330 | 298 | 7 | 5 | 42 | 53 | 15.2% | 145 | 2.7 | 443 |
| NT | 173 | 11 | 13 | 57 | 82 | 32.0% | 215 | 2.6 | 388 | 192 | 8 | 11 | 32 | 51 | 20.9% | 130 | 2.6 | 322 |
| NR | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| SL | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| ST | 90 | 8 | 12 | 38 | 58 | 39.0% | 149 | 2.6 | 239 | 255 | 7 | 12 | 20 | 39 | 13.2% | 94 | 2.4 | 349 |
| SR | 185 | 15 | 7 | 79 | 100 | 35.1% | 271 | 2.7 | 456 | 223 | 8 | 10 | 54 | 72 | 24.3% | 193 | 2.7 | 416 |
| EL | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| ET | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| ER | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| WL | 314 | 3 | 6 | 11 | 20 | 6.1% | 50 | 2.5 | 364 | 265 | 6 | 4 | 12 | 22 | 7.7% | 54 | 2.5 | 319 |
| WT | 3 | 1 | 0 | 0 | 1 | 27.3% | 2 | 2.0 | 5 | 3 | 0 | 0 | 0 | 0 | 9.1% | 1 | 3.0 | 4 |
| WR | 90 | 8 | 9 | 27 | 44 | 32.6% | 110 | 2.5 | 200 | 96 | 4 | 5 | 18 | 27 | 21.9% | 70 | 2.6 | 166 |
| | | | | | | | | | 1,983 | | | | | | | | | 2,021 |
| North Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 275 | 23 | 18 | 117 | 158 | | 420 | | 695 | 478 | 15 | 22 | 74 | 110 | | 287 | | 765 |
| Depart | 264 | 19 | 22 | 84 | 125 | | 325 | | 589 | 289 | 11 | 16 | 50 | 78 | | 200 | | 489 |
| Total | 539 | 42 | 41 | 201 | 283 | 34.4% | 745 | 2.6 | 1,284 | 767 | 26 | 38 | 124 | 188 | 19.7% | 487 | 2.6 | 1,254 |
| South Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 388 | 17 | 17 | 91 | 124 | | 331 | | 719 | 491 | 15 | 15 | 74 | 104 | | 275 | | 766 |
| Depart | 404 | 11 | 18 | 49 | 78 | | 199 | | 603 | 521 | 12 | 16 | 32 | 61 | | 148 | | 669 |
| Total | 792 | 28 | 35 | 139 | 202 | 20.4% | 530 | 2.6 | 1,322 | 1,011 | 27 | 31 | 106 | 165 | 14.0% | 423 | 2.6 | 1,434 |
| East Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 407 | 12 | 16 | 37 | 65 | | 162 | | 569 | 365 | 9 | 9 | 31 | 49 | | 125 | | 490 |
| Depart | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Total | 407 | 12 | 16 | 37 | 65 | 13.8% | 162 | 2.5 | 569 | 365 | 9 | 9 | 31 | 49 | 11.9% | 125 | 2.5 | 490 |
| West Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Depart | 402 | 21 | 10 | 112 | 144 | | 389 | | 791 | 525 | 15 | 14 | 96 | 125 | | 339 | | 864 |
| Total | 402 | 21 | 10 | 112 | 144 | 26.3% | 389 | 2.7 | 791 | 525 | 15 | 14 | 96 | 125 | 19.3% | 339 | 2.7 | 864 |
| All Legs | | | | | | | | | | | | | | | | | | |
| Approach | 1,070 | 52 | 51 | 245 | 347 | | 913 | | 1,983 | 1,334 | 39 | 46 | 178 | 264 | | 687 | | 2,021 |
| Depart | 1,070 | 52 | 51 | 245 | 347 | | 913 | | 1,983 | 1,334 | 39 | 46 | 178 | 264 | | 687 | | 2,021 |
| Total | 2,139 | 103 | 101 | 489 | 694 | 24.5% | 1,826 | 2.6 | 3,965 | 2,668 | 78 | 93 | 357 | 527 | 16.5% | 1,374 | 2.6 | 4,042 |

Existing Peak Hour Volumes - Classification Counts

8 Alder Avenue and SR-210 EB Ramps

| | AM Peak Hour Volumes | | | | | | | | | PM Peak Hour Volumes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Truck Volumes | | | | | | | Total | | Truck Volumes | | | | | | | Total |
| | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume | Passenger Vehicles | 2-Axle 1.5 | 3-Axle 2.0 | 4-Axle 3.0 | Total Trucks | Truck %-age | PCE | Average PCE | PCE Volume |
| NL | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| NT | 277 | 7 | 9 | 42 | 58 | 17.3% | 155 | 2.7 | 432 | 386 | 9 | 10 | 47 | 66 | 14.5% | 173 | 2.6 | 559 |
| NR | 279 | 3 | 8 | 19 | 30 | 9.6% | 76 | 2.6 | 355 | 335 | 4 | 5 | 11 | 20 | 5.5% | 49 | 2.5 | 384 |
| SL | 45 | 4 | 4 | 30 | 38 | 46.0% | 105 | 2.7 | 150 | 129 | 2 | 8 | 13 | 23 | 15.4% | 58 | 2.5 | 187 |
| ST | 389 | 6 | 13 | 16 | 34 | 8.0% | 81 | 2.4 | 470 | 405 | 6 | 9 | 18 | 32 | 7.3% | 79 | 2.5 | 484 |
| SR | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| EL | 96 | 10 | 11 | 44 | 65 | 40.2% | 168 | 2.6 | 264 | 102 | 3 | 4 | 22 | 29 | 22.2% | 79 | 2.7 | 181 |
| ET | 3 | 0 | 0 | 0 | 0 | 10.0% | 1 | 3.0 | 4 | 1 | 0 | 0 | 0 | 0 | 20.0% | 1 | 3.0 | 2 |
| ER | 297 | 6 | 5 | 46 | 58 | 16.2% | 159 | 2.8 | 456 | 307 | 8 | 5 | 33 | 45 | 12.9% | 120 | 2.6 | 427 |
| WL | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| WT | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| WR | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0 | 0.0 | 0 |
| | | | | | | | | | 2,132 | | | | | | | | | 2,224 |
| North Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 434 | 10 | 17 | 46 | 72 | | 186 | | 620 | 534 | 8 | 17 | 30 | 55 | | 137 | | 671 |
| Depart | 374 | 17 | 20 | 86 | 123 | | 323 | | 697 | 488 | 12 | 14 | 69 | 95 | | 252 | | 740 |
| Total | 807 | 27 | 37 | 132 | 195 | 19.5% | 509 | 2.6 | 1,316 | 1,022 | 20 | 31 | 99 | 150 | 12.8% | 389 | 2.6 | 1,411 |
| South Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 556 | 10 | 17 | 61 | 88 | | 231 | | 787 | 721 | 13 | 14 | 58 | 85 | | 222 | | 943 |
| Depart | 686 | 12 | 18 | 62 | 92 | | 240 | | 926 | 712 | 13 | 14 | 50 | 77 | | 199 | | 911 |
| Total | 1,242 | 22 | 35 | 123 | 179 | 12.6% | 471 | 2.6 | 1,713 | 1,433 | 26 | 28 | 108 | 163 | 10.2% | 421 | 2.6 | 1,854 |
| East Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Depart | 327 | 7 | 12 | 49 | 68 | | 182 | | 509 | 465 | 6 | 13 | 24 | 43 | | 108 | | 573 |
| Total | 327 | 7 | 12 | 49 | 68 | 17.3% | 182 | 2.7 | 509 | 465 | 6 | 13 | 24 | 43 | 8.5% | 108 | 2.5 | 573 |
| West Leg Volumes | | | | | | | | | | | | | | | | | | |
| Approach | 397 | 16 | 16 | 90 | 123 | | 328 | | 725 | 410 | 10 | 9 | 55 | 75 | | 200 | | 610 |
| Depart | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Total | 397 | 16 | 16 | 90 | 123 | 23.6% | 328 | 2.7 | 725 | 410 | 10 | 9 | 55 | 75 | 15.4% | 200 | 2.7 | 610 |
| All Legs | | | | | | | | | | | | | | | | | | |
| Approach | 1,387 | 36 | 50 | 197 | 283 | | 745 | | 2,132 | 1,665 | 31 | 41 | 143 | 215 | | 559 | | 2,224 |
| Depart | 1,387 | 36 | 50 | 197 | 283 | | 745 | | 2,132 | 1,665 | 31 | 41 | 143 | 215 | | 559 | | 2,224 |
| Total | 2,773 | 72 | 100 | 393 | 565 | 16.9% | 1,490 | 2.6 | 4,263 | 3,329 | 63 | 81 | 287 | 431 | 11.5% | 1,118 | 2.6 | 4,447 |

| Int | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 80 | 0 | 173 | 0 | 0 | 0 | 0 | 635 | 129 | 252 | 461 | 0 | Locust Avenue and Riverside Avenue |
| 2 | 117 | 263 | 0 | 0 | 372 | 17 | 24 | 0 | 226 | 0 | 0 | 0 | Locust Avenue and Casa Grande Drive |
| 3 | 20 | 387 | 0 | 0 | 580 | 15 | 8 | 0 | 15 | 0 | 0 | 0 | Locust Avenue and Lowell Street |
| 4 | 75 | 157 | 9 | 77 | 287 | 197 | 158 | 87 | 47 | 18 | 139 | 103 | Locust Avenue and Casmalia Street |
| 5 | 120 | 194 | 22 | 41 | 250 | 63 | 31 | 131 | 56 | 47 | 133 | 16 | Locust Avenue and Renaissance Parkway |
| 6 | 176 | 256 | 177 | 18 | 286 | 34 | 46 | 152 | 218 | 213 | 199 | 17 | Alder Avenue and Casmalia Street |
| 7 | 330 | 388 | 0 | 0 | 239 | 456 | 0 | 0 | 0 | 364 | 5 | 200 | Alder Avenue and SR-210 WB Ramps |
| 8 | 0 | 432 | 355 | 150 | 470 | 0 | 264 | 4 | 456 | 0 | 0 | 0 | Alder Avenue and SR-210 EB Ramps |

| Int | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 121 | 0 | 141 | 0 | 0 | 0 | 0 | 516 | 101 | 149 | 606 | 0 | Locust Avenue and Riverside Avenue |
| 2 | 233 | 237 | 0 | 0 | 183 | 86 | 74 | 0 | 277 | 0 | 0 | 0 | Locust Avenue and Casa Grande Drive |
| 3 | 5 | 455 | 0 | 0 | 488 | 4 | 12 | 0 | 47 | 0 | 0 | 0 | Locust Avenue and Lowell Street |
| 4 | 72 | 236 | 25 | 117 | 257 | 211 | 151 | 223 | 91 | 16 | 163 | 90 | Locust Avenue and Casmalia Street |
| 5 | 109 | 228 | 41 | 55 | 254 | 44 | 38 | 336 | 53 | 42 | 235 | 37 | Locust Avenue and Renaissance Parkway |
| 6 | 180 | 133 | 149 | 43 | 226 | 53 | 24 | 274 | 233 | 236 | 265 | 35 | Alder Avenue and Casmalia Street |
| 7 | 443 | 322 | 0 | 0 | 349 | 416 | 0 | 0 | 0 | 319 | 4 | 166 | Alder Avenue and SR-210 WB Ramps |
| 8 | 0 | 559 | 384 | 187 | 484 | 0 | 181 | 2 | 427 | 0 | 0 | 0 | Alder Avenue and SR-210 EB Ramps |

APPENDIX **D**

INTERSECTION ANALYSIS
WORKSHEETS



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 635 | 129 | 252 | 461 | 80 | 173 |
| Future Volume (veh/h) | 635 | 129 | 252 | 461 | 80 | 173 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 765 | 155 | 304 | 555 | 96 | 208 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1182 | 240 | 352 | 2331 | 412 | 367 |
| Arrive On Green | 0.40 | 0.40 | 0.20 | 0.66 | 0.23 | 0.23 |
| Sat Flow, veh/h | 3037 | 596 | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h | 462 | 458 | 304 | 555 | 96 | 208 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1763 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s | 16.8 | 16.8 | 13.2 | 5.1 | 3.5 | 9.3 |
| Cycle Q Clear(g_c), s | 16.8 | 16.8 | 13.2 | 5.1 | 3.5 | 9.3 |
| Prop In Lane | | 0.34 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 714 | 708 | 352 | 2331 | 412 | 367 |
| V/C Ratio(X) | 0.65 | 0.65 | 0.86 | 0.24 | 0.23 | 0.57 |
| Avail Cap(c_a), veh/h | 714 | 708 | 577 | 2780 | 412 | 367 |
| 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 | 19.3 | 19.3 | 31.0 | 5.6 | 24.9 | 27.2 |
| Incr Delay (d2), s/veh | 4.5 | 4.5 | 7.4 | 0.1 | 1.3 | 6.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.8 | 6.8 | 5.8 | 1.3 | 1.5 | 3.8 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 23.8 | 23.9 | 38.4 | 5.7 | 26.3 | 33.4 |
| LnGrp LOS | C | C | D | A | C | C |
| Approach Vol, veh/h | 920 | | | 859 | 304 | |
| Approach Delay, s/veh | 23.8 | | | 17.2 | 31.1 | |
| Approach LOS | C | | | B | C | |

| Timer - Assigned Phs | 2 | 3 | 4 | | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 23.0 | 20.3 | 36.6 | | 56.9 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 18.5 | 25.9 | 32.1 | | 62.5 |
| Max Q Clear Time (g_c+I1), s | 11.3 | 15.2 | 18.8 | | 7.1 |
| Green Ext Time (p_c), s | 0.6 | 0.6 | 4.4 | | 3.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 22.2 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 226 | 117 | 263 | 372 | 17 |
| Future Vol, veh/h | 24 | 226 | 117 | 263 | 372 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 305 | 158 | 355 | 503 | 23 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1186 | 514 | 526 | 0 | - | 0 |
| Stage 1 | 514 | - | - | - | - | - |
| Stage 2 | 672 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 209 | 560 | 1041 | - | - | - |
| Stage 1 | 600 | - | - | - | - | - |
| Stage 2 | 508 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 169 | 560 | 1041 | - | - | - |
| Mov Cap-2 Maneuver | 169 | - | - | - | - | - |
| Stage 1 | 487 | - | - | - | - | - |
| Stage 2 | 508 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 20.04 | 2.79 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 554 | - | 169 | 560 | - | - |
| HCM Lane V/C Ratio | 0.152 | - | 0.192 | 0.545 | - | - |
| HCM Control Delay (s/veh) | 9.1 | 0 | 31.3 | 18.9 | - | - |
| HCM Lane LOS | A | A | D | C | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | 0.7 | 3.3 | - | - |

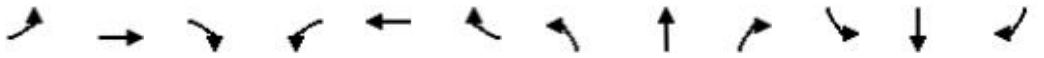
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 15 | 20 | 387 | 580 | 15 |
| Future Vol, veh/h | 8 | 15 | 20 | 387 | 580 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 20 | 27 | 516 | 773 | 20 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1353 | 783 | 793 | 0 | - | 0 |
| Stage 1 | 783 | - | - | - | - | - |
| Stage 2 | 569 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 165 | 394 | 828 | - | - | - |
| Stage 1 | 450 | - | - | - | - | - |
| Stage 2 | 566 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 158 | 394 | 828 | - | - | - |
| Mov Cap-2 Maneuver | 158 | - | - | - | - | - |
| Stage 1 | 430 | - | - | - | - | - |
| Stage 2 | 566 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 20.76 | 0.47 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 88 | - | 259 | - | - |
| HCM Lane V/C Ratio | 0.032 | - | 0.118 | - | - |
| HCM Control Delay (s/veh) | 9.5 | 0 | 20.8 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.4 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 158 | 87 | 47 | 18 | 139 | 103 | 75 | 157 | 9 | 77 | 287 | 197 |
| Future Volume (veh/h) | 158 | 87 | 47 | 18 | 139 | 103 | 75 | 157 | 9 | 77 | 287 | 197 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 174 | 96 | 52 | 20 | 153 | 113 | 82 | 173 | 10 | 85 | 315 | 216 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 221 | 416 | 352 | 41 | 245 | 169 | 106 | 1433 | 82 | 110 | 789 | 865 |
| Arrive On Green | 0.12 | 0.22 | 0.22 | 0.02 | 0.12 | 0.12 | 0.06 | 0.42 | 0.42 | 0.06 | 0.42 | 0.42 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 2007 | 1390 | 1781 | 3416 | 196 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 174 | 96 | 52 | 20 | 134 | 132 | 82 | 89 | 94 | 85 | 315 | 216 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1620 | 1781 | 1777 | 1835 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 6.3 | 2.8 | 1.7 | 0.7 | 4.7 | 5.1 | 3.0 | 2.0 | 2.1 | 3.1 | 7.7 | 4.7 |
| Cycle Q Clear(g_c), s | 6.3 | 2.8 | 1.7 | 0.7 | 4.7 | 5.1 | 3.0 | 2.0 | 2.1 | 3.1 | 7.7 | 4.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.86 | 1.00 | | 0.11 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 221 | 416 | 352 | 41 | 217 | 197 | 106 | 745 | 770 | 110 | 789 | 865 |
| V/C Ratio(X) | 0.79 | 0.23 | 0.15 | 0.48 | 0.62 | 0.67 | 0.77 | 0.12 | 0.12 | 0.77 | 0.40 | 0.25 |
| Avail Cap(c_a), veh/h | 446 | 823 | 697 | 149 | 485 | 442 | 262 | 745 | 770 | 268 | 789 | 865 |
| 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 | 28.0 | 21.0 | 20.6 | 31.8 | 27.5 | 27.7 | 30.6 | 11.7 | 11.7 | 30.5 | 13.3 | 7.9 |
| Incr Delay (d2), s/veh | 6.2 | 0.3 | 0.2 | 8.5 | 2.9 | 3.9 | 11.3 | 0.3 | 0.3 | 10.9 | 1.5 | 0.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.7 | 1.1 | 0.6 | 0.4 | 1.9 | 1.9 | 1.5 | 0.7 | 0.8 | 1.5 | 3.0 | 1.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 34.2 | 21.3 | 20.8 | 40.3 | 30.4 | 31.5 | 41.8 | 12.0 | 12.0 | 41.3 | 14.8 | 8.6 |
| LnGrp LOS | C | C | C | D | C | C | D | B | B | D | B | A |
| Approach Vol, veh/h | | 322 | | | 286 | | | 265 | | | 616 | |
| Approach Delay, s/veh | | 28.2 | | | 31.6 | | | 21.3 | | | 16.3 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.6 | 32.2 | 6.0 | 19.2 | 8.4 | 32.3 | 12.7 | 12.5 |
| 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 | 9.9 | 27.6 | 5.5 | 29.0 | 9.7 | 27.8 | 16.5 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 5.1 | 4.1 | 2.7 | 4.8 | 5.0 | 9.7 | 8.3 | 7.1 |
| Green Ext Time (p_c), s | 0.1 | 0.8 | 0.0 | 0.5 | 0.1 | 2.2 | 0.3 | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 22.7 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 31 | 131 | 56 | 47 | 133 | 16 | 120 | 194 | 22 | 41 | 250 | 63 |
| Future Volume (veh/h) | 31 | 131 | 56 | 47 | 133 | 16 | 120 | 194 | 22 | 41 | 250 | 63 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 34 | 144 | 62 | 52 | 146 | 18 | 132 | 213 | 24 | 45 | 275 | 69 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 63 | 249 | 102 | 83 | 360 | 44 | 172 | 1714 | 191 | 76 | 1350 | 333 |
| Arrive On Green | 0.04 | 0.10 | 0.10 | 0.05 | 0.11 | 0.11 | 0.10 | 0.53 | 0.53 | 0.04 | 0.48 | 0.48 |
| Sat Flow, veh/h | 1781 | 2455 | 1011 | 1781 | 3190 | 388 | 1781 | 3223 | 359 | 1781 | 2825 | 696 |
| Grp Volume(v), veh/h | 34 | 102 | 104 | 52 | 80 | 84 | 132 | 116 | 121 | 45 | 171 | 173 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1688 | 1781 | 1777 | 1801 | 1781 | 1777 | 1806 | 1781 | 1777 | 1745 |
| Q Serve(g_s), s | 1.2 | 3.6 | 3.8 | 1.9 | 2.7 | 2.8 | 4.7 | 2.1 | 2.2 | 1.6 | 3.6 | 3.7 |
| Cycle Q Clear(g_c), s | 1.2 | 3.6 | 3.8 | 1.9 | 2.7 | 2.8 | 4.7 | 2.1 | 2.2 | 1.6 | 3.6 | 3.7 |
| Prop In Lane | 1.00 | | 0.60 | 1.00 | | 0.22 | 1.00 | | 0.20 | 1.00 | | 0.40 |
| Lane Grp Cap(c), veh/h | 63 | 180 | 171 | 83 | 200 | 203 | 172 | 945 | 960 | 76 | 849 | 834 |
| V/C Ratio(X) | 0.54 | 0.57 | 0.61 | 0.62 | 0.40 | 0.41 | 0.77 | 0.12 | 0.13 | 0.59 | 0.20 | 0.21 |
| Avail Cap(c_a), veh/h | 233 | 534 | 507 | 261 | 561 | 569 | 480 | 945 | 960 | 233 | 849 | 834 |
| 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 | 30.8 | 27.8 | 27.9 | 30.4 | 26.7 | 26.8 | 28.6 | 7.6 | 7.6 | 30.5 | 9.8 | 9.8 |
| Incr Delay (d2), s/veh | 7.0 | 2.8 | 3.4 | 7.4 | 1.3 | 1.3 | 7.0 | 0.3 | 0.3 | 7.1 | 0.5 | 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 | 0.6 | 1.5 | 1.5 | 0.9 | 1.1 | 1.2 | 2.1 | 0.7 | 0.7 | 0.8 | 1.2 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 37.8 | 30.6 | 31.4 | 37.7 | 28.0 | 28.1 | 35.6 | 7.9 | 7.9 | 37.6 | 10.3 | 10.4 |
| LnGrp LOS | D | C | C | D | C | C | D | A | A | D | B | B |
| Approach Vol, veh/h | | 240 | | | 216 | | | 369 | | | 389 | |
| Approach Delay, s/veh | | 32.0 | | | 30.4 | | | 17.8 | | | 13.5 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.3 | 39.0 | 7.5 | 11.1 | 10.8 | 35.5 | 6.8 | 11.8 |
| 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 | 8.5 | 34.5 | 9.5 | 19.5 | 17.5 | 25.5 | 8.5 | 20.5 |
| Max Q Clear Time (g_c+I1), s | 3.6 | 4.2 | 3.9 | 5.8 | 6.7 | 5.7 | 3.2 | 4.8 |
| Green Ext Time (p_c), s | 0.0 | 1.2 | 0.0 | 0.8 | 0.2 | 1.7 | 0.0 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 21.5 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 46 | 152 | 218 | 213 | 199 | 17 | 176 | 256 | 177 | 18 | 286 | 34 |
| Future Volume (veh/h) | 46 | 152 | 218 | 213 | 199 | 17 | 176 | 256 | 177 | 18 | 286 | 34 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 47 | 157 | 225 | 220 | 205 | 18 | 181 | 264 | 182 | 19 | 295 | 35 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 74 | 622 | 278 | 315 | 744 | 65 | 225 | 964 | 643 | 39 | 1306 | 583 |
| Arrive On Green | 0.04 | 0.18 | 0.18 | 0.09 | 0.22 | 0.22 | 0.13 | 0.47 | 0.47 | 0.02 | 0.37 | 0.37 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3308 | 288 | 1781 | 2042 | 1361 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 47 | 157 | 225 | 220 | 109 | 114 | 181 | 229 | 217 | 19 | 295 | 35 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1819 | 1781 | 1777 | 1625 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 2.0 | 2.9 | 10.3 | 4.6 | 3.8 | 3.9 | 7.4 | 5.9 | 6.1 | 0.8 | 4.3 | 1.1 |
| Cycle Q Clear(g_c), s | 2.0 | 2.9 | 10.3 | 4.6 | 3.8 | 3.9 | 7.4 | 5.9 | 6.1 | 0.8 | 4.3 | 1.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.16 | 1.00 | | 0.84 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 74 | 622 | 278 | 315 | 399 | 409 | 225 | 839 | 768 | 39 | 1306 | 583 |
| V/C Ratio(X) | 0.63 | 0.25 | 0.81 | 0.70 | 0.27 | 0.28 | 0.80 | 0.27 | 0.28 | 0.49 | 0.23 | 0.06 |
| Avail Cap(c_a), veh/h | 178 | 922 | 411 | 529 | 556 | 569 | 462 | 839 | 768 | 130 | 1306 | 583 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 35.5 | 26.7 | 29.8 | 33.1 | 24.1 | 24.1 | 31.9 | 12.0 | 12.1 | 36.3 | 16.4 | 15.4 |
| Incr Delay (d2), s/veh | 8.7 | 0.2 | 7.4 | 2.8 | 0.4 | 0.4 | 6.5 | 0.8 | 0.9 | 9.2 | 0.4 | 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 | 0.9 | 1.1 | 4.0 | 1.9 | 1.5 | 1.5 | 3.3 | 2.1 | 2.0 | 0.4 | 1.6 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 44.1 | 27.0 | 37.2 | 35.9 | 24.4 | 24.5 | 38.5 | 12.8 | 13.0 | 45.6 | 16.8 | 15.6 |
| LnGrp LOS | D | C | D | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 429 | | | 443 | | | 627 | | | 349 | |
| Approach Delay, s/veh | | 34.2 | | | 30.2 | | | 20.3 | | | 18.2 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.1 | 40.0 | 11.4 | 17.7 | 14.0 | 32.1 | 7.6 | 21.4 |
| 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 | 5.5 | 35.5 | 11.5 | 19.5 | 19.5 | 21.5 | 7.5 | 23.5 |
| Max Q Clear Time (g_c+I1), s | 12.3 | 8.1 | 6.6 | 12.3 | 9.4 | 6.3 | 4.0 | 5.9 |
| Green Ext Time (p_c), s | 0.0 | 2.4 | 0.3 | 0.9 | 0.3 | 1.5 | 0.0 | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 25.5 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 364 | 5 | 200 | 330 | 388 | 0 | 0 | 239 | 456 |
| Future Volume (veh/h) | 0 | 0 | 0 | 364 | 5 | 200 | 330 | 388 | 0 | 0 | 239 | 456 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 379 | 5 | 208 | 344 | 404 | 0 | 0 | 249 | 475 |
| Peak Hour Factor | | | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 450 | 6 | 405 | 391 | 2258 | 0 | 0 | 642 | 573 |
| Arrive On Green | | | | 0.26 | 0.26 | 0.26 | 0.22 | 0.64 | 0.00 | 0.00 | 0.36 | 0.36 |
| Sat Flow, veh/h | | | | 1759 | 23 | 1585 | 1781 | 3647 | 0 | 0 | 1870 | 1585 |
| Grp Volume(v), veh/h | | | | 384 | 0 | 208 | 344 | 404 | 0 | 0 | 249 | 475 |
| Grp Sat Flow(s),veh/h/ln | | | | 1782 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 16.9 | 0.0 | 9.3 | 15.4 | 3.9 | 0.0 | 0.0 | 8.6 | 22.6 |
| Cycle Q Clear(g_c), s | | | | 16.9 | 0.0 | 9.3 | 15.4 | 3.9 | 0.0 | 0.0 | 8.6 | 22.6 |
| Prop In Lane | | | | 0.99 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 456 | 0 | 405 | 391 | 2258 | 0 | 0 | 642 | 573 |
| V/C Ratio(X) | | | | 0.84 | 0.00 | 0.51 | 0.88 | 0.18 | 0.00 | 0.00 | 0.39 | 0.83 |
| Avail Cap(c_a), veh/h | | | | 615 | 0 | 547 | 571 | 2258 | 0 | 0 | 642 | 573 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 29.2 | 0.0 | 26.3 | 31.2 | 6.2 | 0.0 | 0.0 | 19.6 | 24.0 |
| Incr Delay (d2), s/veh | | | | 7.8 | 0.0 | 1.0 | 10.7 | 0.2 | 0.0 | 0.0 | 1.8 | 13.0 |
| 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 | | | | 7.9 | 0.0 | 3.5 | 7.2 | 1.1 | 0.0 | 0.0 | 3.5 | 9.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | | | 37.0 | 0.0 | 27.3 | 41.9 | 6.4 | 0.0 | 0.0 | 21.3 | 37.1 |
| LnGrp LOS | | | | D | | C | D | A | | | C | D |
| Approach Vol, veh/h | | | | | 592 | | | 748 | | | 724 | |
| Approach Delay, s/veh | | | | | 33.6 | | | 22.7 | | | 31.7 | |
| Approach LOS | | | | | C | | | C | | | C | |

| Timer - Assigned Phs | 2 | | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 57.0 | | 22.6 | 34.4 | | 25.6 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 52.5 | | 26.5 | 21.5 | | 28.5 |
| Max Q Clear Time (g_c+I1), s | 5.9 | | 17.4 | 24.6 | | 18.9 |
| Green Ext Time (p_c), s | 2.5 | | 0.7 | 0.0 | | 2.3 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 29.0 | |
| HCM 7th LOS | C | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 264 | 4 | 456 | 0 | 0 | 0 | 0 | 432 | 355 | 150 | 470 | 0 |
| Future Volume (veh/h) | 264 | 4 | 456 | 0 | 0 | 0 | 0 | 432 | 355 | 150 | 470 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | | | | 0 | 1870 | 1870 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 284 | 4 | 490 | | | | 0 | 465 | 382 | 161 | 505 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | | | | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 505 | 4 | 446 | | | | 0 | 845 | 692 | 198 | 2191 | 0 |
| Arrive On Green | 0.28 | 0.28 | 0.28 | | | | 0.00 | 0.46 | 0.46 | 0.11 | 0.62 | 0.00 |
| Sat Flow, veh/h | 1781 | 13 | 1574 | | | | 0 | 1948 | 1520 | 1781 | 3647 | 0 |
| Grp Volume(v), veh/h | 284 | 0 | 494 | | | | 0 | 446 | 401 | 161 | 505 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1587 | | | | 0 | 1777 | 1597 | 1781 | 1777 | 0 |
| Q Serve(g_s), s | 12.2 | 0.0 | 25.5 | | | | 0.0 | 16.4 | 16.5 | 8.0 | 5.7 | 0.0 |
| Cycle Q Clear(g_c), s | 12.2 | 0.0 | 25.5 | | | | 0.0 | 16.4 | 16.5 | 8.0 | 5.7 | 0.0 |
| Prop In Lane | 1.00 | | 0.99 | | | | 0.00 | | 0.95 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 505 | 0 | 450 | | | | 0 | 810 | 728 | 198 | 2191 | 0 |
| V/C Ratio(X) | 0.56 | 0.00 | 1.10 | | | | 0.00 | 0.55 | 0.55 | 0.81 | 0.23 | 0.00 |
| Avail Cap(c_a), veh/h | 505 | 0 | 450 | | | | 0 | 810 | 728 | 346 | 2191 | 0 |
| 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 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 27.5 | 0.0 | 32.3 | | | | 0.0 | 17.8 | 17.8 | 39.1 | 7.7 | 0.0 |
| Incr Delay (d2), s/veh | 1.4 | 0.0 | 71.9 | | | | 0.0 | 2.7 | 3.0 | 7.9 | 0.2 | 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 |
| %ile BackOfQ(50%),veh/ln | 5.3 | 0.0 | 18.4 | | | | 0.0 | 6.4 | 5.9 | 3.7 | 1.8 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 28.9 | 0.0 | 104.2 | | | | 0.0 | 20.5 | 20.8 | 47.0 | 8.0 | 0.0 |
| LnGrp LOS | C | | F | | | | | C | C | D | A | |
| Approach Vol, veh/h | | 778 | | | | | | 847 | | | 666 | |
| Approach Delay, s/veh | | 76.7 | | | | | | 20.6 | | | 17.4 | |
| Approach LOS | | E | | | | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 4 | 6 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 14.5 | 45.5 | 30.0 | 60.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 17.5 | 33.5 | 25.5 | 55.5 |
| Max Q Clear Time (g_c+I1), s | 10.0 | 18.5 | 27.5 | 7.7 |
| Green Ext Time (p_c), s | 0.2 | 4.3 | 0.0 | 3.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 38.7 |
| HCM 7th LOS | D |

**Notes**

User approved volume balancing among the lanes for turning movement.

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 516 | 101 | 149 | 606 | 121 | 141 |
| Future Volume (veh/h) | 516 | 101 | 149 | 606 | 121 | 141 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 622 | 122 | 180 | 730 | 146 | 170 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1191 | 233 | 224 | 2079 | 534 | 475 |
| Arrive On Green | 0.40 | 0.40 | 0.13 | 0.59 | 0.30 | 0.30 |
| Sat Flow, veh/h | 3056 | 580 | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h | 373 | 371 | 180 | 730 | 146 | 170 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1766 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s | 12.4 | 12.5 | 7.7 | 8.4 | 4.9 | 6.6 |
| Cycle Q Clear(g_c), s | 12.4 | 12.5 | 7.7 | 8.4 | 4.9 | 6.6 |
| Prop In Lane | | 0.33 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 714 | 710 | 224 | 2079 | 534 | 475 |
| V/C Ratio(X) | 0.52 | 0.52 | 0.80 | 0.35 | 0.27 | 0.36 |
| Avail Cap(c_a), veh/h | 714 | 710 | 489 | 2608 | 534 | 475 |
| 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 | 17.7 | 17.7 | 33.3 | 8.5 | 20.9 | 21.5 |
| Incr Delay (d2), s/veh | 2.7 | 2.7 | 6.7 | 0.1 | 1.3 | 2.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.9 | 4.9 | 3.5 | 2.4 | 2.1 | 2.5 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 20.4 | 20.5 | 40.0 | 8.6 | 22.2 | 23.6 |
| LnGrp LOS | C | C | D | A | C | C |
| Approach Vol, veh/h | 744 | | | 910 | 316 | |
| Approach Delay, s/veh | 20.5 | | | 14.8 | 22.9 | |
| Approach LOS | C | | | B | C | |

| Timer - Assigned Phs | 2 | 3 | 4 | | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 28.0 | 14.3 | 36.0 | | 50.3 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 23.5 | 21.5 | 31.5 | | 57.5 |
| Max Q Clear Time (g_c+I1), s | 8.6 | 9.7 | 14.5 | | 10.4 |
| Green Ext Time (p_c), s | 0.8 | 0.3 | 3.8 | | 5.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 18.2 |
| HCM 7th LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 11.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 74 | 277 | 233 | 237 | 183 | 86 |
| Future Vol, veh/h | 74 | 277 | 233 | 237 | 183 | 86 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 99 | 369 | 311 | 316 | 244 | 115 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1239 | 301 | 359 | 0 | - | 0 |
| Stage 1 | 301 | - | - | - | - | - |
| Stage 2 | 937 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 194 | 738 | 1200 | - | - | - |
| Stage 1 | 751 | - | - | - | - | - |
| Stage 2 | 381 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 133 | 738 | 1200 | - | - | - |
| Mov Cap-2 Maneuver | 133 | - | - | - | - | - |
| Stage 1 | 515 | - | - | - | - | - |
| Stage 2 | 381 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 29.59 | 4.48 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 892 | - | 133 | 738 | - | - |
| HCM Lane V/C Ratio | 0.259 | - | 0.742 | 0.5 | - | - |
| HCM Control Delay (s/veh) | 9 | 0 | 85.5 | 14.7 | - | - |
| HCM Lane LOS | A | A | F | B | - | - |
| HCM 95th %tile Q(veh) | 1 | - | 4.3 | 2.8 | - | - |

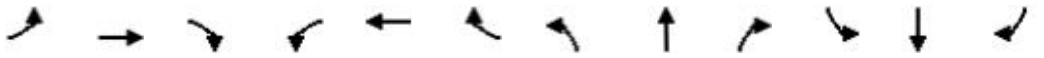
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 47 | 5 | 455 | 488 | 4 |
| Future Vol, veh/h | 12 | 47 | 5 | 455 | 488 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 64 | 7 | 615 | 659 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1291 | 662 | 665 | 0 | - | 0 |
| Stage 1 | 662 | - | - | - | - | - |
| Stage 2 | 628 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 180 | 462 | 924 | - | - | - |
| Stage 1 | 513 | - | - | - | - | - |
| Stage 2 | 532 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 178 | 462 | 924 | - | - | - |
| Mov Cap-2 Maneuver | 178 | - | - | - | - | - |
| Stage 1 | 507 | - | - | - | - | - |
| Stage 2 | 532 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 18.35 | 0.1 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 20 | - | 349 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | 0.229 | - | - |
| HCM Control Delay (s/veh) | 8.9 | 0 | 18.3 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.9 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 151 | 223 | 91 | 16 | 163 | 90 | 72 | 236 | 25 | 117 | 257 | 211 |
| Future Volume (veh/h) | 151 | 223 | 91 | 16 | 163 | 90 | 72 | 236 | 25 | 117 | 257 | 211 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 189 | 279 | 114 | 20 | 204 | 112 | 90 | 295 | 31 | 146 | 321 | 264 |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 238 | 461 | 391 | 41 | 307 | 162 | 117 | 1146 | 119 | 188 | 734 | 834 |
| Arrive On Green | 0.13 | 0.25 | 0.25 | 0.02 | 0.14 | 0.14 | 0.07 | 0.35 | 0.35 | 0.11 | 0.39 | 0.39 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 2250 | 1184 | 1781 | 3248 | 339 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 189 | 279 | 114 | 20 | 159 | 157 | 90 | 160 | 166 | 146 | 321 | 264 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1657 | 1781 | 1777 | 1809 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 6.8 | 8.7 | 3.9 | 0.7 | 5.6 | 6.0 | 3.3 | 4.2 | 4.3 | 5.3 | 8.3 | 6.3 |
| Cycle Q Clear(g_c), s | 6.8 | 8.7 | 3.9 | 0.7 | 5.6 | 6.0 | 3.3 | 4.2 | 4.3 | 5.3 | 8.3 | 6.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.71 | 1.00 | | 0.19 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 238 | 461 | 391 | 41 | 243 | 226 | 117 | 627 | 638 | 188 | 734 | 834 |
| V/C Ratio(X) | 0.80 | 0.60 | 0.29 | 0.48 | 0.66 | 0.69 | 0.77 | 0.26 | 0.26 | 0.78 | 0.44 | 0.32 |
| Avail Cap(c_a), veh/h | 479 | 862 | 730 | 143 | 483 | 451 | 274 | 627 | 638 | 401 | 734 | 834 |
| 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 | 27.8 | 22.1 | 20.2 | 31.9 | 27.1 | 27.3 | 30.4 | 15.2 | 15.3 | 28.9 | 14.7 | 8.9 |
| Incr Delay (d2), s/veh | 6.0 | 1.3 | 0.4 | 8.5 | 3.0 | 3.8 | 10.2 | 1.0 | 1.0 | 6.8 | 1.9 | 1.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.0 | 3.5 | 1.3 | 0.4 | 2.3 | 2.3 | 1.6 | 1.6 | 1.7 | 2.4 | 3.3 | 1.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 33.8 | 23.4 | 20.6 | 40.4 | 30.1 | 31.0 | 40.7 | 16.2 | 16.2 | 35.7 | 16.6 | 9.9 |
| LnGrp LOS | C | C | C | D | C | C | D | B | B | D | B | A |
| Approach Vol, veh/h | | 582 | | | 336 | | | 416 | | | 731 | |
| Approach Delay, s/veh | | 26.2 | | | 31.2 | | | 21.5 | | | 18.0 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.5 | 27.9 | 6.0 | 20.8 | 8.8 | 30.5 | 13.3 | 13.5 |
| 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 | 14.9 | 21.3 | 5.3 | 30.5 | 10.2 | 26.0 | 17.8 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 7.3 | 6.3 | 2.7 | 10.7 | 5.3 | 10.3 | 8.8 | 8.0 |
| Green Ext Time (p_c), s | 0.2 | 1.4 | 0.0 | 1.7 | 0.1 | 2.3 | 0.3 | 1.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.2 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 38 | 336 | 53 | 42 | 235 | 37 | 109 | 228 | 41 | 55 | 254 | 44 |
| Future Volume (veh/h) | 38 | 336 | 53 | 42 | 235 | 37 | 109 | 228 | 41 | 55 | 254 | 44 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 44 | 391 | 62 | 49 | 273 | 43 | 127 | 265 | 48 | 64 | 295 | 51 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 74 | 545 | 86 | 80 | 555 | 86 | 165 | 1375 | 246 | 93 | 1262 | 216 |
| Arrive On Green | 0.04 | 0.18 | 0.18 | 0.04 | 0.18 | 0.18 | 0.09 | 0.46 | 0.46 | 0.05 | 0.42 | 0.42 |
| Sat Flow, veh/h | 1781 | 3076 | 484 | 1781 | 3081 | 479 | 1781 | 3012 | 538 | 1781 | 3035 | 518 |
| Grp Volume(v), veh/h | 44 | 225 | 228 | 49 | 156 | 160 | 127 | 155 | 158 | 64 | 171 | 175 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1783 | 1781 | 1777 | 1784 | 1781 | 1777 | 1774 | 1781 | 1777 | 1777 |
| Q Serve(g_s), s | 1.6 | 8.0 | 8.1 | 1.8 | 5.3 | 5.4 | 4.7 | 3.5 | 3.6 | 2.4 | 4.2 | 4.3 |
| Cycle Q Clear(g_c), s | 1.6 | 8.0 | 8.1 | 1.8 | 5.3 | 5.4 | 4.7 | 3.5 | 3.6 | 2.4 | 4.2 | 4.3 |
| Prop In Lane | 1.00 | | 0.27 | 1.00 | | 0.27 | 1.00 | | 0.30 | 1.00 | | 0.29 |
| Lane Grp Cap(c), veh/h | 74 | 315 | 316 | 80 | 320 | 322 | 165 | 811 | 810 | 93 | 739 | 739 |
| V/C Ratio(X) | 0.59 | 0.71 | 0.72 | 0.62 | 0.49 | 0.50 | 0.77 | 0.19 | 0.20 | 0.69 | 0.23 | 0.24 |
| Avail Cap(c_a), veh/h | 227 | 572 | 574 | 227 | 572 | 574 | 440 | 811 | 810 | 307 | 739 | 739 |
| 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 | 31.4 | 25.9 | 25.9 | 31.3 | 24.6 | 24.7 | 29.6 | 10.8 | 10.8 | 31.1 | 12.6 | 12.6 |
| Incr Delay (d2), s/veh | 7.3 | 3.0 | 3.1 | 7.5 | 1.1 | 1.2 | 7.3 | 0.5 | 0.5 | 8.8 | 0.7 | 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 | 0.8 | 3.2 | 3.3 | 0.9 | 2.1 | 2.2 | 2.1 | 1.2 | 1.3 | 1.2 | 1.5 | 1.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 38.7 | 28.9 | 29.1 | 38.8 | 25.8 | 25.9 | 36.9 | 11.3 | 11.4 | 39.9 | 13.3 | 13.4 |
| LnGrp LOS | D | C | C | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 497 | | | 365 | | | 440 | | | 410 | |
| Approach Delay, s/veh | | 29.8 | | | 27.6 | | | 18.7 | | | 17.5 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.0 | 35.0 | 7.5 | 16.3 | 10.7 | 32.3 | 7.3 | 16.5 |
| 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 | 11.5 | 30.5 | 8.5 | 21.5 | 16.5 | 25.5 | 8.5 | 21.5 |
| Max Q Clear Time (g_c+I1), s | 4.4 | 5.6 | 3.8 | 10.1 | 6.7 | 6.3 | 3.6 | 7.4 |
| Green Ext Time (p_c), s | 0.1 | 1.6 | 0.0 | 1.8 | 0.2 | 1.7 | 0.0 | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.5 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 24 | 274 | 233 | 236 | 265 | 35 | 180 | 133 | 149 | 43 | 226 | 53 |
| Future Volume (veh/h) | 24 | 274 | 233 | 236 | 265 | 35 | 180 | 133 | 149 | 43 | 226 | 53 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 25 | 285 | 243 | 246 | 276 | 36 | 188 | 139 | 155 | 45 | 235 | 55 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 48 | 677 | 302 | 344 | 833 | 107 | 233 | 766 | 683 | 72 | 1210 | 540 |
| Arrive On Green | 0.03 | 0.19 | 0.19 | 0.10 | 0.26 | 0.26 | 0.13 | 0.43 | 0.43 | 0.04 | 0.34 | 0.34 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3165 | 409 | 1781 | 1777 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 25 | 285 | 243 | 246 | 154 | 158 | 188 | 139 | 155 | 45 | 235 | 55 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1797 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 1.0 | 5.3 | 11.1 | 5.2 | 5.3 | 5.4 | 7.7 | 3.6 | 4.7 | 1.9 | 3.5 | 1.8 |
| Cycle Q Clear(g_c), s | 1.0 | 5.3 | 11.1 | 5.2 | 5.3 | 5.4 | 7.7 | 3.6 | 4.7 | 1.9 | 3.5 | 1.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.23 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 48 | 677 | 302 | 344 | 467 | 473 | 233 | 766 | 683 | 72 | 1210 | 540 |
| V/C Ratio(X) | 0.52 | 0.42 | 0.80 | 0.71 | 0.33 | 0.33 | 0.81 | 0.18 | 0.23 | 0.62 | 0.19 | 0.10 |
| Avail Cap(c_a), veh/h | 130 | 919 | 410 | 573 | 624 | 631 | 460 | 766 | 683 | 177 | 1210 | 540 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.2 | 26.9 | 29.2 | 32.9 | 22.4 | 22.5 | 31.9 | 13.3 | 13.5 | 35.6 | 17.6 | 17.0 |
| Incr Delay (d2), s/veh | 8.4 | 0.4 | 8.2 | 2.8 | 0.4 | 0.4 | 6.5 | 0.5 | 0.8 | 8.5 | 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 | 0.5 | 2.0 | 4.4 | 2.1 | 2.0 | 2.0 | 3.4 | 1.3 | 1.5 | 0.9 | 1.3 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 44.6 | 27.3 | 37.3 | 35.7 | 22.8 | 22.9 | 38.4 | 13.8 | 14.3 | 44.2 | 17.9 | 17.4 |
| LnGrp LOS | D | C | D | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 553 | | | 558 | | | 482 | | | 335 | |
| Approach Delay, s/veh | | 32.5 | | | 28.5 | | | 23.5 | | | 21.4 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.6 | 37.0 | 12.0 | 18.9 | 14.4 | 30.2 | 6.5 | 24.3 |
| 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 | 7.5 | 32.5 | 12.5 | 19.5 | 19.5 | 20.5 | 5.5 | 26.5 |
| Max Q Clear Time (g_c+I1), s | 13.1 | 6.7 | 7.2 | 13.1 | 9.7 | 5.5 | 3.0 | 7.4 |
| Green Ext Time (p_c), s | 0.0 | 1.5 | 0.4 | 1.3 | 0.3 | 1.2 | 0.0 | 1.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 27.2 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 319 | 4 | 166 | 443 | 322 | 0 | 0 | 349 | 416 |
| Future Volume (veh/h) | 0 | 0 | 0 | 319 | 4 | 166 | 443 | 322 | 0 | 0 | 349 | 416 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 332 | 4 | 173 | 461 | 335 | 0 | 0 | 364 | 433 |
| Peak Hour Factor | | | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 385 | 5 | 346 | 505 | 2407 | 0 | 0 | 607 | 542 |
| Arrive On Green | | | | 0.22 | 0.22 | 0.22 | 0.28 | 0.68 | 0.00 | 0.00 | 0.34 | 0.34 |
| Sat Flow, veh/h | | | | 1761 | 21 | 1585 | 1781 | 3647 | 0 | 0 | 1870 | 1585 |
| Grp Volume(v), veh/h | | | | 336 | 0 | 173 | 461 | 335 | 0 | 0 | 364 | 433 |
| Grp Sat Flow(s),veh/h/ln | | | | 1782 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 15.7 | 0.0 | 8.3 | 21.6 | 2.9 | 0.0 | 0.0 | 14.6 | 21.4 |
| Cycle Q Clear(g_c), s | | | | 15.7 | 0.0 | 8.3 | 21.6 | 2.9 | 0.0 | 0.0 | 14.6 | 21.4 |
| Prop In Lane | | | | 0.99 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 389 | 0 | 346 | 505 | 2407 | 0 | 0 | 607 | 542 |
| V/C Ratio(X) | | | | 0.86 | 0.00 | 0.50 | 0.91 | 0.14 | 0.00 | 0.00 | 0.60 | 0.80 |
| Avail Cap(c_a), veh/h | | | | 464 | 0 | 413 | 629 | 2407 | 0 | 0 | 607 | 542 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 32.5 | 0.0 | 29.6 | 29.9 | 5.0 | 0.0 | 0.0 | 23.5 | 25.7 |
| Incr Delay (d2), s/veh | | | | 13.5 | 0.0 | 1.1 | 15.6 | 0.1 | 0.0 | 0.0 | 4.3 | 11.7 |
| Initial Q Delay(d3), s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 8.0 | 0.0 | 3.2 | 10.5 | 0.8 | 0.0 | 0.0 | 6.2 | 8.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | | | 46.0 | 0.0 | 30.7 | 45.5 | 5.1 | 0.0 | 0.0 | 27.9 | 37.4 |
| LnGrp LOS | | | | D | | C | D | A | | | C | D |
| Approach Vol, veh/h | | | | | 509 | | | 796 | | | 797 | |
| Approach Delay, s/veh | | | | | 40.8 | | | 28.5 | | | 33.1 | |
| Approach LOS | | | | | D | | | C | | | C | |

| Timer - Assigned Phs | 2 | | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 63.0 | | 29.0 | 34.0 | | 23.4 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 58.5 | | 30.5 | 23.5 | | 22.5 |
| Max Q Clear Time (g_c+I1), s | 4.9 | | 23.6 | 23.4 | | 17.7 |
| Green Ext Time (p_c), s | 2.0 | | 0.9 | 0.1 | | 1.2 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 33.2 | |
| HCM 7th LOS | C | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 181 | 2 | 427 | 0 | 0 | 0 | 0 | 559 | 384 | 187 | 484 | 0 |
| Future Volume (veh/h) | 181 | 2 | 427 | 0 | 0 | 0 | 0 | 559 | 384 | 187 | 484 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | | | | 0 | 1870 | 1870 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 185 | 2 | 436 | | | | 0 | 570 | 392 | 191 | 494 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 366 | 1 | 325 | | | | 0 | 1038 | 714 | 230 | 2468 | 0 |
| Arrive On Green | 0.21 | 0.21 | 0.21 | | | | 0.00 | 0.52 | 0.52 | 0.13 | 0.69 | 0.00 |
| Sat Flow, veh/h | 1781 | 7 | 1579 | | | | 0 | 2107 | 1385 | 1781 | 3647 | 0 |
| Grp Volume(v), veh/h | 185 | 0 | 438 | | | | 0 | 503 | 459 | 191 | 494 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1586 | | | | 0 | 1777 | 1621 | 1781 | 1777 | 0 |
| Q Serve(g_s), s | 8.3 | 0.0 | 18.5 | | | | 0.0 | 17.2 | 17.2 | 9.4 | 4.4 | 0.0 |
| Cycle Q Clear(g_c), s | 8.3 | 0.0 | 18.5 | | | | 0.0 | 17.2 | 17.2 | 9.4 | 4.4 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | | | 0.00 | | 0.85 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 366 | 0 | 326 | | | | 0 | 916 | 836 | 230 | 2468 | 0 |
| V/C Ratio(X) | 0.51 | 0.00 | 1.34 | | | | 0.00 | 0.55 | 0.55 | 0.83 | 0.20 | 0.00 |
| Avail Cap(c_a), veh/h | 366 | 0 | 326 | | | | 0 | 916 | 836 | 386 | 2468 | 0 |
| 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 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 31.7 | 0.0 | 35.8 | | | | 0.0 | 14.7 | 14.7 | 38.2 | 4.9 | 0.0 |
| Incr Delay (d2), s/veh | 1.1 | 0.0 | 173.7 | | | | 0.0 | 2.4 | 2.6 | 7.6 | 0.2 | 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 |
| %ile BackOfQ(50%),veh/ln | 3.6 | 0.0 | 22.7 | | | | 0.0 | 6.4 | 5.9 | 4.3 | 1.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 32.8 | 0.0 | 209.5 | | | | 0.0 | 17.1 | 17.3 | 45.8 | 5.1 | 0.0 |
| LnGrp LOS | C | | F | | | | | B | B | D | A | |
| Approach Vol, veh/h | | 623 | | | | | | 962 | | | 685 | |
| Approach Delay, s/veh | | 157.0 | | | | | | 17.2 | | | 16.4 | |
| Approach LOS | | F | | | | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 4 | 6 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 16.1 | 50.9 | 23.0 | 67.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 11.5 | 38.5 | 18.5 | 62.5 |
| Max Q Clear Time (g_c+I1), s | 10.4 | 19.2 | 20.5 | 6.4 |
| Green Ext Time (p_c), s | 0.3 | 5.6 | 0.0 | 3.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 55.3 |
| HCM 7th LOS | E |

Notes

User approved volume balancing among the lanes for turning movement.

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 661 | 134 | 263 | 479 | 83 | 180 |
| Future Volume (veh/h) | 661 | 134 | 263 | 479 | 83 | 180 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 796 | 161 | 317 | 577 | 100 | 217 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1128 | 228 | 363 | 2279 | 444 | 395 |
| Arrive On Green | 0.38 | 0.38 | 0.20 | 0.64 | 0.25 | 0.25 |
| Sat Flow, veh/h | 3038 | 596 | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h | 480 | 477 | 317 | 577 | 100 | 217 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1763 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s | 18.8 | 18.8 | 14.2 | 5.7 | 3.7 | 9.8 |
| Cycle Q Clear(g_c), s | 18.8 | 18.8 | 14.2 | 5.7 | 3.7 | 9.8 |
| Prop In Lane | | 0.34 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 680 | 675 | 363 | 2279 | 444 | 395 |
| V/C Ratio(X) | 0.71 | 0.71 | 0.87 | 0.25 | 0.23 | 0.55 |
| Avail Cap(c_a), veh/h | 680 | 675 | 531 | 2614 | 444 | 395 |
| 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 | 21.5 | 21.5 | 31.7 | 6.3 | 24.6 | 26.9 |
| Incr Delay (d2), s/veh | 6.1 | 6.1 | 10.7 | 0.1 | 1.2 | 5.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.9 | 7.9 | 6.6 | 1.5 | 1.6 | 4.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 27.5 | 27.6 | 42.4 | 6.4 | 25.7 | 32.3 |
| LnGrp LOS | C | C | D | A | C | C |
| Approach Vol, veh/h | 957 | | | 894 | 317 | |
| Approach Delay, s/veh | 27.6 | | | 19.1 | 30.2 | |
| Approach LOS | C | | | B | C | |

| Timer - Assigned Phs | 2 | 3 | 4 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 25.0 | 21.3 | 36.0 | 57.3 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 20.5 | 24.5 | 31.5 | 60.5 |
| Max Q Clear Time (g_c+I1), s | 11.8 | 16.2 | 20.8 | 7.7 |
| Green Ext Time (p_c), s | 0.7 | 0.6 | 4.0 | 3.8 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 24.5 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 235 | 122 | 273 | 387 | 18 |
| Future Vol, veh/h | 25 | 235 | 122 | 273 | 387 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 34 | 318 | 165 | 369 | 523 | 24 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1234 | 535 | 547 | 0 | - | 0 |
| Stage 1 | 535 | - | - | - | - | - |
| Stage 2 | 699 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 195 | 545 | 1022 | - | - | - |
| Stage 1 | 587 | - | - | - | - | - |
| Stage 2 | 493 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 156 | 545 | 1022 | - | - | - |
| Mov Cap-2 Maneuver | 156 | - | - | - | - | - |
| Stage 1 | 468 | - | - | - | - | - |
| Stage 2 | 493 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 21.75 | 2.84 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 556 | - | 156 | 545 | - | - |
| HCM Lane V/C Ratio | 0.161 | - | 0.217 | 0.582 | - | - |
| HCM Control Delay (s/veh) | 9.2 | 0 | 34.5 | 20.4 | - | - |
| HCM Lane LOS | A | A | D | C | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | 0.8 | 3.7 | - | - |

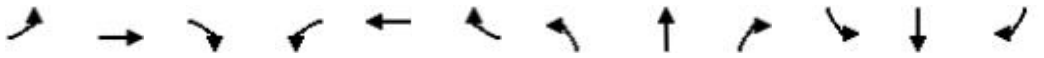
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 15 | 20 | 403 | 603 | 16 |
| Future Vol, veh/h | 8 | 15 | 20 | 403 | 603 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 20 | 27 | 537 | 804 | 21 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1405 | 815 | 825 | 0 | - | 0 |
| Stage 1 | 815 | - | - | - | - | - |
| Stage 2 | 591 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 154 | 378 | 805 | - | - | - |
| Stage 1 | 435 | - | - | - | - | - |
| Stage 2 | 554 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 146 | 378 | 805 | - | - | - |
| Mov Cap-2 Maneuver | 146 | - | - | - | - | - |
| Stage 1 | 415 | - | - | - | - | - |
| Stage 2 | 554 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 21.89 | 0.46 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 85 | - | 244 | - | - |
| HCM Lane V/C Ratio | 0.033 | - | 0.126 | - | - |
| HCM Control Delay (s/veh) | 9.6 | 0 | 21.9 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.4 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 164 | 91 | 49 | 19 | 145 | 107 | 78 | 163 | 10 | 80 | 299 | 205 |
| Future Volume (veh/h) | 164 | 91 | 49 | 19 | 145 | 107 | 78 | 163 | 10 | 80 | 299 | 205 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 180 | 100 | 54 | 21 | 159 | 118 | 86 | 179 | 11 | 88 | 329 | 225 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 228 | 430 | 364 | 43 | 252 | 176 | 111 | 1382 | 84 | 114 | 762 | 849 |
| Arrive On Green | 0.13 | 0.23 | 0.23 | 0.02 | 0.13 | 0.13 | 0.06 | 0.41 | 0.41 | 0.06 | 0.41 | 0.41 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 2001 | 1395 | 1781 | 3402 | 208 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 180 | 100 | 54 | 21 | 140 | 137 | 86 | 93 | 97 | 88 | 329 | 225 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1619 | 1781 | 1777 | 1833 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 6.4 | 2.8 | 1.8 | 0.8 | 4.9 | 5.3 | 3.1 | 2.1 | 2.2 | 3.2 | 8.3 | 5.0 |
| Cycle Q Clear(g_c), s | 6.4 | 2.8 | 1.8 | 0.8 | 4.9 | 5.3 | 3.1 | 2.1 | 2.2 | 3.2 | 8.3 | 5.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.86 | 1.00 | | 0.11 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 228 | 430 | 364 | 43 | 224 | 204 | 111 | 722 | 744 | 114 | 762 | 849 |
| V/C Ratio(X) | 0.79 | 0.23 | 0.15 | 0.49 | 0.63 | 0.67 | 0.77 | 0.13 | 0.13 | 0.77 | 0.43 | 0.27 |
| Avail Cap(c_a), veh/h | 478 | 866 | 734 | 145 | 490 | 447 | 270 | 722 | 744 | 276 | 762 | 849 |
| 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 | 27.6 | 20.5 | 20.0 | 31.4 | 27.1 | 27.2 | 30.1 | 12.1 | 12.1 | 30.1 | 13.9 | 8.2 |
| Incr Delay (d2), s/veh | 6.0 | 0.3 | 0.2 | 8.2 | 2.9 | 3.8 | 10.7 | 0.4 | 0.4 | 10.5 | 1.8 | 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 | 2.8 | 1.1 | 0.6 | 0.4 | 2.0 | 2.0 | 1.5 | 0.8 | 0.8 | 1.6 | 3.2 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 33.6 | 20.7 | 20.2 | 39.7 | 29.9 | 31.0 | 40.9 | 12.5 | 12.5 | 40.5 | 15.7 | 9.0 |
| LnGrp LOS | C | C | C | D | C | C | D | B | B | D | B | A |
| Approach Vol, veh/h | | 334 | | | 298 | | | 276 | | | 642 | |
| Approach Delay, s/veh | | 27.6 | | | 31.1 | | | 21.3 | | | 16.7 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.7 | 31.0 | 6.1 | 19.5 | 8.6 | 31.1 | 12.9 | 12.7 |
| 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 | 10.1 | 26.4 | 5.3 | 30.2 | 9.9 | 26.6 | 17.5 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 5.2 | 4.2 | 2.8 | 4.8 | 5.1 | 10.3 | 8.4 | 7.3 |
| Green Ext Time (p_c), s | 0.1 | 0.9 | 0.0 | 0.6 | 0.1 | 2.3 | 0.3 | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 22.7 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 32 | 137 | 58 | 49 | 139 | 17 | 125 | 202 | 23 | 43 | 260 | 66 |
| Future Volume (veh/h) | 32 | 137 | 58 | 49 | 139 | 17 | 125 | 202 | 23 | 43 | 260 | 66 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 35 | 151 | 64 | 54 | 153 | 19 | 137 | 222 | 25 | 47 | 286 | 73 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 64 | 258 | 105 | 86 | 372 | 46 | 178 | 1683 | 188 | 79 | 1312 | 329 |
| Arrive On Green | 0.04 | 0.10 | 0.10 | 0.05 | 0.12 | 0.12 | 0.10 | 0.52 | 0.52 | 0.04 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1781 | 2466 | 1001 | 1781 | 3187 | 390 | 1781 | 3223 | 359 | 1781 | 2814 | 706 |
| Grp Volume(v), veh/h | 35 | 107 | 108 | 54 | 84 | 88 | 137 | 121 | 126 | 47 | 179 | 180 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1690 | 1781 | 1777 | 1800 | 1781 | 1777 | 1806 | 1781 | 1777 | 1743 |
| Q Serve(g_s), s | 1.2 | 3.7 | 3.9 | 1.9 | 2.8 | 2.9 | 4.8 | 2.2 | 2.3 | 1.7 | 3.8 | 3.9 |
| Cycle Q Clear(g_c), s | 1.2 | 3.7 | 3.9 | 1.9 | 2.8 | 2.9 | 4.8 | 2.2 | 2.3 | 1.7 | 3.8 | 3.9 |
| Prop In Lane | 1.00 | | 0.59 | 1.00 | | 0.22 | 1.00 | | 0.20 | 1.00 | | 0.40 |
| Lane Grp Cap(c), veh/h | 64 | 186 | 177 | 86 | 207 | 210 | 178 | 928 | 943 | 79 | 829 | 813 |
| V/C Ratio(X) | 0.54 | 0.57 | 0.61 | 0.63 | 0.41 | 0.42 | 0.77 | 0.13 | 0.13 | 0.60 | 0.22 | 0.22 |
| Avail Cap(c_a), veh/h | 236 | 540 | 514 | 264 | 568 | 575 | 486 | 928 | 943 | 264 | 829 | 813 |
| 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 | 30.4 | 27.4 | 27.5 | 30.0 | 26.3 | 26.3 | 28.1 | 7.9 | 7.9 | 30.1 | 10.2 | 10.2 |
| Incr Delay (d2), s/veh | 6.9 | 2.8 | 3.4 | 7.4 | 1.3 | 1.3 | 6.8 | 0.3 | 0.3 | 7.0 | 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 | 0.6 | 1.5 | 1.6 | 0.9 | 1.1 | 1.2 | 2.2 | 0.7 | 0.7 | 0.8 | 1.3 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 37.3 | 30.1 | 30.8 | 37.3 | 27.5 | 27.6 | 34.9 | 8.1 | 8.2 | 37.1 | 10.8 | 10.8 |
| LnGrp LOS | D | C | C | D | C | C | C | A | A | D | B | B |
| Approach Vol, veh/h | | 250 | | | 226 | | | 384 | | | 406 | |
| Approach Delay, s/veh | | 31.4 | | | 29.9 | | | 17.7 | | | 13.8 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.3 | 38.0 | 7.6 | 11.2 | 10.9 | 34.4 | 6.8 | 12.0 |
| 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 | 9.5 | 33.5 | 9.5 | 19.5 | 17.5 | 25.5 | 8.5 | 20.5 |
| Max Q Clear Time (g_c+I1), s | 13.7 | 4.3 | 3.9 | 5.9 | 6.8 | 5.9 | 3.2 | 4.9 |
| Green Ext Time (p_c), s | 0.0 | 1.3 | 0.0 | 0.8 | 0.2 | 1.8 | 0.0 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 21.4 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 48 | 158 | 227 | 222 | 207 | 18 | 183 | 267 | 184 | 18 | 298 | 36 |
| Future Volume (veh/h) | 48 | 158 | 227 | 222 | 207 | 18 | 183 | 267 | 184 | 18 | 298 | 36 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 49 | 163 | 234 | 229 | 213 | 19 | 189 | 275 | 190 | 19 | 307 | 37 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 76 | 641 | 286 | 324 | 765 | 68 | 234 | 952 | 637 | 39 | 1272 | 567 |
| Arrive On Green | 0.04 | 0.18 | 0.18 | 0.09 | 0.23 | 0.23 | 0.13 | 0.47 | 0.47 | 0.02 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3303 | 292 | 1781 | 2038 | 1364 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 49 | 163 | 234 | 229 | 114 | 118 | 189 | 239 | 226 | 19 | 307 | 37 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1818 | 1781 | 1777 | 1625 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 2.1 | 3.0 | 10.8 | 4.9 | 4.0 | 4.1 | 7.8 | 6.3 | 6.5 | 0.8 | 4.6 | 1.2 |
| Cycle Q Clear(g_c), s | 2.1 | 3.0 | 10.8 | 4.9 | 4.0 | 4.1 | 7.8 | 6.3 | 6.5 | 0.8 | 4.6 | 1.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.16 | 1.00 | | 0.84 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 76 | 641 | 286 | 324 | 411 | 421 | 234 | 830 | 759 | 39 | 1272 | 567 |
| V/C Ratio(X) | 0.65 | 0.25 | 0.82 | 0.71 | 0.28 | 0.28 | 0.81 | 0.29 | 0.30 | 0.49 | 0.24 | 0.07 |
| Avail Cap(c_a), veh/h | 176 | 912 | 407 | 523 | 550 | 562 | 457 | 830 | 759 | 129 | 1272 | 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(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 35.8 | 26.7 | 29.9 | 33.4 | 24.0 | 24.0 | 32.1 | 12.4 | 12.5 | 36.7 | 17.1 | 16.0 |
| Incr Delay (d2), s/veh | 9.0 | 0.2 | 8.6 | 2.8 | 0.4 | 0.4 | 6.5 | 0.9 | 1.0 | 9.3 | 0.4 | 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 | 1.0 | 1.2 | 4.3 | 2.0 | 1.5 | 1.6 | 3.5 | 2.2 | 2.2 | 0.4 | 1.7 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 44.8 | 27.0 | 38.5 | 36.3 | 24.3 | 24.4 | 38.6 | 13.3 | 13.5 | 46.0 | 17.6 | 16.3 |
| LnGrp LOS | D | C | D | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 446 | | | 461 | | | 654 | | | 363 | |
| Approach Delay, s/veh | | 35.0 | | | 30.3 | | | 20.7 | | | 18.9 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.2 | 40.0 | 11.6 | 18.2 | 14.5 | 31.7 | 7.7 | 22.1 |
| 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 | 5.5 | 35.5 | 11.5 | 19.5 | 19.5 | 21.5 | 7.5 | 23.5 |
| Max Q Clear Time (g_c+I1), s | 12.8 | 8.5 | 6.9 | 12.8 | 9.8 | 6.6 | 4.1 | 6.1 |
| Green Ext Time (p_c), s | 0.0 | 2.5 | 0.3 | 0.9 | 0.3 | 1.5 | 0.0 | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 26.0 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 378 | 5 | 208 | 344 | 404 | 0 | 0 | 249 | 474 |
| Future Volume (veh/h) | 0 | 0 | 0 | 378 | 5 | 208 | 344 | 404 | 0 | 0 | 249 | 474 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 394 | 5 | 217 | 358 | 421 | 0 | 0 | 259 | 494 |
| Peak Hour Factor | | | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 463 | 6 | 417 | 404 | 2235 | 0 | 0 | 619 | 552 |
| Arrive On Green | | | | 0.26 | 0.26 | 0.26 | 0.23 | 0.63 | 0.00 | 0.00 | 0.35 | 0.35 |
| Sat Flow, veh/h | | | | 1760 | 22 | 1585 | 1781 | 3647 | 0 | 0 | 1870 | 1585 |
| Grp Volume(v), veh/h | | | | 399 | 0 | 217 | 358 | 421 | 0 | 0 | 259 | 494 |
| Grp Sat Flow(s),veh/h/ln | | | | 1782 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 17.7 | 0.0 | 9.8 | 16.2 | 4.2 | 0.0 | 0.0 | 9.3 | 24.6 |
| Cycle Q Clear(g_c), s | | | | 17.7 | 0.0 | 9.8 | 16.2 | 4.2 | 0.0 | 0.0 | 9.3 | 24.6 |
| Prop In Lane | | | | 0.99 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 469 | 0 | 417 | 404 | 2235 | 0 | 0 | 619 | 552 |
| V/C Ratio(X) | | | | 0.85 | 0.00 | 0.52 | 0.89 | 0.19 | 0.00 | 0.00 | 0.42 | 0.89 |
| Avail Cap(c_a), veh/h | | | | 609 | 0 | 541 | 566 | 2235 | 0 | 0 | 619 | 552 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 29.2 | 0.0 | 26.3 | 31.2 | 6.5 | 0.0 | 0.0 | 20.7 | 25.7 |
| Incr Delay (d2), s/veh | | | | 8.9 | 0.0 | 1.0 | 12.0 | 0.2 | 0.0 | 0.0 | 2.1 | 19.6 |
| 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 | | | | 8.4 | 0.0 | 3.7 | 7.7 | 1.2 | 0.0 | 0.0 | 3.8 | 11.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | | | 38.1 | 0.0 | 27.3 | 43.2 | 6.7 | 0.0 | 0.0 | 22.8 | 45.3 |
| LnGrp LOS | | | | D | | C | D | A | | | C | D |
| Approach Vol, veh/h | | | | | 616 | | | 779 | | | 753 | |
| Approach Delay, s/veh | | | | | 34.3 | | | 23.5 | | | 37.6 | |
| Approach LOS | | | | | C | | | C | | | D | |

| Timer - Assigned Phs | 2 | | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 57.0 | | 23.4 | 33.6 | | 26.5 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 52.5 | | 26.5 | 21.5 | | 28.5 |
| Max Q Clear Time (g_c+I1), s | 6.2 | | 18.2 | 26.6 | | 19.7 |
| Green Ext Time (p_c), s | 2.6 | | 0.7 | 0.0 | | 2.2 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 31.5 | |
| HCM 7th LOS | C | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 275 | 4 | 475 | 0 | 0 | 0 | 0 | 450 | 369 | 156 | 489 | 0 |
| Future Volume (veh/h) | 275 | 4 | 475 | 0 | 0 | 0 | 0 | 450 | 369 | 156 | 489 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | | | | 0 | 1870 | 1870 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 296 | 4 | 511 | | | | 0 | 484 | 397 | 168 | 526 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | | | | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 505 | 3 | 446 | | | | 0 | 837 | 686 | 205 | 2191 | 0 |
| Arrive On Green | 0.28 | 0.28 | 0.28 | | | | 0.00 | 0.45 | 0.45 | 0.12 | 0.62 | 0.00 |
| Sat Flow, veh/h | 1781 | 12 | 1575 | | | | 0 | 1948 | 1519 | 1781 | 3647 | 0 |
| Grp Volume(v), veh/h | 296 | 0 | 515 | | | | 0 | 464 | 417 | 168 | 526 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1587 | | | | 0 | 1777 | 1597 | 1781 | 1777 | 0 |
| Q Serve(g_s), s | 12.9 | 0.0 | 25.5 | | | | 0.0 | 17.4 | 17.5 | 8.3 | 6.0 | 0.0 |
| Cycle Q Clear(g_c), s | 12.9 | 0.0 | 25.5 | | | | 0.0 | 17.4 | 17.5 | 8.3 | 6.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.99 | | | | 0.00 | | 0.95 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 505 | 0 | 450 | | | | 0 | 802 | 721 | 205 | 2191 | 0 |
| V/C Ratio(X) | 0.59 | 0.00 | 1.15 | | | | 0.00 | 0.58 | 0.58 | 0.82 | 0.24 | 0.00 |
| Avail Cap(c_a), veh/h | 505 | 0 | 450 | | | | 0 | 802 | 721 | 346 | 2191 | 0 |
| 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 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 27.7 | 0.0 | 32.3 | | | | 0.0 | 18.3 | 18.3 | 38.9 | 7.8 | 0.0 |
| Incr Delay (d2), s/veh | 1.8 | 0.0 | 88.7 | | | | 0.0 | 3.0 | 3.4 | 7.8 | 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 |
| %ile BackOfQ(50%),veh/ln | 5.6 | 0.0 | 20.5 | | | | 0.0 | 6.9 | 6.3 | 3.8 | 1.9 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 29.5 | 0.0 | 120.9 | | | | 0.0 | 21.3 | 21.7 | 46.7 | 8.0 | 0.0 |
| LnGrp LOS | C | | F | | | | | C | C | D | A | |
| Approach Vol, veh/h | | 811 | | | | | | 881 | | | 694 | |
| Approach Delay, s/veh | | 87.6 | | | | | | 21.5 | | | 17.4 | |
| Approach LOS | | F | | | | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 4 | 6 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 14.9 | 45.1 | 30.0 | 60.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 10.5 | 33.5 | 25.5 | 55.5 |
| Max Q Clear Time (g_c+I1), s | 10.3 | 19.5 | 27.5 | 8.0 |
| Green Ext Time (p_c), s | 0.2 | 4.4 | 0.0 | 3.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 42.8 |
| HCM 7th LOS | D |

**Notes**

User approved volume balancing among the lanes for turning movement.



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 536 | 105 | 155 | 630 | 126 | 147 |
| Future Volume (veh/h) | 536 | 105 | 155 | 630 | 126 | 147 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 646 | 127 | 187 | 759 | 152 | 177 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1206 | 237 | 230 | 2107 | 524 | 467 |
| Arrive On Green | 0.41 | 0.41 | 0.13 | 0.59 | 0.29 | 0.29 |
| Sat Flow, veh/h | 3055 | 581 | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h | 387 | 386 | 187 | 759 | 152 | 177 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1766 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s | 13.2 | 13.2 | 8.2 | 8.8 | 5.3 | 7.1 |
| Cycle Q Clear(g_c), s | 13.2 | 13.2 | 8.2 | 8.8 | 5.3 | 7.1 |
| Prop In Lane | | 0.33 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 724 | 719 | 230 | 2107 | 524 | 467 |
| V/C Ratio(X) | 0.54 | 0.54 | 0.81 | 0.36 | 0.29 | 0.38 |
| Avail Cap(c_a), veh/h | 724 | 719 | 458 | 2560 | 524 | 467 |
| 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 | 17.9 | 17.9 | 33.8 | 8.4 | 21.7 | 22.4 |
| Incr Delay (d2), s/veh | 2.8 | 2.9 | 6.8 | 0.1 | 1.4 | 2.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.2 | 5.2 | 3.7 | 2.5 | 2.2 | 2.7 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 20.8 | 20.8 | 40.6 | 8.5 | 23.1 | 24.7 |
| LnGrp LOS | C | C | D | A | C | C |
| Approach Vol, veh/h | 773 | | | 946 | 329 | |
| Approach Delay, s/veh | 20.8 | | | 14.9 | 24.0 | |
| Approach LOS | C | | | B | C | |

| Timer - Assigned Phs | 2 | 3 | 4 | | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 28.0 | 14.8 | 37.0 | | 51.8 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 23.5 | 20.5 | 32.5 | | 57.5 |
| Max Q Clear Time (g_c+I1), s | 9.1 | 10.2 | 15.2 | | 10.8 |
| Green Ext Time (p_c), s | 0.8 | 0.3 | 4.0 | | 5.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 18.6 |
| HCM 7th LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 13.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 77 | 289 | 243 | 247 | 190 | 89 |
| Future Vol, veh/h | 77 | 289 | 243 | 247 | 190 | 89 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 103 | 385 | 324 | 329 | 253 | 119 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1290 | 313 | 372 | 0 | - | 0 |
| Stage 1 | 313 | - | - | - | - | - |
| Stage 2 | 977 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 180 | 728 | 1186 | - | - | - |
| Stage 1 | 742 | - | - | - | - | - |
| Stage 2 | 365 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 120 | 728 | 1186 | - | - | - |
| Mov Cap-2 Maneuver | 120 | - | - | - | - | - |
| Stage 1 | 494 | - | - | - | - | - |
| Stage 2 | 365 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 36.24 | 4.55 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 893 | - | 120 | 728 | - | - |
| HCM Lane V/C Ratio | 0.273 | - | 0.855 | 0.53 | - | - |
| HCM Control Delay (s/veh) | 9.2 | 0 | 114.5 | 15.4 | - | - |
| HCM Lane LOS | A | A | F | C | - | - |
| HCM 95th %tile Q(veh) | 1.1 | - | 5.2 | 3.1 | - | - |

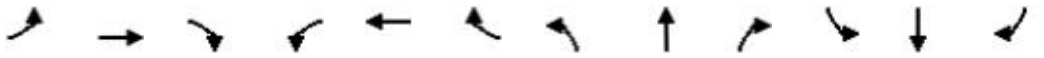
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 49 | 6 | 473 | 508 | 4 |
| Future Vol, veh/h | 13 | 49 | 6 | 473 | 508 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 66 | 8 | 639 | 686 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1345 | 689 | 692 | 0 | - | 0 |
| Stage 1 | 689 | - | - | - | - | - |
| Stage 2 | 655 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 167 | 446 | 903 | - | - | - |
| Stage 1 | 498 | - | - | - | - | - |
| Stage 2 | 517 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 165 | 446 | 903 | - | - | - |
| Mov Cap-2 Maneuver | 165 | - | - | - | - | - |
| Stage 1 | 491 | - | - | - | - | - |
| Stage 2 | 517 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 19.68 | 0.11 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 23 | - | 328 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.255 | - | - |
| HCM Control Delay (s/veh) | 9 | 0 | 19.7 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 1 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 157 | 232 | 95 | 17 | 170 | 94 | 75 | 246 | 26 | 121 | 268 | 220 |
| Future Volume (veh/h) | 157 | 232 | 95 | 17 | 170 | 94 | 75 | 246 | 26 | 121 | 268 | 220 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 196 | 290 | 119 | 21 | 212 | 118 | 94 | 308 | 32 | 151 | 335 | 275 |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 244 | 472 | 400 | 43 | 312 | 167 | 122 | 1149 | 118 | 193 | 736 | 840 |
| Arrive On Green | 0.14 | 0.25 | 0.25 | 0.02 | 0.14 | 0.14 | 0.07 | 0.35 | 0.35 | 0.11 | 0.39 | 0.39 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 2237 | 1195 | 1781 | 3252 | 335 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 196 | 290 | 119 | 21 | 167 | 163 | 94 | 167 | 173 | 151 | 335 | 275 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1655 | 1781 | 1777 | 1810 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 7.3 | 9.4 | 4.2 | 0.8 | 6.1 | 6.5 | 3.6 | 4.6 | 4.7 | 5.7 | 9.1 | 6.8 |
| Cycle Q Clear(g_c), s | 7.3 | 9.4 | 4.2 | 0.8 | 6.1 | 6.5 | 3.6 | 4.6 | 4.7 | 5.7 | 9.1 | 6.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.72 | 1.00 | | 0.19 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 244 | 472 | 400 | 43 | 248 | 231 | 122 | 628 | 639 | 193 | 736 | 840 |
| V/C Ratio(X) | 0.80 | 0.61 | 0.30 | 0.49 | 0.67 | 0.71 | 0.77 | 0.27 | 0.27 | 0.78 | 0.46 | 0.33 |
| Avail Cap(c_a), veh/h | 454 | 823 | 697 | 138 | 466 | 434 | 246 | 628 | 639 | 394 | 736 | 840 |
| 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 | 28.7 | 22.7 | 20.8 | 33.1 | 28.1 | 28.2 | 31.5 | 15.8 | 15.9 | 29.8 | 15.4 | 9.2 |
| Incr Delay (d2), s/veh | 6.1 | 1.3 | 0.4 | 8.4 | 3.2 | 4.0 | 9.9 | 1.0 | 1.0 | 6.8 | 2.0 | 1.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.2 | 3.8 | 1.4 | 0.4 | 2.5 | 2.5 | 1.7 | 1.8 | 1.9 | 2.6 | 3.7 | 1.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 34.8 | 24.0 | 21.2 | 41.5 | 31.2 | 32.2 | 41.4 | 16.9 | 16.9 | 36.6 | 17.4 | 10.2 |
| LnGrp LOS | C | C | C | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 605 | | | 351 | | | 434 | | | 761 | |
| Approach Delay, s/veh | | 27.0 | | | 32.3 | | | 22.2 | | | 18.6 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.9 | 28.8 | 6.1 | 21.8 | 9.2 | 31.5 | 13.9 | 14.1 |
| 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 | 15.2 | 21.3 | 5.3 | 30.2 | 9.5 | 27.0 | 17.5 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 7.7 | 6.7 | 2.8 | 11.4 | 5.6 | 11.1 | 9.3 | 8.5 |
| Green Ext Time (p_c), s | 0.2 | 1.5 | 0.0 | 1.7 | 0.1 | 2.5 | 0.3 | 1.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.9 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 40 | 350 | 55 | 44 | 244 | 38 | 113 | 237 | 43 | 57 | 264 | 46 |
| Future Volume (veh/h) | 40 | 350 | 55 | 44 | 244 | 38 | 113 | 237 | 43 | 57 | 264 | 46 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 47 | 407 | 64 | 51 | 284 | 44 | 131 | 276 | 50 | 66 | 307 | 53 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 78 | 568 | 89 | 82 | 576 | 88 | 170 | 1341 | 240 | 95 | 1222 | 209 |
| Arrive On Green | 0.04 | 0.18 | 0.18 | 0.05 | 0.19 | 0.19 | 0.10 | 0.45 | 0.45 | 0.05 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1781 | 3080 | 481 | 1781 | 3089 | 473 | 1781 | 3012 | 538 | 1781 | 3036 | 518 |
| Grp Volume(v), veh/h | 47 | 234 | 237 | 51 | 162 | 166 | 131 | 161 | 165 | 66 | 178 | 182 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1784 | 1781 | 1777 | 1785 | 1781 | 1777 | 1773 | 1781 | 1777 | 1777 |
| Q Serve(g_s), s | 1.7 | 8.2 | 8.3 | 1.9 | 5.4 | 5.5 | 4.8 | 3.7 | 3.8 | 2.4 | 4.4 | 4.5 |
| Cycle Q Clear(g_c), s | 1.7 | 8.2 | 8.3 | 1.9 | 5.4 | 5.5 | 4.8 | 3.7 | 3.8 | 2.4 | 4.4 | 4.5 |
| Prop In Lane | 1.00 | | 0.27 | 1.00 | | 0.26 | 1.00 | | 0.30 | 1.00 | | 0.29 |
| Lane Grp Cap(c), veh/h | 78 | 327 | 329 | 82 | 331 | 333 | 170 | 791 | 789 | 95 | 715 | 716 |
| V/C Ratio(X) | 0.60 | 0.71 | 0.72 | 0.62 | 0.49 | 0.50 | 0.77 | 0.20 | 0.21 | 0.70 | 0.25 | 0.25 |
| Avail Cap(c_a), veh/h | 228 | 603 | 606 | 228 | 603 | 606 | 443 | 791 | 789 | 309 | 715 | 716 |
| 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 | 31.1 | 25.4 | 25.4 | 31.1 | 24.1 | 24.2 | 29.3 | 11.2 | 11.2 | 30.9 | 13.1 | 13.2 |
| Incr Delay (d2), s/veh | 7.3 | 2.9 | 3.0 | 7.5 | 1.1 | 1.2 | 7.1 | 0.6 | 0.6 | 8.9 | 0.8 | 0.9 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 3.3 | 3.3 | 0.9 | 2.1 | 2.2 | 2.2 | 1.3 | 1.3 | 1.2 | 1.6 | 1.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 38.4 | 28.3 | 28.4 | 38.6 | 25.2 | 25.3 | 36.4 | 11.8 | 11.8 | 39.8 | 14.0 | 14.0 |
| LnGrp LOS | D | C | C | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 518 | | | 379 | | | 457 | | | 426 | |
| Approach Delay, s/veh | | 29.3 | | | 27.1 | | | 18.9 | | | 18.0 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.0 | 34.0 | 7.5 | 16.7 | 10.8 | 31.2 | 7.4 | 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 | 11.5 | 29.5 | 8.5 | 22.5 | 16.5 | 24.5 | 8.5 | 22.5 |
| Max Q Clear Time (g_c+I1), s | 4.4 | 5.8 | 3.9 | 10.3 | 6.8 | 6.5 | 3.7 | 7.5 |
| Green Ext Time (p_c), s | 0.1 | 1.7 | 0.0 | 1.9 | 0.2 | 1.7 | 0.0 | 1.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.4 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 25 | 285 | 243 | 246 | 275 | 36 | 187 | 138 | 155 | 45 | 235 | 55 |
| Future Volume (veh/h) | 25 | 285 | 243 | 246 | 275 | 36 | 187 | 138 | 155 | 45 | 235 | 55 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 26 | 297 | 253 | 256 | 286 | 38 | 195 | 144 | 161 | 47 | 245 | 57 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 49 | 695 | 310 | 353 | 853 | 112 | 240 | 756 | 674 | 74 | 1179 | 526 |
| Arrive On Green | 0.03 | 0.20 | 0.20 | 0.10 | 0.27 | 0.27 | 0.13 | 0.43 | 0.43 | 0.04 | 0.33 | 0.33 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3157 | 415 | 1781 | 1777 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 26 | 297 | 253 | 256 | 160 | 164 | 195 | 144 | 161 | 47 | 245 | 57 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1796 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 1.1 | 5.6 | 11.7 | 5.5 | 5.5 | 5.6 | 8.1 | 3.9 | 5.0 | 2.0 | 3.8 | 1.9 |
| Cycle Q Clear(g_c), s | 1.1 | 5.6 | 11.7 | 5.5 | 5.5 | 5.6 | 8.1 | 3.9 | 5.0 | 2.0 | 3.8 | 1.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.23 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 49 | 695 | 310 | 353 | 480 | 485 | 240 | 756 | 674 | 74 | 1179 | 526 |
| V/C Ratio(X) | 0.53 | 0.43 | 0.82 | 0.72 | 0.33 | 0.34 | 0.81 | 0.19 | 0.24 | 0.64 | 0.21 | 0.11 |
| Avail Cap(c_a), veh/h | 131 | 907 | 404 | 565 | 614 | 620 | 454 | 756 | 674 | 175 | 1179 | 526 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.7 | 27.0 | 29.4 | 33.3 | 22.4 | 22.4 | 32.1 | 13.7 | 14.1 | 36.1 | 18.3 | 17.7 |
| Incr Delay (d2), s/veh | 8.4 | 0.4 | 9.5 | 2.8 | 0.4 | 0.4 | 6.5 | 0.6 | 0.8 | 8.9 | 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 | 0.6 | 2.2 | 4.8 | 2.2 | 2.1 | 2.1 | 3.6 | 1.4 | 1.7 | 1.0 | 1.4 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 45.1 | 27.4 | 38.9 | 36.1 | 22.8 | 22.8 | 38.7 | 14.3 | 14.9 | 44.9 | 18.7 | 18.1 |
| LnGrp LOS | D | C | D | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 576 | | | 580 | | | 500 | | | 349 | |
| Approach Delay, s/veh | | 33.3 | | | 28.7 | | | 24.0 | | | 22.2 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.7 | 37.0 | 12.3 | 19.5 | 14.8 | 29.9 | 6.6 | 25.1 |
| 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 | 7.5 | 32.5 | 12.5 | 19.5 | 19.5 | 20.5 | 5.6 | 26.4 |
| Max Q Clear Time (g_c+I1), s | 4.0 | 7.0 | 7.5 | 13.7 | 10.1 | 5.8 | 3.1 | 7.6 |
| Green Ext Time (p_c), s | 0.0 | 1.6 | 0.4 | 1.3 | 0.3 | 1.3 | 0.0 | 1.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 27.7 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 332 | 5 | 173 | 461 | 335 | 0 | 0 | 363 | 433 |
| Future Volume (veh/h) | 0 | 0 | 0 | 332 | 5 | 173 | 461 | 335 | 0 | 0 | 363 | 433 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 346 | 5 | 180 | 480 | 349 | 0 | 0 | 378 | 451 |
| Peak Hour Factor | | | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 396 | 6 | 357 | 522 | 2386 | 0 | 0 | 581 | 518 |
| Arrive On Green | | | | 0.23 | 0.23 | 0.23 | 0.29 | 0.67 | 0.00 | 0.00 | 0.33 | 0.33 |
| Sat Flow, veh/h | | | | 1757 | 25 | 1585 | 1781 | 3647 | 0 | 0 | 1870 | 1585 |
| Grp Volume(v), veh/h | | | | 351 | 0 | 180 | 480 | 349 | 0 | 0 | 378 | 451 |
| Grp Sat Flow(s),veh/h/ln | | | | 1783 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 16.6 | 0.0 | 8.6 | 22.7 | 3.1 | 0.0 | 0.0 | 15.8 | 23.3 |
| Cycle Q Clear(g_c), s | | | | 16.6 | 0.0 | 8.6 | 22.7 | 3.1 | 0.0 | 0.0 | 15.8 | 23.3 |
| Prop In Lane | | | | 0.99 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 401 | 0 | 357 | 522 | 2386 | 0 | 0 | 581 | 518 |
| V/C Ratio(X) | | | | 0.87 | 0.00 | 0.50 | 0.92 | 0.15 | 0.00 | 0.00 | 0.65 | 0.87 |
| Avail Cap(c_a), veh/h | | | | 460 | 0 | 409 | 624 | 2386 | 0 | 0 | 581 | 518 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 32.6 | 0.0 | 29.5 | 29.8 | 5.2 | 0.0 | 0.0 | 25.1 | 27.6 |
| Incr Delay (d2), s/veh | | | | 15.4 | 0.0 | 1.1 | 17.1 | 0.1 | 0.0 | 0.0 | 5.6 | 17.9 |
| Initial Q Delay(d3), s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 8.7 | 0.0 | 3.3 | 11.2 | 0.8 | 0.0 | 0.0 | 6.9 | 10.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | | | 48.0 | 0.0 | 30.6 | 46.9 | 5.3 | 0.0 | 0.0 | 30.7 | 45.5 |
| LnGrp LOS | | | | D | | C | D | A | | | C | D |
| Approach Vol, veh/h | | | | | 531 | | | 829 | | | 829 | |
| Approach Delay, s/veh | | | | | 42.1 | | | 29.4 | | | 38.7 | |
| Approach LOS | | | | | D | | | C | | | D | |

| Timer - Assigned Phs | 2 | | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 63.0 | | 30.0 | 33.0 | | 24.1 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 58.5 | | 30.5 | 23.5 | | 22.5 |
| Max Q Clear Time (g_c+I1), s | 5.1 | | 24.7 | 25.3 | | 18.6 |
| Green Ext Time (p_c), s | 2.1 | | 0.8 | 0.0 | | 1.1 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 36.0 | |
| HCM 7th LOS | D | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 188 | 2 | 444 | 0 | 0 | 0 | 0 | 582 | 400 | 194 | 504 | 0 |
| Future Volume (veh/h) | 188 | 2 | 444 | 0 | 0 | 0 | 0 | 582 | 400 | 194 | 504 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | | | | 0 | 1870 | 1870 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 192 | 2 | 453 | | | | 0 | 594 | 408 | 198 | 514 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 366 | 1 | 325 | | | | 0 | 1030 | 708 | 237 | 2468 | 0 |
| Arrive On Green | 0.21 | 0.21 | 0.21 | | | | 0.00 | 0.51 | 0.51 | 0.13 | 0.69 | 0.00 |
| Sat Flow, veh/h | 1781 | 7 | 1579 | | | | 0 | 2108 | 1384 | 1781 | 3647 | 0 |
| Grp Volume(v), veh/h | 192 | 0 | 455 | | | | 0 | 524 | 478 | 198 | 514 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1586 | | | | 0 | 1777 | 1621 | 1781 | 1777 | 0 |
| Q Serve(g_s), s | 8.6 | 0.0 | 18.5 | | | | 0.0 | 18.4 | 18.4 | 9.8 | 4.7 | 0.0 |
| Cycle Q Clear(g_c), s | 8.6 | 0.0 | 18.5 | | | | 0.0 | 18.4 | 18.4 | 9.8 | 4.7 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | | | 0.00 | | 0.85 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 366 | 0 | 326 | | | | 0 | 909 | 829 | 237 | 2468 | 0 |
| V/C Ratio(X) | 0.52 | 0.00 | 1.40 | | | | 0.00 | 0.58 | 0.58 | 0.84 | 0.21 | 0.00 |
| Avail Cap(c_a), veh/h | 366 | 0 | 326 | | | | 0 | 909 | 829 | 386 | 2468 | 0 |
| 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 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 31.8 | 0.0 | 35.8 | | | | 0.0 | 15.2 | 15.2 | 38.1 | 4.9 | 0.0 |
| Incr Delay (d2), s/veh | 1.4 | 0.0 | 195.7 | | | | 0.0 | 2.7 | 2.9 | 8.2 | 0.2 | 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 |
| %ile BackOfQ(50%),veh/ln | 3.8 | 0.0 | 24.7 | | | | 0.0 | 6.9 | 6.4 | 4.5 | 1.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 33.2 | 0.0 | 231.5 | | | | 0.0 | 17.9 | 18.1 | 46.3 | 5.1 | 0.0 |
| LnGrp LOS | C | | F | | | | | B | B | D | A | |
| Approach Vol, veh/h | | 647 | | | | | | 1002 | | | 712 | |
| Approach Delay, s/veh | | 172.6 | | | | | | 18.0 | | | 16.6 | |
| Approach LOS | | F | | | | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 4 | 6 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 16.5 | 50.5 | 23.0 | 67.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 12.0 | 38.5 | 18.5 | 62.5 |
| Max Q Clear Time (g_c+I1), s | 11.8 | 20.4 | 20.5 | 6.7 |
| Green Ext Time (p_c), s | 0.3 | 5.7 | 0.0 | 3.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 59.9 |
| HCM 7th LOS | E |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 661 | 155 | 273 | 479 | 89 | 183 |
| Future Volume (veh/h) | 661 | 155 | 273 | 479 | 89 | 183 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 796 | 187 | 329 | 577 | 107 | 220 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1085 | 255 | 374 | 2289 | 440 | 392 |
| Arrive On Green | 0.38 | 0.38 | 0.21 | 0.64 | 0.25 | 0.25 |
| Sat Flow, veh/h | 2949 | 671 | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h | 495 | 488 | 329 | 577 | 107 | 220 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1750 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s | 19.9 | 19.9 | 14.8 | 5.7 | 4.0 | 10.1 |
| Cycle Q Clear(g_c), s | 19.9 | 19.9 | 14.8 | 5.7 | 4.0 | 10.1 |
| Prop In Lane | | 0.38 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 675 | 665 | 374 | 2289 | 440 | 392 |
| V/C Ratio(X) | 0.73 | 0.73 | 0.88 | 0.25 | 0.24 | 0.56 |
| Avail Cap(c_a), veh/h | 675 | 665 | 526 | 2593 | 440 | 392 |
| 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 | 22.1 | 22.1 | 31.7 | 6.3 | 25.0 | 27.3 |
| Incr Delay (d2), s/veh | 6.9 | 7.0 | 11.9 | 0.1 | 1.3 | 5.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.5 | 8.4 | 7.0 | 1.5 | 1.8 | 4.1 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 29.0 | 29.2 | 43.6 | 6.3 | 26.3 | 33.0 |
| LnGrp LOS | C | C | D | A | C | C |
| Approach Vol, veh/h | 983 | | | 906 | 327 | |
| Approach Delay, s/veh | 29.1 | | | 19.9 | 30.8 | |
| Approach LOS | C | | | B | C | |

| Timer - Assigned Phs | 2 | 3 | 4 | | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 25.0 | 21.9 | 36.0 | | 57.9 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 20.5 | 24.5 | 31.5 | | 60.5 |
| Max Q Clear Time (g_c+I1), s | 12.1 | 16.8 | 21.9 | | 7.7 |
| Green Ext Time (p_c), s | 0.7 | 0.6 | 3.9 | | 3.8 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 25.6 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 235 | 122 | 283 | 419 | 18 |
| Future Vol, veh/h | 25 | 235 | 122 | 283 | 419 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 34 | 318 | 165 | 382 | 566 | 24 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1291 | 578 | 591 | 0 | - | 0 |
| Stage 1 | 578 | - | - | - | - | - |
| Stage 2 | 712 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 180 | 515 | 985 | - | - | - |
| Stage 1 | 561 | - | - | - | - | - |
| Stage 2 | 486 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 142 | 515 | 985 | - | - | - |
| Mov Cap-2 Maneuver | 142 | - | - | - | - | - |
| Stage 1 | 442 | - | - | - | - | - |
| Stage 2 | 486 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 24.05 | 2.83 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 542 | - | 142 | 515 | - | - |
| HCM Lane V/C Ratio | 0.167 | - | 0.238 | 0.616 | - | - |
| HCM Control Delay (s/veh) | 9.4 | 0 | 38.1 | 22.6 | - | - |
| HCM Lane LOS | A | A | E | C | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | 0.9 | 4.1 | - | - |

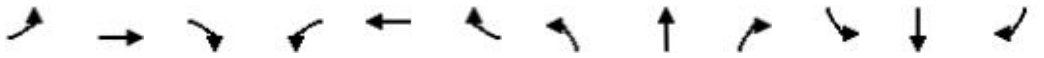
| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 44 | 115 | 404 | 608 | 43 |
| Future Vol, veh/h | 16 | 44 | 115 | 404 | 608 | 43 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 59 | 153 | 539 | 811 | 57 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1685 | 839 | 868 | 0 | - | 0 |
| Stage 1 | 839 | - | - | - | - | - |
| Stage 2 | 845 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 103 | 365 | 776 | - | - | - |
| Stage 1 | 424 | - | - | - | - | - |
| Stage 2 | 421 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 74 | 365 | 776 | - | - | - |
| Mov Cap-2 Maneuver | 74 | - | - | - | - | - |
| Stage 1 | 304 | - | - | - | - | - |
| Stage 2 | 421 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 40.53 | 2.39 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 399 | - | 179 | - | - |
| HCM Lane V/C Ratio | 0.198 | - | 0.448 | - | - |
| HCM Control Delay (s/veh) | 10.8 | 0 | 40.5 | - | - |
| HCM Lane LOS | B | A | E | - | - |
| HCM 95th %tile Q(veh) | 0.7 | - | 2.1 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 246 | 91 | 49 | 19 | 145 | 107 | 78 | 195 | 10 | 80 | 309 | 230 |
| Future Volume (veh/h) | 246 | 91 | 49 | 19 | 145 | 107 | 78 | 195 | 10 | 80 | 309 | 230 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 270 | 100 | 54 | 21 | 159 | 118 | 86 | 214 | 11 | 88 | 340 | 253 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 319 | 520 | 441 | 43 | 246 | 171 | 111 | 1299 | 66 | 114 | 709 | 885 |
| Arrive On Green | 0.18 | 0.28 | 0.28 | 0.02 | 0.12 | 0.12 | 0.06 | 0.38 | 0.38 | 0.06 | 0.38 | 0.38 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 2001 | 1395 | 1781 | 3440 | 176 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 270 | 100 | 54 | 21 | 140 | 137 | 86 | 110 | 115 | 88 | 340 | 253 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1619 | 1781 | 1777 | 1839 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 10.3 | 2.9 | 1.8 | 0.8 | 5.3 | 5.7 | 3.3 | 2.9 | 2.9 | 3.4 | 9.7 | 5.9 |
| Cycle Q Clear(g_c), s | 10.3 | 2.9 | 1.8 | 0.8 | 5.3 | 5.7 | 3.3 | 2.9 | 2.9 | 3.4 | 9.7 | 5.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.86 | 1.00 | | 0.10 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 319 | 520 | 441 | 43 | 218 | 199 | 111 | 671 | 694 | 114 | 709 | 885 |
| V/C Ratio(X) | 0.85 | 0.19 | 0.12 | 0.49 | 0.64 | 0.69 | 0.77 | 0.16 | 0.17 | 0.77 | 0.48 | 0.29 |
| Avail Cap(c_a), veh/h | 444 | 805 | 682 | 135 | 456 | 415 | 251 | 671 | 694 | 256 | 709 | 885 |
| 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 | 27.9 | 19.3 | 18.9 | 33.8 | 29.3 | 29.5 | 32.4 | 14.5 | 14.5 | 32.3 | 16.5 | 8.2 |
| Incr Delay (d2), s/veh | 10.4 | 0.2 | 0.1 | 8.5 | 3.1 | 4.2 | 10.7 | 0.5 | 0.5 | 10.5 | 2.3 | 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 | 4.8 | 1.1 | 0.6 | 0.4 | 2.2 | 2.2 | 1.7 | 1.1 | 1.1 | 1.7 | 4.0 | 1.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 38.2 | 19.5 | 19.1 | 42.4 | 32.4 | 33.7 | 43.1 | 15.0 | 15.0 | 42.8 | 18.9 | 9.0 |
| LnGrp LOS | D | B | B | D | C | C | D | B | B | D | B | A |
| Approach Vol, veh/h | | 424 | | | 298 | | | 311 | | | 681 | |
| Approach Delay, s/veh | | 31.4 | | | 33.7 | | | 22.8 | | | 18.3 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.0 | 31.0 | 6.2 | 24.0 | 8.9 | 31.1 | 17.1 | 13.1 |
| 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 | 10.1 | 26.4 | 5.3 | 30.2 | 9.9 | 26.6 | 17.5 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 5.4 | 4.9 | 2.8 | 4.9 | 5.3 | 11.7 | 12.3 | 7.7 |
| Green Ext Time (p_c), s | 0.1 | 1.0 | 0.0 | 0.6 | 0.1 | 2.4 | 0.3 | 0.9 |

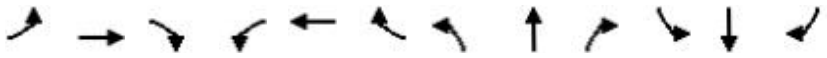
| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 25.0 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 32 | 137 | 58 | 49 | 139 | 17 | 125 | 234 | 23 | 43 | 270 | 66 |
| Future Volume (veh/h) | 32 | 137 | 58 | 49 | 139 | 17 | 125 | 234 | 23 | 43 | 270 | 66 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 35 | 151 | 64 | 54 | 153 | 19 | 137 | 257 | 25 | 47 | 297 | 73 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 64 | 258 | 105 | 86 | 372 | 46 | 178 | 1710 | 165 | 79 | 1323 | 320 |
| Arrive On Green | 0.04 | 0.10 | 0.10 | 0.05 | 0.12 | 0.12 | 0.10 | 0.52 | 0.52 | 0.04 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1781 | 2466 | 1001 | 1781 | 3187 | 390 | 1781 | 3274 | 316 | 1781 | 2837 | 686 |
| Grp Volume(v), veh/h | 35 | 107 | 108 | 54 | 84 | 88 | 137 | 138 | 144 | 47 | 184 | 186 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1690 | 1781 | 1777 | 1800 | 1781 | 1777 | 1814 | 1781 | 1777 | 1747 |
| Q Serve(g_s), s | 1.2 | 3.7 | 3.9 | 1.9 | 2.8 | 2.9 | 4.8 | 2.6 | 2.6 | 1.7 | 4.0 | 4.1 |
| Cycle Q Clear(g_c), s | 1.2 | 3.7 | 3.9 | 1.9 | 2.8 | 2.9 | 4.8 | 2.6 | 2.6 | 1.7 | 4.0 | 4.1 |
| Prop In Lane | 1.00 | | 0.59 | 1.00 | | 0.22 | 1.00 | | 0.17 | 1.00 | | 0.39 |
| Lane Grp Cap(c), veh/h | 64 | 186 | 177 | 86 | 207 | 210 | 178 | 928 | 947 | 79 | 829 | 815 |
| V/C Ratio(X) | 0.54 | 0.57 | 0.61 | 0.63 | 0.41 | 0.42 | 0.77 | 0.15 | 0.15 | 0.60 | 0.22 | 0.23 |
| Avail Cap(c_a), veh/h | 236 | 540 | 514 | 264 | 568 | 575 | 486 | 928 | 947 | 264 | 829 | 815 |
| 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 | 30.4 | 27.4 | 27.5 | 30.0 | 26.3 | 26.3 | 28.1 | 7.9 | 7.9 | 30.1 | 10.2 | 10.2 |
| Incr Delay (d2), s/veh | 6.9 | 2.8 | 3.4 | 7.4 | 1.3 | 1.3 | 6.8 | 0.3 | 0.3 | 7.0 | 0.6 | 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 | 0.6 | 1.5 | 1.6 | 0.9 | 1.1 | 1.2 | 2.2 | 0.8 | 0.9 | 0.8 | 1.4 | 1.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 37.3 | 30.1 | 30.8 | 37.3 | 27.5 | 27.6 | 34.9 | 8.3 | 8.3 | 37.1 | 10.8 | 10.9 |
| LnGrp LOS | D | C | C | D | C | C | C | A | A | D | B | B |
| Approach Vol, veh/h | | 250 | | | 226 | | | 419 | | | 417 | |
| Approach Delay, s/veh | | 31.4 | | | 29.9 | | | 17.0 | | | 13.8 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.3 | 38.0 | 7.6 | 11.2 | 10.9 | 34.4 | 6.8 | 12.0 |
| 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 | 9.5 | 33.5 | 9.5 | 19.5 | 17.5 | 25.5 | 8.5 | 20.5 |
| Max Q Clear Time (g_c+I1), s | 3.7 | 4.6 | 3.9 | 5.9 | 6.8 | 6.1 | 3.2 | 4.9 |
| Green Ext Time (p_c), s | 0.0 | 1.5 | 0.0 | 0.8 | 0.2 | 1.8 | 0.0 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 21.0 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 48 | 158 | 227 | 247 | 207 | 18 | 183 | 267 | 266 | 18 | 298 | 36 |
| Future Volume (veh/h) | 48 | 158 | 227 | 247 | 207 | 18 | 183 | 267 | 266 | 18 | 298 | 36 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 49 | 163 | 234 | 255 | 213 | 19 | 189 | 275 | 274 | 19 | 307 | 37 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 75 | 639 | 285 | 349 | 788 | 70 | 233 | 822 | 733 | 39 | 1256 | 560 |
| Arrive On Green | 0.04 | 0.18 | 0.18 | 0.10 | 0.24 | 0.24 | 0.13 | 0.46 | 0.46 | 0.02 | 0.35 | 0.35 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3303 | 292 | 1781 | 1777 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 49 | 163 | 234 | 255 | 114 | 118 | 189 | 275 | 274 | 19 | 307 | 37 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1818 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 2.1 | 3.0 | 10.9 | 5.5 | 4.0 | 4.1 | 7.9 | 7.5 | 8.6 | 0.8 | 4.7 | 1.2 |
| Cycle Q Clear(g_c), s | 2.1 | 3.0 | 10.9 | 5.5 | 4.0 | 4.1 | 7.9 | 7.5 | 8.6 | 0.8 | 4.7 | 1.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.16 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 75 | 639 | 285 | 349 | 424 | 434 | 233 | 822 | 733 | 39 | 1256 | 560 |
| V/C Ratio(X) | 0.65 | 0.26 | 0.82 | 0.73 | 0.27 | 0.27 | 0.81 | 0.33 | 0.37 | 0.49 | 0.24 | 0.07 |
| Avail Cap(c_a), veh/h | 174 | 903 | 403 | 518 | 544 | 557 | 453 | 822 | 733 | 128 | 1256 | 560 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.2 | 27.0 | 30.3 | 33.5 | 23.8 | 23.8 | 32.4 | 13.1 | 13.4 | 37.1 | 17.6 | 16.4 |
| Incr Delay (d2), s/veh | 9.1 | 0.2 | 8.9 | 2.9 | 0.3 | 0.3 | 6.6 | 1.1 | 1.5 | 9.3 | 0.5 | 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 | 1.0 | 1.2 | 4.4 | 2.2 | 1.5 | 1.6 | 3.5 | 2.7 | 2.8 | 0.4 | 1.8 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 45.3 | 27.3 | 39.2 | 36.4 | 24.1 | 24.1 | 39.0 | 14.2 | 14.8 | 46.5 | 18.0 | 16.6 |
| LnGrp LOS | D | C | D | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 446 | | | 487 | | | 738 | | | 363 | |
| Approach Delay, s/veh | | 35.5 | | | 30.5 | | | 20.8 | | | 19.4 | |
| Approach LOS | | D | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.2 | 40.0 | 12.3 | 18.3 | 14.6 | 31.6 | 7.7 | 22.8 |
| 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 | 5.5 | 35.5 | 11.5 | 19.5 | 19.5 | 21.5 | 7.5 | 23.5 |
| Max Q Clear Time (g_c+I1), s | 12.8 | 10.6 | 7.5 | 12.9 | 9.9 | 6.7 | 4.1 | 6.1 |
| Green Ext Time (p_c), s | 0.0 | 3.1 | 0.3 | 0.9 | 0.3 | 1.5 | 0.0 | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 26.1 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 378 | 5 | 246 | 344 | 448 | 0 | 0 | 261 | 487 |
| Future Volume (veh/h) | 0 | 0 | 0 | 378 | 5 | 246 | 344 | 448 | 0 | 0 | 261 | 487 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 394 | 5 | 256 | 358 | 467 | 0 | 0 | 272 | 507 |
| Peak Hour Factor | | | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 465 | 6 | 419 | 404 | 2232 | 0 | 0 | 618 | 551 |
| Arrive On Green | | | | 0.26 | 0.26 | 0.26 | 0.23 | 0.63 | 0.00 | 0.00 | 0.35 | 0.35 |
| Sat Flow, veh/h | | | | 1760 | 22 | 1585 | 1781 | 3647 | 0 | 0 | 1870 | 1585 |
| Grp Volume(v), veh/h | | | | 399 | 0 | 256 | 358 | 467 | 0 | 0 | 272 | 507 |
| Grp Sat Flow(s),veh/h/ln | | | | 1782 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 17.7 | 0.0 | 11.8 | 16.3 | 4.7 | 0.0 | 0.0 | 9.9 | 25.6 |
| Cycle Q Clear(g_c), s | | | | 17.7 | 0.0 | 11.8 | 16.3 | 4.7 | 0.0 | 0.0 | 9.9 | 25.6 |
| Prop In Lane | | | | 0.99 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 471 | 0 | 419 | 404 | 2232 | 0 | 0 | 618 | 551 |
| V/C Ratio(X) | | | | 0.85 | 0.00 | 0.61 | 0.89 | 0.21 | 0.00 | 0.00 | 0.44 | 0.92 |
| Avail Cap(c_a), veh/h | | | | 608 | 0 | 540 | 565 | 2232 | 0 | 0 | 618 | 551 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 29.2 | 0.0 | 27.0 | 31.3 | 6.7 | 0.0 | 0.0 | 21.0 | 26.1 |
| Incr Delay (d2), s/veh | | | | 8.7 | 0.0 | 1.4 | 12.0 | 0.2 | 0.0 | 0.0 | 2.3 | 22.9 |
| 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 | | | | 8.4 | 0.0 | 4.5 | 7.7 | 1.4 | 0.0 | 0.0 | 4.0 | 12.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | | | 37.8 | 0.0 | 28.4 | 43.3 | 6.9 | 0.0 | 0.0 | 23.3 | 49.1 |
| LnGrp LOS | | | | D | | C | D | A | | | C | D |
| Approach Vol, veh/h | | | | | 655 | | | 825 | | | 779 | |
| Approach Delay, s/veh | | | | | 34.2 | | | 22.7 | | | 40.1 | |
| Approach LOS | | | | | C | | | C | | | D | |

| Timer - Assigned Phs | 2 | | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 57.0 | | 23.4 | 33.6 | | 26.6 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 52.5 | | 26.5 | 21.5 | | 28.5 |
| Max Q Clear Time (g_c+I1), s | 6.7 | | 18.3 | 27.6 | | 19.7 |
| Green Ext Time (p_c), s | 2.9 | | 0.7 | 0.0 | | 2.3 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 32.0 | |
| HCM 7th LOS | C | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 319 | 4 | 475 | 0 | 0 | 0 | 0 | 450 | 369 | 168 | 489 | 0 |
| Future Volume (veh/h) | 319 | 4 | 475 | 0 | 0 | 0 | 0 | 450 | 369 | 168 | 489 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | | | | 0 | 1870 | 1870 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 343 | 4 | 511 | | | | 0 | 484 | 397 | 181 | 526 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | | | | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 505 | 3 | 446 | | | | 0 | 823 | 674 | 219 | 2191 | 0 |
| Arrive On Green | 0.28 | 0.28 | 0.28 | | | | 0.00 | 0.44 | 0.44 | 0.12 | 0.62 | 0.00 |
| Sat Flow, veh/h | 1781 | 12 | 1575 | | | | 0 | 1948 | 1519 | 1781 | 3647 | 0 |
| Grp Volume(v), veh/h | 343 | 0 | 515 | | | | 0 | 464 | 417 | 181 | 526 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1587 | | | | 0 | 1777 | 1597 | 1781 | 1777 | 0 |
| Q Serve(g_s), s | 15.4 | 0.0 | 25.5 | | | | 0.0 | 17.7 | 17.7 | 8.9 | 6.0 | 0.0 |
| Cycle Q Clear(g_c), s | 15.4 | 0.0 | 25.5 | | | | 0.0 | 17.7 | 17.7 | 8.9 | 6.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.99 | | | | 0.00 | | 0.95 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 505 | 0 | 450 | | | | 0 | 789 | 709 | 219 | 2191 | 0 |
| V/C Ratio(X) | 0.68 | 0.00 | 1.15 | | | | 0.00 | 0.59 | 0.59 | 0.83 | 0.24 | 0.00 |
| Avail Cap(c_a), veh/h | 505 | 0 | 450 | | | | 0 | 789 | 709 | 346 | 2191 | 0 |
| 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 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 28.6 | 0.0 | 32.3 | | | | 0.0 | 18.8 | 18.8 | 38.6 | 7.8 | 0.0 |
| Incr Delay (d2), s/veh | 3.7 | 0.0 | 88.7 | | | | 0.0 | 3.2 | 3.6 | 8.9 | 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 |
| %ile BackOfQ(50%),veh/ln | 6.9 | 0.0 | 20.5 | | | | 0.0 | 7.0 | 6.4 | 4.2 | 1.9 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 32.3 | 0.0 | 120.9 | | | | 0.0 | 22.0 | 22.4 | 47.5 | 8.0 | 0.0 |
| LnGrp LOS | C | | F | | | | | C | C | D | A | |
| Approach Vol, veh/h | | 858 | | | | | | 881 | | | 707 | |
| Approach Delay, s/veh | | 85.5 | | | | | | 22.2 | | | 18.1 | |
| Approach LOS | | F | | | | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 4 | 6 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.5 | 44.5 | 30.0 | 60.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 17.5 | 33.5 | 25.5 | 55.5 |
| Max Q Clear Time (g_c+I1), s | 10.9 | 19.7 | 27.5 | 8.0 |
| Green Ext Time (p_c), s | 0.2 | 4.4 | 0.0 | 3.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 43.2 |
| HCM 7th LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 42 | 0 | 0 | 13 |
| Future Vol, veh/h | 0 | 0 | 42 | 0 | 0 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 44 | 0 | 0 | 14 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 1 | 0 | - | 1 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | 4.12 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 2.218 | - | - | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1622 | - | 0 | 1084 |
| Stage 1 | - | 0 | - | - | 0 | - |
| Stage 2 | - | 0 | - | - | 0 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1622 | - | - | 1084 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 7.28 | 8.36 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 1084 | - | 1622 | - |
| HCM Lane V/C Ratio | 0.013 | - | 0.027 | - |
| HCM Control Delay (s/veh) | 8.4 | - | 7.3 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 0 | 57 | 42 | 0 | 17 |
| Future Vol, veh/h | 13 | 0 | 57 | 42 | 0 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 0 | 60 | 44 | 0 | 18 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 14 | 0 | 178 | 14 |
| Stage 1 | - | - | - | - | 14 | - |
| Stage 2 | - | - | - | - | 164 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1605 | - | 812 | 1066 |
| Stage 1 | - | 0 | - | - | 1009 | - |
| Stage 2 | - | 0 | - | - | 865 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1605 | - | 781 | 1066 |
| Mov Cap-2 Maneuver | - | - | - | - | 781 | - |
| Stage 1 | - | - | - | - | 1009 | - |
| Stage 2 | - | - | - | - | 832 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 4.22 | 8.43 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 1066 | - | 1036 | - |
| HCM Lane V/C Ratio | 0.017 | - | 0.037 | - |
| HCM Control Delay (s/veh) | 8.4 | - | 7.3 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 0 | 23 | 99 | 0 | 7 |
| Future Vol, veh/h | 30 | 0 | 23 | 99 | 0 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 0 | 24 | 104 | 0 | 7 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 32 | 0 | 184 | 32 |
| Stage 1 | - | - | - | - | 32 | - |
| Stage 2 | - | - | - | - | 153 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1581 | - | 805 | 1042 |
| Stage 1 | - | 0 | - | - | 991 | - |
| Stage 2 | - | 0 | - | - | 875 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1581 | - | 792 | 1042 |
| Mov Cap-2 Maneuver | - | - | - | - | 792 | - |
| Stage 1 | - | - | - | - | 991 | - |
| Stage 2 | - | - | - | - | 861 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 1.38 | 8.48 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 1042 | - | 339 | - |
| HCM Lane V/C Ratio | 0.007 | - | 0.015 | - |
| HCM Control Delay (s/veh) | 8.5 | - | 7.3 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 6 | 19 | 498 | 632 | 5 |
| Future Vol, veh/h | 1 | 6 | 19 | 498 | 632 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 6 | 20 | 524 | 665 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1232 | 668 | 671 | 0 | - | 0 |
| Stage 1 | 668 | - | - | - | - | - |
| Stage 2 | 564 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 196 | 458 | 920 | - | - | - |
| Stage 1 | 510 | - | - | - | - | - |
| Stage 2 | 569 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 190 | 458 | 920 | - | - | - |
| Mov Cap-2 Maneuver | 190 | - | - | - | - | - |
| Stage 1 | 494 | - | - | - | - | - |
| Stage 2 | 569 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 14.63 | 0.33 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 66 | - | 381 | - | - |
| HCM Lane V/C Ratio | 0.022 | - | 0.019 | - | - |
| HCM Control Delay (s/veh) | 9 | 0 | 14.6 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 536 | 113 | 159 | 630 | 147 | 157 |
| Future Volume (veh/h) | 536 | 113 | 159 | 630 | 147 | 157 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 646 | 136 | 192 | 759 | 177 | 189 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1186 | 249 | 235 | 2111 | 523 | 465 |
| Arrive On Green | 0.41 | 0.41 | 0.13 | 0.59 | 0.29 | 0.29 |
| Sat Flow, veh/h | 3016 | 614 | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h | 392 | 390 | 192 | 759 | 177 | 189 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1760 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s | 13.5 | 13.5 | 8.4 | 8.8 | 6.2 | 7.7 |
| Cycle Q Clear(g_c), s | 13.5 | 13.5 | 8.4 | 8.8 | 6.2 | 7.7 |
| Prop In Lane | | 0.35 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 721 | 714 | 235 | 2111 | 523 | 465 |
| V/C Ratio(X) | 0.54 | 0.55 | 0.82 | 0.36 | 0.34 | 0.41 |
| Avail Cap(c_a), veh/h | 721 | 714 | 456 | 2552 | 523 | 465 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.1 | 18.2 | 33.8 | 8.4 | 22.2 | 22.7 |
| Incr Delay (d2), s/veh | 2.9 | 3.0 | 6.8 | 0.1 | 1.8 | 2.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.3 | 5.3 | 3.8 | 2.6 | 2.7 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 21.1 | 21.1 | 40.6 | 8.5 | 23.9 | 25.3 |
| LnGrp LOS | C | C | D | A | C | C |
| Approach Vol, veh/h | 782 | | | 951 | 366 | |
| Approach Delay, s/veh | 21.1 | | | 15.0 | 24.7 | |
| Approach LOS | C | | | B | C | |

| Timer - Assigned Phs | 2 | 3 | 4 | | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 28.0 | 15.1 | 37.0 | | 52.1 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 23.5 | 20.5 | 32.5 | | 57.5 |
| Max Q Clear Time (g_c+I1), s | 9.7 | 10.4 | 15.5 | | 10.8 |
| Green Ext Time (p_c), s | 0.9 | 0.3 | 4.0 | | 5.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 18.9 |
| HCM 7th LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 15.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 77 | 289 | 243 | 279 | 202 | 89 |
| Future Vol, veh/h | 77 | 289 | 243 | 279 | 202 | 89 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 103 | 385 | 324 | 372 | 269 | 119 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1349 | 329 | 388 | 0 | - | 0 |
| Stage 1 | 329 | - | - | - | - | - |
| Stage 2 | 1020 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 166 | 713 | 1170 | - | - | - |
| Stage 1 | 729 | - | - | - | - | - |
| Stage 2 | 348 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 108 | 713 | 1170 | - | - | - |
| Mov Cap-2 Maneuver | 108 | - | - | - | - | - |
| Stage 1 | 475 | - | - | - | - | - |
| Stage 2 | 348 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 43.31 | 4.31 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 838 | - | 108 | 713 | - | - |
| HCM Lane V/C Ratio | 0.277 | - | 0.949 | 0.541 | - | - |
| HCM Control Delay (s/veh) | 9.2 | 0 | 146.4 | 15.8 | - | - |
| HCM Lane LOS | A | A | F | C | - | - |
| HCM 95th %tile Q(veh) | 1.1 | - | 5.9 | 3.3 | - | - |

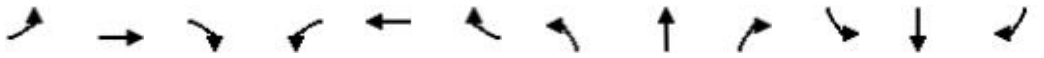
| Intersection | |
|---|---|
| Int Delay, s/veh | 9.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 144 | 42 | 478 | 510 | 14 |
| Future Vol, veh/h | 40 | 144 | 42 | 478 | 510 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 195 | 57 | 646 | 689 | 19 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1458 | 699 | 708 | 0 | - | 0 |
| Stage 1 | 699 | - | - | - | - | - |
| Stage 2 | 759 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 143 | 440 | 891 | - | - | - |
| Stage 1 | 493 | - | - | - | - | - |
| Stage 2 | 462 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 128 | 440 | 891 | - | - | - |
| Mov Cap-2 Maneuver | 128 | - | - | - | - | - |
| Stage 1 | 444 | - | - | - | - | - |
| Stage 2 | 462 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 62.89 | 0.75 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 145 | - | 288 | - | - |
| HCM Lane V/C Ratio | 0.064 | - | 0.863 | - | - |
| HCM Control Delay (s/veh) | 9.3 | 0 | 62.9 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 7.5 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 188 | 232 | 95 | 17 | 170 | 94 | 75 | 258 | 26 | 121 | 300 | 302 |
| Future Volume (veh/h) | 188 | 232 | 95 | 17 | 170 | 94 | 75 | 258 | 26 | 121 | 300 | 302 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 235 | 290 | 119 | 21 | 212 | 118 | 94 | 322 | 32 | 151 | 375 | 378 |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 283 | 511 | 433 | 43 | 308 | 165 | 122 | 1115 | 110 | 192 | 712 | 856 |
| Arrive On Green | 0.16 | 0.27 | 0.27 | 0.02 | 0.14 | 0.14 | 0.07 | 0.34 | 0.34 | 0.11 | 0.38 | 0.38 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 2237 | 1195 | 1781 | 3267 | 322 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 235 | 290 | 119 | 21 | 167 | 163 | 94 | 174 | 180 | 151 | 375 | 378 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1655 | 1781 | 1777 | 1812 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 9.1 | 9.5 | 4.2 | 0.8 | 6.3 | 6.7 | 3.7 | 5.1 | 5.1 | 5.9 | 11.0 | 10.2 |
| Cycle Q Clear(g_c), s | 9.1 | 9.5 | 4.2 | 0.8 | 6.3 | 6.7 | 3.7 | 5.1 | 5.1 | 5.9 | 11.0 | 10.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.72 | 1.00 | | 0.18 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 283 | 511 | 433 | 43 | 245 | 228 | 122 | 606 | 618 | 192 | 712 | 856 |
| V/C Ratio(X) | 0.83 | 0.57 | 0.27 | 0.49 | 0.68 | 0.72 | 0.77 | 0.29 | 0.29 | 0.79 | 0.53 | 0.44 |
| Avail Cap(c_a), veh/h | 440 | 797 | 675 | 133 | 451 | 420 | 239 | 606 | 618 | 382 | 712 | 856 |
| 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 | 28.9 | 22.2 | 20.2 | 34.2 | 29.1 | 29.2 | 32.5 | 17.1 | 17.1 | 30.8 | 17.0 | 9.8 |
| Incr Delay (d2), s/veh | 7.6 | 1.0 | 0.3 | 8.6 | 3.3 | 4.2 | 10.0 | 1.2 | 1.2 | 6.9 | 2.8 | 1.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.1 | 3.8 | 1.4 | 0.4 | 2.6 | 2.6 | 1.8 | 2.0 | 2.1 | 2.7 | 4.6 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 36.4 | 23.2 | 20.6 | 42.8 | 32.4 | 33.4 | 42.4 | 18.2 | 18.3 | 37.8 | 19.8 | 11.5 |
| LnGrp LOS | D | C | C | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 644 | | | 351 | | | 448 | | | 904 | |
| Approach Delay, s/veh | | 27.5 | | | 33.5 | | | 23.3 | | | 19.3 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.1 | 28.7 | 6.2 | 23.9 | 9.3 | 31.5 | 15.8 | 14.3 |
| 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 | 15.2 | 21.3 | 5.3 | 30.2 | 9.5 | 27.0 | 17.5 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 7.9 | 7.1 | 2.8 | 11.5 | 5.7 | 13.0 | 11.1 | 8.7 |
| Green Ext Time (p_c), s | 0.2 | 1.5 | 0.0 | 1.7 | 0.1 | 2.9 | 0.3 | 1.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 24.5 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 40 | 350 | 55 | 44 | 244 | 38 | 113 | 249 | 43 | 57 | 296 | 46 |
| Future Volume (veh/h) | 40 | 350 | 55 | 44 | 244 | 38 | 113 | 249 | 43 | 57 | 296 | 46 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 47 | 407 | 64 | 51 | 284 | 44 | 131 | 290 | 50 | 66 | 344 | 53 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 78 | 568 | 89 | 82 | 576 | 88 | 170 | 1352 | 230 | 95 | 1244 | 190 |
| Arrive On Green | 0.04 | 0.18 | 0.18 | 0.05 | 0.19 | 0.19 | 0.10 | 0.45 | 0.45 | 0.05 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1781 | 3080 | 481 | 1781 | 3089 | 473 | 1781 | 3037 | 517 | 1781 | 3090 | 472 |
| Grp Volume(v), veh/h | 47 | 234 | 237 | 51 | 162 | 166 | 131 | 168 | 172 | 66 | 196 | 201 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1784 | 1781 | 1777 | 1785 | 1781 | 1777 | 1777 | 1781 | 1777 | 1785 |
| Q Serve(g_s), s | 1.7 | 8.2 | 8.3 | 1.9 | 5.4 | 5.5 | 4.8 | 3.8 | 3.9 | 2.4 | 4.9 | 5.0 |
| Cycle Q Clear(g_c), s | 1.7 | 8.2 | 8.3 | 1.9 | 5.4 | 5.5 | 4.8 | 3.8 | 3.9 | 2.4 | 4.9 | 5.0 |
| Prop In Lane | 1.00 | | 0.27 | 1.00 | | 0.26 | 1.00 | | 0.29 | 1.00 | | 0.26 |
| Lane Grp Cap(c), veh/h | 78 | 327 | 329 | 82 | 331 | 333 | 170 | 791 | 791 | 95 | 715 | 719 |
| V/C Ratio(X) | 0.60 | 0.71 | 0.72 | 0.62 | 0.49 | 0.50 | 0.77 | 0.21 | 0.22 | 0.70 | 0.27 | 0.28 |
| Avail Cap(c_a), veh/h | 228 | 603 | 606 | 228 | 603 | 606 | 443 | 791 | 791 | 309 | 715 | 719 |
| 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 | 31.1 | 25.4 | 25.4 | 31.1 | 24.1 | 24.2 | 29.3 | 11.3 | 11.3 | 30.9 | 13.3 | 13.3 |
| Incr Delay (d2), s/veh | 7.3 | 2.9 | 3.0 | 7.5 | 1.1 | 1.2 | 7.1 | 0.6 | 0.6 | 8.9 | 0.9 | 1.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 3.3 | 3.3 | 0.9 | 2.1 | 2.2 | 2.2 | 1.4 | 1.4 | 1.2 | 1.8 | 1.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 38.4 | 28.3 | 28.4 | 38.6 | 25.2 | 25.3 | 36.4 | 11.9 | 11.9 | 39.8 | 14.2 | 14.3 |
| LnGrp LOS | D | C | C | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 518 | | | 379 | | | 471 | | | 463 | |
| Approach Delay, s/veh | | 29.3 | | | 27.1 | | | 18.7 | | | 17.9 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.0 | 34.0 | 7.5 | 16.7 | 10.8 | 31.2 | 7.4 | 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 | 11.5 | 29.5 | 8.5 | 22.5 | 16.5 | 24.5 | 8.5 | 22.5 |
| Max Q Clear Time (g_c+I1), s | 4.4 | 5.9 | 3.9 | 10.3 | 6.8 | 7.0 | 3.7 | 7.5 |
| Green Ext Time (p_c), s | 0.1 | 1.7 | 0.0 | 1.9 | 0.2 | 1.9 | 0.0 | 1.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.2 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 25 | 285 | 243 | 328 | 275 | 36 | 187 | 138 | 186 | 45 | 235 | 55 |
| Future Volume (veh/h) | 25 | 285 | 243 | 328 | 275 | 36 | 187 | 138 | 186 | 45 | 235 | 55 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 26 | 297 | 253 | 342 | 286 | 38 | 195 | 144 | 194 | 47 | 245 | 57 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 49 | 689 | 307 | 434 | 922 | 121 | 239 | 732 | 653 | 73 | 1132 | 505 |
| Arrive On Green | 0.03 | 0.19 | 0.19 | 0.13 | 0.29 | 0.29 | 0.13 | 0.41 | 0.41 | 0.04 | 0.32 | 0.32 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3157 | 415 | 1781 | 1777 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 26 | 297 | 253 | 342 | 160 | 164 | 195 | 144 | 194 | 47 | 245 | 57 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1796 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 1.1 | 5.8 | 12.1 | 7.6 | 5.5 | 5.6 | 8.4 | 4.1 | 6.5 | 2.1 | 4.0 | 2.0 |
| Cycle Q Clear(g_c), s | 1.1 | 5.8 | 12.1 | 7.6 | 5.5 | 5.6 | 8.4 | 4.1 | 6.5 | 2.1 | 4.0 | 2.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.23 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 49 | 689 | 307 | 434 | 519 | 524 | 239 | 732 | 653 | 73 | 1132 | 505 |
| V/C Ratio(X) | 0.53 | 0.43 | 0.82 | 0.79 | 0.31 | 0.31 | 0.82 | 0.20 | 0.30 | 0.65 | 0.22 | 0.11 |
| Avail Cap(c_a), veh/h | 126 | 878 | 392 | 547 | 594 | 601 | 440 | 732 | 653 | 169 | 1132 | 505 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 37.9 | 28.0 | 30.5 | 33.5 | 21.7 | 21.8 | 33.2 | 14.9 | 15.6 | 37.3 | 19.7 | 19.0 |
| Incr Delay (d2), s/veh | 8.6 | 0.4 | 10.7 | 6.0 | 0.3 | 0.3 | 6.7 | 0.6 | 1.2 | 9.3 | 0.4 | 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 | 2.3 | 5.0 | 3.2 | 2.1 | 2.1 | 3.8 | 1.6 | 2.2 | 1.0 | 1.5 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 46.5 | 28.4 | 41.2 | 39.4 | 22.1 | 22.1 | 40.0 | 15.5 | 16.7 | 46.6 | 20.1 | 19.5 |
| LnGrp LOS | D | C | D | D | C | C | D | B | B | D | C | B |
| Approach Vol, veh/h | | 576 | | | 666 | | | 533 | | | 349 | |
| Approach Delay, s/veh | | 34.9 | | | 31.0 | | | 24.9 | | | 23.6 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.7 | 37.0 | 14.4 | 19.8 | 15.1 | 29.6 | 6.7 | 27.5 |
| 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 | 7.5 | 32.5 | 12.5 | 19.5 | 19.5 | 20.5 | 5.6 | 26.4 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 8.5 | 9.6 | 14.1 | 10.4 | 6.0 | 3.1 | 7.6 |
| Green Ext Time (p_c), s | 0.0 | 1.8 | 0.3 | 1.2 | 0.3 | 1.2 | 0.0 | 1.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 29.3 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 332 | 5 | 211 | 461 | 379 | 0 | 0 | 375 | 446 |
| Future Volume (veh/h) | 0 | 0 | 0 | 332 | 5 | 211 | 461 | 379 | 0 | 0 | 375 | 446 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 346 | 5 | 220 | 480 | 395 | 0 | 0 | 391 | 465 |
| Peak Hour Factor | | | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 397 | 6 | 358 | 522 | 2384 | 0 | 0 | 580 | 517 |
| Arrive On Green | | | | 0.23 | 0.23 | 0.23 | 0.29 | 0.67 | 0.00 | 0.00 | 0.33 | 0.33 |
| Sat Flow, veh/h | | | | 1757 | 25 | 1585 | 1781 | 3647 | 0 | 0 | 1870 | 1585 |
| Grp Volume(v), veh/h | | | | 351 | 0 | 220 | 480 | 395 | 0 | 0 | 391 | 465 |
| Grp Sat Flow(s),veh/h/ln | | | | 1783 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 16.6 | 0.0 | 10.9 | 22.7 | 3.6 | 0.0 | 0.0 | 16.6 | 24.4 |
| Cycle Q Clear(g_c), s | | | | 16.6 | 0.0 | 10.9 | 22.7 | 3.6 | 0.0 | 0.0 | 16.6 | 24.4 |
| Prop In Lane | | | | 0.99 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 403 | 0 | 358 | 522 | 2384 | 0 | 0 | 580 | 517 |
| V/C Ratio(X) | | | | 0.87 | 0.00 | 0.61 | 0.92 | 0.17 | 0.00 | 0.00 | 0.67 | 0.90 |
| Avail Cap(c_a), veh/h | | | | 460 | 0 | 409 | 623 | 2384 | 0 | 0 | 580 | 517 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 32.5 | 0.0 | 30.3 | 29.8 | 5.3 | 0.0 | 0.0 | 25.4 | 28.0 |
| Incr Delay (d2), s/veh | | | | 15.2 | 0.0 | 2.2 | 17.1 | 0.1 | 0.0 | 0.0 | 6.2 | 21.1 |
| 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 | | | | 8.6 | 0.0 | 4.3 | 11.3 | 1.0 | 0.0 | 0.0 | 7.3 | 11.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | | | 47.7 | 0.0 | 32.5 | 47.0 | 5.5 | 0.0 | 0.0 | 31.5 | 49.1 |
| LnGrp LOS | | | | D | | C | D | A | | | C | D |
| Approach Vol, veh/h | | | | | 571 | | | 875 | | | 856 | |
| Approach Delay, s/veh | | | | | 41.8 | | | 28.2 | | | 41.1 | |
| Approach LOS | | | | | D | | | C | | | D | |

| Timer - Assigned Phs | 2 | | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 63.0 | | 30.0 | 33.0 | | 24.2 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 58.5 | | 30.5 | 23.5 | | 22.5 |
| Max Q Clear Time (g_c+I1), s | 5.6 | | 24.7 | 26.4 | | 18.6 |
| Green Ext Time (p_c), s | 2.5 | | 0.8 | 0.0 | | 1.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 36.4 |
| HCM 7th LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 232 | 2 | 444 | 0 | 0 | 0 | 0 | 582 | 400 | 206 | 504 | 0 |
| Future Volume (veh/h) | 232 | 2 | 444 | 0 | 0 | 0 | 0 | 582 | 400 | 206 | 504 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | | | | 0 | 1870 | 1870 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 237 | 2 | 453 | | | | 0 | 594 | 408 | 210 | 514 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 366 | 1 | 325 | | | | 0 | 1017 | 698 | 249 | 2468 | 0 |
| Arrive On Green | 0.21 | 0.21 | 0.21 | | | | 0.00 | 0.50 | 0.50 | 0.14 | 0.69 | 0.00 |
| Sat Flow, veh/h | 1781 | 7 | 1579 | | | | 0 | 2108 | 1384 | 1781 | 3647 | 0 |
| Grp Volume(v), veh/h | 237 | 0 | 455 | | | | 0 | 524 | 478 | 210 | 514 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1586 | | | | 0 | 1777 | 1621 | 1781 | 1777 | 0 |
| Q Serve(g_s), s | 11.0 | 0.0 | 18.5 | | | | 0.0 | 18.6 | 18.6 | 10.3 | 4.7 | 0.0 |
| Cycle Q Clear(g_c), s | 11.0 | 0.0 | 18.5 | | | | 0.0 | 18.6 | 18.6 | 10.3 | 4.7 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | | | 0.00 | | 0.85 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 366 | 0 | 326 | | | | 0 | 897 | 818 | 249 | 2468 | 0 |
| V/C Ratio(X) | 0.65 | 0.00 | 1.40 | | | | 0.00 | 0.58 | 0.58 | 0.84 | 0.21 | 0.00 |
| Avail Cap(c_a), veh/h | 366 | 0 | 326 | | | | 0 | 897 | 818 | 386 | 2468 | 0 |
| 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 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 32.8 | 0.0 | 35.8 | | | | 0.0 | 15.7 | 15.7 | 37.7 | 4.9 | 0.0 |
| Incr Delay (d2), s/veh | 3.9 | 0.0 | 195.7 | | | | 0.0 | 2.8 | 3.0 | 9.7 | 0.2 | 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 |
| %ile BackOfQ(50%),veh/ln | 5.0 | 0.0 | 24.7 | | | | 0.0 | 7.1 | 6.5 | 4.9 | 1.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 36.7 | 0.0 | 231.5 | | | | 0.0 | 18.4 | 18.7 | 47.5 | 5.1 | 0.0 |
| LnGrp LOS | D | | F | | | | | B | B | D | A | |
| Approach Vol, veh/h | | 692 | | | | | | 1002 | | | 724 | |
| Approach Delay, s/veh | | 164.8 | | | | | | 18.6 | | | 17.4 | |
| Approach LOS | | F | | | | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 4 | 6 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 17.1 | 49.9 | 23.0 | 67.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 12.5 | 38.5 | 18.5 | 62.5 |
| Max Q Clear Time (g_c+I1), s | 12.3 | 20.6 | 20.5 | 6.7 |
| Green Ext Time (p_c), s | 0.3 | 5.7 | 0.0 | 3.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 60.1 |
| HCM 7th LOS | E |

**Notes**

User approved volume balancing among the lanes for turning movement.

| Intersection | |
|---|---|
| Int Delay, s/veh | 8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 16 | 0 | 0 | 42 |
| Future Vol, veh/h | 0 | 0 | 16 | 0 | 0 | 42 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 17 | 0 | 0 | 44 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 1 | 0 | - | 1 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | 4.12 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 2.218 | - | - | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1622 | - | 0 | 1084 |
| Stage 1 | - | 0 | - | - | 0 | - |
| Stage 2 | - | 0 | - | - | 0 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1622 | - | - | 1084 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 7.24 | 8.46 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 1084 | - | 1622 | - |
| HCM Lane V/C Ratio | 0.041 | - | 0.01 | - |
| HCM Control Delay (s/veh) | 8.5 | - | 7.2 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 42 | 0 | 22 | 16 | 0 | 57 |
| Future Vol, veh/h | 42 | 0 | 22 | 16 | 0 | 57 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 44 | 0 | 23 | 17 | 0 | 60 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 44 | 0 | 107 | 44 |
| Stage 1 | - | - | - | - | 44 | - |
| Stage 2 | - | - | - | - | 63 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1564 | - | 890 | 1026 |
| Stage 1 | - | 0 | - | - | 978 | - |
| Stage 2 | - | 0 | - | - | 959 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1564 | - | 877 | 1026 |
| Mov Cap-2 Maneuver | - | - | - | - | 877 | - |
| Stage 1 | - | - | - | - | 978 | - |
| Stage 2 | - | - | - | - | 945 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 4.25 | 8.73 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 1026 | - | 1042 | - |
| HCM Lane V/C Ratio | 0.058 | - | 0.015 | - |
| HCM Control Delay (s/veh) | 8.7 | - | 7.3 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 99 | 0 | 9 | 38 | 0 | 23 |
| Future Vol, veh/h | 99 | 0 | 9 | 38 | 0 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 104 | 0 | 9 | 40 | 0 | 24 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 104 | 0 | 163 | 104 |
| Stage 1 | - | - | - | - | 104 | - |
| Stage 2 | - | - | - | - | 59 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1487 | - | 828 | 950 |
| Stage 1 | - | 0 | - | - | 920 | - |
| Stage 2 | - | 0 | - | - | 964 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1487 | - | 822 | 950 |
| Mov Cap-2 Maneuver | - | - | - | - | 822 | - |
| Stage 1 | - | - | - | - | 920 | - |
| Stage 2 | - | - | - | - | 957 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 1.42 | 8.89 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 950 | - | 345 | - |
| HCM Lane V/C Ratio | 0.025 | - | 0.006 | - |
| HCM Control Delay (s/veh) | 8.9 | - | 7.4 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 19 | 7 | 509 | 603 | 2 |
| Future Vol, veh/h | 5 | 19 | 7 | 509 | 603 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 20 | 7 | 536 | 635 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1186 | 636 | 637 | 0 | - | 0 |
| Stage 1 | 636 | - | - | - | - | - |
| Stage 2 | 551 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 208 | 478 | 947 | - | - | - |
| Stage 1 | 528 | - | - | - | - | - |
| Stage 2 | 578 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 206 | 478 | 947 | - | - | - |
| Mov Cap-2 Maneuver | 206 | - | - | - | - | - |
| Stage 1 | 522 | - | - | - | - | - |
| Stage 2 | 578 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 15.29 | 0.12 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 24 | - | 375 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | 0.067 | - | - |
| HCM Control Delay (s/veh) | 8.8 | 0 | 15.3 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 661 | 137 | 265 | 479 | 84 | 181 |
| Future Volume (veh/h) | 661 | 137 | 265 | 479 | 84 | 181 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 796 | 165 | 319 | 577 | 101 | 218 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1121 | 232 | 365 | 2281 | 443 | 395 |
| Arrive On Green | 0.38 | 0.38 | 0.20 | 0.64 | 0.25 | 0.25 |
| Sat Flow, veh/h | 3024 | 607 | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h | 483 | 478 | 319 | 577 | 101 | 218 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1761 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s | 19.0 | 19.0 | 14.3 | 5.7 | 3.7 | 9.9 |
| Cycle Q Clear(g_c), s | 19.0 | 19.0 | 14.3 | 5.7 | 3.7 | 9.9 |
| Prop In Lane | | 0.34 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 680 | 673 | 365 | 2281 | 443 | 395 |
| V/C Ratio(X) | 0.71 | 0.71 | 0.87 | 0.25 | 0.23 | 0.55 |
| Avail Cap(c_a), veh/h | 680 | 673 | 530 | 2610 | 443 | 395 |
| 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 | 21.6 | 21.6 | 31.7 | 6.3 | 24.6 | 26.9 |
| Incr Delay (d2), s/veh | 6.2 | 6.3 | 10.9 | 0.1 | 1.2 | 5.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.0 | 8.0 | 6.7 | 1.5 | 1.6 | 4.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 27.8 | 27.8 | 42.6 | 6.4 | 25.8 | 32.4 |
| LnGrp LOS | C | C | D | A | C | C |
| Approach Vol, veh/h | 961 | | | 896 | 319 | |
| Approach Delay, s/veh | 27.8 | | | 19.3 | 30.3 | |
| Approach LOS | C | | | B | C | |

| Timer - Assigned Phs | 2 | 3 | 4 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 25.0 | 21.4 | 36.0 | 57.4 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 20.5 | 24.5 | 31.5 | 60.5 |
| Max Q Clear Time (g_c+I1), s | 11.9 | 16.3 | 21.0 | 7.7 |
| Green Ext Time (p_c), s | 0.7 | 0.6 | 4.0 | 3.8 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 24.6 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 235 | 122 | 280 | 411 | 18 |
| Future Vol, veh/h | 25 | 235 | 122 | 280 | 411 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 34 | 318 | 165 | 378 | 555 | 24 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1276 | 568 | 580 | 0 | - | 0 |
| Stage 1 | 568 | - | - | - | - | - |
| Stage 2 | 708 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 184 | 523 | 994 | - | - | - |
| Stage 1 | 567 | - | - | - | - | - |
| Stage 2 | 488 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 145 | 523 | 994 | - | - | - |
| Mov Cap-2 Maneuver | 145 | - | - | - | - | - |
| Stage 1 | 448 | - | - | - | - | - |
| Stage 2 | 488 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 23.43 | 2.83 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 546 | - | 145 | 523 | - | - |
| HCM Lane V/C Ratio | 0.166 | - | 0.232 | 0.608 | - | - |
| HCM Control Delay (s/veh) | 9.3 | 0 | 37.1 | 22 | - | - |
| HCM Lane LOS | A | A | E | C | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | 0.9 | 4 | - | - |

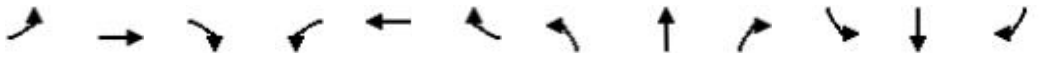
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 15 | 20 | 456 | 624 | 16 |
| Future Vol, veh/h | 8 | 15 | 20 | 456 | 624 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 20 | 27 | 608 | 832 | 21 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1504 | 843 | 853 | 0 | - | 0 |
| Stage 1 | 843 | - | - | - | - | - |
| Stage 2 | 661 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 134 | 364 | 786 | - | - | - |
| Stage 1 | 422 | - | - | - | - | - |
| Stage 2 | 513 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 127 | 364 | 786 | - | - | - |
| Mov Cap-2 Maneuver | 127 | - | - | - | - | - |
| Stage 1 | 401 | - | - | - | - | - |
| Stage 2 | 513 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 23.95 | 0.41 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 76 | - | 220 | - | - |
| HCM Lane V/C Ratio | 0.034 | - | 0.139 | - | - |
| HCM Control Delay (s/veh) | 9.7 | 0 | 23.9 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.5 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 209 | 152 | 49 | 19 | 163 | 114 | 78 | 178 | 10 | 82 | 304 | 219 |
| Future Volume (veh/h) | 209 | 152 | 49 | 19 | 163 | 114 | 78 | 178 | 10 | 82 | 304 | 219 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 230 | 167 | 54 | 21 | 179 | 125 | 86 | 196 | 11 | 90 | 334 | 241 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 282 | 499 | 423 | 43 | 272 | 180 | 111 | 1297 | 72 | 117 | 715 | 856 |
| Arrive On Green | 0.16 | 0.27 | 0.27 | 0.02 | 0.13 | 0.13 | 0.06 | 0.38 | 0.38 | 0.07 | 0.38 | 0.38 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 2049 | 1354 | 1781 | 3422 | 191 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 230 | 167 | 54 | 21 | 154 | 150 | 86 | 101 | 106 | 90 | 334 | 241 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1627 | 1781 | 1777 | 1836 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 8.5 | 4.9 | 1.8 | 0.8 | 5.6 | 6.0 | 3.2 | 2.6 | 2.6 | 3.4 | 9.1 | 5.6 |
| Cycle Q Clear(g_c), s | 8.5 | 4.9 | 1.8 | 0.8 | 5.6 | 6.0 | 3.2 | 2.6 | 2.6 | 3.4 | 9.1 | 5.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.83 | 1.00 | | 0.10 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 282 | 499 | 423 | 43 | 236 | 216 | 111 | 674 | 696 | 117 | 715 | 856 |
| V/C Ratio(X) | 0.82 | 0.33 | 0.13 | 0.49 | 0.65 | 0.70 | 0.77 | 0.15 | 0.15 | 0.77 | 0.47 | 0.28 |
| Avail Cap(c_a), veh/h | 511 | 886 | 750 | 139 | 470 | 431 | 223 | 674 | 696 | 267 | 715 | 856 |
| 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 | 27.7 | 20.1 | 18.9 | 32.8 | 28.0 | 28.2 | 31.4 | 13.9 | 13.9 | 31.3 | 15.8 | 8.5 |
| Incr Delay (d2), s/veh | 5.8 | 0.4 | 0.1 | 8.4 | 3.0 | 4.0 | 10.9 | 0.5 | 0.5 | 10.2 | 2.2 | 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 | 3.6 | 1.9 | 0.6 | 0.4 | 2.3 | 2.3 | 1.6 | 1.0 | 1.0 | 1.7 | 3.7 | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 33.4 | 20.5 | 19.1 | 41.2 | 31.1 | 32.2 | 42.3 | 14.4 | 14.4 | 41.5 | 18.0 | 9.3 |
| LnGrp LOS | C | C | B | D | C | C | D | B | B | D | B | A |
| Approach Vol, veh/h | | 451 | | | 325 | | | 293 | | | 665 | |
| Approach Delay, s/veh | | 26.9 | | | 32.2 | | | 22.6 | | | 18.0 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.0 | 30.3 | 6.1 | 22.6 | 8.7 | 30.5 | 15.2 | 13.5 |
| 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 | 10.2 | 24.3 | 5.3 | 32.2 | 8.5 | 26.0 | 19.5 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 5.4 | 4.6 | 2.8 | 6.9 | 5.2 | 11.1 | 10.5 | 8.0 |
| Green Ext Time (p_c), s | 0.1 | 0.9 | 0.0 | 0.9 | 0.0 | 2.3 | 0.4 | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.8 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 39 | 137 | 58 | 49 | 147 | 17 | 126 | 202 | 23 | 44 | 260 | 85 |
| Future Volume (veh/h) | 39 | 137 | 58 | 49 | 147 | 17 | 126 | 202 | 23 | 44 | 260 | 85 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 43 | 151 | 64 | 54 | 162 | 19 | 138 | 222 | 25 | 48 | 286 | 93 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 74 | 258 | 105 | 86 | 357 | 41 | 179 | 1682 | 187 | 80 | 1235 | 393 |
| Arrive On Green | 0.04 | 0.10 | 0.10 | 0.05 | 0.11 | 0.11 | 0.10 | 0.52 | 0.52 | 0.04 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1781 | 2466 | 1001 | 1781 | 3209 | 371 | 1781 | 3223 | 359 | 1781 | 2651 | 844 |
| Grp Volume(v), veh/h | 43 | 107 | 108 | 54 | 89 | 92 | 138 | 121 | 126 | 48 | 190 | 189 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1690 | 1781 | 1777 | 1804 | 1781 | 1777 | 1806 | 1781 | 1777 | 1718 |
| Q Serve(g_s), s | 1.5 | 3.7 | 3.9 | 1.9 | 3.0 | 3.1 | 4.8 | 2.2 | 2.3 | 1.7 | 4.1 | 4.2 |
| Cycle Q Clear(g_c), s | 1.5 | 3.7 | 3.9 | 1.9 | 3.0 | 3.1 | 4.8 | 2.2 | 2.3 | 1.7 | 4.1 | 4.2 |
| Prop In Lane | 1.00 | | 0.59 | 1.00 | | 0.21 | 1.00 | | 0.20 | 1.00 | | 0.49 |
| Lane Grp Cap(c), veh/h | 74 | 186 | 177 | 86 | 198 | 201 | 179 | 927 | 942 | 80 | 828 | 801 |
| V/C Ratio(X) | 0.58 | 0.57 | 0.61 | 0.63 | 0.45 | 0.46 | 0.77 | 0.13 | 0.13 | 0.60 | 0.23 | 0.24 |
| Avail Cap(c_a), veh/h | 236 | 540 | 513 | 264 | 567 | 576 | 486 | 927 | 942 | 264 | 828 | 801 |
| 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 | 30.2 | 27.4 | 27.5 | 30.0 | 26.7 | 26.7 | 28.1 | 7.9 | 7.9 | 30.1 | 10.2 | 10.3 |
| Incr Delay (d2), s/veh | 6.9 | 2.8 | 3.4 | 7.4 | 1.6 | 1.6 | 6.8 | 0.3 | 0.3 | 7.1 | 0.6 | 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 | 0.7 | 1.5 | 1.6 | 0.9 | 1.2 | 1.3 | 2.2 | 0.7 | 0.7 | 0.8 | 1.4 | 1.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 37.1 | 30.2 | 30.9 | 37.4 | 28.3 | 28.4 | 34.9 | 8.2 | 8.2 | 37.2 | 10.9 | 11.0 |
| LnGrp LOS | D | C | C | D | C | C | C | A | A | D | B | B |
| Approach Vol, veh/h | | 258 | | | 235 | | | 385 | | | 427 | |
| Approach Delay, s/veh | | 31.6 | | | 30.4 | | | 17.8 | | | 13.9 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.4 | 38.0 | 7.6 | 11.2 | 11.0 | 34.4 | 7.2 | 11.6 |
| 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 | 9.5 | 33.5 | 9.5 | 19.5 | 17.5 | 25.5 | 8.5 | 20.5 |
| Max Q Clear Time (g_c+I1), s | 3.7 | 4.3 | 3.9 | 5.9 | 6.8 | 6.2 | 3.5 | 5.1 |
| Green Ext Time (p_c), s | 0.0 | 1.3 | 0.0 | 0.8 | 0.2 | 1.9 | 0.0 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 21.5 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 48 | 158 | 227 | 242 | 207 | 18 | 183 | 267 | 251 | 18 | 298 | 36 |
| Future Volume (veh/h) | 48 | 158 | 227 | 242 | 207 | 18 | 183 | 267 | 251 | 18 | 298 | 36 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 49 | 163 | 234 | 249 | 213 | 19 | 189 | 275 | 259 | 19 | 307 | 37 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 76 | 642 | 286 | 348 | 788 | 70 | 234 | 814 | 726 | 39 | 1238 | 552 |
| Arrive On Green | 0.04 | 0.18 | 0.18 | 0.10 | 0.24 | 0.24 | 0.13 | 0.46 | 0.46 | 0.02 | 0.35 | 0.35 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3303 | 292 | 1781 | 1777 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 49 | 163 | 234 | 249 | 114 | 118 | 189 | 275 | 259 | 19 | 307 | 37 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1818 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 2.0 | 3.0 | 10.7 | 5.3 | 3.9 | 4.0 | 7.8 | 7.5 | 8.0 | 0.8 | 4.6 | 1.2 |
| Cycle Q Clear(g_c), s | 2.0 | 3.0 | 10.7 | 5.3 | 3.9 | 4.0 | 7.8 | 7.5 | 8.0 | 0.8 | 4.6 | 1.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.16 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 76 | 642 | 286 | 348 | 424 | 434 | 234 | 814 | 726 | 39 | 1238 | 552 |
| V/C Ratio(X) | 0.65 | 0.25 | 0.82 | 0.72 | 0.27 | 0.27 | 0.81 | 0.34 | 0.36 | 0.49 | 0.25 | 0.07 |
| Avail Cap(c_a), veh/h | 177 | 920 | 410 | 574 | 578 | 591 | 461 | 814 | 726 | 130 | 1238 | 552 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 35.5 | 26.5 | 29.7 | 32.8 | 23.3 | 23.4 | 31.8 | 13.1 | 13.2 | 36.4 | 17.5 | 16.4 |
| Incr Delay (d2), s/veh | 8.9 | 0.2 | 8.3 | 2.8 | 0.3 | 0.3 | 6.5 | 1.1 | 1.4 | 9.3 | 0.5 | 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 | 1.0 | 1.1 | 4.3 | 2.1 | 1.5 | 1.5 | 3.5 | 2.7 | 2.6 | 0.4 | 1.7 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 44.4 | 26.7 | 38.0 | 35.6 | 23.7 | 23.7 | 38.3 | 14.2 | 14.6 | 45.7 | 18.0 | 16.6 |
| LnGrp LOS | D | C | D | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 446 | | | 481 | | | 723 | | | 363 | |
| Approach Delay, s/veh | | 34.6 | | | 29.8 | | | 20.6 | | | 19.3 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.1 | 39.0 | 12.1 | 18.1 | 14.4 | 30.7 | 7.7 | 22.5 |
| 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 | 5.5 | 34.5 | 12.5 | 19.5 | 19.5 | 20.5 | 7.5 | 24.5 |
| Max Q Clear Time (g_c+I1), s | 12.8 | 10.0 | 7.3 | 12.7 | 9.8 | 6.6 | 4.0 | 6.0 |
| Green Ext Time (p_c), s | 0.0 | 3.0 | 0.4 | 0.9 | 0.3 | 1.5 | 0.0 | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 25.7 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 406 | 5 | 254 | 355 | 462 | 0 | 0 | 265 | 486 |
| Future Volume (veh/h) | 0 | 0 | 0 | 406 | 5 | 254 | 355 | 462 | 0 | 0 | 265 | 486 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 423 | 5 | 265 | 370 | 481 | 0 | 0 | 276 | 506 |
| Peak Hour Factor | | | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 494 | 6 | 444 | 414 | 2177 | 0 | 0 | 580 | 518 |
| Arrive On Green | | | | 0.28 | 0.28 | 0.28 | 0.23 | 0.61 | 0.00 | 0.00 | 0.33 | 0.33 |
| Sat Flow, veh/h | | | | 1761 | 21 | 1585 | 1781 | 3647 | 0 | 0 | 1870 | 1585 |
| Grp Volume(v), veh/h | | | | 428 | 0 | 265 | 370 | 481 | 0 | 0 | 276 | 506 |
| Grp Sat Flow(s),veh/h/ln | | | | 1782 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 19.1 | 0.0 | 12.1 | 16.9 | 5.1 | 0.0 | 0.0 | 10.4 | 26.5 |
| Cycle Q Clear(g_c), s | | | | 19.1 | 0.0 | 12.1 | 16.9 | 5.1 | 0.0 | 0.0 | 10.4 | 26.5 |
| Prop In Lane | | | | 0.99 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 500 | 0 | 444 | 414 | 2177 | 0 | 0 | 580 | 518 |
| V/C Ratio(X) | | | | 0.86 | 0.00 | 0.60 | 0.89 | 0.22 | 0.00 | 0.00 | 0.48 | 0.98 |
| Avail Cap(c_a), veh/h | | | | 625 | 0 | 556 | 540 | 2177 | 0 | 0 | 580 | 518 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 28.7 | 0.0 | 26.1 | 31.3 | 7.3 | 0.0 | 0.0 | 22.6 | 28.0 |
| Incr Delay (d2), s/veh | | | | 9.5 | 0.0 | 1.3 | 14.2 | 0.2 | 0.0 | 0.0 | 2.8 | 34.3 |
| 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 | | | | 9.2 | 0.0 | 4.6 | 8.2 | 1.5 | 0.0 | 0.0 | 4.3 | 13.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | | | 38.1 | 0.0 | 27.4 | 45.5 | 7.5 | 0.0 | 0.0 | 25.3 | 62.3 |
| LnGrp LOS | | | | D | | C | D | A | | | C | E |
| Approach Vol, veh/h | | | | | 693 | | | 851 | | | 782 | |
| Approach Delay, s/veh | | | | | 34.0 | | | 24.0 | | | 49.2 | |
| Approach LOS | | | | | C | | | C | | | D | |

| Timer - Assigned Phs | 2 | | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 56.0 | | 24.0 | 32.0 | | 28.1 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 51.5 | | 25.5 | 21.5 | | 29.5 |
| Max Q Clear Time (g_c+I1), s | 7.1 | | 18.9 | 28.5 | | 21.1 |
| Green Ext Time (p_c), s | 3.0 | | 0.6 | 0.0 | | 2.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 35.5 |
| HCM 7th LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 330 | 4 | 503 | 0 | 0 | 0 | 0 | 464 | 381 | 170 | 519 | 0 |
| Future Volume (veh/h) | 330 | 4 | 503 | 0 | 0 | 0 | 0 | 464 | 381 | 170 | 519 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | | | | 0 | 1870 | 1870 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 355 | 4 | 541 | | | | 0 | 499 | 410 | 183 | 558 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | | | | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 554 | 4 | 490 | | | | 0 | 769 | 631 | 221 | 2093 | 0 |
| Arrive On Green | 0.31 | 0.31 | 0.31 | | | | 0.00 | 0.41 | 0.41 | 0.12 | 0.59 | 0.00 |
| Sat Flow, veh/h | 1781 | 12 | 1575 | | | | 0 | 1946 | 1521 | 1781 | 3647 | 0 |
| Grp Volume(v), veh/h | 355 | 0 | 545 | | | | 0 | 479 | 430 | 183 | 558 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1587 | | | | 0 | 1777 | 1597 | 1781 | 1777 | 0 |
| Q Serve(g_s), s | 15.4 | 0.0 | 28.0 | | | | 0.0 | 19.4 | 19.4 | 9.0 | 6.9 | 0.0 |
| Cycle Q Clear(g_c), s | 15.4 | 0.0 | 28.0 | | | | 0.0 | 19.4 | 19.4 | 9.0 | 6.9 | 0.0 |
| Prop In Lane | 1.00 | | 0.99 | | | | 0.00 | | 0.95 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 554 | 0 | 494 | | | | 0 | 737 | 663 | 221 | 2093 | 0 |
| V/C Ratio(X) | 0.64 | 0.00 | 1.10 | | | | 0.00 | 0.65 | 0.65 | 0.83 | 0.27 | 0.00 |
| Avail Cap(c_a), veh/h | 554 | 0 | 494 | | | | 0 | 737 | 663 | 350 | 2093 | 0 |
| 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 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 26.7 | 0.0 | 31.0 | | | | 0.0 | 21.1 | 21.1 | 38.5 | 9.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.5 | 0.0 | 72.0 | | | | 0.0 | 4.4 | 4.9 | 8.9 | 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 |
| %ile BackOfQ(50%),veh/ln | 6.7 | 0.0 | 20.1 | | | | 0.0 | 8.0 | 7.3 | 4.2 | 2.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 29.2 | 0.0 | 103.0 | | | | 0.0 | 25.5 | 26.0 | 47.4 | 9.3 | 0.0 |
| LnGrp LOS | C | | F | | | | | C | C | D | A | |
| Approach Vol, veh/h | | 900 | | | | | | 909 | | | 741 | |
| Approach Delay, s/veh | | 73.8 | | | | | | 25.7 | | | 18.7 | |
| Approach LOS | | E | | | | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 4 | 6 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.7 | 41.8 | 32.5 | 57.5 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 17.3 | 30.8 | 28.0 | 53.0 |
| Max Q Clear Time (g_c+I1), s | 11.0 | 21.4 | 30.0 | 8.9 |
| Green Ext Time (p_c), s | 0.2 | 3.6 | 0.0 | 3.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 40.7 |
| HCM 7th LOS | D |

**Notes**

User approved volume balancing among the lanes for turning movement.



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 536 | 106 | 156 | 630 | 129 | 149 |
| Future Volume (veh/h) | 536 | 106 | 156 | 630 | 129 | 149 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 646 | 128 | 188 | 759 | 155 | 180 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1203 | 238 | 231 | 2108 | 524 | 466 |
| Arrive On Green | 0.41 | 0.41 | 0.13 | 0.59 | 0.29 | 0.29 |
| Sat Flow, veh/h | 3050 | 585 | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h | 388 | 386 | 188 | 759 | 155 | 180 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1765 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s | 13.2 | 13.3 | 8.2 | 8.8 | 5.4 | 7.2 |
| Cycle Q Clear(g_c), s | 13.2 | 13.3 | 8.2 | 8.8 | 5.4 | 7.2 |
| Prop In Lane | | 0.33 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 723 | 718 | 231 | 2108 | 524 | 466 |
| V/C Ratio(X) | 0.54 | 0.54 | 0.81 | 0.36 | 0.30 | 0.39 |
| Avail Cap(c_a), veh/h | 723 | 718 | 457 | 2558 | 524 | 466 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.0 | 18.0 | 33.8 | 8.4 | 21.8 | 22.4 |
| Incr Delay (d2), s/veh | 2.8 | 2.9 | 6.8 | 0.1 | 1.4 | 2.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.2 | 5.2 | 3.7 | 2.5 | 2.3 | 2.7 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 20.8 | 20.9 | 40.6 | 8.5 | 23.2 | 24.8 |
| LnGrp LOS | C | C | D | A | C | C |
| Approach Vol, veh/h | 774 | | | 947 | 335 | |
| Approach Delay, s/veh | 20.8 | | | 14.9 | 24.1 | |
| Approach LOS | C | | | B | C | |

| Timer - Assigned Phs | 2 | 3 | 4 | | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 28.0 | 14.9 | 37.0 | | 51.9 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 23.5 | 20.5 | 32.5 | | 57.5 |
| Max Q Clear Time (g_c+I1), s | 9.2 | 10.2 | 15.3 | | 10.8 |
| Green Ext Time (p_c), s | 0.9 | 0.3 | 4.0 | | 5.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 18.6 |
| HCM 7th LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 14.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 77 | 289 | 243 | 265 | 198 | 89 |
| Future Vol, veh/h | 77 | 289 | 243 | 265 | 198 | 89 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 103 | 385 | 324 | 353 | 264 | 119 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1325 | 323 | 383 | 0 | - | 0 |
| Stage 1 | 323 | - | - | - | - | - |
| Stage 2 | 1001 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 172 | 718 | 1176 | - | - | - |
| Stage 1 | 734 | - | - | - | - | - |
| Stage 2 | 355 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 113 | 718 | 1176 | - | - | - |
| Mov Cap-2 Maneuver | 113 | - | - | - | - | - |
| Stage 1 | 482 | - | - | - | - | - |
| Stage 2 | 355 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 40.23 | 4.41 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 861 | - | 113 | 718 | - | - |
| HCM Lane V/C Ratio | 0.276 | - | 0.909 | 0.537 | - | - |
| HCM Control Delay (s/veh) | 9.2 | 0 | 132.4 | 15.7 | - | - |
| HCM Lane LOS | A | A | F | C | - | - |
| HCM 95th %tile Q(veh) | 1.1 | - | 5.6 | 3.2 | - | - |

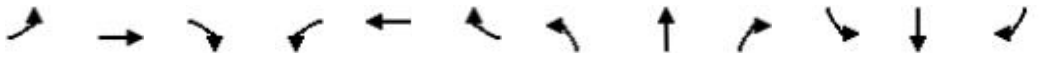
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 49 | 6 | 490 | 548 | 4 |
| Future Vol, veh/h | 13 | 49 | 6 | 490 | 548 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 66 | 8 | 662 | 741 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1422 | 743 | 746 | 0 | - | 0 |
| Stage 1 | 743 | - | - | - | - | - |
| Stage 2 | 678 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 150 | 415 | 862 | - | - | - |
| Stage 1 | 470 | - | - | - | - | - |
| Stage 2 | 504 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 148 | 415 | 862 | - | - | - |
| Mov Cap-2 Maneuver | 148 | - | - | - | - | - |
| Stage 1 | 463 | - | - | - | - | - |
| Stage 2 | 504 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 21.51 | 0.11 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 22 | - | 301 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.278 | - | - |
| HCM Control Delay (s/veh) | 9.2 | 0 | 21.5 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 1.1 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 169 | 255 | 95 | 17 | 230 | 96 | 75 | 250 | 26 | 128 | 279 | 255 |
| Future Volume (veh/h) | 169 | 255 | 95 | 17 | 230 | 96 | 75 | 250 | 26 | 128 | 279 | 255 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 211 | 319 | 119 | 21 | 288 | 120 | 94 | 312 | 32 | 160 | 349 | 319 |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 258 | 525 | 445 | 42 | 393 | 160 | 121 | 1078 | 110 | 202 | 704 | 826 |
| Arrive On Green | 0.14 | 0.28 | 0.28 | 0.02 | 0.16 | 0.16 | 0.07 | 0.33 | 0.33 | 0.11 | 0.38 | 0.38 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 2464 | 1003 | 1781 | 3256 | 332 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 211 | 319 | 119 | 21 | 206 | 202 | 94 | 169 | 175 | 160 | 349 | 319 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1690 | 1781 | 1777 | 1811 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 8.2 | 10.6 | 4.2 | 0.8 | 7.9 | 8.2 | 3.7 | 5.0 | 5.1 | 6.3 | 10.3 | 8.6 |
| Cycle Q Clear(g_c), s | 8.2 | 10.6 | 4.2 | 0.8 | 7.9 | 8.2 | 3.7 | 5.0 | 5.1 | 6.3 | 10.3 | 8.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.59 | 1.00 | | 0.18 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 258 | 525 | 445 | 42 | 283 | 269 | 121 | 588 | 600 | 202 | 704 | 826 |
| V/C Ratio(X) | 0.82 | 0.61 | 0.27 | 0.49 | 0.73 | 0.75 | 0.77 | 0.29 | 0.29 | 0.79 | 0.50 | 0.39 |
| Avail Cap(c_a), veh/h | 435 | 788 | 667 | 132 | 446 | 424 | 236 | 588 | 600 | 387 | 704 | 826 |
| 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 | 29.7 | 22.4 | 20.1 | 34.6 | 28.7 | 28.8 | 32.9 | 17.7 | 17.8 | 31.0 | 17.1 | 10.3 |
| Incr Delay (d2), s/veh | 6.3 | 1.1 | 0.3 | 8.6 | 3.5 | 4.2 | 10.0 | 1.2 | 1.2 | 6.8 | 2.5 | 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 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.6 | 4.2 | 1.4 | 0.4 | 3.2 | 3.2 | 1.8 | 2.0 | 2.1 | 2.9 | 4.3 | 2.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 36.0 | 23.5 | 20.4 | 43.2 | 32.2 | 33.0 | 42.8 | 19.0 | 19.0 | 37.8 | 19.6 | 11.6 |
| LnGrp LOS | D | C | C | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 649 | | | 429 | | | 438 | | | 828 | |
| Approach Delay, s/veh | | 27.0 | | | 33.1 | | | 24.1 | | | 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 | 12.6 | 28.3 | 6.2 | 24.6 | 9.4 | 31.5 | 14.9 | 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 | 15.6 | 20.9 | 5.3 | 30.2 | 9.5 | 27.0 | 17.5 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 8.3 | 7.1 | 2.8 | 12.6 | 5.7 | 12.3 | 10.2 | 10.2 |
| Green Ext Time (p_c), s | 0.2 | 1.4 | 0.0 | 1.8 | 0.1 | 2.6 | 0.3 | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 25.1 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 60 | 350 | 55 | 44 | 247 | 38 | 113 | 237 | 43 | 64 | 265 | 57 |
| Future Volume (veh/h) | 60 | 350 | 55 | 44 | 247 | 38 | 113 | 237 | 43 | 64 | 265 | 57 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 70 | 407 | 64 | 51 | 287 | 44 | 131 | 276 | 50 | 74 | 308 | 66 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 98 | 573 | 89 | 82 | 548 | 83 | 170 | 1313 | 235 | 101 | 1158 | 245 |
| Arrive On Green | 0.06 | 0.19 | 0.19 | 0.05 | 0.18 | 0.18 | 0.10 | 0.44 | 0.44 | 0.06 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1781 | 3080 | 481 | 1781 | 3094 | 469 | 1781 | 3012 | 538 | 1781 | 2919 | 617 |
| Grp Volume(v), veh/h | 70 | 234 | 237 | 51 | 163 | 168 | 131 | 161 | 165 | 74 | 186 | 188 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1784 | 1781 | 1777 | 1786 | 1781 | 1777 | 1773 | 1781 | 1777 | 1759 |
| Q Serve(g_s), s | 2.5 | 8.1 | 8.2 | 1.8 | 5.4 | 5.6 | 4.7 | 3.7 | 3.8 | 2.7 | 4.6 | 4.7 |
| Cycle Q Clear(g_c), s | 2.5 | 8.1 | 8.2 | 1.8 | 5.4 | 5.6 | 4.7 | 3.7 | 3.8 | 2.7 | 4.6 | 4.7 |
| Prop In Lane | 1.00 | | 0.27 | 1.00 | | 0.26 | 1.00 | | 0.30 | 1.00 | | 0.35 |
| Lane Grp Cap(c), veh/h | 98 | 331 | 332 | 82 | 315 | 317 | 170 | 775 | 773 | 101 | 705 | 698 |
| V/C Ratio(X) | 0.71 | 0.71 | 0.72 | 0.62 | 0.52 | 0.53 | 0.77 | 0.21 | 0.21 | 0.73 | 0.26 | 0.27 |
| Avail Cap(c_a), veh/h | 313 | 639 | 641 | 232 | 557 | 560 | 450 | 775 | 773 | 313 | 705 | 698 |
| 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 | 30.4 | 24.9 | 25.0 | 30.6 | 24.4 | 24.4 | 28.9 | 11.4 | 11.5 | 30.4 | 13.3 | 13.3 |
| Incr Delay (d2), s/veh | 9.2 | 2.8 | 2.9 | 7.4 | 1.3 | 1.4 | 7.1 | 0.6 | 0.6 | 9.9 | 0.9 | 0.9 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 3.2 | 3.3 | 0.9 | 2.2 | 2.2 | 2.2 | 1.3 | 1.3 | 1.3 | 1.7 | 1.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 39.6 | 27.7 | 27.9 | 38.0 | 25.7 | 25.8 | 36.0 | 12.1 | 12.1 | 40.2 | 14.2 | 14.3 |
| LnGrp LOS | D | C | C | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 541 | | | 382 | | | 457 | | | 448 | |
| Approach Delay, s/veh | | 29.3 | | | 27.4 | | | 18.9 | | | 18.5 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.2 | 33.0 | 7.5 | 16.7 | 10.8 | 30.4 | 8.1 | 16.1 |
| 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 | 11.5 | 28.5 | 8.5 | 23.5 | 16.5 | 23.5 | 11.5 | 20.5 |
| Max Q Clear Time (g_c+I1), s | 4.7 | 5.8 | 3.8 | 10.2 | 6.7 | 6.7 | 4.5 | 7.6 |
| Green Ext Time (p_c), s | 0.1 | 1.6 | 0.0 | 2.0 | 0.2 | 1.7 | 0.1 | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.7 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 25 | 285 | 243 | 312 | 275 | 36 | 187 | 138 | 180 | 45 | 235 | 55 |
| Future Volume (veh/h) | 25 | 285 | 243 | 312 | 275 | 36 | 187 | 138 | 180 | 45 | 235 | 55 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 26 | 297 | 253 | 325 | 286 | 38 | 195 | 144 | 188 | 47 | 245 | 57 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 49 | 684 | 305 | 425 | 909 | 120 | 239 | 735 | 656 | 73 | 1140 | 508 |
| Arrive On Green | 0.03 | 0.19 | 0.19 | 0.12 | 0.29 | 0.29 | 0.13 | 0.41 | 0.41 | 0.04 | 0.32 | 0.32 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3157 | 415 | 1781 | 1777 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 26 | 297 | 253 | 325 | 160 | 164 | 195 | 144 | 188 | 47 | 245 | 57 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1796 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 1.1 | 5.8 | 12.0 | 7.1 | 5.5 | 5.6 | 8.3 | 4.0 | 6.2 | 2.0 | 3.9 | 2.0 |
| Cycle Q Clear(g_c), s | 1.1 | 5.8 | 12.0 | 7.1 | 5.5 | 5.6 | 8.3 | 4.0 | 6.2 | 2.0 | 3.9 | 2.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.23 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 49 | 684 | 305 | 425 | 512 | 517 | 239 | 735 | 656 | 73 | 1140 | 508 |
| V/C Ratio(X) | 0.53 | 0.43 | 0.83 | 0.76 | 0.31 | 0.32 | 0.82 | 0.20 | 0.29 | 0.65 | 0.21 | 0.11 |
| Avail Cap(c_a), veh/h | 127 | 840 | 374 | 640 | 622 | 628 | 421 | 735 | 656 | 150 | 1140 | 508 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 37.6 | 27.9 | 30.4 | 33.2 | 21.8 | 21.9 | 33.0 | 14.6 | 15.3 | 37.0 | 19.4 | 18.7 |
| Incr Delay (d2), s/veh | 8.6 | 0.4 | 12.2 | 3.0 | 0.3 | 0.3 | 6.8 | 0.6 | 1.1 | 9.2 | 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 | 2.2 | 5.1 | 2.9 | 2.1 | 2.1 | 3.7 | 1.5 | 2.1 | 1.0 | 1.5 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 46.1 | 28.3 | 42.6 | 36.3 | 22.2 | 22.2 | 39.7 | 15.2 | 16.4 | 46.2 | 19.8 | 19.2 |
| LnGrp LOS | D | C | D | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 576 | | | 649 | | | 527 | | | 349 | |
| Approach Delay, s/veh | | 35.4 | | | 29.2 | | | 24.7 | | | 23.3 | |
| Approach LOS | | D | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.7 | 36.9 | 14.1 | 19.6 | 15.0 | 29.6 | 6.7 | 27.0 |
| 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 | 5.6 | 32.4 | 14.5 | 18.5 | 18.5 | 20.5 | 5.6 | 27.4 |
| Max Q Clear Time (g_c+I1), s | 4.0 | 8.2 | 9.1 | 14.0 | 10.3 | 5.9 | 3.1 | 7.6 |
| Green Ext Time (p_c), s | 0.0 | 1.7 | 0.5 | 1.1 | 0.3 | 1.2 | 0.0 | 1.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 28.8 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 343 | 5 | 192 | 501 | 362 | 0 | 0 | 410 | 473 |
| Future Volume (veh/h) | 0 | 0 | 0 | 343 | 5 | 192 | 501 | 362 | 0 | 0 | 410 | 473 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 357 | 5 | 200 | 522 | 377 | 0 | 0 | 427 | 493 |
| Peak Hour Factor | | | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 399 | 6 | 360 | 559 | 2386 | 0 | 0 | 545 | 486 |
| Arrive On Green | | | | 0.23 | 0.23 | 0.23 | 0.31 | 0.67 | 0.00 | 0.00 | 0.31 | 0.31 |
| Sat Flow, veh/h | | | | 1758 | 25 | 1585 | 1781 | 3647 | 0 | 0 | 1870 | 1585 |
| Grp Volume(v), veh/h | | | | 362 | 0 | 200 | 522 | 377 | 0 | 0 | 427 | 493 |
| Grp Sat Flow(s),veh/h/ln | | | | 1782 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 17.5 | 0.0 | 9.9 | 25.2 | 3.5 | 0.0 | 0.0 | 19.4 | 27.2 |
| Cycle Q Clear(g_c), s | | | | 17.5 | 0.0 | 9.9 | 25.2 | 3.5 | 0.0 | 0.0 | 19.4 | 27.2 |
| Prop In Lane | | | | 0.99 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 404 | 0 | 360 | 559 | 2386 | 0 | 0 | 545 | 486 |
| V/C Ratio(X) | | | | 0.90 | 0.00 | 0.56 | 0.93 | 0.16 | 0.00 | 0.00 | 0.78 | 1.01 |
| Avail Cap(c_a), veh/h | | | | 433 | 0 | 385 | 613 | 2386 | 0 | 0 | 545 | 486 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 33.2 | 0.0 | 30.3 | 29.5 | 5.3 | 0.0 | 0.0 | 28.0 | 30.7 |
| Incr Delay (d2), s/veh | | | | 19.9 | 0.0 | 1.5 | 20.6 | 0.1 | 0.0 | 0.0 | 10.7 | 44.2 |
| Initial Q Delay(d3), s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 9.6 | 0.0 | 3.8 | 12.9 | 1.0 | 0.0 | 0.0 | 9.1 | 15.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | | | 53.1 | 0.0 | 31.8 | 50.1 | 5.5 | 0.0 | 0.0 | 38.7 | 74.9 |
| LnGrp LOS | | | | D | | C | D | A | | | D | F |
| Approach Vol, veh/h | | | | | 562 | | | 899 | | | 920 | |
| Approach Delay, s/veh | | | | | 45.5 | | | 31.4 | | | 58.1 | |
| Approach LOS | | | | | D | | | C | | | E | |

| Timer - Assigned Phs | 2 | | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 64.0 | | 32.3 | 31.7 | | 24.6 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 59.5 | | 30.5 | 24.5 | | 21.5 |
| Max Q Clear Time (g_c+I1), s | 5.5 | | 27.2 | 29.2 | | 19.5 |
| Green Ext Time (p_c), s | 2.3 | | 0.6 | 0.0 | | 0.6 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 45.1 | |
| HCM 7th LOS | D | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 210 | 2 | 455 | 0 | 0 | 0 | 0 | 626 | 439 | 240 | 516 | 0 |
| Future Volume (veh/h) | 210 | 2 | 455 | 0 | 0 | 0 | 0 | 626 | 439 | 240 | 516 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | | | | 0 | 1870 | 1870 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 214 | 2 | 464 | | | | 0 | 639 | 448 | 245 | 527 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 378 | 1 | 335 | | | | 0 | 954 | 668 | 285 | 2444 | 0 |
| Arrive On Green | 0.21 | 0.21 | 0.21 | | | | 0.00 | 0.48 | 0.48 | 0.16 | 0.69 | 0.00 |
| Sat Flow, veh/h | 1781 | 7 | 1579 | | | | 0 | 2091 | 1398 | 1781 | 3647 | 0 |
| Grp Volume(v), veh/h | 214 | 0 | 466 | | | | 0 | 568 | 519 | 245 | 527 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1586 | | | | 0 | 1777 | 1619 | 1781 | 1777 | 0 |
| Q Serve(g_s), s | 9.7 | 0.0 | 19.1 | | | | 0.0 | 22.1 | 22.2 | 12.1 | 4.9 | 0.0 |
| Cycle Q Clear(g_c), s | 9.7 | 0.0 | 19.1 | | | | 0.0 | 22.1 | 22.2 | 12.1 | 4.9 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | | | 0.00 | | 0.86 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 378 | 0 | 337 | | | | 0 | 849 | 773 | 285 | 2444 | 0 |
| V/C Ratio(X) | 0.57 | 0.00 | 1.38 | | | | 0.00 | 0.67 | 0.67 | 0.86 | 0.22 | 0.00 |
| Avail Cap(c_a), veh/h | 378 | 0 | 337 | | | | 0 | 849 | 773 | 428 | 2444 | 0 |
| 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 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 31.7 | 0.0 | 35.5 | | | | 0.0 | 18.1 | 18.1 | 36.8 | 5.2 | 0.0 |
| Incr Delay (d2), s/veh | 2.0 | 0.0 | 190.5 | | | | 0.0 | 4.2 | 4.6 | 10.8 | 0.2 | 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 |
| %ile BackOfQ(50%),veh/ln | 4.3 | 0.0 | 25.0 | | | | 0.0 | 8.7 | 8.1 | 5.7 | 1.3 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 33.7 | 0.0 | 225.9 | | | | 0.0 | 22.2 | 22.7 | 47.6 | 5.4 | 0.0 |
| LnGrp LOS | C | | F | | | | | C | C | D | A | |
| Approach Vol, veh/h | | 680 | | | | | | 1087 | | | 772 | |
| Approach Delay, s/veh | | 165.4 | | | | | | 22.4 | | | 18.8 | |
| Approach LOS | | F | | | | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 4 | 6 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 18.9 | 47.5 | 23.6 | 66.4 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 21.6 | 35.8 | 19.1 | 61.9 |
| Max Q Clear Time (g_c+I1), s | 14.1 | 24.2 | 21.1 | 6.9 |
| Green Ext Time (p_c), s | 0.4 | 5.0 | 0.0 | 3.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 59.6 |
| HCM 7th LOS | E |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 661 | 158 | 275 | 479 | 90 | 184 |
| Future Volume (veh/h) | 661 | 158 | 275 | 479 | 90 | 184 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 796 | 190 | 331 | 577 | 108 | 222 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1080 | 258 | 376 | 2291 | 440 | 391 |
| Arrive On Green | 0.38 | 0.38 | 0.21 | 0.64 | 0.25 | 0.25 |
| Sat Flow, veh/h | 2939 | 679 | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h | 497 | 489 | 331 | 577 | 108 | 222 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1748 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s | 20.0 | 20.0 | 14.9 | 5.7 | 4.0 | 10.2 |
| Cycle Q Clear(g_c), s | 20.0 | 20.0 | 14.9 | 5.7 | 4.0 | 10.2 |
| Prop In Lane | | 0.39 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 674 | 663 | 376 | 2291 | 440 | 391 |
| V/C Ratio(X) | 0.74 | 0.74 | 0.88 | 0.25 | 0.25 | 0.57 |
| Avail Cap(c_a), veh/h | 674 | 663 | 526 | 2589 | 440 | 391 |
| 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 | 22.2 | 22.2 | 31.7 | 6.3 | 25.1 | 27.4 |
| Incr Delay (d2), s/veh | 7.1 | 7.2 | 12.1 | 0.1 | 1.3 | 5.9 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.6 | 8.5 | 7.1 | 1.5 | 1.8 | 4.1 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 29.3 | 29.4 | 43.8 | 6.3 | 26.4 | 33.2 |
| LnGrp LOS | C | C | D | A | C | C |
| Approach Vol, veh/h | 986 | | | 908 | 330 | |
| Approach Delay, s/veh | 29.3 | | | 20.0 | 31.0 | |
| Approach LOS | C | | | B | C | |

| Timer - Assigned Phs | 2 | 3 | 4 | | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 25.0 | 22.0 | 36.0 | | 58.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 20.5 | 24.5 | 31.5 | | 60.5 |
| Max Q Clear Time (g_c+I1), s | 12.2 | 16.9 | 22.0 | | 7.7 |
| Green Ext Time (p_c), s | 0.7 | 0.6 | 3.9 | | 3.8 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 25.8 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 235 | 122 | 290 | 443 | 18 |
| Future Vol, veh/h | 25 | 235 | 122 | 290 | 443 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 34 | 318 | 165 | 392 | 599 | 24 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1332 | 611 | 623 | 0 | - | 0 |
| Stage 1 | 611 | - | - | - | - | - |
| Stage 2 | 722 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 170 | 494 | 958 | - | - | - |
| Stage 1 | 542 | - | - | - | - | - |
| Stage 2 | 481 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 133 | 494 | 958 | - | - | - |
| Mov Cap-2 Maneuver | 133 | - | - | - | - | - |
| Stage 1 | 423 | - | - | - | - | - |
| Stage 2 | 481 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 26.1 | 2.82 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 533 | - | 133 | 494 | - | - |
| HCM Lane V/C Ratio | 0.172 | - | 0.255 | 0.643 | - | - |
| HCM Control Delay (s/veh) | 9.5 | 0 | 41.2 | 24.5 | - | - |
| HCM Lane LOS | A | A | E | C | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | 1 | 4.5 | - | - |

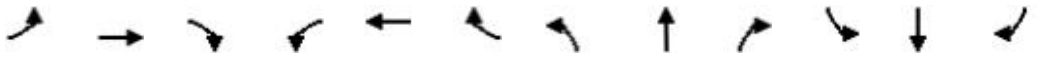
| Intersection | |
|---|---|
| Int Delay, s/veh | 3.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 44 | 115 | 457 | 629 | 43 |
| Future Vol, veh/h | 16 | 44 | 115 | 457 | 629 | 43 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 59 | 153 | 609 | 839 | 57 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1783 | 867 | 896 | 0 | - | 0 |
| Stage 1 | 867 | - | - | - | - | - |
| Stage 2 | 916 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 90 | 352 | 757 | - | - | - |
| Stage 1 | 411 | - | - | - | - | - |
| Stage 2 | 390 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 62 | 352 | 757 | - | - | - |
| Mov Cap-2 Maneuver | 62 | - | - | - | - | - |
| Stage 1 | 285 | - | - | - | - | - |
| Stage 2 | 390 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 49.4 | 8 2.2 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 362 | - | 157 | - | - |
| HCM Lane V/C Ratio | 0.202 | - | 0.509 | - | - |
| HCM Control Delay (s/veh) | 11 | 0 | 49.5 | - | - |
| HCM Lane LOS | B | A | E | - | - |
| HCM 95th %tile Q(veh) | 0.8 | - | 2.5 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 291 | 152 | 49 | 19 | 163 | 114 | 78 | 210 | 10 | 82 | 314 | 244 |
| Future Volume (veh/h) | 291 | 152 | 49 | 19 | 163 | 114 | 78 | 210 | 10 | 82 | 314 | 244 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 320 | 167 | 54 | 21 | 179 | 125 | 86 | 231 | 11 | 90 | 345 | 268 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 368 | 584 | 495 | 42 | 265 | 175 | 111 | 1217 | 58 | 117 | 665 | 891 |
| Arrive On Green | 0.21 | 0.31 | 0.31 | 0.02 | 0.13 | 0.13 | 0.06 | 0.35 | 0.35 | 0.07 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 2049 | 1354 | 1781 | 3454 | 164 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 320 | 167 | 54 | 21 | 154 | 150 | 86 | 118 | 124 | 90 | 345 | 268 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1627 | 1781 | 1777 | 1841 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 12.7 | 4.9 | 1.8 | 0.9 | 6.0 | 6.5 | 3.5 | 3.4 | 3.4 | 3.6 | 10.7 | 6.5 |
| Cycle Q Clear(g_c), s | 12.7 | 4.9 | 1.8 | 0.9 | 6.0 | 6.5 | 3.5 | 3.4 | 3.4 | 3.6 | 10.7 | 6.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.83 | 1.00 | | 0.09 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 368 | 584 | 495 | 42 | 230 | 211 | 111 | 626 | 649 | 117 | 665 | 891 |
| V/C Ratio(X) | 0.87 | 0.29 | 0.11 | 0.50 | 0.67 | 0.71 | 0.77 | 0.19 | 0.19 | 0.77 | 0.52 | 0.30 |
| Avail Cap(c_a), veh/h | 475 | 824 | 698 | 129 | 437 | 400 | 207 | 626 | 649 | 248 | 665 | 891 |
| 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 | 28.1 | 19.0 | 17.9 | 35.3 | 30.3 | 30.5 | 33.8 | 16.4 | 16.4 | 33.6 | 18.6 | 8.4 |
| Incr Delay (d2), s/veh | 13.1 | 0.3 | 0.1 | 8.7 | 3.3 | 4.4 | 10.9 | 0.7 | 0.7 | 10.3 | 2.9 | 0.9 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.1 | 1.9 | 0.6 | 0.4 | 2.5 | 2.5 | 1.7 | 1.3 | 1.4 | 1.8 | 4.6 | 1.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 41.1 | 19.3 | 18.0 | 44.0 | 33.7 | 35.0 | 44.7 | 17.1 | 17.1 | 43.9 | 21.5 | 9.3 |
| LnGrp LOS | D | B | B | D | C | C | D | B | B | D | C | A |
| Approach Vol, veh/h | | 541 | | | 325 | | | 328 | | | 703 | |
| Approach Delay, s/veh | | 32.1 | | | 34.9 | | | 24.3 | | | 19.7 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.3 | 30.3 | 6.2 | 27.3 | 9.1 | 30.5 | 19.6 | 14.0 |
| 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 | 10.2 | 24.3 | 5.3 | 32.2 | 8.5 | 26.0 | 19.5 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 5.6 | 5.4 | 2.9 | 6.9 | 5.5 | 12.7 | 14.7 | 8.5 |
| Green Ext Time (p_c), s | 0.1 | 1.1 | 0.0 | 0.9 | 0.0 | 2.3 | 0.4 | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 26.6 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 39 | 137 | 58 | 49 | 147 | 17 | 126 | 234 | 23 | 44 | 270 | 85 |
| Future Volume (veh/h) | 39 | 137 | 58 | 49 | 147 | 17 | 126 | 234 | 23 | 44 | 270 | 85 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 43 | 151 | 64 | 54 | 162 | 19 | 138 | 257 | 25 | 48 | 297 | 93 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 74 | 258 | 105 | 86 | 357 | 41 | 179 | 1709 | 165 | 80 | 1247 | 383 |
| Arrive On Green | 0.04 | 0.10 | 0.10 | 0.05 | 0.11 | 0.11 | 0.10 | 0.52 | 0.52 | 0.04 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1781 | 2466 | 1001 | 1781 | 3209 | 371 | 1781 | 3274 | 316 | 1781 | 2677 | 822 |
| Grp Volume(v), veh/h | 43 | 107 | 108 | 54 | 89 | 92 | 138 | 138 | 144 | 48 | 195 | 195 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1690 | 1781 | 1777 | 1804 | 1781 | 1777 | 1814 | 1781 | 1777 | 1722 |
| Q Serve(g_s), s | 1.5 | 3.7 | 3.9 | 1.9 | 3.0 | 3.1 | 4.8 | 2.6 | 2.6 | 1.7 | 4.2 | 4.4 |
| Cycle Q Clear(g_c), s | 1.5 | 3.7 | 3.9 | 1.9 | 3.0 | 3.1 | 4.8 | 2.6 | 2.6 | 1.7 | 4.2 | 4.4 |
| Prop In Lane | 1.00 | | 0.59 | 1.00 | | 0.21 | 1.00 | | 0.17 | 1.00 | | 0.48 |
| Lane Grp Cap(c), veh/h | 74 | 186 | 177 | 86 | 198 | 201 | 179 | 927 | 946 | 80 | 828 | 802 |
| V/C Ratio(X) | 0.58 | 0.57 | 0.61 | 0.63 | 0.45 | 0.46 | 0.77 | 0.15 | 0.15 | 0.60 | 0.24 | 0.24 |
| Avail Cap(c_a), veh/h | 236 | 540 | 513 | 264 | 567 | 576 | 486 | 927 | 946 | 264 | 828 | 802 |
| 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 | 30.2 | 27.4 | 27.5 | 30.0 | 26.7 | 26.7 | 28.1 | 8.0 | 8.0 | 30.1 | 10.3 | 10.3 |
| Incr Delay (d2), s/veh | 6.9 | 2.8 | 3.4 | 7.4 | 1.6 | 1.6 | 6.8 | 0.3 | 0.3 | 7.1 | 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 | 0.7 | 1.5 | 1.6 | 0.9 | 1.2 | 1.3 | 2.2 | 0.8 | 0.9 | 0.8 | 1.5 | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 37.1 | 30.2 | 30.9 | 37.4 | 28.3 | 28.4 | 34.9 | 8.3 | 8.3 | 37.2 | 11.0 | 11.0 |
| LnGrp LOS | D | C | C | D | C | C | C | A | A | D | B | B |
| Approach Vol, veh/h | | 258 | | | 235 | | | 420 | | | 438 | |
| Approach Delay, s/veh | | 31.6 | | | 30.4 | | | 17.0 | | | 13.9 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.4 | 38.0 | 7.6 | 11.2 | 11.0 | 34.4 | 7.2 | 11.6 |
| 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 | 9.5 | 33.5 | 9.5 | 19.5 | 17.5 | 25.5 | 8.5 | 20.5 |
| Max Q Clear Time (g_c+I1), s | 3.7 | 4.6 | 3.9 | 5.9 | 6.8 | 6.4 | 3.5 | 5.1 |
| Green Ext Time (p_c), s | 0.0 | 1.5 | 0.0 | 0.8 | 0.2 | 1.9 | 0.0 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 21.1 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 48 | 158 | 227 | 267 | 207 | 18 | 183 | 267 | 333 | 18 | 298 | 36 |
| Future Volume (veh/h) | 48 | 158 | 227 | 267 | 207 | 18 | 183 | 267 | 333 | 18 | 298 | 36 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 49 | 163 | 234 | 275 | 213 | 19 | 189 | 275 | 343 | 19 | 307 | 37 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 76 | 640 | 286 | 373 | 812 | 72 | 234 | 806 | 719 | 39 | 1223 | 545 |
| Arrive On Green | 0.04 | 0.18 | 0.18 | 0.11 | 0.25 | 0.25 | 0.13 | 0.45 | 0.45 | 0.02 | 0.34 | 0.34 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3303 | 292 | 1781 | 1777 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 49 | 163 | 234 | 275 | 114 | 118 | 189 | 275 | 343 | 19 | 307 | 37 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1818 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 2.1 | 3.0 | 10.8 | 5.9 | 3.9 | 4.0 | 7.8 | 7.6 | 11.5 | 0.8 | 4.7 | 1.2 |
| Cycle Q Clear(g_c), s | 2.1 | 3.0 | 10.8 | 5.9 | 3.9 | 4.0 | 7.8 | 7.6 | 11.5 | 0.8 | 4.7 | 1.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.16 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 76 | 640 | 286 | 373 | 437 | 447 | 234 | 806 | 719 | 39 | 1223 | 545 |
| V/C Ratio(X) | 0.65 | 0.25 | 0.82 | 0.74 | 0.26 | 0.26 | 0.81 | 0.34 | 0.48 | 0.49 | 0.25 | 0.07 |
| Avail Cap(c_a), veh/h | 176 | 911 | 406 | 568 | 572 | 585 | 457 | 806 | 719 | 129 | 1223 | 545 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 35.9 | 26.8 | 30.0 | 32.9 | 23.1 | 23.1 | 32.1 | 13.4 | 14.5 | 36.8 | 17.9 | 16.8 |
| Incr Delay (d2), s/veh | 9.0 | 0.2 | 8.7 | 2.9 | 0.3 | 0.3 | 6.5 | 1.2 | 2.3 | 9.3 | 0.5 | 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 | 1.0 | 1.2 | 4.3 | 2.4 | 1.5 | 1.5 | 3.5 | 2.8 | 3.8 | 0.4 | 1.8 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 44.9 | 27.0 | 38.6 | 35.7 | 23.4 | 23.5 | 38.7 | 14.6 | 16.8 | 46.1 | 18.4 | 17.0 |
| LnGrp LOS | D | C | D | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 446 | | | 507 | | | 807 | | | 363 | |
| Approach Delay, s/veh | | 35.1 | | | 30.1 | | | 21.2 | | | 19.7 | |
| Approach LOS | | D | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.2 | 39.0 | 12.7 | 18.2 | 14.5 | 30.7 | 7.7 | 23.2 |
| 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 | 5.5 | 34.5 | 12.5 | 19.5 | 19.5 | 20.5 | 7.5 | 24.5 |
| Max Q Clear Time (g_c+I1), s | 12.8 | 13.5 | 7.9 | 12.8 | 9.8 | 6.7 | 4.1 | 6.0 |
| Green Ext Time (p_c), s | 0.0 | 3.4 | 0.4 | 0.9 | 0.3 | 1.5 | 0.0 | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 26.0 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 406 | 5 | 292 | 355 | 506 | 0 | 0 | 277 | 499 |
| Future Volume (veh/h) | 0 | 0 | 0 | 406 | 5 | 292 | 355 | 506 | 0 | 0 | 277 | 499 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 423 | 5 | 304 | 370 | 527 | 0 | 0 | 289 | 520 |
| Peak Hour Factor | | | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 495 | 6 | 446 | 414 | 2174 | 0 | 0 | 579 | 517 |
| Arrive On Green | | | | 0.28 | 0.28 | 0.28 | 0.23 | 0.61 | 0.00 | 0.00 | 0.33 | 0.33 |
| Sat Flow, veh/h | | | | 1761 | 21 | 1585 | 1781 | 3647 | 0 | 0 | 1870 | 1585 |
| Grp Volume(v), veh/h | | | | 428 | 0 | 304 | 370 | 527 | 0 | 0 | 289 | 520 |
| Grp Sat Flow(s),veh/h/ln | | | | 1782 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 19.1 | 0.0 | 14.4 | 16.9 | 5.7 | 0.0 | 0.0 | 11.0 | 27.4 |
| Cycle Q Clear(g_c), s | | | | 19.1 | 0.0 | 14.4 | 16.9 | 5.7 | 0.0 | 0.0 | 11.0 | 27.4 |
| Prop In Lane | | | | 0.99 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 501 | 0 | 446 | 414 | 2174 | 0 | 0 | 579 | 517 |
| V/C Ratio(X) | | | | 0.85 | 0.00 | 0.68 | 0.89 | 0.24 | 0.00 | 0.00 | 0.50 | 1.01 |
| Avail Cap(c_a), veh/h | | | | 625 | 0 | 556 | 540 | 2174 | 0 | 0 | 579 | 517 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 28.6 | 0.0 | 26.9 | 31.3 | 7.4 | 0.0 | 0.0 | 22.8 | 28.4 |
| Incr Delay (d2), s/veh | | | | 9.3 | 0.0 | 2.5 | 14.3 | 0.3 | 0.0 | 0.0 | 3.1 | 41.2 |
| Initial Q Delay(d3), s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 9.1 | 0.0 | 5.5 | 8.3 | 1.7 | 0.0 | 0.0 | 4.6 | 15.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | | | 37.9 | 0.0 | 29.4 | 45.6 | 7.7 | 0.0 | 0.0 | 25.9 | 69.5 |
| LnGrp LOS | | | | D | | C | D | A | | | C | F |
| Approach Vol, veh/h | | | | | 732 | | | 897 | | | 809 | |
| Approach Delay, s/veh | | | | | 34.4 | | | 23.3 | | | 53.9 | |
| Approach LOS | | | | | C | | | C | | | D | |

| Timer - Assigned Phs | 2 | | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 56.0 | | 24.1 | 31.9 | | 28.2 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 51.5 | | 25.5 | 21.5 | | 29.5 |
| Max Q Clear Time (g_c+I1), s | 7.7 | | 18.9 | 29.4 | | 21.1 |
| Green Ext Time (p_c), s | 3.4 | | 0.6 | 0.0 | | 2.5 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 36.8 |
| HCM 7th LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 374 | 4 | 503 | 0 | 0 | 0 | 0 | 464 | 381 | 182 | 519 | 0 |
| Future Volume (veh/h) | 374 | 4 | 503 | 0 | 0 | 0 | 0 | 464 | 381 | 182 | 519 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | | | | 0 | 1870 | 1870 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 402 | 4 | 541 | | | | 0 | 499 | 410 | 196 | 558 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | | | | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 554 | 4 | 490 | | | | 0 | 755 | 620 | 234 | 2093 | 0 |
| Arrive On Green | 0.31 | 0.31 | 0.31 | | | | 0.00 | 0.41 | 0.41 | 0.13 | 0.59 | 0.00 |
| Sat Flow, veh/h | 1781 | 12 | 1575 | | | | 0 | 1946 | 1521 | 1781 | 3647 | 0 |
| Grp Volume(v), veh/h | 402 | 0 | 545 | | | | 0 | 479 | 430 | 196 | 558 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1587 | | | | 0 | 1777 | 1597 | 1781 | 1777 | 0 |
| Q Serve(g_s), s | 18.1 | 0.0 | 28.0 | | | | 0.0 | 19.7 | 19.7 | 9.7 | 6.9 | 0.0 |
| Cycle Q Clear(g_c), s | 18.1 | 0.0 | 28.0 | | | | 0.0 | 19.7 | 19.7 | 9.7 | 6.9 | 0.0 |
| Prop In Lane | 1.00 | | 0.99 | | | | 0.00 | | 0.95 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 554 | 0 | 494 | | | | 0 | 724 | 651 | 234 | 2093 | 0 |
| V/C Ratio(X) | 0.73 | 0.00 | 1.10 | | | | 0.00 | 0.66 | 0.66 | 0.84 | 0.27 | 0.00 |
| Avail Cap(c_a), veh/h | 554 | 0 | 494 | | | | 0 | 724 | 651 | 350 | 2093 | 0 |
| 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 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 27.6 | 0.0 | 31.0 | | | | 0.0 | 21.6 | 21.6 | 38.2 | 9.0 | 0.0 |
| Incr Delay (d2), s/veh | 4.7 | 0.0 | 72.0 | | | | 0.0 | 4.7 | 5.2 | 10.7 | 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 |
| %ile BackOfQ(50%),veh/ln | 8.2 | 0.0 | 20.1 | | | | 0.0 | 8.2 | 7.4 | 4.6 | 2.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 32.3 | 0.0 | 103.0 | | | | 0.0 | 26.3 | 26.9 | 48.9 | 9.3 | 0.0 |
| LnGrp LOS | C | | F | | | | | C | C | D | A | |
| Approach Vol, veh/h | | 947 | | | | | | 909 | | | 754 | |
| Approach Delay, s/veh | | 73.0 | | | | | | 26.6 | | | 19.6 | |
| Approach LOS | | E | | | | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 4 | 6 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 16.3 | 41.2 | 32.5 | 57.5 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 11.7 | 30.8 | 28.0 | 53.0 |
| Max Q Clear Time (g_c+I1), s | 11.7 | 21.7 | 30.0 | 8.9 |
| Green Ext Time (p_c), s | 0.2 | 3.6 | 0.0 | 3.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 41.4 |
| HCM 7th LOS | D |

**Notes**

User approved volume balancing among the lanes for turning movement.

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 42 | 0 | 0 | 13 |
| Future Vol, veh/h | 0 | 0 | 42 | 0 | 0 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 44 | 0 | 0 | 14 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 1 | 0 | - | 1 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | 4.12 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 2.218 | - | - | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1622 | - | 0 | 1084 |
| Stage 1 | - | 0 | - | - | 0 | - |
| Stage 2 | - | 0 | - | - | 0 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1622 | - | - | 1084 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 7.28 | 8.36 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 1084 | - | 1622 | - |
| HCM Lane V/C Ratio | 0.013 | - | 0.027 | - |
| HCM Control Delay (s/veh) | 8.4 | - | 7.3 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 0 | 57 | 42 | 0 | 17 |
| Future Vol, veh/h | 13 | 0 | 57 | 42 | 0 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 0 | 60 | 44 | 0 | 18 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 14 | 0 | 178 | 14 |
| Stage 1 | - | - | - | - | 14 | - |
| Stage 2 | - | - | - | - | 164 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1605 | - | 812 | 1066 |
| Stage 1 | - | 0 | - | - | 1009 | - |
| Stage 2 | - | 0 | - | - | 865 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1605 | - | 781 | 1066 |
| Mov Cap-2 Maneuver | - | - | - | - | 781 | - |
| Stage 1 | - | - | - | - | 1009 | - |
| Stage 2 | - | - | - | - | 832 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 4.22 | 8.43 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 1066 | - | 1036 | - |
| HCM Lane V/C Ratio | 0.017 | - | 0.037 | - |
| HCM Control Delay (s/veh) | 8.4 | - | 7.3 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 0 | 23 | 99 | 0 | 7 |
| Future Vol, veh/h | 30 | 0 | 23 | 99 | 0 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 0 | 24 | 104 | 0 | 7 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 32 | 0 | 184 | 32 |
| Stage 1 | - | - | - | - | 32 | - |
| Stage 2 | - | - | - | - | 153 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1581 | - | 805 | 1042 |
| Stage 1 | - | 0 | - | - | 991 | - |
| Stage 2 | - | 0 | - | - | 875 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1581 | - | 792 | 1042 |
| Mov Cap-2 Maneuver | - | - | - | - | 792 | - |
| Stage 1 | - | - | - | - | 991 | - |
| Stage 2 | - | - | - | - | 861 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 1.38 | 8.48 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 1042 | - | 339 | - |
| HCM Lane V/C Ratio | 0.007 | - | 0.015 | - |
| HCM Control Delay (s/veh) | 8.5 | - | 7.3 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 6 | 19 | 551 | 653 | 5 |
| Future Vol, veh/h | 1 | 6 | 19 | 551 | 653 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 6 | 20 | 580 | 687 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1310 | 690 | 693 | 0 | - | 0 |
| Stage 1 | 690 | - | - | - | - | - |
| Stage 2 | 620 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 175 | 445 | 903 | - | - | - |
| Stage 1 | 498 | - | - | - | - | - |
| Stage 2 | 536 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 170 | 445 | 903 | - | - | - |
| Mov Cap-2 Maneuver | 170 | - | - | - | - | - |
| Stage 1 | 482 | - | - | - | - | - |
| Stage 2 | 536 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 15.17 | 0.3 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 60 | - | 361 | - | - |
| HCM Lane V/C Ratio | 0.022 | - | 0.02 | - | - |
| HCM Control Delay (s/veh) | 9.1 | 0 | 15.2 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 536 | 114 | 160 | 630 | 150 | 159 |
| Future Volume (veh/h) | 536 | 114 | 160 | 630 | 150 | 159 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 646 | 137 | 193 | 759 | 181 | 192 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1183 | 251 | 236 | 2112 | 522 | 465 |
| Arrive On Green | 0.41 | 0.41 | 0.13 | 0.59 | 0.29 | 0.29 |
| Sat Flow, veh/h | 3012 | 618 | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h | 393 | 390 | 193 | 759 | 181 | 192 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1759 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s | 13.5 | 13.6 | 8.4 | 8.8 | 6.4 | 7.8 |
| Cycle Q Clear(g_c), s | 13.5 | 13.6 | 8.4 | 8.8 | 6.4 | 7.8 |
| Prop In Lane | | 0.35 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 721 | 713 | 236 | 2112 | 522 | 465 |
| V/C Ratio(X) | 0.55 | 0.55 | 0.82 | 0.36 | 0.35 | 0.41 |
| Avail Cap(c_a), veh/h | 721 | 713 | 456 | 2550 | 522 | 465 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.2 | 18.2 | 33.8 | 8.4 | 22.3 | 22.8 |
| Incr Delay (d2), s/veh | 3.0 | 3.0 | 6.8 | 0.1 | 1.8 | 2.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.4 | 5.3 | 3.8 | 2.5 | 2.8 | 3.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 21.1 | 21.2 | 40.6 | 8.5 | 24.1 | 25.5 |
| LnGrp LOS | C | C | D | A | C | C |
| Approach Vol, veh/h | 783 | | | 952 | 373 | |
| Approach Delay, s/veh | 21.2 | | | 15.0 | 24.8 | |
| Approach LOS | C | | | B | C | |

| Timer - Assigned Phs | 2 | 3 | 4 | | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 28.0 | 15.1 | 37.0 | | 52.1 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 23.5 | 20.5 | 32.5 | | 57.5 |
| Max Q Clear Time (g_c+I1), s | 9.8 | 10.4 | 15.6 | | 10.8 |
| Green Ext Time (p_c), s | 1.0 | 0.3 | 4.0 | | 5.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 19.0 |
| HCM 7th LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 16.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 77 | 289 | 243 | 297 | 210 | 89 |
| Future Vol, veh/h | 77 | 289 | 243 | 297 | 210 | 89 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 103 | 385 | 324 | 396 | 280 | 119 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1383 | 339 | 399 | 0 | - | 0 |
| Stage 1 | 339 | - | - | - | - | - |
| Stage 2 | 1044 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 158 | 703 | 1160 | - | - | - |
| Stage 1 | 721 | - | - | - | - | - |
| Stage 2 | 339 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 102 | 703 | 1160 | - | - | - |
| Mov Cap-2 Maneuver | ~ 102 | - | - | - | - | - |
| Stage 1 | 463 | - | - | - | - | - |
| Stage 2 | 339 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 48.44 | 4.19 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 810 | - | 102 | 703 | - | - |
| HCM Lane V/C Ratio | 0.279 | - | 1.01 | 0.548 | - | - |
| HCM Control Delay (s/veh) | 9.3 | 0 | 169.6 | 16.2 | - | - |
| HCM Lane LOS | A | A | F | C | - | - |
| HCM 95th %tile Q(veh) | 1.2 | - | 6.3 | 3.4 | - | - |

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

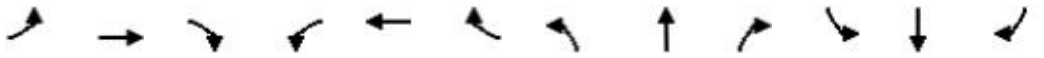
| Intersection | |
|---|---|
| Int Delay, s/veh | 12.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 144 | 42 | 495 | 550 | 14 |
| Future Vol, veh/h | 40 | 144 | 42 | 495 | 550 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 195 | 57 | 669 | 743 | 19 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1535 | 753 | 762 | 0 | - | 0 |
| Stage 1 | 753 | - | - | - | - | - |
| Stage 2 | 782 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 128 | 410 | 850 | - | - | - |
| Stage 1 | 465 | - | - | - | - | - |
| Stage 2 | 451 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 114 | 410 | 850 | - | - | - |
| Mov Cap-2 Maneuver | 114 | - | - | - | - | - |
| Stage 1 | 416 | - | - | - | - | - |
| Stage 2 | 451 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 84.36 | 0.75 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 141 | - | 262 | - | - |
| HCM Lane V/C Ratio | 0.067 | - | 0.948 | - | - |
| HCM Control Delay (s/veh) | 9.5 | 0 | 84.4 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 8.8 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 200 | 255 | 95 | 17 | 230 | 96 | 75 | 262 | 26 | 128 | 311 | 337 |
| Future Volume (veh/h) | 200 | 255 | 95 | 17 | 230 | 96 | 75 | 262 | 26 | 128 | 311 | 337 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 250 | 319 | 119 | 21 | 288 | 120 | 94 | 328 | 32 | 160 | 389 | 421 |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 296 | 562 | 477 | 42 | 389 | 158 | 121 | 1046 | 101 | 201 | 682 | 842 |
| Arrive On Green | 0.17 | 0.30 | 0.30 | 0.02 | 0.16 | 0.16 | 0.07 | 0.32 | 0.32 | 0.11 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 2464 | 1003 | 1781 | 3273 | 317 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 250 | 319 | 119 | 21 | 206 | 202 | 94 | 177 | 183 | 160 | 389 | 421 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1690 | 1781 | 1777 | 1813 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 10.1 | 10.7 | 4.2 | 0.9 | 8.2 | 8.5 | 3.8 | 5.6 | 5.7 | 6.5 | 12.4 | 12.6 |
| Cycle Q Clear(g_c), s | 10.1 | 10.7 | 4.2 | 0.9 | 8.2 | 8.5 | 3.8 | 5.6 | 5.7 | 6.5 | 12.4 | 12.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.59 | 1.00 | | 0.17 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 296 | 562 | 477 | 42 | 280 | 267 | 121 | 568 | 580 | 201 | 682 | 842 |
| V/C Ratio(X) | 0.84 | 0.57 | 0.25 | 0.50 | 0.73 | 0.76 | 0.77 | 0.31 | 0.32 | 0.79 | 0.57 | 0.50 |
| Avail Cap(c_a), veh/h | 421 | 763 | 646 | 127 | 432 | 411 | 228 | 568 | 580 | 375 | 682 | 842 |
| 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 | 29.9 | 21.8 | 19.6 | 35.7 | 29.7 | 29.8 | 34.0 | 19.0 | 19.1 | 32.0 | 18.9 | 11.1 |
| Incr Delay (d2), s/veh | 10.3 | 0.9 | 0.3 | 8.8 | 3.7 | 4.4 | 10.0 | 1.4 | 1.4 | 7.0 | 3.4 | 2.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.7 | 4.2 | 1.4 | 0.4 | 3.4 | 3.4 | 1.9 | 2.3 | 2.4 | 3.0 | 5.3 | 3.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 40.3 | 22.7 | 19.9 | 44.5 | 33.4 | 34.2 | 44.0 | 20.5 | 20.5 | 39.0 | 22.3 | 13.2 |
| LnGrp LOS | D | C | B | D | C | C | D | C | C | D | C | B |
| Approach Vol, veh/h | | 688 | | | 429 | | | 454 | | | 970 | |
| Approach Delay, s/veh | | 28.6 | | | 34.3 | | | 25.3 | | | 21.1 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.9 | 28.2 | 6.3 | 26.8 | 9.5 | 31.5 | 16.8 | 16.2 |
| 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 | 15.6 | 20.9 | 5.3 | 30.2 | 9.5 | 27.0 | 17.5 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 8.5 | 7.7 | 2.9 | 12.7 | 5.8 | 14.6 | 12.1 | 10.5 |
| Green Ext Time (p_c), s | 0.2 | 1.5 | 0.0 | 1.8 | 0.1 | 3.0 | 0.3 | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 26.1 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 60 | 350 | 55 | 44 | 247 | 38 | 113 | 249 | 43 | 64 | 297 | 57 |
| Future Volume (veh/h) | 60 | 350 | 55 | 44 | 247 | 38 | 113 | 249 | 43 | 64 | 297 | 57 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 70 | 407 | 64 | 51 | 287 | 44 | 131 | 290 | 50 | 74 | 345 | 66 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 98 | 573 | 89 | 82 | 548 | 83 | 170 | 1324 | 225 | 101 | 1183 | 224 |
| Arrive On Green | 0.06 | 0.19 | 0.19 | 0.05 | 0.18 | 0.18 | 0.10 | 0.44 | 0.44 | 0.06 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1781 | 3080 | 481 | 1781 | 3094 | 469 | 1781 | 3037 | 517 | 1781 | 2981 | 564 |
| Grp Volume(v), veh/h | 70 | 234 | 237 | 51 | 163 | 168 | 131 | 168 | 172 | 74 | 204 | 207 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1784 | 1781 | 1777 | 1786 | 1781 | 1777 | 1777 | 1781 | 1777 | 1769 |
| Q Serve(g_s), s | 2.5 | 8.1 | 8.2 | 1.8 | 5.4 | 5.6 | 4.7 | 3.9 | 3.9 | 2.7 | 5.1 | 5.2 |
| Cycle Q Clear(g_c), s | 2.5 | 8.1 | 8.2 | 1.8 | 5.4 | 5.6 | 4.7 | 3.9 | 3.9 | 2.7 | 5.1 | 5.2 |
| Prop In Lane | 1.00 | | 0.27 | 1.00 | | 0.26 | 1.00 | | 0.29 | 1.00 | | 0.32 |
| Lane Grp Cap(c), veh/h | 98 | 331 | 332 | 82 | 315 | 317 | 170 | 775 | 775 | 101 | 705 | 702 |
| V/C Ratio(X) | 0.71 | 0.71 | 0.72 | 0.62 | 0.52 | 0.53 | 0.77 | 0.22 | 0.22 | 0.73 | 0.29 | 0.29 |
| Avail Cap(c_a), veh/h | 313 | 639 | 641 | 232 | 557 | 560 | 450 | 775 | 775 | 313 | 705 | 702 |
| 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 | 30.4 | 24.9 | 25.0 | 30.6 | 24.4 | 24.4 | 28.9 | 11.5 | 11.5 | 30.4 | 13.4 | 13.5 |
| Incr Delay (d2), s/veh | 9.2 | 2.8 | 2.9 | 7.4 | 1.3 | 1.4 | 7.1 | 0.6 | 0.7 | 9.9 | 1.0 | 1.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 3.2 | 3.3 | 0.9 | 2.2 | 2.2 | 2.2 | 1.4 | 1.4 | 1.3 | 1.9 | 1.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 39.6 | 27.7 | 27.9 | 38.0 | 25.7 | 25.8 | 36.0 | 12.1 | 12.2 | 40.2 | 14.5 | 14.5 |
| LnGrp LOS | D | C | C | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 541 | | | 382 | | | 471 | | | 485 | |
| Approach Delay, s/veh | | 29.3 | | | 27.4 | | | 18.8 | | | 18.4 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.2 | 33.0 | 7.5 | 16.7 | 10.8 | 30.4 | 8.1 | 16.1 |
| 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 | 11.5 | 28.5 | 8.5 | 23.5 | 16.5 | 23.5 | 11.5 | 20.5 |
| Max Q Clear Time (g_c+I1), s | 4.7 | 5.9 | 3.8 | 10.2 | 6.7 | 7.2 | 4.5 | 7.6 |
| Green Ext Time (p_c), s | 0.1 | 1.7 | 0.0 | 2.0 | 0.2 | 1.9 | 0.1 | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.5 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 25 | 285 | 243 | 394 | 275 | 36 | 187 | 138 | 211 | 45 | 235 | 55 |
| Future Volume (veh/h) | 25 | 285 | 243 | 394 | 275 | 36 | 187 | 138 | 211 | 45 | 235 | 55 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 26 | 297 | 253 | 410 | 286 | 38 | 195 | 144 | 220 | 47 | 245 | 57 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 49 | 677 | 302 | 503 | 975 | 128 | 237 | 712 | 635 | 72 | 1094 | 488 |
| Arrive On Green | 0.03 | 0.19 | 0.19 | 0.15 | 0.31 | 0.31 | 0.13 | 0.40 | 0.40 | 0.04 | 0.31 | 0.31 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3157 | 415 | 1781 | 1777 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 26 | 297 | 253 | 410 | 160 | 164 | 195 | 144 | 220 | 47 | 245 | 57 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1796 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 1.2 | 6.0 | 12.4 | 9.3 | 5.5 | 5.6 | 8.6 | 4.3 | 7.8 | 2.1 | 4.1 | 2.1 |
| Cycle Q Clear(g_c), s | 1.2 | 6.0 | 12.4 | 9.3 | 5.5 | 5.6 | 8.6 | 4.3 | 7.8 | 2.1 | 4.1 | 2.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.23 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 49 | 677 | 302 | 503 | 549 | 555 | 237 | 712 | 635 | 72 | 1094 | 488 |
| V/C Ratio(X) | 0.53 | 0.44 | 0.84 | 0.82 | 0.29 | 0.30 | 0.82 | 0.20 | 0.35 | 0.65 | 0.22 | 0.12 |
| Avail Cap(c_a), veh/h | 123 | 813 | 363 | 620 | 602 | 609 | 408 | 712 | 635 | 145 | 1094 | 488 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 38.8 | 28.9 | 31.5 | 33.5 | 21.2 | 21.3 | 34.1 | 15.8 | 16.9 | 38.2 | 20.8 | 20.1 |
| Incr Delay (d2), s/veh | 8.8 | 0.4 | 13.6 | 6.8 | 0.3 | 0.3 | 6.9 | 0.6 | 1.5 | 9.7 | 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 | 2.3 | 5.4 | 4.0 | 2.1 | 2.1 | 3.9 | 1.6 | 2.7 | 1.0 | 1.6 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 47.6 | 29.3 | 45.1 | 40.3 | 21.5 | 21.5 | 41.0 | 16.4 | 18.3 | 47.9 | 21.3 | 20.6 |
| LnGrp LOS | D | C | D | D | C | C | D | B | B | D | C | C |
| Approach Vol, veh/h | | 576 | | | 734 | | | 559 | | | 349 | |
| Approach Delay, s/veh | | 37.1 | | | 32.0 | | | 25.8 | | | 24.7 | |
| Approach LOS | | D | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.8 | 36.9 | 16.3 | 19.9 | 15.3 | 29.4 | 6.7 | 29.5 |
| 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 | 5.6 | 32.4 | 14.5 | 18.5 | 18.5 | 20.5 | 5.6 | 27.4 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 9.8 | 11.3 | 14.4 | 10.6 | 6.1 | 3.2 | 7.6 |
| Green Ext Time (p_c), s | 0.0 | 1.9 | 0.5 | 1.0 | 0.3 | 1.2 | 0.0 | 1.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 30.6 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 343 | 5 | 230 | 501 | 406 | 0 | 0 | 422 | 486 |
| Future Volume (veh/h) | 0 | 0 | 0 | 343 | 5 | 230 | 501 | 406 | 0 | 0 | 422 | 486 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 357 | 5 | 240 | 522 | 423 | 0 | 0 | 440 | 506 |
| Peak Hour Factor | | | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 399 | 6 | 360 | 559 | 2385 | 0 | 0 | 545 | 486 |
| Arrive On Green | | | | 0.23 | 0.23 | 0.23 | 0.31 | 0.67 | 0.00 | 0.00 | 0.31 | 0.31 |
| Sat Flow, veh/h | | | | 1758 | 25 | 1585 | 1781 | 3647 | 0 | 0 | 1870 | 1585 |
| Grp Volume(v), veh/h | | | | 362 | 0 | 240 | 522 | 423 | 0 | 0 | 440 | 506 |
| Grp Sat Flow(s),veh/h/ln | | | | 1782 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 17.5 | 0.0 | 12.2 | 25.2 | 3.9 | 0.0 | 0.0 | 20.2 | 27.2 |
| Cycle Q Clear(g_c), s | | | | 17.5 | 0.0 | 12.2 | 25.2 | 3.9 | 0.0 | 0.0 | 20.2 | 27.2 |
| Prop In Lane | | | | 0.99 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 405 | 0 | 360 | 559 | 2385 | 0 | 0 | 545 | 486 |
| V/C Ratio(X) | | | | 0.89 | 0.00 | 0.67 | 0.93 | 0.18 | 0.00 | 0.00 | 0.81 | 1.04 |
| Avail Cap(c_a), veh/h | | | | 432 | 0 | 384 | 613 | 2385 | 0 | 0 | 545 | 486 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 33.2 | 0.0 | 31.2 | 29.5 | 5.4 | 0.0 | 0.0 | 28.3 | 30.7 |
| Incr Delay (d2), s/veh | | | | 19.7 | 0.0 | 4.0 | 20.6 | 0.2 | 0.0 | 0.0 | 12.2 | 51.9 |
| Initial Q Delay(d3), s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 9.5 | 0.0 | 5.0 | 12.9 | 1.1 | 0.0 | 0.0 | 9.6 | 16.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | | | 52.9 | 0.0 | 35.2 | 50.1 | 5.6 | 0.0 | 0.0 | 40.5 | 82.6 |
| LnGrp LOS | | | | D | | D | D | A | | | D | F |
| Approach Vol, veh/h | | | | | 602 | | | 945 | | | 946 | |
| Approach Delay, s/veh | | | | | 45.9 | | | 30.2 | | | 63.0 | |
| Approach LOS | | | | | D | | | C | | | E | |

| Timer - Assigned Phs | 2 | | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 64.0 | | 32.3 | 31.7 | | 24.6 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 59.5 | | 30.5 | 24.5 | | 21.5 |
| Max Q Clear Time (g_c+I1), s | 5.9 | | 27.2 | 29.2 | | 19.5 |
| Green Ext Time (p_c), s | 2.6 | | 0.6 | 0.0 | | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 46.4 |
| HCM 7th LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 254 | 2 | 455 | 0 | 0 | 0 | 0 | 626 | 439 | 252 | 516 | 0 |
| Future Volume (veh/h) | 254 | 2 | 455 | 0 | 0 | 0 | 0 | 626 | 439 | 252 | 516 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | | | | 0 | 1870 | 1870 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 259 | 2 | 464 | | | | 0 | 639 | 448 | 257 | 527 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 378 | 1 | 335 | | | | 0 | 941 | 658 | 297 | 2444 | 0 |
| Arrive On Green | 0.21 | 0.21 | 0.21 | | | | 0.00 | 0.47 | 0.47 | 0.17 | 0.69 | 0.00 |
| Sat Flow, veh/h | 1781 | 7 | 1579 | | | | 0 | 2091 | 1398 | 1781 | 3647 | 0 |
| Grp Volume(v), veh/h | 259 | 0 | 466 | | | | 0 | 568 | 519 | 257 | 527 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1586 | | | | 0 | 1777 | 1619 | 1781 | 1777 | 0 |
| Q Serve(g_s), s | 12.1 | 0.0 | 19.1 | | | | 0.0 | 22.4 | 22.5 | 12.6 | 4.9 | 0.0 |
| Cycle Q Clear(g_c), s | 12.1 | 0.0 | 19.1 | | | | 0.0 | 22.4 | 22.5 | 12.6 | 4.9 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | | | 0.00 | | 0.86 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 378 | 0 | 337 | | | | 0 | 837 | 762 | 297 | 2444 | 0 |
| V/C Ratio(X) | 0.69 | 0.00 | 1.38 | | | | 0.00 | 0.68 | 0.68 | 0.86 | 0.22 | 0.00 |
| Avail Cap(c_a), veh/h | 378 | 0 | 337 | | | | 0 | 837 | 762 | 428 | 2444 | 0 |
| 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 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 32.7 | 0.0 | 35.5 | | | | 0.0 | 18.5 | 18.5 | 36.5 | 5.2 | 0.0 |
| Incr Delay (d2), s/veh | 5.1 | 0.0 | 190.5 | | | | 0.0 | 4.4 | 4.9 | 12.1 | 0.2 | 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 |
| %ile BackOfQ(50%),veh/ln | 5.6 | 0.0 | 25.0 | | | | 0.0 | 8.9 | 8.2 | 6.1 | 1.3 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 37.7 | 0.0 | 225.9 | | | | 0.0 | 22.9 | 23.4 | 48.6 | 5.4 | 0.0 |
| LnGrp LOS | D | | F | | | | | C | C | D | A | |
| Approach Vol, veh/h | | 725 | | | | | | 1087 | | | 784 | |
| Approach Delay, s/veh | | 158.7 | | | | | | 23.2 | | | 19.5 | |
| Approach LOS | | F | | | | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 4 | 6 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 19.5 | 46.9 | 23.6 | 66.4 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 21.6 | 35.8 | 19.1 | 61.9 |
| Max Q Clear Time (g_c+I1), s | 14.6 | 24.5 | 21.1 | 6.9 |
| Green Ext Time (p_c), s | 0.4 | 5.0 | 0.0 | 3.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 59.9 |
| HCM 7th LOS | E |

**Notes**

User approved volume balancing among the lanes for turning movement.

| Intersection | |
|---|---|
| Int Delay, s/veh | 8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 16 | 0 | 0 | 42 |
| Future Vol, veh/h | 0 | 0 | 16 | 0 | 0 | 42 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 17 | 0 | 0 | 44 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 1 | 0 | - | 1 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | 4.12 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 2.218 | - | - | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1622 | - | 0 | 1084 |
| Stage 1 | - | 0 | - | - | 0 | - |
| Stage 2 | - | 0 | - | - | 0 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1622 | - | - | 1084 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 7.24 | 8.46 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 1084 | - | 1622 | - |
| HCM Lane V/C Ratio | 0.041 | - | 0.01 | - |
| HCM Control Delay (s/veh) | 8.5 | - | 7.2 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 42 | 0 | 22 | 16 | 0 | 57 |
| Future Vol, veh/h | 42 | 0 | 22 | 16 | 0 | 57 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 44 | 0 | 23 | 17 | 0 | 60 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 44 | 0 | 107 | 44 |
| Stage 1 | - | - | - | - | 44 | - |
| Stage 2 | - | - | - | - | 63 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1564 | - | 890 | 1026 |
| Stage 1 | - | 0 | - | - | 978 | - |
| Stage 2 | - | 0 | - | - | 959 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1564 | - | 877 | 1026 |
| Mov Cap-2 Maneuver | - | - | - | - | 877 | - |
| Stage 1 | - | - | - | - | 978 | - |
| Stage 2 | - | - | - | - | 945 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 4.25 | 8.73 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 1026 | - | 1042 | - |
| HCM Lane V/C Ratio | 0.058 | - | 0.015 | - |
| HCM Control Delay (s/veh) | 8.7 | - | 7.3 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 99 | 0 | 9 | 38 | 0 | 23 |
| Future Vol, veh/h | 99 | 0 | 9 | 38 | 0 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 104 | 0 | 9 | 40 | 0 | 24 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 104 | 0 | 163 | 104 |
| Stage 1 | - | - | - | - | 104 | - |
| Stage 2 | - | - | - | - | 59 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1487 | - | 828 | 950 |
| Stage 1 | - | 0 | - | - | 920 | - |
| Stage 2 | - | 0 | - | - | 964 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1487 | - | 822 | 950 |
| Mov Cap-2 Maneuver | - | - | - | - | 822 | - |
| Stage 1 | - | - | - | - | 920 | - |
| Stage 2 | - | - | - | - | 957 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 1.42 | 8.89 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 950 | - | 345 | - |
| HCM Lane V/C Ratio | 0.025 | - | 0.006 | - |
| HCM Control Delay (s/veh) | 8.9 | - | 7.4 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 19 | 7 | 526 | 643 | 2 |
| Future Vol, veh/h | 5 | 19 | 7 | 526 | 643 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 20 | 7 | 554 | 677 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1246 | 678 | 679 | 0 | - | 0 |
| Stage 1 | 678 | - | - | - | - | - |
| Stage 2 | 568 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 192 | 452 | 913 | - | - | - |
| Stage 1 | 504 | - | - | - | - | - |
| Stage 2 | 567 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 189 | 452 | 913 | - | - | - |
| Mov Cap-2 Maneuver | 189 | - | - | - | - | - |
| Stage 1 | 498 | - | - | - | - | - |
| Stage 2 | 567 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 16.05 | 0.12 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 24 | - | 351 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | 0.072 | - | - |
| HCM Control Delay (s/veh) | 9 | 0 | 16.1 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 716 | 160 | 276 | 638 | 109 | 181 |
| Future Volume (veh/h) | 716 | 160 | 276 | 638 | 109 | 181 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 863 | 193 | 333 | 769 | 131 | 218 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1113 | 249 | 376 | 2310 | 433 | 385 |
| Arrive On Green | 0.39 | 0.39 | 0.21 | 0.65 | 0.24 | 0.24 |
| Sat Flow, veh/h | 2979 | 645 | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h | 531 | 525 | 333 | 769 | 131 | 218 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1754 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s | 22.1 | 22.1 | 15.3 | 8.1 | 5.1 | 10.2 |
| Cycle Q Clear(g_c), s | 22.1 | 22.1 | 15.3 | 8.1 | 5.1 | 10.2 |
| Prop In Lane | | 0.37 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 685 | 676 | 376 | 2310 | 433 | 385 |
| V/C Ratio(X) | 0.78 | 0.78 | 0.89 | 0.33 | 0.30 | 0.57 |
| Avail Cap(c_a), veh/h | 685 | 676 | 497 | 2550 | 433 | 385 |
| 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 | 22.7 | 22.7 | 32.3 | 6.6 | 26.1 | 28.0 |
| Incr Delay (d2), s/veh | 8.4 | 8.5 | 14.0 | 0.1 | 1.8 | 5.9 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 9.6 | 9.5 | 7.5 | 2.2 | 2.2 | 4.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 31.1 | 31.2 | 46.3 | 6.7 | 27.9 | 33.9 |
| LnGrp LOS | C | C | D | A | C | C |
| Approach Vol, veh/h | 1056 | | | 1102 | 349 | |
| Approach Delay, s/veh | 31.2 | | | 18.6 | 31.6 | |
| Approach LOS | C | | | B | C | |

| Timer - Assigned Phs | 2 | 3 | 4 | | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 25.0 | 22.3 | 37.0 | | 59.3 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 20.5 | 23.5 | 32.5 | | 60.5 |
| Max Q Clear Time (g_c+I1), s | 12.2 | 17.3 | 24.1 | | 10.1 |
| Green Ext Time (p_c), s | 0.7 | 0.5 | 3.9 | | 5.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 25.7 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 29 | 235 | 122 | 284 | 420 | 23 |
| Future Vol, veh/h | 29 | 235 | 122 | 284 | 420 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 39 | 318 | 165 | 384 | 568 | 31 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1297 | 583 | 599 | 0 | - | 0 |
| Stage 1 | 583 | - | - | - | - | - |
| Stage 2 | 714 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 179 | 512 | 978 | - | - | - |
| Stage 1 | 558 | - | - | - | - | - |
| Stage 2 | 485 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 140 | 512 | 978 | - | - | - |
| Mov Cap-2 Maneuver | 140 | - | - | - | - | - |
| Stage 1 | 438 | - | - | - | - | - |
| Stage 2 | 485 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 24.74 | 2.83 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 541 | - | 140 | 512 | - | - |
| HCM Lane V/C Ratio | 0.169 | - | 0.279 | 0.62 | - | - |
| HCM Control Delay (s/veh) | 9.4 | 0 | 40.3 | 22.8 | - | - |
| HCM Lane LOS | A | A | E | C | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | 1.1 | 4.2 | - | - |

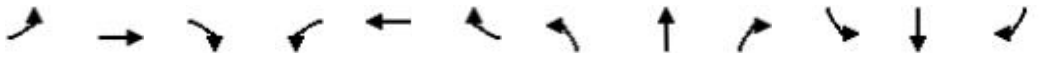
| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 36 | 20 | 456 | 630 | 16 |
| Future Vol, veh/h | 8 | 36 | 20 | 456 | 630 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 48 | 27 | 608 | 840 | 21 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1512 | 851 | 861 | 0 | - | 0 |
| Stage 1 | 851 | - | - | - | - | - |
| Stage 2 | 661 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 132 | 360 | 781 | - | - | - |
| Stage 1 | 419 | - | - | - | - | - |
| Stage 2 | 513 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 125 | 360 | 781 | - | - | - |
| Mov Cap-2 Maneuver | 125 | - | - | - | - | - |
| Stage 1 | 397 | - | - | - | - | - |
| Stage 2 | 513 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 22.11 | 0.41 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 76 | - | 269 | - | - |
| HCM Lane V/C Ratio | 0.034 | - | 0.218 | - | - |
| HCM Control Delay (s/veh) | 9.8 | 0 | 22.1 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.8 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 209 | 152 | 52 | 19 | 163 | 114 | 78 | 178 | 10 | 82 | 340 | 248 |
| Future Volume (veh/h) | 209 | 152 | 52 | 19 | 163 | 114 | 78 | 178 | 10 | 82 | 340 | 248 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 230 | 167 | 57 | 21 | 179 | 125 | 86 | 196 | 11 | 90 | 374 | 273 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 280 | 496 | 420 | 43 | 270 | 178 | 111 | 1321 | 74 | 117 | 728 | 866 |
| Arrive On Green | 0.16 | 0.26 | 0.26 | 0.02 | 0.13 | 0.13 | 0.06 | 0.39 | 0.39 | 0.07 | 0.39 | 0.39 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 2049 | 1354 | 1781 | 3422 | 191 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 230 | 167 | 57 | 21 | 154 | 150 | 86 | 101 | 106 | 90 | 374 | 273 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1627 | 1781 | 1777 | 1836 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 8.7 | 5.0 | 1.9 | 0.8 | 5.7 | 6.1 | 3.3 | 2.6 | 2.6 | 3.4 | 10.6 | 6.5 |
| Cycle Q Clear(g_c), s | 8.7 | 5.0 | 1.9 | 0.8 | 5.7 | 6.1 | 3.3 | 2.6 | 2.6 | 3.4 | 10.6 | 6.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.83 | 1.00 | | 0.10 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 280 | 496 | 420 | 43 | 234 | 214 | 111 | 686 | 709 | 117 | 728 | 866 |
| V/C Ratio(X) | 0.82 | 0.34 | 0.14 | 0.49 | 0.66 | 0.70 | 0.77 | 0.15 | 0.15 | 0.77 | 0.51 | 0.32 |
| Avail Cap(c_a), veh/h | 475 | 841 | 713 | 136 | 461 | 422 | 218 | 686 | 709 | 262 | 728 | 866 |
| 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 | 28.3 | 20.6 | 19.4 | 33.4 | 28.6 | 28.8 | 32.0 | 13.9 | 13.9 | 31.9 | 16.2 | 8.6 |
| Incr Delay (d2), s/veh | 5.9 | 0.4 | 0.1 | 8.5 | 3.1 | 4.1 | 10.9 | 0.5 | 0.4 | 10.3 | 2.6 | 1.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.7 | 2.0 | 0.6 | 0.4 | 2.3 | 2.3 | 1.6 | 1.0 | 1.0 | 1.7 | 4.4 | 1.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 34.2 | 21.0 | 19.6 | 41.9 | 31.7 | 32.9 | 42.9 | 14.3 | 14.3 | 42.2 | 18.8 | 9.6 |
| LnGrp LOS | C | C | B | D | C | C | D | B | B | D | B | A |
| Approach Vol, veh/h | | 454 | | | 325 | | | 293 | | | 737 | |
| Approach Delay, s/veh | | 27.5 | | | 32.9 | | | 22.7 | | | 18.2 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.0 | 31.3 | 6.2 | 22.9 | 8.8 | 31.5 | 15.4 | 13.6 |
| 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 | 10.2 | 25.3 | 5.3 | 31.2 | 8.5 | 27.0 | 18.5 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 5.4 | 4.6 | 2.8 | 7.0 | 5.3 | 12.6 | 10.7 | 8.1 |
| Green Ext Time (p_c), s | 0.1 | 0.9 | 0.0 | 0.9 | 0.0 | 2.6 | 0.4 | 1.0 |

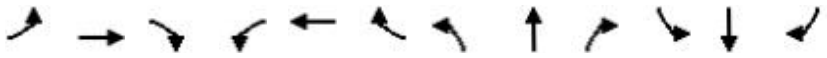
| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.9 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 39 | 137 | 58 | 168 | 147 | 17 | 162 | 233 | 152 | 50 | 353 | 85 |
| Future Volume (veh/h) | 39 | 137 | 58 | 168 | 147 | 17 | 162 | 233 | 152 | 50 | 353 | 85 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 43 | 151 | 64 | 185 | 162 | 19 | 178 | 256 | 167 | 55 | 388 | 93 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 74 | 254 | 103 | 233 | 618 | 72 | 225 | 930 | 586 | 86 | 1044 | 248 |
| Arrive On Green | 0.04 | 0.10 | 0.10 | 0.13 | 0.19 | 0.19 | 0.13 | 0.44 | 0.44 | 0.05 | 0.37 | 0.37 |
| Sat Flow, veh/h | 1781 | 2466 | 1001 | 1781 | 3209 | 371 | 1781 | 2092 | 1318 | 1781 | 2850 | 676 |
| Grp Volume(v), veh/h | 43 | 107 | 108 | 185 | 89 | 92 | 178 | 216 | 207 | 55 | 240 | 241 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1690 | 1781 | 1777 | 1804 | 1781 | 1777 | 1633 | 1781 | 1777 | 1749 |
| Q Serve(g_s), s | 1.6 | 3.8 | 4.0 | 6.6 | 2.8 | 2.9 | 6.4 | 5.1 | 5.3 | 2.0 | 6.5 | 6.7 |
| Cycle Q Clear(g_c), s | 1.6 | 3.8 | 4.0 | 6.6 | 2.8 | 2.9 | 6.4 | 5.1 | 5.3 | 2.0 | 6.5 | 6.7 |
| Prop In Lane | 1.00 | | 0.59 | 1.00 | | 0.21 | 1.00 | | 0.81 | 1.00 | | 0.39 |
| Lane Grp Cap(c), veh/h | 74 | 183 | 174 | 233 | 342 | 347 | 225 | 790 | 726 | 86 | 651 | 641 |
| V/C Ratio(X) | 0.58 | 0.58 | 0.62 | 0.79 | 0.26 | 0.27 | 0.79 | 0.27 | 0.28 | 0.64 | 0.37 | 0.38 |
| Avail Cap(c_a), veh/h | 176 | 485 | 462 | 476 | 785 | 796 | 449 | 790 | 726 | 192 | 651 | 641 |
| 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 | 31.0 | 28.2 | 28.3 | 27.8 | 22.6 | 22.6 | 27.9 | 11.6 | 11.6 | 30.8 | 15.3 | 15.3 |
| Incr Delay (d2), s/veh | 7.1 | 2.9 | 3.6 | 6.0 | 0.4 | 0.4 | 6.1 | 0.9 | 1.0 | 7.7 | 1.6 | 1.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 1.6 | 1.6 | 2.9 | 1.1 | 1.1 | 2.8 | 1.8 | 1.8 | 1.0 | 2.5 | 2.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 38.2 | 31.2 | 31.9 | 33.7 | 23.0 | 23.0 | 34.1 | 12.4 | 12.6 | 38.5 | 16.9 | 17.0 |
| LnGrp LOS | D | C | C | C | C | C | C | B | B | D | B | B |
| Approach Vol, veh/h | | 258 | | | 366 | | | 601 | | | 536 | |
| Approach Delay, s/veh | | 32.6 | | | 28.4 | | | 18.9 | | | 19.2 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.7 | 33.8 | 13.1 | 11.3 | 12.8 | 28.6 | 7.2 | 17.2 |
| 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 | 7.1 | 29.3 | 17.6 | 18.0 | 16.6 | 19.8 | 6.5 | 29.1 |
| Max Q Clear Time (g_c+I1), s | 4.0 | 7.3 | 8.6 | 6.0 | 8.4 | 8.7 | 3.6 | 4.9 |
| Green Ext Time (p_c), s | 0.0 | 2.3 | 0.3 | 0.7 | 0.3 | 2.0 | 0.0 | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.0 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 48 | 158 | 227 | 261 | 207 | 18 | 183 | 267 | 251 | 21 | 350 | 36 |
| Future Volume (veh/h) | 48 | 158 | 227 | 261 | 207 | 18 | 183 | 267 | 251 | 21 | 350 | 36 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 49 | 163 | 234 | 269 | 213 | 19 | 189 | 275 | 259 | 22 | 361 | 37 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 75 | 636 | 284 | 369 | 804 | 71 | 233 | 805 | 718 | 44 | 1232 | 550 |
| Arrive On Green | 0.04 | 0.18 | 0.18 | 0.11 | 0.24 | 0.24 | 0.13 | 0.45 | 0.45 | 0.02 | 0.35 | 0.35 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3303 | 292 | 1781 | 1777 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 49 | 163 | 234 | 269 | 114 | 118 | 189 | 275 | 259 | 22 | 361 | 37 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1818 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 2.1 | 3.0 | 10.8 | 5.7 | 3.9 | 4.0 | 7.9 | 7.6 | 8.1 | 0.9 | 5.6 | 1.2 |
| Cycle Q Clear(g_c), s | 2.1 | 3.0 | 10.8 | 5.7 | 3.9 | 4.0 | 7.9 | 7.6 | 8.1 | 0.9 | 5.6 | 1.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.16 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 75 | 636 | 284 | 369 | 433 | 443 | 233 | 805 | 718 | 44 | 1232 | 550 |
| V/C Ratio(X) | 0.65 | 0.26 | 0.82 | 0.73 | 0.26 | 0.27 | 0.81 | 0.34 | 0.36 | 0.51 | 0.29 | 0.07 |
| Avail Cap(c_a), veh/h | 157 | 864 | 385 | 613 | 591 | 604 | 433 | 805 | 718 | 129 | 1232 | 550 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 35.9 | 26.9 | 30.1 | 32.9 | 23.3 | 23.3 | 32.2 | 13.5 | 13.6 | 36.7 | 18.1 | 16.6 |
| Incr Delay (d2), s/veh | 9.0 | 0.2 | 10.1 | 2.8 | 0.3 | 0.3 | 6.6 | 1.2 | 1.4 | 8.8 | 0.6 | 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 | 1.0 | 1.2 | 4.5 | 2.3 | 1.5 | 1.6 | 3.5 | 2.8 | 2.7 | 0.5 | 2.1 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 44.9 | 27.1 | 40.2 | 35.7 | 23.6 | 23.6 | 38.8 | 14.6 | 15.0 | 45.5 | 18.7 | 16.9 |
| LnGrp LOS | D | C | D | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 446 | | | 501 | | | 723 | | | 420 | |
| Approach Delay, s/veh | | 35.9 | | | 30.1 | | | 21.1 | | | 19.9 | |
| Approach LOS | | D | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.4 | 39.0 | 12.6 | 18.1 | 14.5 | 30.9 | 7.7 | 23.0 |
| 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 | 5.5 | 34.5 | 13.5 | 18.5 | 18.5 | 21.5 | 6.7 | 25.3 |
| Max Q Clear Time (g_c+I1), s | 12.9 | 10.1 | 7.7 | 12.8 | 9.9 | 7.6 | 4.1 | 6.0 |
| Green Ext Time (p_c), s | 0.0 | 3.0 | 0.4 | 0.8 | 0.3 | 1.8 | 0.0 | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 26.2 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 406 | 5 | 254 | 355 | 462 | 0 | 0 | 340 | 486 |
| Future Volume (veh/h) | 0 | 0 | 0 | 406 | 5 | 254 | 355 | 462 | 0 | 0 | 340 | 486 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 423 | 5 | 265 | 370 | 481 | 0 | 0 | 354 | 506 |
| Peak Hour Factor | | | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 489 | 6 | 440 | 412 | 2192 | 0 | 0 | 591 | 527 |
| Arrive On Green | | | | 0.28 | 0.28 | 0.28 | 0.23 | 0.62 | 0.00 | 0.00 | 0.33 | 0.33 |
| Sat Flow, veh/h | | | | 1761 | 21 | 1585 | 1781 | 3647 | 0 | 0 | 1870 | 1585 |
| Grp Volume(v), veh/h | | | | 428 | 0 | 265 | 370 | 481 | 0 | 0 | 354 | 506 |
| Grp Sat Flow(s),veh/h/ln | | | | 1782 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 19.4 | 0.0 | 12.3 | 17.2 | 5.1 | 0.0 | 0.0 | 14.1 | 26.6 |
| Cycle Q Clear(g_c), s | | | | 19.4 | 0.0 | 12.3 | 17.2 | 5.1 | 0.0 | 0.0 | 14.1 | 26.6 |
| Prop In Lane | | | | 0.99 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 495 | 0 | 440 | 412 | 2192 | 0 | 0 | 591 | 527 |
| V/C Ratio(X) | | | | 0.87 | 0.00 | 0.60 | 0.90 | 0.22 | 0.00 | 0.00 | 0.60 | 0.96 |
| Avail Cap(c_a), veh/h | | | | 597 | 0 | 531 | 513 | 2192 | 0 | 0 | 591 | 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) | | | | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 29.2 | 0.0 | 26.7 | 31.7 | 7.2 | 0.0 | 0.0 | 23.7 | 27.9 |
| Incr Delay (d2), s/veh | | | | 11.0 | 0.0 | 1.3 | 16.0 | 0.2 | 0.0 | 0.0 | 4.4 | 30.4 |
| Initial Q Delay(d3), s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 9.5 | 0.0 | 4.7 | 8.6 | 1.5 | 0.0 | 0.0 | 6.0 | 13.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | | | 40.3 | 0.0 | 28.0 | 47.8 | 7.5 | 0.0 | 0.0 | 28.1 | 58.3 |
| LnGrp LOS | | | | D | | C | D | A | | | C | E |
| Approach Vol, veh/h | | | | | 693 | | | 851 | | | 860 | |
| Approach Delay, s/veh | | | | | 35.6 | | | 25.0 | | | 45.9 | |
| Approach LOS | | | | | D | | | C | | | D | |

| Timer - Assigned Phs | 2 | | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 57.0 | | 24.2 | 32.8 | | 28.1 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 52.5 | | 24.5 | 23.5 | | 28.5 |
| Max Q Clear Time (g_c+I1), s | 7.1 | | 19.2 | 28.6 | | 21.4 |
| Green Ext Time (p_c), s | 3.0 | | 0.5 | 0.0 | | 2.2 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 35.5 | |
| HCM 7th LOS | D | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 330 | 5 | 503 | 0 | 0 | 0 | 0 | 473 | 410 | 204 | 533 | 0 |
| Future Volume (veh/h) | 330 | 5 | 503 | 0 | 0 | 0 | 0 | 473 | 410 | 204 | 533 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | | | | 0 | 1870 | 1870 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 355 | 5 | 541 | | | | 0 | 509 | 441 | 219 | 573 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | | | | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 524 | 4 | 463 | | | | 0 | 741 | 642 | 258 | 2152 | 0 |
| Arrive On Green | 0.29 | 0.29 | 0.29 | | | | 0.00 | 0.41 | 0.41 | 0.14 | 0.61 | 0.00 |
| Sat Flow, veh/h | 1781 | 15 | 1573 | | | | 0 | 1897 | 1562 | 1781 | 3647 | 0 |
| Grp Volume(v), veh/h | 355 | 0 | 546 | | | | 0 | 501 | 449 | 219 | 573 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1587 | | | | 0 | 1777 | 1589 | 1781 | 1777 | 0 |
| Q Serve(g_s), s | 15.8 | 0.0 | 26.5 | | | | 0.0 | 20.8 | 20.8 | 10.8 | 6.8 | 0.0 |
| Cycle Q Clear(g_c), s | 15.8 | 0.0 | 26.5 | | | | 0.0 | 20.8 | 20.8 | 10.8 | 6.8 | 0.0 |
| Prop In Lane | 1.00 | | 0.99 | | | | 0.00 | | 0.98 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 524 | 0 | 467 | | | | 0 | 730 | 653 | 258 | 2152 | 0 |
| V/C Ratio(X) | 0.68 | 0.00 | 1.17 | | | | 0.00 | 0.69 | 0.69 | 0.85 | 0.27 | 0.00 |
| Avail Cap(c_a), veh/h | 524 | 0 | 467 | | | | 0 | 730 | 653 | 366 | 2152 | 0 |
| 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 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 28.0 | 0.0 | 31.8 | | | | 0.0 | 21.8 | 21.8 | 37.5 | 8.3 | 0.0 |
| Incr Delay (d2), s/veh | 3.5 | 0.0 | 96.7 | | | | 0.0 | 5.2 | 5.8 | 12.4 | 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 |
| %ile BackOfQ(50%),veh/ln | 7.0 | 0.0 | 22.3 | | | | 0.0 | 8.7 | 7.9 | 5.3 | 2.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 31.4 | 0.0 | 128.4 | | | | 0.0 | 27.0 | 27.6 | 49.9 | 8.7 | 0.0 |
| LnGrp LOS | C | | F | | | | | C | C | D | A | |
| Approach Vol, veh/h | | 901 | | | | | | 950 | | | 792 | |
| Approach Delay, s/veh | | 90.2 | | | | | | 27.2 | | | 20.1 | |
| Approach LOS | | F | | | | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 4 | 6 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 17.5 | 41.5 | 31.0 | 59.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 13.5 | 31.5 | 26.5 | 54.5 |
| Max Q Clear Time (g_c+I1), s | 12.8 | 22.8 | 28.5 | 8.8 |
| Green Ext Time (p_c), s | 0.3 | 3.6 | 0.0 | 3.7 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 46.6 |
| HCM 7th LOS | D |

**Notes**

User approved volume balancing among the lanes for turning movement.



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 670 | 146 | 166 | 782 | 160 | 149 |
| Future Volume (veh/h) | 670 | 146 | 166 | 782 | 160 | 149 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 807 | 176 | 200 | 942 | 193 | 180 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1262 | 275 | 243 | 2226 | 469 | 418 |
| Arrive On Green | 0.43 | 0.43 | 0.14 | 0.63 | 0.26 | 0.26 |
| Sat Flow, veh/h | 2994 | 633 | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h | 494 | 489 | 200 | 942 | 193 | 180 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1756 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s | 17.8 | 17.8 | 8.9 | 11.0 | 7.3 | 7.7 |
| Cycle Q Clear(g_c), s | 17.8 | 17.8 | 8.9 | 11.0 | 7.3 | 7.7 |
| Prop In Lane | | 0.36 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 773 | 764 | 243 | 2226 | 469 | 418 |
| V/C Ratio(X) | 0.64 | 0.64 | 0.82 | 0.42 | 0.41 | 0.43 |
| Avail Cap(c_a), veh/h | 773 | 764 | 426 | 2591 | 469 | 418 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.1 | 18.1 | 34.3 | 7.8 | 24.8 | 25.0 |
| Incr Delay (d2), s/veh | 4.0 | 4.1 | 6.9 | 0.1 | 2.7 | 3.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.0 | 7.0 | 4.0 | 3.0 | 3.2 | 3.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 22.1 | 22.1 | 41.2 | 7.9 | 27.5 | 28.2 |
| LnGrp LOS | C | C | D | A | C | C |
| Approach Vol, veh/h | 983 | | | 1142 | 373 | |
| Approach Delay, s/veh | 22.1 | | | 13.7 | 27.8 | |
| Approach LOS | C | | | B | C | |

| Timer - Assigned Phs | 2 | 3 | 4 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 26.0 | 15.6 | 40.0 | 55.6 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 21.5 | 19.5 | 35.5 | 59.5 |
| Max Q Clear Time (g_c+I1), s | 9.7 | 10.9 | 19.8 | 13.0 |
| Green Ext Time (p_c), s | 0.9 | 0.3 | 5.1 | 7.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 19.1 |
| HCM 7th LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 17.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 78 | 289 | 243 | 274 | 232 | 98 |
| Future Vol, veh/h | 78 | 289 | 243 | 274 | 232 | 98 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 104 | 385 | 324 | 365 | 309 | 131 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1388 | 375 | 440 | 0 | - | 0 |
| Stage 1 | 375 | - | - | - | - | - |
| Stage 2 | 1013 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 157 | 672 | 1120 | - | - | - |
| Stage 1 | 695 | - | - | - | - | - |
| Stage 2 | 351 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 100 | 672 | 1120 | - | - | - |
| Mov Cap-2 Maneuver | ~ 100 | - | - | - | - | - |
| Stage 1 | 443 | - | - | - | - | - |
| Stage 2 | 351 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 51.74 | 4.47 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 846 | - | 100 | 672 | - | - |
| HCM Lane V/C Ratio | 0.289 | - | 1.038 | 0.574 | - | - |
| HCM Control Delay (s/veh) | 9.5 | 0 | 179.2 | 17.3 | - | - |
| HCM Lane LOS | A | A | F | C | - | - |
| HCM 95th %tile Q(veh) | 1.2 | - | 6.5 | 3.7 | - | - |

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

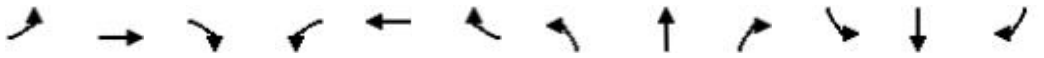
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 61 | 17 | 490 | 548 | 4 |
| Future Vol, veh/h | 13 | 61 | 17 | 490 | 548 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 82 | 23 | 662 | 741 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1451 | 743 | 746 | 0 | - | 0 |
| Stage 1 | 743 | - | - | - | - | - |
| Stage 2 | 708 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 144 | 415 | 862 | - | - | - |
| Stage 1 | 470 | - | - | - | - | - |
| Stage 2 | 488 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 138 | 415 | 862 | - | - | - |
| Mov Cap-2 Maneuver | 138 | - | - | - | - | - |
| Stage 1 | 450 | - | - | - | - | - |
| Stage 2 | 488 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 22.32 | 0.31 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 60 | - | 307 | - | - |
| HCM Lane V/C Ratio | 0.027 | - | 0.326 | - | - |
| HCM Control Delay (s/veh) | 9.3 | 0 | 22.3 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 1.4 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 179 | 255 | 104 | 17 | 230 | 96 | 75 | 252 | 26 | 128 | 297 | 255 |
| Future Volume (veh/h) | 179 | 255 | 104 | 17 | 230 | 96 | 75 | 252 | 26 | 128 | 297 | 255 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 224 | 319 | 130 | 21 | 288 | 120 | 94 | 315 | 32 | 160 | 371 | 319 |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 270 | 535 | 453 | 42 | 389 | 158 | 121 | 1090 | 110 | 200 | 708 | 841 |
| Arrive On Green | 0.15 | 0.29 | 0.29 | 0.02 | 0.16 | 0.16 | 0.07 | 0.33 | 0.33 | 0.11 | 0.38 | 0.38 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 2464 | 1003 | 1781 | 3259 | 329 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 224 | 319 | 130 | 21 | 206 | 202 | 94 | 171 | 176 | 160 | 371 | 319 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1690 | 1781 | 1777 | 1811 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 9.0 | 10.9 | 4.7 | 0.9 | 8.2 | 8.5 | 3.8 | 5.2 | 5.3 | 6.5 | 11.4 | 8.7 |
| Cycle Q Clear(g_c), s | 9.0 | 10.9 | 4.7 | 0.9 | 8.2 | 8.5 | 3.8 | 5.2 | 5.3 | 6.5 | 11.4 | 8.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.59 | 1.00 | | 0.18 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 270 | 535 | 453 | 42 | 281 | 267 | 121 | 594 | 605 | 200 | 708 | 841 |
| V/C Ratio(X) | 0.83 | 0.60 | 0.29 | 0.50 | 0.73 | 0.76 | 0.78 | 0.29 | 0.29 | 0.80 | 0.52 | 0.38 |
| Avail Cap(c_a), veh/h | 422 | 764 | 648 | 128 | 433 | 411 | 205 | 594 | 605 | 325 | 708 | 841 |
| 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 | 30.4 | 22.7 | 20.5 | 35.7 | 29.6 | 29.8 | 33.9 | 18.1 | 18.1 | 32.0 | 17.8 | 10.2 |
| Incr Delay (d2), s/veh | 7.8 | 1.1 | 0.3 | 8.8 | 3.7 | 4.4 | 10.1 | 1.2 | 1.2 | 7.1 | 2.8 | 1.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.1 | 4.3 | 1.5 | 0.4 | 3.4 | 3.4 | 1.9 | 2.1 | 2.2 | 3.0 | 4.8 | 2.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 38.2 | 23.8 | 20.9 | 44.4 | 33.3 | 34.1 | 44.0 | 19.3 | 19.4 | 39.1 | 20.6 | 11.5 |
| LnGrp LOS | D | C | C | D | C | C | D | B | B | D | C | B |
| Approach Vol, veh/h | | 673 | | | 429 | | | 441 | | | 850 | |
| Approach Delay, s/veh | | 28.0 | | | 34.3 | | | 24.6 | | | 20.7 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.8 | 29.2 | 6.3 | 25.6 | 9.5 | 32.5 | 15.7 | 16.2 |
| 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 | 13.5 | 23.0 | 5.3 | 30.2 | 8.5 | 28.0 | 17.5 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 8.5 | 7.3 | 2.9 | 12.9 | 5.8 | 13.4 | 11.0 | 10.5 |
| Green Ext Time (p_c), s | 0.2 | 1.5 | 0.0 | 1.9 | 0.0 | 2.7 | 0.3 | 1.2 |

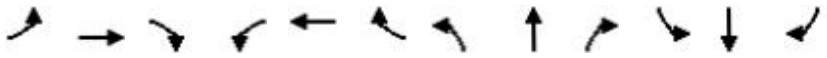
| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 25.9 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 60 | 350 | 57 | 222 | 247 | 38 | 113 | 284 | 253 | 64 | 356 | 57 |
| Future Volume (veh/h) | 60 | 350 | 57 | 222 | 247 | 38 | 113 | 284 | 253 | 64 | 356 | 57 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 70 | 407 | 66 | 258 | 287 | 44 | 131 | 330 | 294 | 74 | 414 | 66 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 93 | 535 | 86 | 309 | 914 | 138 | 168 | 625 | 546 | 96 | 945 | 150 |
| Arrive On Green | 0.05 | 0.17 | 0.17 | 0.17 | 0.30 | 0.30 | 0.09 | 0.35 | 0.35 | 0.05 | 0.31 | 0.31 |
| Sat Flow, veh/h | 1781 | 3065 | 493 | 1781 | 3094 | 469 | 1781 | 1796 | 1569 | 1781 | 3073 | 487 |
| Grp Volume(v), veh/h | 70 | 235 | 238 | 258 | 163 | 168 | 131 | 326 | 298 | 74 | 238 | 242 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1782 | 1781 | 1777 | 1786 | 1781 | 1777 | 1588 | 1781 | 1777 | 1783 |
| Q Serve(g_s), s | 2.8 | 9.0 | 9.2 | 10.1 | 5.1 | 5.2 | 5.2 | 10.5 | 10.8 | 2.9 | 7.7 | 7.8 |
| Cycle Q Clear(g_c), s | 2.8 | 9.0 | 9.2 | 10.1 | 5.1 | 5.2 | 5.2 | 10.5 | 10.8 | 2.9 | 7.7 | 7.8 |
| Prop In Lane | 1.00 | | 0.28 | 1.00 | | 0.26 | 1.00 | | 0.99 | 1.00 | | 0.27 |
| Lane Grp Cap(c), veh/h | 93 | 310 | 311 | 309 | 525 | 527 | 168 | 618 | 553 | 96 | 547 | 548 |
| V/C Ratio(X) | 0.75 | 0.76 | 0.77 | 0.84 | 0.31 | 0.32 | 0.78 | 0.53 | 0.54 | 0.77 | 0.44 | 0.44 |
| Avail Cap(c_a), veh/h | 226 | 445 | 446 | 508 | 727 | 731 | 310 | 618 | 553 | 211 | 547 | 548 |
| 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 | 33.6 | 28.2 | 28.3 | 28.7 | 19.6 | 19.7 | 31.8 | 18.7 | 18.8 | 33.6 | 19.9 | 19.9 |
| Incr Delay (d2), s/veh | 11.4 | 4.5 | 4.9 | 6.3 | 0.3 | 0.3 | 7.7 | 3.2 | 3.7 | 12.4 | 2.5 | 2.6 |
| 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 | 1.4 | 3.8 | 3.9 | 4.4 | 1.9 | 2.0 | 2.4 | 4.3 | 4.0 | 1.5 | 3.2 | 3.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 44.9 | 32.7 | 33.2 | 35.0 | 20.0 | 20.0 | 39.5 | 21.9 | 22.5 | 45.9 | 22.4 | 22.5 |
| LnGrp LOS | D | C | C | C | B | C | D | C | C | D | C | C |
| Approach Vol, veh/h | | 543 | | | 589 | | | 755 | | | 554 | |
| Approach Delay, s/veh | | 34.5 | | | 26.6 | | | 25.2 | | | 25.6 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.4 | 29.5 | 16.9 | 17.0 | 11.3 | 26.6 | 8.3 | 25.7 |
| 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 | 3.5 | 25.0 | 20.5 | 18.0 | 12.5 | 21.0 | 9.1 | 29.4 |
| Max Q Clear Time (g_c+I1), s | 4.9 | 12.8 | 12.1 | 11.2 | 7.2 | 9.8 | 4.8 | 7.2 |
| Green Ext Time (p_c), s | 0.0 | 2.9 | 0.5 | 1.4 | 0.1 | 1.9 | 0.0 | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 27.7 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 25 | 285 | 243 | 312 | 275 | 38 | 192 | 159 | 182 | 45 | 235 | 55 |
| Future Volume (veh/h) | 25 | 285 | 243 | 312 | 275 | 38 | 192 | 159 | 182 | 45 | 235 | 55 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 26 | 297 | 253 | 325 | 286 | 40 | 200 | 166 | 190 | 47 | 245 | 57 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 49 | 684 | 305 | 425 | 903 | 125 | 244 | 735 | 656 | 73 | 1129 | 504 |
| Arrive On Green | 0.03 | 0.19 | 0.19 | 0.12 | 0.29 | 0.29 | 0.14 | 0.41 | 0.41 | 0.04 | 0.32 | 0.32 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3135 | 434 | 1781 | 1777 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 26 | 297 | 253 | 325 | 161 | 165 | 200 | 166 | 190 | 47 | 245 | 57 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1792 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 1.1 | 5.8 | 12.0 | 7.1 | 5.5 | 5.7 | 8.5 | 4.7 | 6.3 | 2.0 | 4.0 | 2.0 |
| Cycle Q Clear(g_c), s | 1.1 | 5.8 | 12.0 | 7.1 | 5.5 | 5.7 | 8.5 | 4.7 | 6.3 | 2.0 | 4.0 | 2.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.24 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 49 | 684 | 305 | 425 | 512 | 516 | 244 | 735 | 656 | 73 | 1129 | 504 |
| V/C Ratio(X) | 0.53 | 0.43 | 0.83 | 0.76 | 0.31 | 0.32 | 0.82 | 0.23 | 0.29 | 0.65 | 0.22 | 0.11 |
| Avail Cap(c_a), veh/h | 127 | 840 | 374 | 640 | 622 | 627 | 421 | 735 | 656 | 150 | 1129 | 504 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 37.6 | 27.9 | 30.4 | 33.2 | 21.8 | 21.9 | 32.9 | 14.8 | 15.3 | 37.0 | 19.6 | 18.9 |
| Incr Delay (d2), s/veh | 8.6 | 0.4 | 12.2 | 3.0 | 0.3 | 0.4 | 6.7 | 0.7 | 1.1 | 9.2 | 0.4 | 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 | 2.2 | 5.1 | 2.9 | 2.1 | 2.1 | 3.8 | 1.8 | 2.1 | 1.0 | 1.5 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 46.1 | 28.3 | 42.6 | 36.3 | 22.2 | 22.2 | 39.6 | 15.6 | 16.4 | 46.2 | 20.0 | 19.4 |
| LnGrp LOS | D | C | D | D | C | C | D | B | B | D | C | B |
| Approach Vol, veh/h | | 576 | | | 651 | | | 556 | | | 349 | |
| Approach Delay, s/veh | | 35.4 | | | 29.2 | | | 24.5 | | | 23.4 | |
| Approach LOS | | D | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.7 | 36.9 | 14.1 | 19.6 | 15.2 | 29.4 | 6.7 | 27.0 |
| 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 | 5.6 | 32.4 | 14.5 | 18.5 | 18.5 | 20.5 | 5.6 | 27.4 |
| Max Q Clear Time (g_c+I1), s | 4.0 | 8.3 | 9.1 | 14.0 | 10.5 | 6.0 | 3.1 | 7.7 |
| Green Ext Time (p_c), s | 0.0 | 1.9 | 0.5 | 1.1 | 0.3 | 1.2 | 0.0 | 1.5 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 28.7 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 343 | 5 | 192 | 501 | 371 | 0 | 0 | 410 | 473 |
| Future Volume (veh/h) | 0 | 0 | 0 | 343 | 5 | 192 | 501 | 371 | 0 | 0 | 410 | 473 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 357 | 5 | 200 | 522 | 386 | 0 | 0 | 427 | 493 |
| Peak Hour Factor | | | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 399 | 6 | 360 | 559 | 2386 | 0 | 0 | 545 | 486 |
| Arrive On Green | | | | 0.23 | 0.23 | 0.23 | 0.31 | 0.67 | 0.00 | 0.00 | 0.31 | 0.31 |
| Sat Flow, veh/h | | | | 1758 | 25 | 1585 | 1781 | 3647 | 0 | 0 | 1870 | 1585 |
| Grp Volume(v), veh/h | | | | 362 | 0 | 200 | 522 | 386 | 0 | 0 | 427 | 493 |
| Grp Sat Flow(s),veh/h/ln | | | | 1782 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 17.5 | 0.0 | 9.9 | 25.2 | 3.5 | 0.0 | 0.0 | 19.4 | 27.2 |
| Cycle Q Clear(g_c), s | | | | 17.5 | 0.0 | 9.9 | 25.2 | 3.5 | 0.0 | 0.0 | 19.4 | 27.2 |
| Prop In Lane | | | | 0.99 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 404 | 0 | 360 | 559 | 2386 | 0 | 0 | 545 | 486 |
| V/C Ratio(X) | | | | 0.90 | 0.00 | 0.56 | 0.93 | 0.16 | 0.00 | 0.00 | 0.78 | 1.01 |
| Avail Cap(c_a), veh/h | | | | 433 | 0 | 385 | 613 | 2386 | 0 | 0 | 545 | 486 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 33.2 | 0.0 | 30.3 | 29.5 | 5.4 | 0.0 | 0.0 | 28.0 | 30.7 |
| Incr Delay (d2), s/veh | | | | 19.9 | 0.0 | 1.5 | 20.6 | 0.1 | 0.0 | 0.0 | 10.7 | 44.2 |
| Initial Q Delay(d3), s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 9.6 | 0.0 | 3.8 | 12.9 | 1.0 | 0.0 | 0.0 | 9.1 | 15.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | | | 53.1 | 0.0 | 31.8 | 50.1 | 5.5 | 0.0 | 0.0 | 38.7 | 74.9 |
| LnGrp LOS | | | | D | | C | D | A | | | D | F |
| Approach Vol, veh/h | | | | | 562 | | | 908 | | | 920 | |
| Approach Delay, s/veh | | | | | 45.5 | | | 31.1 | | | 58.1 | |
| Approach LOS | | | | | D | | | C | | | E | |

| Timer - Assigned Phs | 2 | | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 64.0 | | 32.3 | 31.7 | | 24.6 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 59.5 | | 30.5 | 24.5 | | 21.5 |
| Max Q Clear Time (g_c+I1), s | 5.5 | | 27.2 | 29.2 | | 19.5 |
| Green Ext Time (p_c), s | 2.4 | | 0.6 | 0.0 | | 0.6 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 44.9 | |
| HCM 7th LOS | D | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 210 | 2 | 466 | 0 | 0 | 0 | 0 | 626 | 439 | 240 | 525 | 0 |
| Future Volume (veh/h) | 210 | 2 | 466 | 0 | 0 | 0 | 0 | 626 | 439 | 240 | 525 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | | | | 0 | 1870 | 1870 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 214 | 2 | 476 | | | | 0 | 639 | 448 | 245 | 536 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 378 | 1 | 335 | | | | 0 | 954 | 668 | 285 | 2444 | 0 |
| Arrive On Green | 0.21 | 0.21 | 0.21 | | | | 0.00 | 0.48 | 0.48 | 0.16 | 0.69 | 0.00 |
| Sat Flow, veh/h | 1781 | 7 | 1579 | | | | 0 | 2091 | 1398 | 1781 | 3647 | 0 |
| Grp Volume(v), veh/h | 214 | 0 | 478 | | | | 0 | 568 | 519 | 245 | 536 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1586 | | | | 0 | 1777 | 1619 | 1781 | 1777 | 0 |
| Q Serve(g_s), s | 9.7 | 0.0 | 19.1 | | | | 0.0 | 22.1 | 22.2 | 12.1 | 5.0 | 0.0 |
| Cycle Q Clear(g_c), s | 9.7 | 0.0 | 19.1 | | | | 0.0 | 22.1 | 22.2 | 12.1 | 5.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | | | 0.00 | | 0.86 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 378 | 0 | 337 | | | | 0 | 849 | 773 | 285 | 2444 | 0 |
| V/C Ratio(X) | 0.57 | 0.00 | 1.42 | | | | 0.00 | 0.67 | 0.67 | 0.86 | 0.22 | 0.00 |
| Avail Cap(c_a), veh/h | 378 | 0 | 337 | | | | 0 | 849 | 773 | 428 | 2444 | 0 |
| 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 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 31.7 | 0.0 | 35.5 | | | | 0.0 | 18.1 | 18.1 | 36.8 | 5.2 | 0.0 |
| Incr Delay (d2), s/veh | 2.0 | 0.0 | 205.7 | | | | 0.0 | 4.2 | 4.6 | 10.8 | 0.2 | 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 |
| %ile BackOfQ(50%),veh/ln | 4.3 | 0.0 | 26.4 | | | | 0.0 | 8.7 | 8.1 | 5.7 | 1.3 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 33.7 | 0.0 | 241.1 | | | | 0.0 | 22.2 | 22.7 | 47.6 | 5.4 | 0.0 |
| LnGrp LOS | C | | F | | | | | C | C | D | A | |
| Approach Vol, veh/h | | 692 | | | | | | 1087 | | | 781 | |
| Approach Delay, s/veh | | 177.0 | | | | | | 22.4 | | | 18.6 | |
| Approach LOS | | F | | | | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 4 | 6 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 18.9 | 47.5 | 23.6 | 66.4 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 21.6 | 35.8 | 19.1 | 61.9 |
| Max Q Clear Time (g_c+I1), s | 14.1 | 24.2 | 21.1 | 7.0 |
| Green Ext Time (p_c), s | 0.4 | 5.0 | 0.0 | 3.5 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 63.1 |
| HCM 7th LOS | E |

**Notes**

User approved volume balancing among the lanes for turning movement.



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 716 | 181 | 286 | 638 | 115 | 184 |
| Future Volume (veh/h) | 716 | 181 | 286 | 638 | 115 | 184 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 863 | 218 | 345 | 769 | 139 | 222 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1075 | 271 | 387 | 2320 | 430 | 382 |
| Arrive On Green | 0.38 | 0.38 | 0.22 | 0.65 | 0.24 | 0.24 |
| Sat Flow, veh/h | 2904 | 709 | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h | 546 | 535 | 345 | 769 | 139 | 222 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1743 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s | 23.2 | 23.3 | 16.0 | 8.1 | 5.5 | 10.5 |
| Cycle Q Clear(g_c), s | 23.2 | 23.3 | 16.0 | 8.1 | 5.5 | 10.5 |
| Prop In Lane | | 0.41 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 680 | 667 | 387 | 2320 | 430 | 382 |
| V/C Ratio(X) | 0.80 | 0.80 | 0.89 | 0.33 | 0.32 | 0.58 |
| Avail Cap(c_a), veh/h | 680 | 667 | 493 | 2530 | 430 | 382 |
| 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 | 23.4 | 23.4 | 32.3 | 6.5 | 26.5 | 28.4 |
| Incr Delay (d2), s/veh | 9.7 | 9.9 | 15.3 | 0.1 | 2.0 | 6.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 10.3 | 10.2 | 7.9 | 2.2 | 2.4 | 4.3 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 33.1 | 33.3 | 47.6 | 6.6 | 28.5 | 34.7 |
| LnGrp LOS | C | C | D | A | C | C |
| Approach Vol, veh/h | 1081 | | | 1114 | 361 | |
| Approach Delay, s/veh | 33.2 | | | 19.3 | 32.4 | |
| Approach LOS | C | | | B | C | |

| Timer - Assigned Phs | 2 | 3 | 4 | | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 25.0 | 23.0 | 37.0 | | 60.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 20.5 | 23.5 | 32.5 | | 60.5 |
| Max Q Clear Time (g_c+I1), s | 12.5 | 18.0 | 25.3 | | 10.1 |
| Green Ext Time (p_c), s | 0.7 | 0.5 | 3.6 | | 5.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 27.0 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 29 | 235 | 122 | 294 | 452 | 23 |
| Future Vol, veh/h | 29 | 235 | 122 | 294 | 452 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 39 | 318 | 165 | 397 | 611 | 31 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1353 | 626 | 642 | 0 | - | 0 |
| Stage 1 | 626 | - | - | - | - | - |
| Stage 2 | 727 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 165 | 484 | 943 | - | - | - |
| Stage 1 | 533 | - | - | - | - | - |
| Stage 2 | 478 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 128 | 484 | 943 | - | - | - |
| Mov Cap-2 Maneuver | 128 | - | - | - | - | - |
| Stage 1 | 413 | - | - | - | - | - |
| Stage 2 | 478 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 27.68 | 2.82 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 528 | - | 128 | 484 | - | - |
| HCM Lane V/C Ratio | 0.175 | - | 0.306 | 0.656 | - | - |
| HCM Control Delay (s/veh) | 9.6 | 0 | 45 | 25.5 | - | - |
| HCM Lane LOS | A | A | E | D | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | 1.2 | 4.7 | - | - |

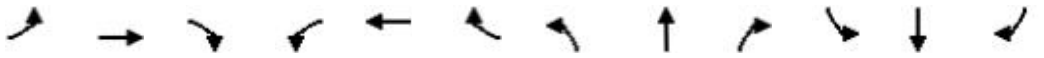
| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 65 | 115 | 457 | 635 | 43 |
| Future Vol, veh/h | 16 | 65 | 115 | 457 | 635 | 43 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 87 | 153 | 609 | 847 | 57 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1791 | 875 | 904 | 0 | - | 0 |
| Stage 1 | 875 | - | - | - | - | - |
| Stage 2 | 916 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 89 | 348 | 752 | - | - | - |
| Stage 1 | 408 | - | - | - | - | - |
| Stage 2 | 390 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 61 | 348 | 752 | - | - | - |
| Mov Cap-2 Maneuver | 61 | - | - | - | - | - |
| Stage 1 | 282 | - | - | - | - | - |
| Stage 2 | 390 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 50.52 | 2.21 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 362 | - | 181 | - | - |
| HCM Lane V/C Ratio | 0.204 | - | 0.596 | - | - |
| HCM Control Delay (s/veh) | 11 | 0 | 50.5 | - | - |
| HCM Lane LOS | B | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.8 | - | 3.3 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 291 | 152 | 52 | 19 | 163 | 114 | 78 | 210 | 10 | 82 | 350 | 273 |
| Future Volume (veh/h) | 291 | 152 | 52 | 19 | 163 | 114 | 78 | 210 | 10 | 82 | 350 | 273 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 320 | 167 | 57 | 21 | 179 | 125 | 86 | 231 | 11 | 90 | 385 | 300 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 365 | 580 | 491 | 42 | 264 | 174 | 111 | 1241 | 59 | 116 | 678 | 899 |
| Arrive On Green | 0.21 | 0.31 | 0.31 | 0.02 | 0.13 | 0.13 | 0.06 | 0.36 | 0.36 | 0.07 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 2049 | 1354 | 1781 | 3454 | 164 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 320 | 167 | 57 | 21 | 154 | 150 | 86 | 118 | 124 | 90 | 385 | 300 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1627 | 1781 | 1777 | 1841 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 13.0 | 5.0 | 1.9 | 0.9 | 6.2 | 6.6 | 3.5 | 3.4 | 3.4 | 3.7 | 12.3 | 7.5 |
| Cycle Q Clear(g_c), s | 13.0 | 5.0 | 1.9 | 0.9 | 6.2 | 6.6 | 3.5 | 3.4 | 3.4 | 3.7 | 12.3 | 7.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.83 | 1.00 | | 0.09 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 365 | 580 | 491 | 42 | 229 | 209 | 111 | 638 | 661 | 116 | 678 | 899 |
| V/C Ratio(X) | 0.88 | 0.29 | 0.12 | 0.50 | 0.67 | 0.72 | 0.77 | 0.19 | 0.19 | 0.77 | 0.57 | 0.33 |
| Avail Cap(c_a), veh/h | 442 | 783 | 664 | 127 | 429 | 393 | 203 | 638 | 661 | 244 | 678 | 899 |
| 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 | 28.7 | 19.5 | 18.4 | 35.9 | 31.0 | 31.2 | 34.4 | 16.4 | 16.4 | 34.3 | 19.1 | 8.6 |
| Incr Delay (d2), s/veh | 15.5 | 0.3 | 0.1 | 8.8 | 3.4 | 4.6 | 10.9 | 0.6 | 0.6 | 10.3 | 3.4 | 1.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.5 | 2.0 | 0.6 | 0.4 | 2.6 | 2.6 | 1.8 | 1.3 | 1.4 | 1.8 | 5.3 | 2.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 44.2 | 19.7 | 18.5 | 44.8 | 34.4 | 35.7 | 45.3 | 17.0 | 17.0 | 44.6 | 22.5 | 9.6 |
| LnGrp LOS | D | B | B | D | C | D | D | B | B | D | C | A |
| Approach Vol, veh/h | | 544 | | | 325 | | | 328 | | | 775 | |
| Approach Delay, s/veh | | 34.0 | | | 35.7 | | | 24.4 | | | 20.1 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.4 | 31.3 | 6.3 | 27.6 | 9.1 | 31.5 | 19.8 | 14.1 |
| 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 | 10.2 | 25.3 | 5.3 | 31.2 | 8.5 | 27.0 | 18.5 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 5.7 | 5.4 | 2.9 | 7.0 | 5.5 | 14.3 | 15.0 | 8.6 |
| Green Ext Time (p_c), s | 0.1 | 1.1 | 0.0 | 0.9 | 0.0 | 2.6 | 0.3 | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 27.2 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 39 | 137 | 58 | 168 | 147 | 17 | 162 | 265 | 152 | 50 | 363 | 85 |
| Future Volume (veh/h) | 39 | 137 | 58 | 168 | 147 | 17 | 162 | 265 | 152 | 50 | 363 | 85 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 43 | 151 | 64 | 185 | 162 | 19 | 178 | 291 | 167 | 55 | 399 | 93 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 74 | 254 | 103 | 233 | 618 | 72 | 225 | 978 | 546 | 86 | 1050 | 242 |
| Arrive On Green | 0.04 | 0.10 | 0.10 | 0.13 | 0.19 | 0.19 | 0.13 | 0.44 | 0.44 | 0.05 | 0.37 | 0.37 |
| Sat Flow, veh/h | 1781 | 2466 | 1001 | 1781 | 3209 | 371 | 1781 | 2198 | 1228 | 1781 | 2866 | 662 |
| Grp Volume(v), veh/h | 43 | 107 | 108 | 185 | 89 | 92 | 178 | 234 | 224 | 55 | 246 | 246 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1690 | 1781 | 1777 | 1804 | 1781 | 1777 | 1649 | 1781 | 1777 | 1751 |
| Q Serve(g_s), s | 1.6 | 3.8 | 4.0 | 6.6 | 2.8 | 2.9 | 6.4 | 5.5 | 5.8 | 2.0 | 6.7 | 6.8 |
| Cycle Q Clear(g_c), s | 1.6 | 3.8 | 4.0 | 6.6 | 2.8 | 2.9 | 6.4 | 5.5 | 5.8 | 2.0 | 6.7 | 6.8 |
| Prop In Lane | 1.00 | | 0.59 | 1.00 | | 0.21 | 1.00 | | 0.74 | 1.00 | | 0.38 |
| Lane Grp Cap(c), veh/h | 74 | 183 | 174 | 233 | 342 | 347 | 225 | 790 | 733 | 86 | 651 | 642 |
| V/C Ratio(X) | 0.58 | 0.58 | 0.62 | 0.79 | 0.26 | 0.27 | 0.79 | 0.30 | 0.31 | 0.64 | 0.38 | 0.38 |
| Avail Cap(c_a), veh/h | 176 | 485 | 462 | 476 | 785 | 796 | 449 | 790 | 733 | 192 | 651 | 642 |
| 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 | 31.0 | 28.2 | 28.3 | 27.8 | 22.6 | 22.6 | 27.9 | 11.7 | 11.8 | 30.8 | 15.3 | 15.4 |
| Incr Delay (d2), s/veh | 7.1 | 2.9 | 3.6 | 6.0 | 0.4 | 0.4 | 6.1 | 1.0 | 1.1 | 7.7 | 1.7 | 1.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 1.6 | 1.6 | 2.9 | 1.1 | 1.1 | 2.8 | 2.0 | 1.9 | 1.0 | 2.6 | 2.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 38.2 | 31.2 | 31.9 | 33.7 | 23.0 | 23.0 | 34.1 | 12.7 | 12.8 | 38.5 | 17.0 | 17.1 |
| LnGrp LOS | D | C | C | C | C | C | C | B | B | D | B | B |
| Approach Vol, veh/h | | 258 | | | 366 | | | 636 | | | 547 | |
| Approach Delay, s/veh | | 32.6 | | | 28.4 | | | 18.7 | | | 19.2 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.7 | 33.8 | 13.1 | 11.3 | 12.8 | 28.6 | 7.2 | 17.2 |
| 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 | 7.1 | 29.3 | 17.6 | 18.0 | 16.6 | 19.8 | 6.5 | 29.1 |
| Max Q Clear Time (g_c+I1), s | 4.0 | 7.8 | 8.6 | 6.0 | 8.4 | 8.8 | 3.6 | 4.9 |
| Green Ext Time (p_c), s | 0.0 | 2.5 | 0.3 | 0.7 | 0.3 | 2.0 | 0.0 | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 22.8 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 48 | 158 | 227 | 286 | 207 | 18 | 183 | 267 | 333 | 21 | 350 | 36 |
| Future Volume (veh/h) | 48 | 158 | 227 | 286 | 207 | 18 | 183 | 267 | 333 | 21 | 350 | 36 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 49 | 163 | 234 | 295 | 213 | 19 | 189 | 275 | 343 | 22 | 361 | 37 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 75 | 635 | 283 | 395 | 828 | 73 | 233 | 797 | 711 | 43 | 1217 | 543 |
| Arrive On Green | 0.04 | 0.18 | 0.18 | 0.11 | 0.25 | 0.25 | 0.13 | 0.45 | 0.45 | 0.02 | 0.34 | 0.34 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3303 | 292 | 1781 | 1777 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 49 | 163 | 234 | 295 | 114 | 118 | 189 | 275 | 343 | 22 | 361 | 37 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1818 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 2.1 | 3.0 | 10.9 | 6.4 | 3.9 | 4.0 | 7.9 | 7.8 | 11.7 | 0.9 | 5.7 | 1.2 |
| Cycle Q Clear(g_c), s | 2.1 | 3.0 | 10.9 | 6.4 | 3.9 | 4.0 | 7.9 | 7.8 | 11.7 | 0.9 | 5.7 | 1.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.16 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 75 | 635 | 283 | 395 | 445 | 456 | 233 | 797 | 711 | 43 | 1217 | 543 |
| V/C Ratio(X) | 0.65 | 0.26 | 0.83 | 0.75 | 0.26 | 0.26 | 0.81 | 0.34 | 0.48 | 0.51 | 0.30 | 0.07 |
| Avail Cap(c_a), veh/h | 155 | 855 | 381 | 607 | 585 | 598 | 429 | 797 | 711 | 127 | 1217 | 543 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.3 | 27.2 | 30.4 | 33.0 | 23.1 | 23.1 | 32.5 | 13.8 | 14.9 | 37.1 | 18.5 | 17.0 |
| Incr Delay (d2), s/veh | 9.2 | 0.2 | 10.5 | 2.8 | 0.3 | 0.3 | 6.7 | 1.2 | 2.3 | 8.8 | 0.6 | 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 | 1.0 | 1.2 | 4.5 | 2.6 | 1.5 | 1.6 | 3.6 | 2.9 | 4.0 | 0.5 | 2.2 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 45.4 | 27.4 | 40.9 | 35.8 | 23.4 | 23.4 | 39.2 | 15.0 | 17.2 | 45.9 | 19.1 | 17.3 |
| LnGrp LOS | D | C | D | D | C | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 446 | | | 527 | | | 807 | | | 420 | |
| Approach Delay, s/veh | | 36.5 | | | 30.3 | | | 21.6 | | | 20.4 | |
| Approach LOS | | D | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.4 | 39.0 | 13.3 | 18.2 | 14.6 | 30.8 | 7.7 | 23.8 |
| 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 | 5.5 | 34.5 | 13.5 | 18.5 | 18.5 | 21.5 | 6.7 | 25.3 |
| Max Q Clear Time (g_c+I1), s | 12.9 | 13.7 | 8.4 | 12.9 | 9.9 | 7.7 | 4.1 | 6.0 |
| Green Ext Time (p_c), s | 0.0 | 3.4 | 0.4 | 0.8 | 0.3 | 1.8 | 0.0 | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 26.5 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 406 | 5 | 292 | 355 | 506 | 0 | 0 | 352 | 499 |
| Future Volume (veh/h) | 0 | 0 | 0 | 406 | 5 | 292 | 355 | 506 | 0 | 0 | 352 | 499 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 423 | 5 | 304 | 370 | 527 | 0 | 0 | 367 | 520 |
| Peak Hour Factor | | | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 490 | 6 | 441 | 412 | 2189 | 0 | 0 | 590 | 526 |
| Arrive On Green | | | | 0.28 | 0.28 | 0.28 | 0.23 | 0.62 | 0.00 | 0.00 | 0.33 | 0.33 |
| Sat Flow, veh/h | | | | 1761 | 21 | 1585 | 1781 | 3647 | 0 | 0 | 1870 | 1585 |
| Grp Volume(v), veh/h | | | | 428 | 0 | 304 | 370 | 527 | 0 | 0 | 367 | 520 |
| Grp Sat Flow(s),veh/h/ln | | | | 1782 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 19.4 | 0.0 | 14.6 | 17.2 | 5.7 | 0.0 | 0.0 | 14.8 | 27.8 |
| Cycle Q Clear(g_c), s | | | | 19.4 | 0.0 | 14.6 | 17.2 | 5.7 | 0.0 | 0.0 | 14.8 | 27.8 |
| Prop In Lane | | | | 0.99 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 496 | 0 | 441 | 412 | 2189 | 0 | 0 | 590 | 526 |
| V/C Ratio(X) | | | | 0.86 | 0.00 | 0.69 | 0.90 | 0.24 | 0.00 | 0.00 | 0.62 | 0.99 |
| Avail Cap(c_a), veh/h | | | | 596 | 0 | 530 | 512 | 2189 | 0 | 0 | 590 | 526 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 29.2 | 0.0 | 27.5 | 31.8 | 7.4 | 0.0 | 0.0 | 24.0 | 28.3 |
| Incr Delay (d2), s/veh | | | | 10.8 | 0.0 | 2.9 | 16.1 | 0.3 | 0.0 | 0.0 | 4.9 | 36.5 |
| 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 | | | | 9.5 | 0.0 | 5.7 | 8.6 | 1.7 | 0.0 | 0.0 | 6.4 | 14.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | | | 40.0 | 0.0 | 30.4 | 47.9 | 7.6 | 0.0 | 0.0 | 28.9 | 64.8 |
| LnGrp LOS | | | | D | | C | D | A | | | C | E |
| Approach Vol, veh/h | | | | | 732 | | | 897 | | | 887 | |
| Approach Delay, s/veh | | | | | 36.0 | | | 24.2 | | | 49.9 | |
| Approach LOS | | | | | D | | | C | | | D | |

| Timer - Assigned Phs | 2 | | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 57.0 | | 24.2 | 32.8 | | 28.2 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 52.5 | | 24.5 | 23.5 | | 28.5 |
| Max Q Clear Time (g_c+I1), s | 7.7 | | 19.2 | 29.8 | | 21.4 |
| Green Ext Time (p_c), s | 3.4 | | 0.5 | 0.0 | | 2.3 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 36.7 | |
| HCM 7th LOS | D | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 374 | 5 | 503 | 0 | 0 | 0 | 0 | 473 | 410 | 216 | 533 | 0 |
| Future Volume (veh/h) | 374 | 5 | 503 | 0 | 0 | 0 | 0 | 473 | 410 | 216 | 533 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | | | | 0 | 1870 | 1870 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 402 | 5 | 541 | | | | 0 | 509 | 441 | 232 | 573 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | | | | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 524 | 4 | 463 | | | | 0 | 728 | 631 | 270 | 2152 | 0 |
| Arrive On Green | 0.29 | 0.29 | 0.29 | | | | 0.00 | 0.40 | 0.40 | 0.15 | 0.61 | 0.00 |
| Sat Flow, veh/h | 1781 | 15 | 1573 | | | | 0 | 1897 | 1562 | 1781 | 3647 | 0 |
| Grp Volume(v), veh/h | 402 | 0 | 546 | | | | 0 | 501 | 449 | 232 | 573 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1587 | | | | 0 | 1777 | 1589 | 1781 | 1777 | 0 |
| Q Serve(g_s), s | 18.5 | 0.0 | 26.5 | | | | 0.0 | 21.1 | 21.1 | 11.4 | 6.8 | 0.0 |
| Cycle Q Clear(g_c), s | 18.5 | 0.0 | 26.5 | | | | 0.0 | 21.1 | 21.1 | 11.4 | 6.8 | 0.0 |
| Prop In Lane | 1.00 | | 0.99 | | | | 0.00 | | 0.98 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 524 | 0 | 467 | | | | 0 | 717 | 642 | 270 | 2152 | 0 |
| V/C Ratio(X) | 0.77 | 0.00 | 1.17 | | | | 0.00 | 0.70 | 0.70 | 0.86 | 0.27 | 0.00 |
| Avail Cap(c_a), veh/h | 524 | 0 | 467 | | | | 0 | 717 | 642 | 366 | 2152 | 0 |
| 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 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 28.9 | 0.0 | 31.8 | | | | 0.0 | 22.3 | 22.3 | 37.2 | 8.3 | 0.0 |
| Incr Delay (d2), s/veh | 6.7 | 0.0 | 96.7 | | | | 0.0 | 5.6 | 6.2 | 14.0 | 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 |
| %ile BackOfQ(50%),veh/ln | 8.6 | 0.0 | 22.3 | | | | 0.0 | 8.9 | 8.1 | 5.7 | 2.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 35.6 | 0.0 | 128.4 | | | | 0.0 | 27.9 | 28.5 | 51.2 | 8.7 | 0.0 |
| LnGrp LOS | D | | F | | | | | C | C | D | A | |
| Approach Vol, veh/h | | 948 | | | | | | 950 | | | 805 | |
| Approach Delay, s/veh | | 89.1 | | | | | | 28.2 | | | 20.9 | |
| Approach LOS | | F | | | | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 4 | 6 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 18.2 | 40.8 | 31.0 | 59.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 13.5 | 31.5 | 26.5 | 54.5 |
| Max Q Clear Time (g_c+I1), s | 13.4 | 23.1 | 28.5 | 8.8 |
| Green Ext Time (p_c), s | 0.3 | 3.6 | 0.0 | 3.7 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 47.4 |
| HCM 7th LOS | D |

**Notes**

User approved volume balancing among the lanes for turning movement.

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 42 | 0 | 0 | 13 |
| Future Vol, veh/h | 0 | 0 | 42 | 0 | 0 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 100 | 100 | 100 | 100 | 100 | 100 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 42 | 0 | 0 | 13 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 1 | 0 | - | 1 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | 4.12 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 2.218 | - | - | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1622 | - | 0 | 1084 |
| Stage 1 | - | 0 | - | - | 0 | - |
| Stage 2 | - | 0 | - | - | 0 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1622 | - | - | 1084 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 7.28 | 8.36 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 1084 | - | 1622 | - |
| HCM Lane V/C Ratio | 0.012 | - | 0.026 | - |
| HCM Control Delay (s/veh) | 8.4 | - | 7.3 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 0 | 57 | 42 | 0 | 17 |
| Future Vol, veh/h | 13 | 0 | 57 | 42 | 0 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 100 | 100 | 100 | 100 | 100 | 100 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 0 | 57 | 42 | 0 | 17 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 13 | 0 | 169 | 13 |
| Stage 1 | - | - | - | - | 13 | - |
| Stage 2 | - | - | - | - | 156 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1606 | - | 821 | 1067 |
| Stage 1 | - | 0 | - | - | 1010 | - |
| Stage 2 | - | 0 | - | - | 872 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1606 | - | 791 | 1067 |
| Mov Cap-2 Maneuver | - | - | - | - | 791 | - |
| Stage 1 | - | - | - | - | 1010 | - |
| Stage 2 | - | - | - | - | 841 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 4.22 | 8.43 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 1067 | - | 1036 | - |
| HCM Lane V/C Ratio | 0.016 | - | 0.036 | - |
| HCM Control Delay (s/veh) | 8.4 | - | 7.3 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 0 | 23 | 99 | 0 | 7 |
| Future Vol, veh/h | 30 | 0 | 23 | 99 | 0 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 100 | 100 | 100 | 100 | 100 | 100 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 30 | 0 | 23 | 99 | 0 | 7 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 30 | 0 | 175 | 30 |
| Stage 1 | - | - | - | - | 30 | - |
| Stage 2 | - | - | - | - | 145 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1583 | - | 815 | 1044 |
| Stage 1 | - | 0 | - | - | 993 | - |
| Stage 2 | - | 0 | - | - | 882 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1583 | - | 802 | 1044 |
| Mov Cap-2 Maneuver | - | - | - | - | 802 | - |
| Stage 1 | - | - | - | - | 993 | - |
| Stage 2 | - | - | - | - | 869 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 1.38 | 8.47 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 1044 | - | 339 | - |
| HCM Lane V/C Ratio | 0.007 | - | 0.015 | - |
| HCM Control Delay (s/veh) | 8.5 | - | 7.3 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 6 | 19 | 551 | 659 | 5 |
| Future Vol, veh/h | 1 | 6 | 19 | 551 | 659 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 100 | 100 | 100 | 100 | 100 | 100 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 6 | 19 | 551 | 659 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1251 | 662 | 664 | 0 | - | 0 |
| Stage 1 | 662 | - | - | - | - | - |
| Stage 2 | 589 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 191 | 462 | 925 | - | - | - |
| Stage 1 | 513 | - | - | - | - | - |
| Stage 2 | 554 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 185 | 462 | 925 | - | - | - |
| Mov Cap-2 Maneuver | 185 | - | - | - | - | - |
| Stage 1 | 498 | - | - | - | - | - |
| Stage 2 | 554 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 14.63 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 60 | - | 381 | - | - |
| HCM Lane V/C Ratio | 0.021 | - | 0.018 | - | - |
| HCM Control Delay (s/veh) | 9 | 0 | 14.6 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 670 | 154 | 170 | 782 | 181 | 159 |
| Future Volume (veh/h) | 670 | 154 | 170 | 782 | 181 | 159 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 807 | 186 | 205 | 942 | 218 | 192 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1243 | 287 | 248 | 2230 | 468 | 416 |
| Arrive On Green | 0.43 | 0.43 | 0.14 | 0.63 | 0.26 | 0.26 |
| Sat Flow, veh/h | 2961 | 661 | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h | 500 | 493 | 205 | 942 | 218 | 192 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1751 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s | 18.2 | 18.2 | 9.2 | 11.0 | 8.4 | 8.3 |
| Cycle Q Clear(g_c), s | 18.2 | 18.2 | 9.2 | 11.0 | 8.4 | 8.3 |
| Prop In Lane | | 0.38 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 770 | 759 | 248 | 2230 | 468 | 416 |
| V/C Ratio(X) | 0.65 | 0.65 | 0.83 | 0.42 | 0.47 | 0.46 |
| Avail Cap(c_a), veh/h | 770 | 759 | 424 | 2582 | 468 | 416 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.3 | 18.3 | 34.3 | 7.7 | 25.4 | 25.3 |
| Incr Delay (d2), s/veh | 4.2 | 4.3 | 6.9 | 0.1 | 3.3 | 3.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.2 | 7.1 | 4.1 | 3.0 | 3.8 | 3.3 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 22.5 | 22.6 | 41.2 | 7.9 | 28.7 | 29.0 |
| LnGrp LOS | C | C | D | A | C | C |
| Approach Vol, veh/h | 993 | | | 1147 | 410 | |
| Approach Delay, s/veh | 22.5 | | | 13.8 | 28.8 | |
| Approach LOS | C | | | B | C | |

| Timer - Assigned Phs | 2 | 3 | 4 | | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 26.0 | 15.9 | 40.0 | | 55.9 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 21.5 | 19.5 | 35.5 | | 59.5 |
| Max Q Clear Time (g_c+I1), s | 10.4 | 11.2 | 20.2 | | 13.0 |
| Green Ext Time (p_c), s | 1.0 | 0.3 | 5.1 | | 7.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 19.6 |
| HCM 7th LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 20.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 78 | 289 | 243 | 306 | 244 | 98 |
| Future Vol, veh/h | 78 | 289 | 243 | 306 | 244 | 98 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 104 | 385 | 324 | 408 | 325 | 131 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1447 | 391 | 456 | 0 | - | 0 |
| Stage 1 | 391 | - | - | - | - | - |
| Stage 2 | 1056 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 145 | 658 | 1105 | - | - | - |
| Stage 1 | 684 | - | - | - | - | - |
| Stage 2 | 335 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 90 | 658 | 1105 | - | - | - |
| Mov Cap-2 Maneuver | ~ 90 | - | - | - | - | - |
| Stage 1 | 424 | - | - | - | - | - |
| Stage 2 | 335 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 62.73 | 4.25 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 797 | - | 90 | 658 | - | - |
| HCM Lane V/C Ratio | 0.293 | - | 1.156 | 0.586 | - | - |
| HCM Control Delay (s/veh) | 9.6 | 0 | 228.8 | 17.9 | - | - |
| HCM Lane LOS | A | A | F | C | - | - |
| HCM 95th %tile Q(veh) | 1.2 | - | 7.2 | 3.8 | - | - |

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

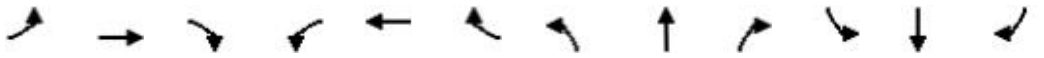
| Intersection | |
|---|---|
| Int Delay, s/veh | 16 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 156 | 53 | 495 | 550 | 14 |
| Future Vol, veh/h | 40 | 156 | 53 | 495 | 550 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 211 | 72 | 669 | 743 | 19 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1565 | 753 | 762 | 0 | - | 0 |
| Stage 1 | 753 | - | - | - | - | - |
| Stage 2 | 812 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 123 | 410 | 850 | - | - | - |
| Stage 1 | 465 | - | - | - | - | - |
| Stage 2 | 436 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 106 | 410 | 850 | - | - | - |
| Mov Cap-2 Maneuver | 106 | - | - | - | - | - |
| Stage 1 | 403 | - | - | - | - | - |
| Stage 2 | 436 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 104.4 | 0.93 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 174 | - | 259 | - | - |
| HCM Lane V/C Ratio | 0.084 | - | 1.023 | - | - |
| HCM Control Delay (s/veh) | 9.6 | 0 | 104.4 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | 10.4 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 210 | 255 | 104 | 17 | 230 | 96 | 75 | 264 | 26 | 128 | 329 | 337 |
| Future Volume (veh/h) | 210 | 255 | 104 | 17 | 230 | 96 | 75 | 264 | 26 | 128 | 329 | 337 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 262 | 319 | 130 | 21 | 288 | 120 | 94 | 330 | 32 | 160 | 411 | 421 |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 307 | 571 | 484 | 42 | 386 | 157 | 121 | 1058 | 102 | 200 | 687 | 855 |
| Arrive On Green | 0.17 | 0.31 | 0.31 | 0.02 | 0.16 | 0.16 | 0.07 | 0.32 | 0.32 | 0.11 | 0.37 | 0.37 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 2464 | 1003 | 1781 | 3275 | 316 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 262 | 319 | 130 | 21 | 206 | 202 | 94 | 178 | 184 | 160 | 411 | 421 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1690 | 1781 | 1777 | 1814 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 10.9 | 10.9 | 4.7 | 0.9 | 8.4 | 8.7 | 4.0 | 5.7 | 5.8 | 6.7 | 13.6 | 12.7 |
| Cycle Q Clear(g_c), s | 10.9 | 10.9 | 4.7 | 0.9 | 8.4 | 8.7 | 4.0 | 5.7 | 5.8 | 6.7 | 13.6 | 12.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.59 | 1.00 | | 0.17 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 307 | 571 | 484 | 42 | 278 | 264 | 121 | 574 | 586 | 200 | 687 | 855 |
| V/C Ratio(X) | 0.85 | 0.56 | 0.27 | 0.50 | 0.74 | 0.77 | 0.78 | 0.31 | 0.31 | 0.80 | 0.60 | 0.49 |
| Avail Cap(c_a), veh/h | 409 | 741 | 628 | 124 | 419 | 399 | 199 | 574 | 586 | 315 | 687 | 855 |
| 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 | 30.6 | 22.2 | 20.0 | 36.8 | 30.7 | 30.8 | 35.0 | 19.4 | 19.4 | 33.0 | 19.6 | 11.0 |
| Incr Delay (d2), s/veh | 12.6 | 0.9 | 0.3 | 8.9 | 3.9 | 4.8 | 10.2 | 1.4 | 1.4 | 7.7 | 3.8 | 2.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.3 | 4.3 | 1.6 | 0.5 | 3.5 | 3.5 | 1.9 | 2.4 | 2.4 | 3.1 | 5.9 | 3.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 43.2 | 23.0 | 20.3 | 45.7 | 34.5 | 35.6 | 45.1 | 20.8 | 20.8 | 40.7 | 23.4 | 13.0 |
| LnGrp LOS | D | C | C | D | C | D | D | C | C | D | C | B |
| Approach Vol, veh/h | | 711 | | | 429 | | | 456 | | | 992 | |
| Approach Delay, s/veh | | 30.0 | | | 35.6 | | | 25.8 | | | 21.8 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.0 | 29.1 | 6.3 | 27.8 | 9.7 | 32.5 | 17.6 | 16.4 |
| 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 | 13.5 | 23.0 | 5.3 | 30.2 | 8.5 | 28.0 | 17.5 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 8.7 | 7.8 | 2.9 | 12.9 | 6.0 | 15.6 | 12.9 | 10.7 |
| Green Ext Time (p_c), s | 0.2 | 1.6 | 0.0 | 1.9 | 0.0 | 3.1 | 0.3 | 1.2 |

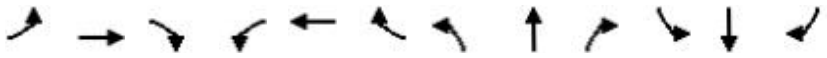
| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 27.0 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 60 | 350 | 57 | 222 | 247 | 38 | 113 | 296 | 253 | 64 | 388 | 57 |
| Future Volume (veh/h) | 60 | 350 | 57 | 222 | 247 | 38 | 113 | 296 | 253 | 64 | 388 | 57 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 70 | 407 | 66 | 258 | 287 | 44 | 131 | 344 | 294 | 74 | 451 | 66 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 93 | 535 | 86 | 309 | 914 | 138 | 168 | 637 | 536 | 96 | 958 | 139 |
| Arrive On Green | 0.05 | 0.17 | 0.17 | 0.17 | 0.30 | 0.30 | 0.09 | 0.35 | 0.35 | 0.05 | 0.31 | 0.31 |
| Sat Flow, veh/h | 1781 | 3065 | 493 | 1781 | 3094 | 469 | 1781 | 1832 | 1539 | 1781 | 3113 | 453 |
| Grp Volume(v), veh/h | 70 | 235 | 238 | 258 | 163 | 168 | 131 | 334 | 304 | 74 | 256 | 261 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1782 | 1781 | 1777 | 1786 | 1781 | 1777 | 1593 | 1781 | 1777 | 1789 |
| Q Serve(g_s), s | 2.8 | 9.0 | 9.2 | 10.1 | 5.1 | 5.2 | 5.2 | 10.8 | 11.1 | 2.9 | 8.4 | 8.5 |
| Cycle Q Clear(g_c), s | 2.8 | 9.0 | 9.2 | 10.1 | 5.1 | 5.2 | 5.2 | 10.8 | 11.1 | 2.9 | 8.4 | 8.5 |
| Prop In Lane | 1.00 | | 0.28 | 1.00 | | 0.26 | 1.00 | | 0.97 | 1.00 | | 0.25 |
| Lane Grp Cap(c), veh/h | 93 | 310 | 311 | 309 | 525 | 527 | 168 | 618 | 555 | 96 | 547 | 550 |
| V/C Ratio(X) | 0.75 | 0.76 | 0.77 | 0.84 | 0.31 | 0.32 | 0.78 | 0.54 | 0.55 | 0.77 | 0.47 | 0.47 |
| Avail Cap(c_a), veh/h | 226 | 445 | 446 | 508 | 727 | 731 | 310 | 618 | 555 | 211 | 547 | 550 |
| 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 | 33.6 | 28.2 | 28.3 | 28.7 | 19.6 | 19.7 | 31.8 | 18.8 | 18.9 | 33.6 | 20.1 | 20.2 |
| Incr Delay (d2), s/veh | 11.4 | 4.5 | 4.9 | 6.3 | 0.3 | 0.3 | 7.7 | 3.4 | 3.9 | 12.4 | 2.9 | 2.9 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.4 | 3.8 | 3.9 | 4.4 | 1.9 | 2.0 | 2.4 | 4.4 | 4.1 | 1.5 | 3.5 | 3.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 44.9 | 32.7 | 33.2 | 35.0 | 20.0 | 20.0 | 39.5 | 22.1 | 22.7 | 45.9 | 23.0 | 23.1 |
| LnGrp LOS | D | C | C | C | B | C | D | C | C | D | C | C |
| Approach Vol, veh/h | | 543 | | | 589 | | | 769 | | | 591 | |
| Approach Delay, s/veh | | 34.5 | | | 26.6 | | | 25.3 | | | 25.9 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.4 | 29.5 | 16.9 | 17.0 | 11.3 | 26.6 | 8.3 | 25.7 |
| 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 | 3.5 | 25.0 | 20.5 | 18.0 | 12.5 | 21.0 | 9.1 | 29.4 |
| Max Q Clear Time (g_c+I1), s | 4.9 | 13.1 | 12.1 | 11.2 | 7.2 | 10.5 | 4.8 | 7.2 |
| Green Ext Time (p_c), s | 0.0 | 2.9 | 0.5 | 1.4 | 0.1 | 2.0 | 0.0 | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 27.8 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 25 | 285 | 243 | 394 | 275 | 38 | 192 | 159 | 213 | 45 | 235 | 55 |
| Future Volume (veh/h) | 25 | 285 | 243 | 394 | 275 | 38 | 192 | 159 | 213 | 45 | 235 | 55 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width 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 |
| 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 | 26 | 297 | 253 | 410 | 286 | 40 | 200 | 166 | 222 | 47 | 245 | 57 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 49 | 677 | 302 | 503 | 968 | 134 | 243 | 712 | 635 | 72 | 1084 | 483 |
| Arrive On Green | 0.03 | 0.19 | 0.19 | 0.15 | 0.31 | 0.31 | 0.14 | 0.40 | 0.40 | 0.04 | 0.30 | 0.30 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3135 | 434 | 1781 | 1777 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 26 | 297 | 253 | 410 | 161 | 165 | 200 | 166 | 222 | 47 | 245 | 57 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1792 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 1.2 | 6.0 | 12.4 | 9.3 | 5.6 | 5.7 | 8.8 | 5.0 | 7.9 | 2.1 | 4.2 | 2.1 |
| Cycle Q Clear(g_c), s | 1.2 | 6.0 | 12.4 | 9.3 | 5.6 | 5.7 | 8.8 | 5.0 | 7.9 | 2.1 | 4.2 | 2.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.24 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 49 | 677 | 302 | 503 | 549 | 554 | 243 | 712 | 635 | 72 | 1084 | 483 |
| V/C Ratio(X) | 0.53 | 0.44 | 0.84 | 0.82 | 0.29 | 0.30 | 0.82 | 0.23 | 0.35 | 0.65 | 0.23 | 0.12 |
| Avail Cap(c_a), veh/h | 123 | 813 | 363 | 620 | 602 | 607 | 408 | 712 | 635 | 145 | 1084 | 483 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 38.8 | 28.9 | 31.5 | 33.5 | 21.2 | 21.3 | 34.0 | 16.0 | 16.9 | 38.2 | 21.0 | 20.3 |
| Incr Delay (d2), s/veh | 8.8 | 0.4 | 13.6 | 6.8 | 0.3 | 0.3 | 6.9 | 0.8 | 1.5 | 9.7 | 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 | 2.3 | 5.4 | 4.0 | 2.1 | 2.1 | 4.0 | 1.9 | 2.8 | 1.0 | 1.6 | 0.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 47.6 | 29.3 | 45.1 | 40.3 | 21.5 | 21.6 | 40.9 | 16.8 | 18.4 | 47.9 | 21.5 | 20.8 |
| LnGrp LOS | D | C | D | D | C | C | D | B | B | D | C | C |
| Approach Vol, veh/h | | 576 | | | 736 | | | 588 | | | 349 | |
| Approach Delay, s/veh | | 37.1 | | | 32.0 | | | 25.6 | | | 24.9 | |
| Approach LOS | | D | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.8 | 36.9 | 16.3 | 19.9 | 15.5 | 29.2 | 6.7 | 29.5 |
| 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 | 5.6 | 32.4 | 14.5 | 18.5 | 18.5 | 20.5 | 5.6 | 27.4 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 9.9 | 11.3 | 14.4 | 10.8 | 6.2 | 3.2 | 7.7 |
| Green Ext Time (p_c), s | 0.0 | 2.0 | 0.5 | 1.0 | 0.3 | 1.2 | 0.0 | 1.5 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 30.5 |
| HCM 7th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 343 | 5 | 230 | 501 | 415 | 0 | 0 | 422 | 486 |
| Future Volume (veh/h) | 0 | 0 | 0 | 343 | 5 | 230 | 501 | 415 | 0 | 0 | 422 | 486 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 357 | 5 | 240 | 522 | 432 | 0 | 0 | 440 | 506 |
| Peak Hour Factor | | | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 399 | 6 | 360 | 559 | 2385 | 0 | 0 | 545 | 486 |
| Arrive On Green | | | | 0.23 | 0.23 | 0.23 | 0.31 | 0.67 | 0.00 | 0.00 | 0.31 | 0.31 |
| Sat Flow, veh/h | | | | 1758 | 25 | 1585 | 1781 | 3647 | 0 | 0 | 1870 | 1585 |
| Grp Volume(v), veh/h | | | | 362 | 0 | 240 | 522 | 432 | 0 | 0 | 440 | 506 |
| Grp Sat Flow(s),veh/h/ln | | | | 1782 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 17.5 | 0.0 | 12.2 | 25.2 | 4.0 | 0.0 | 0.0 | 20.2 | 27.2 |
| Cycle Q Clear(g_c), s | | | | 17.5 | 0.0 | 12.2 | 25.2 | 4.0 | 0.0 | 0.0 | 20.2 | 27.2 |
| Prop In Lane | | | | 0.99 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 405 | 0 | 360 | 559 | 2385 | 0 | 0 | 545 | 486 |
| V/C Ratio(X) | | | | 0.89 | 0.00 | 0.67 | 0.93 | 0.18 | 0.00 | 0.00 | 0.81 | 1.04 |
| Avail Cap(c_a), veh/h | | | | 432 | 0 | 384 | 613 | 2385 | 0 | 0 | 545 | 486 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 33.2 | 0.0 | 31.2 | 29.5 | 5.5 | 0.0 | 0.0 | 28.3 | 30.7 |
| Incr Delay (d2), s/veh | | | | 19.7 | 0.0 | 4.0 | 20.6 | 0.2 | 0.0 | 0.0 | 12.2 | 51.9 |
| Initial Q Delay(d3), s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 9.5 | 0.0 | 5.0 | 12.9 | 1.1 | 0.0 | 0.0 | 9.6 | 16.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | | | 52.9 | 0.0 | 35.2 | 50.1 | 5.6 | 0.0 | 0.0 | 40.5 | 82.6 |
| LnGrp LOS | | | | D | | D | D | A | | | D | F |
| Approach Vol, veh/h | | | | | 602 | | | 954 | | | 946 | |
| Approach Delay, s/veh | | | | | 45.9 | | | 30.0 | | | 63.0 | |
| Approach LOS | | | | | D | | | C | | | E | |

| Timer - Assigned Phs | 2 | | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 64.0 | | 32.3 | 31.7 | | 24.6 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 59.5 | | 30.5 | 24.5 | | 21.5 |
| Max Q Clear Time (g_c+I1), s | 6.0 | | 27.2 | 29.2 | | 19.5 |
| Green Ext Time (p_c), s | 2.7 | | 0.6 | 0.0 | | 0.7 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 46.3 | |
| HCM 7th LOS | D | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 254 | 2 | 466 | 0 | 0 | 0 | 0 | 626 | 439 | 252 | 525 | 0 |
| Future Volume (veh/h) | 254 | 2 | 466 | 0 | 0 | 0 | 0 | 626 | 439 | 252 | 525 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1870 | | | | 0 | 1870 | 1870 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 259 | 2 | 476 | | | | 0 | 639 | 448 | 257 | 536 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 378 | 1 | 335 | | | | 0 | 941 | 658 | 297 | 2444 | 0 |
| Arrive On Green | 0.21 | 0.21 | 0.21 | | | | 0.00 | 0.47 | 0.47 | 0.17 | 0.69 | 0.00 |
| Sat Flow, veh/h | 1781 | 7 | 1579 | | | | 0 | 2091 | 1398 | 1781 | 3647 | 0 |
| Grp Volume(v), veh/h | 259 | 0 | 478 | | | | 0 | 568 | 519 | 257 | 536 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1586 | | | | 0 | 1777 | 1619 | 1781 | 1777 | 0 |
| Q Serve(g_s), s | 12.1 | 0.0 | 19.1 | | | | 0.0 | 22.4 | 22.5 | 12.6 | 5.0 | 0.0 |
| Cycle Q Clear(g_c), s | 12.1 | 0.0 | 19.1 | | | | 0.0 | 22.4 | 22.5 | 12.6 | 5.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | | | 0.00 | | 0.86 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 378 | 0 | 337 | | | | 0 | 837 | 762 | 297 | 2444 | 0 |
| V/C Ratio(X) | 0.69 | 0.00 | 1.42 | | | | 0.00 | 0.68 | 0.68 | 0.86 | 0.22 | 0.00 |
| Avail Cap(c_a), veh/h | 378 | 0 | 337 | | | | 0 | 837 | 762 | 428 | 2444 | 0 |
| 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 | 0.00 | 1.00 | | | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 32.7 | 0.0 | 35.5 | | | | 0.0 | 18.5 | 18.5 | 36.5 | 5.2 | 0.0 |
| Incr Delay (d2), s/veh | 5.1 | 0.0 | 205.7 | | | | 0.0 | 4.4 | 4.9 | 12.1 | 0.2 | 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 |
| %ile BackOfQ(50%),veh/ln | 5.6 | 0.0 | 26.4 | | | | 0.0 | 8.9 | 8.2 | 6.1 | 1.3 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 37.7 | 0.0 | 241.1 | | | | 0.0 | 22.9 | 23.4 | 48.6 | 5.4 | 0.0 |
| LnGrp LOS | D | | F | | | | | C | C | D | A | |
| Approach Vol, veh/h | | 737 | | | | | | 1087 | | | 793 | |
| Approach Delay, s/veh | | 169.6 | | | | | | 23.2 | | | 19.4 | |
| Approach LOS | | F | | | | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 4 | 6 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 19.5 | 46.9 | 23.6 | 66.4 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 21.6 | 35.8 | 19.1 | 61.9 |
| Max Q Clear Time (g_c+I1), s | 14.6 | 24.5 | 21.1 | 7.0 |
| Green Ext Time (p_c), s | 0.4 | 5.0 | 0.0 | 3.5 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 63.3 |
| HCM 7th LOS | E |

**Notes**

User approved volume balancing among the lanes for turning movement.

| Intersection | |
|---|---|
| Int Delay, s/veh | 8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 16 | 0 | 0 | 42 |
| Future Vol, veh/h | 0 | 0 | 16 | 0 | 0 | 42 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 100 | 100 | 100 | 100 | 100 | 100 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 16 | 0 | 0 | 42 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 1 | 0 | - | 1 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | 4.12 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 2.218 | - | - | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1622 | - | 0 | 1084 |
| Stage 1 | - | 0 | - | - | 0 | - |
| Stage 2 | - | 0 | - | - | 0 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1622 | - | - | 1084 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 7.24 | 8.46 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 1084 | - | 1622 | - |
| HCM Lane V/C Ratio | 0.039 | - | 0.01 | - |
| HCM Control Delay (s/veh) | 8.5 | - | 7.2 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 42 | 0 | 22 | 16 | 0 | 57 |
| Future Vol, veh/h | 42 | 0 | 22 | 16 | 0 | 57 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 100 | 100 | 100 | 100 | 100 | 100 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 42 | 0 | 22 | 16 | 0 | 57 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 42 | 0 | 102 | 42 |
| Stage 1 | - | - | - | - | 42 | - |
| Stage 2 | - | - | - | - | 60 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1567 | - | 896 | 1029 |
| Stage 1 | - | 0 | - | - | 980 | - |
| Stage 2 | - | 0 | - | - | 963 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1567 | - | 884 | 1029 |
| Mov Cap-2 Maneuver | - | - | - | - | 884 | - |
| Stage 1 | - | - | - | - | 980 | - |
| Stage 2 | - | - | - | - | 949 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 4.24 | 8.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 1029 | - | 1042 | - |
| HCM Lane V/C Ratio | 0.055 | - | 0.014 | - |
| HCM Control Delay (s/veh) | 8.7 | - | 7.3 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 99 | 0 | 9 | 38 | 0 | 23 |
| Future Vol, veh/h | 99 | 0 | 9 | 38 | 0 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 100 | 100 | 100 | 100 | 100 | 100 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 99 | 0 | 9 | 38 | 0 | 23 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 99 | 0 | 155 | 99 |
| Stage 1 | - | - | - | - | 99 | - |
| Stage 2 | - | - | - | - | 56 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1494 | - | 836 | 957 |
| Stage 1 | - | 0 | - | - | 925 | - |
| Stage 2 | - | 0 | - | - | 967 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1494 | - | 831 | 957 |
| Mov Cap-2 Maneuver | - | - | - | - | 831 | - |
| Stage 1 | - | - | - | - | 925 | - |
| Stage 2 | - | - | - | - | 961 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 1.42 | 8.86 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 957 | - | 345 | - |
| HCM Lane V/C Ratio | 0.024 | - | 0.006 | - |
| HCM Control Delay (s/veh) | 8.9 | - | 7.4 | 0 |
| HCM Lane LOS | A | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 19 | 7 | 526 | 643 | 2 |
| Future Vol, veh/h | 5 | 19 | 7 | 526 | 643 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 100 | 100 | 100 | 100 | 100 | 100 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 19 | 7 | 526 | 643 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1184 | 644 | 645 | 0 | - | 0 |
| Stage 1 | 644 | - | - | - | - | - |
| Stage 2 | 540 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 209 | 473 | 940 | - | - | - |
| Stage 1 | 523 | - | - | - | - | - |
| Stage 2 | 584 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 207 | 473 | 940 | - | - | - |
| Mov Cap-2 Maneuver | 207 | - | - | - | - | - |
| Stage 1 | 517 | - | - | - | - | - |
| Stage 2 | 584 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 15.32 | 0.12 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 24 | - | 373 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | 0.064 | - | - |
| HCM Control Delay (s/veh) | 8.9 | 0 | 15.3 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 25 | 235 | 122 | 283 | 419 | 18 |
| Future Volume (veh/h) | 25 | 235 | 122 | 283 | 419 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 34 | 318 | 165 | 382 | 566 | 24 |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 366 | 326 | 278 | 618 | 1237 | 52 |
| Arrive On Green | 0.21 | 0.21 | 0.69 | 0.69 | 0.69 | 0.69 |
| Sat Flow, veh/h | 1781 | 1585 | 325 | 891 | 1781 | 76 |
| Grp Volume(v), veh/h | 34 | 318 | 547 | 0 | 0 | 590 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1215 | 0 | 0 | 1857 |
| Q Serve(g_s), s | 1.4 | 17.9 | 16.6 | 0.0 | 0.0 | 12.8 |
| Cycle Q Clear(g_c), s | 1.4 | 17.9 | 29.4 | 0.0 | 0.0 | 12.8 |
| Prop In Lane | 1.00 | 1.00 | 0.30 | | | 0.04 |
| Lane Grp Cap(c), veh/h | 366 | 326 | 896 | 0 | 0 | 1289 |
| V/C Ratio(X) | 0.09 | 0.98 | 0.61 | 0.00 | 0.00 | 0.46 |
| Avail Cap(c_a), veh/h | 366 | 326 | 896 | 0 | 0 | 1289 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.0 | 35.5 | 9.4 | 0.0 | 0.0 | 6.2 |
| Incr Delay (d2), s/veh | 0.1 | 43.2 | 3.1 | 0.0 | 0.0 | 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 | 0.6 | 10.3 | 6.1 | 0.0 | 0.0 | 3.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 29.1 | 78.8 | 12.5 | 0.0 | 0.0 | 7.3 |
| LnGrp LOS | C | E | B | | | A |
| Approach Vol, veh/h | 352 | | | 547 | 590 | |
| Approach Delay, s/veh | 74.0 | | | 12.5 | 7.3 | |
| Approach LOS | E | | | B | A | |

| Timer - Assigned Phs | 2 | | 4 | | 6 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 67.0 | | 23.0 | | 67.0 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 62.5 | | 18.5 | | 62.5 |
| Max Q Clear Time (g_c+I1), s | 31.4 | | 19.9 | | 14.8 |
| Green Ext Time (p_c), s | 4.3 | | 0.0 | | 4.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 25.0 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 44 | 115 | 404 | 608 | 43 |
| Future Vol, veh/h | 16 | 44 | 115 | 404 | 608 | 43 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 200 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 59 | 153 | 539 | 811 | 57 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1685 | 839 | 868 | 0 | - | 0 |
| Stage 1 | 839 | - | - | - | - | - |
| Stage 2 | 845 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 103 | 365 | 776 | - | - | - |
| Stage 1 | 424 | - | - | - | - | - |
| Stage 2 | 421 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 83 | 365 | 776 | - | - | - |
| Mov Cap-2 Maneuver | 83 | - | - | - | - | - |
| Stage 1 | 340 | - | - | - | - | - |
| Stage 2 | 421 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 29 | 2.39 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 776 | - | 83 | 365 | - | - |
| HCM Lane V/C Ratio | 0.198 | - | 0.257 | 0.161 | - | - |
| HCM Control Delay (s/veh) | 10.8 | - | 62.7 | 16.7 | - | - |
| HCM Lane LOS | B | - | F | C | - | - |
| HCM 95th %tile Q(veh) | 0.7 | - | 0.9 | 0.6 | - | - |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 77 | 289 | 243 | 279 | 202 | 89 |
| Future Volume (veh/h) | 77 | 289 | 243 | 279 | 202 | 89 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 103 | 385 | 324 | 372 | 269 | 119 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 358 | 319 | 438 | 447 | 859 | 380 |
| Arrive On Green | 0.20 | 0.20 | 0.70 | 0.70 | 0.70 | 0.70 |
| Sat Flow, veh/h | 1781 | 1585 | 543 | 640 | 1229 | 544 |
| Grp Volume(v), veh/h | 103 | 385 | 696 | 0 | 0 | 388 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1183 | 0 | 0 | 1773 |
| Q Serve(g_s), s | 4.4 | 18.1 | 36.6 | 0.0 | 0.0 | 7.6 |
| Cycle Q Clear(g_c), s | 4.4 | 18.1 | 44.2 | 0.0 | 0.0 | 7.6 |
| Prop In Lane | 1.00 | 1.00 | 0.47 | | | 0.31 |
| Lane Grp Cap(c), veh/h | 358 | 319 | 886 | 0 | 0 | 1239 |
| V/C Ratio(X) | 0.29 | 1.21 | 0.79 | 0.00 | 0.00 | 0.31 |
| Avail Cap(c_a), veh/h | 358 | 319 | 886 | 0 | 0 | 1239 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.5 | 36.0 | 13.3 | 0.0 | 0.0 | 5.2 |
| Incr Delay (d2), s/veh | 0.4 | 119.2 | 7.0 | 0.0 | 0.0 | 0.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.8 | 17.0 | 10.2 | 0.0 | 0.0 | 2.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 30.9 | 155.2 | 20.3 | 0.0 | 0.0 | 5.9 |
| LnGrp LOS | C | F | C | | | A |
| Approach Vol, veh/h | 488 | | | 696 | 388 | |
| Approach Delay, s/veh | 129.0 | | | 20.3 | 5.9 | |
| Approach LOS | F | | | C | A | |

| Timer - Assigned Phs | 2 | | 4 | | 6 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 67.4 | | 22.6 | | 67.4 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 62.9 | | 18.1 | | 62.9 |
| Max Q Clear Time (g_c+I1), s | 46.2 | | 20.1 | | 9.6 |
| Green Ext Time (p_c), s | 4.8 | | 0.0 | | 2.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 50.5 |
| HCM 7th LOS | D |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 144 | 42 | 478 | 510 | 14 |
| Future Vol, veh/h | 40 | 144 | 42 | 478 | 510 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 200 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 195 | 57 | 646 | 689 | 19 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1458 | 699 | 708 | 0 | - | 0 |
| Stage 1 | 699 | - | - | - | - | - |
| Stage 2 | 759 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 143 | 440 | 891 | - | - | - |
| Stage 1 | 493 | - | - | - | - | - |
| Stage 2 | 462 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 133 | 440 | 891 | - | - | - |
| Mov Cap-2 Maneuver | 133 | - | - | - | - | - |
| Stage 1 | 462 | - | - | - | - | - |
| Stage 2 | 462 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 25.96 | 0.75 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 891 | - | 133 | 440 | - | - |
| HCM Lane V/C Ratio | 0.064 | - | 0.405 | 0.442 | - | - |
| HCM Control Delay (s/veh) | 9.3 | - | 49.2 | 19.5 | - | - |
| HCM Lane LOS | A | - | E | C | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 1.7 | 2.2 | - | - |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 25 | 235 | 122 | 290 | 443 | 18 |
| Future Volume (veh/h) | 25 | 235 | 122 | 290 | 443 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 34 | 318 | 165 | 392 | 599 | 24 |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 362 | 322 | 268 | 612 | 1244 | 50 |
| Arrive On Green | 0.20 | 0.20 | 0.70 | 0.70 | 0.70 | 0.70 |
| Sat Flow, veh/h | 1781 | 1585 | 310 | 878 | 1786 | 72 |
| Grp Volume(v), veh/h | 34 | 318 | 557 | 0 | 0 | 623 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1188 | 0 | 0 | 1857 |
| Q Serve(g_s), s | 1.4 | 18.0 | 17.9 | 0.0 | 0.0 | 13.8 |
| Cycle Q Clear(g_c), s | 1.4 | 18.0 | 31.6 | 0.0 | 0.0 | 13.8 |
| Prop In Lane | 1.00 | 1.00 | 0.30 | | | 0.04 |
| Lane Grp Cap(c), veh/h | 362 | 322 | 879 | 0 | 0 | 1294 |
| V/C Ratio(X) | 0.09 | 0.99 | 0.63 | 0.00 | 0.00 | 0.48 |
| Avail Cap(c_a), veh/h | 362 | 322 | 879 | 0 | 0 | 1294 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.1 | 35.7 | 9.8 | 0.0 | 0.0 | 6.2 |
| Incr Delay (d2), s/veh | 0.1 | 46.4 | 3.5 | 0.0 | 0.0 | 1.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 10.6 | 6.6 | 0.0 | 0.0 | 4.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 29.2 | 82.1 | 13.3 | 0.0 | 0.0 | 7.5 |
| LnGrp LOS | C | F | B | | | A |
| Approach Vol, veh/h | 352 | | | 557 | 623 | |
| Approach Delay, s/veh | 77.0 | | | 13.3 | 7.5 | |
| Approach LOS | E | | | B | A | |

| Timer - Assigned Phs | 2 | 4 | 6 |
|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 67.2 | 22.8 | 67.2 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 62.7 | 18.3 | 62.7 |
| Max Q Clear Time (g_c+I1), s | 33.6 | 20.0 | 15.8 |
| Green Ext Time (p_c), s | 4.4 | 0.0 | 4.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 25.6 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 44 | 115 | 457 | 629 | 43 |
| Future Vol, veh/h | 16 | 44 | 115 | 457 | 629 | 43 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 200 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 59 | 153 | 609 | 839 | 57 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1783 | 867 | 896 | 0 | - | 0 |
| Stage 1 | 867 | - | - | - | - | - |
| Stage 2 | 916 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 90 | 352 | 757 | - | - | - |
| Stage 1 | 411 | - | - | - | - | - |
| Stage 2 | 390 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 72 | 352 | 757 | - | - | - |
| Mov Cap-2 Maneuver | 72 | - | - | - | - | - |
| Stage 1 | 328 | - | - | - | - | - |
| Stage 2 | 390 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 32.72 | 2.2 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 757 | - | 72 | 352 | - | - |
| HCM Lane V/C Ratio | 0.202 | - | 0.298 | 0.167 | - | - |
| HCM Control Delay (s/veh) | 11 | - | 75.2 | 17.3 | - | - |
| HCM Lane LOS | B | - | F | C | - | - |
| HCM 95th %tile Q(veh) | 0.8 | - | 1.1 | 0.6 | - | - |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 77 | 289 | 243 | 297 | 210 | 89 |
| Future Volume (veh/h) | 77 | 289 | 243 | 297 | 210 | 89 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 103 | 385 | 324 | 396 | 280 | 119 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 356 | 317 | 426 | 461 | 872 | 371 |
| Arrive On Green | 0.20 | 0.20 | 0.70 | 0.70 | 0.70 | 0.70 |
| Sat Flow, veh/h | 1781 | 1585 | 525 | 658 | 1246 | 529 |
| Grp Volume(v), veh/h | 103 | 385 | 720 | 0 | 0 | 399 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1183 | 0 | 0 | 1775 |
| Q Serve(g_s), s | 4.4 | 18.0 | 39.3 | 0.0 | 0.0 | 7.8 |
| Cycle Q Clear(g_c), s | 4.4 | 18.0 | 47.1 | 0.0 | 0.0 | 7.8 |
| Prop In Lane | 1.00 | 1.00 | 0.45 | | | 0.30 |
| Lane Grp Cap(c), veh/h | 356 | 317 | 886 | 0 | 0 | 1243 |
| V/C Ratio(X) | 0.29 | 1.21 | 0.81 | 0.00 | 0.00 | 0.32 |
| Avail Cap(c_a), veh/h | 356 | 317 | 886 | 0 | 0 | 1243 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.6 | 36.0 | 13.9 | 0.0 | 0.0 | 5.2 |
| Incr Delay (d2), s/veh | 0.4 | 122.0 | 8.0 | 0.0 | 0.0 | 0.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.8 | 17.2 | 11.2 | 0.0 | 0.0 | 2.3 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 31.0 | 158.0 | 21.9 | 0.0 | 0.0 | 5.9 |
| LnGrp LOS | C | F | C | | | A |
| Approach Vol, veh/h | 488 | | | 720 | 399 | |
| Approach Delay, s/veh | 131.2 | | | 21.9 | 5.9 | |
| Approach LOS | F | | | C | A | |

| Timer - Assigned Phs | 2 | | 4 | | 6 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 67.5 | | 22.5 | | 67.5 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 63.0 | | 18.0 | | 63.0 |
| Max Q Clear Time (g_c+I1), s | 49.1 | | 20.0 | | 9.8 |
| Green Ext Time (p_c), s | 4.6 | | 0.0 | | 2.5 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 51.1 |
| HCM 7th LOS | D |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 144 | 42 | 495 | 550 | 14 |
| Future Vol, veh/h | 40 | 144 | 42 | 495 | 550 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 200 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 195 | 57 | 669 | 743 | 19 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1535 | 753 | 762 | 0 | - | 0 |
| Stage 1 | 753 | - | - | - | - | - |
| Stage 2 | 782 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 128 | 410 | 850 | - | - | - |
| Stage 1 | 465 | - | - | - | - | - |
| Stage 2 | 451 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 119 | 410 | 850 | - | - | - |
| Mov Cap-2 Maneuver | 119 | - | - | - | - | - |
| Stage 1 | 434 | - | - | - | - | - |
| Stage 2 | 451 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 29.42 | 0.75 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 850 | - | 119 | 410 | - | - |
| HCM Lane V/C Ratio | 0.067 | - | 0.453 | 0.475 | - | - |
| HCM Control Delay (s/veh) | 9.5 | - | 58 | 21.5 | - | - |
| HCM Lane LOS | A | - | F | C | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 2 | 2.5 | - | - |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 29 | 235 | 122 | 294 | 452 | 23 |
| Future Volume (veh/h) | 29 | 235 | 122 | 294 | 452 | 23 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 39 | 318 | 165 | 397 | 611 | 31 |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 356 | 317 | 263 | 609 | 1235 | 63 |
| Arrive On Green | 0.20 | 0.20 | 0.70 | 0.70 | 0.70 | 0.70 |
| Sat Flow, veh/h | 1781 | 1585 | 302 | 870 | 1765 | 90 |
| Grp Volume(v), veh/h | 39 | 318 | 562 | 0 | 0 | 642 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1173 | 0 | 0 | 1854 |
| Q Serve(g_s), s | 1.6 | 18.0 | 18.4 | 0.0 | 0.0 | 14.3 |
| Cycle Q Clear(g_c), s | 1.6 | 18.0 | 32.7 | 0.0 | 0.0 | 14.3 |
| Prop In Lane | 1.00 | 1.00 | 0.29 | | | 0.05 |
| Lane Grp Cap(c), veh/h | 356 | 317 | 873 | 0 | 0 | 1298 |
| V/C Ratio(X) | 0.11 | 1.00 | 0.64 | 0.00 | 0.00 | 0.49 |
| Avail Cap(c_a), veh/h | 356 | 317 | 873 | 0 | 0 | 1298 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.4 | 36.0 | 10.0 | 0.0 | 0.0 | 6.2 |
| Incr Delay (d2), s/veh | 0.1 | 51.3 | 3.6 | 0.0 | 0.0 | 1.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 10.9 | 6.7 | 0.0 | 0.0 | 4.4 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 29.6 | 87.3 | 13.6 | 0.0 | 0.0 | 7.5 |
| LnGrp LOS | C | F | B | | | A |
| Approach Vol, veh/h | 357 | | | 562 | 642 | |
| Approach Delay, s/veh | 81.0 | | | 13.6 | 7.5 | |
| Approach LOS | F | | | B | A | |

| Timer - Assigned Phs | 2 | | 4 | | 6 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 67.5 | | 22.5 | | 67.5 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 63.0 | | 18.0 | | 63.0 |
| Max Q Clear Time (g_c+I1), s | 34.7 | | 20.0 | | 16.3 |
| Green Ext Time (p_c), s | 4.5 | | 0.0 | | 4.5 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 26.5 |
| HCM 7th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 65 | 115 | 457 | 635 | 43 |
| Future Vol, veh/h | 16 | 65 | 115 | 457 | 635 | 43 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 200 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 87 | 153 | 609 | 847 | 57 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1791 | 875 | 904 | 0 | - | 0 |
| Stage 1 | 875 | - | - | - | - | - |
| Stage 2 | 916 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 89 | 348 | 752 | - | - | - |
| Stage 1 | 408 | - | - | - | - | - |
| Stage 2 | 390 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 71 | 348 | 752 | - | - | - |
| Mov Cap-2 Maneuver | 71 | - | - | - | - | - |
| Stage 1 | 325 | - | - | - | - | - |
| Stage 2 | 390 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 30.14 | 2.21 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 752 | - | 71 | 348 | - | - |
| HCM Lane V/C Ratio | 0.204 | - | 0.302 | 0.249 | - | - |
| HCM Control Delay (s/veh) | 11 | - | 76.5 | 18.7 | - | - |
| HCM Lane LOS | B | - | F | C | - | - |
| HCM 95th %tile Q(veh) | 0.8 | - | 1.1 | 1 | - | - |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 78 | 289 | 243 | 306 | 244 | 98 |
| Future Volume (veh/h) | 78 | 289 | 243 | 306 | 244 | 98 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 104 | 385 | 324 | 408 | 325 | 131 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 356 | 317 | 400 | 443 | 887 | 358 |
| Arrive On Green | 0.20 | 0.20 | 0.70 | 0.70 | 0.70 | 0.70 |
| Sat Flow, veh/h | 1781 | 1585 | 489 | 632 | 1267 | 511 |
| Grp Volume(v), veh/h | 104 | 385 | 732 | 0 | 0 | 456 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1121 | 0 | 0 | 1778 |
| Q Serve(g_s), s | 4.5 | 18.0 | 45.2 | 0.0 | 0.0 | 9.3 |
| Cycle Q Clear(g_c), s | 4.5 | 18.0 | 54.6 | 0.0 | 0.0 | 9.3 |
| Prop In Lane | 1.00 | 1.00 | 0.44 | | | 0.29 |
| Lane Grp Cap(c), veh/h | 356 | 317 | 843 | 0 | 0 | 1245 |
| V/C Ratio(X) | 0.29 | 1.21 | 0.87 | 0.00 | 0.00 | 0.37 |
| Avail Cap(c_a), veh/h | 356 | 317 | 843 | 0 | 0 | 1245 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.6 | 36.0 | 16.0 | 0.0 | 0.0 | 5.4 |
| Incr Delay (d2), s/veh | 0.4 | 122.0 | 11.8 | 0.0 | 0.0 | 0.8 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.8 | 17.2 | 13.4 | 0.0 | 0.0 | 2.7 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 31.0 | 158.0 | 27.7 | 0.0 | 0.0 | 6.3 |
| LnGrp LOS | C | F | C | | | A |
| Approach Vol, veh/h | 489 | | | 732 | 456 | |
| Approach Delay, s/veh | 131.0 | | | 27.7 | 6.3 | |
| Approach LOS | F | | | C | A | |

| Timer - Assigned Phs | 2 | | 4 | | 6 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 67.5 | | 22.5 | | 67.5 |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 63.0 | | 18.0 | | 63.0 |
| Max Q Clear Time (g_c+I1), s | 56.6 | | 20.0 | | 11.3 |
| Green Ext Time (p_c), s | 2.9 | | 0.0 | | 2.9 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 52.0 |
| HCM 7th LOS | D |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 156 | 53 | 495 | 550 | 14 |
| Future Vol, veh/h | 40 | 156 | 53 | 495 | 550 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 200 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 74 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 211 | 72 | 669 | 743 | 19 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1565 | 753 | 762 | 0 | - | 0 |
| Stage 1 | 753 | - | - | - | - | - |
| Stage 2 | 812 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 123 | 410 | 850 | - | - | - |
| Stage 1 | 465 | - | - | - | - | - |
| Stage 2 | 436 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 112 | 410 | 850 | - | - | - |
| Mov Cap-2 Maneuver | 112 | - | - | - | - | - |
| Stage 1 | 426 | - | - | - | - | - |
| Stage 2 | 436 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 31.1 | 0.93 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 850 | - | 112 | 410 | - | - |
| HCM Lane V/C Ratio | 0.084 | - | 0.481 | 0.514 | - | - |
| HCM Control Delay (s/veh) | 9.6 | - | 63.8 | 22.7 | - | - |
| HCM Lane LOS | A | - | F | C | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | 2.1 | 2.9 | - | - |

# APPENDIX E

# CUMULATIVE PROJECTS WORKSHEETS

TOTAL CUMULATIVE PROJECTS TRAFFIC

AM Peak Hour

| | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Locust Avenue at Riverside Avenue | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 |
| 2 | Locust Avenue at Casa Grande Drive | 0 | 7 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | Locust Avenue at Lowell Street | 0 | 53 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Locust Avenue at Casmalia Street | 0 | 15 | 0 | 2 | 5 | 14 | 45 | 61 | 0 | 0 | 18 | 7 |
| 5 | Locust Avenue at Renaissance Parkway | 1 | 0 | 0 | 1 | 0 | 19 | 7 | 0 | 0 | 0 | 8 | 0 |
| 6 | Alder Avenue at Casmalia Street | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 |
| 7 | Alder Avenue at SR-210 WB Ramps | 11 | 58 | 0 | 0 | 16 | 12 | 0 | 0 | 0 | 28 | 0 | 46 |
| 8 | Alder Avenue at SR-210 EB Ramps | 0 | 14 | 12 | 14 | 30 | 0 | 55 | 0 | 28 | 0 | 0 | 0 |
| 9 | Lowell Street at Project Driveway 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | Lowell Street at Project Driveway 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | Lowell Street at Project Driveway 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | Locust Avenue at Project Driveway 4 | 0 | 53 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PM Peak Hour

| | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Locust Avenue at Riverside Avenue | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 2 | Locust Avenue at Casa Grande Drive | 0 | 18 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | Locust Avenue at Lowell Street | 0 | 17 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Locust Avenue at Casmalia Street | 0 | 4 | 0 | 7 | 11 | 35 | 12 | 23 | 0 | 0 | 60 | 2 |
| 5 | Locust Avenue at Renaissance Parkway | 0 | 0 | 0 | 7 | 1 | 11 | 20 | 0 | 0 | 0 | 3 | 0 |
| 6 | Alder Avenue at Casmalia Street | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 |
| 7 | Alder Avenue at SR-210 WB Ramps | 40 | 27 | 0 | 0 | 47 | 40 | 0 | 0 | 0 | 11 | 0 | 19 |
| 8 | Alder Avenue at SR-210 EB Ramps | 0 | 44 | 39 | 46 | 12 | 0 | 22 | 0 | 11 | 0 | 0 | 0 |
| 9 | Lowell Street at Project Driveway 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | Lowell Street at Project Driveway 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | Lowell Street at Project Driveway 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | Locust Avenue at Project Driveway 4 | 0 | 17 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Enter only in blue cells | Yellow cells calculate |
|---|---|

| Int. #: | 1 | Locust Avenue at Riverside Avenue |
|---|---|---|

| Y |
|---|

| |
|---|

TOTAL CUMULATIVE PROJECTS TRAFFIC

| Pk Hr | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 |
| AM Out | | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Tot | | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 |
| PM In | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| PM Out | | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Tot | | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |

| Zone # | 1 | Residential Riverside |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 2 | Warehouse Locust & Lowell |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | 20% | 15% | | |
| Y | 20% | 0% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% | 15% | 0% | 0% |
| PM Out | 20% | 0% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| PM Out | 13 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 3 | Warehouse Southern Locust & Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Enter only in blue cells | Yellow cells calculate |
|---|---|

| Int. #: | 2 | Locust Avenue at Casa Grande Drive |
|---|---|---|

Mirror distribution? Y Entire Intersection

Mirror distribution?

TOTAL CUMULATIVE PROJECTS TRAFFIC

| Pk Hr | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Out | | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Tot | | 0 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Tot | | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 1 | Residential Riverside |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 2 | Warehouse Locust & Lowell |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | 15% | | | 35% | | | | | | | |
| Y | 0% | 35% | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 15% | 0% | 0% | 35% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 35% | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 13 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 3 | Warehouse Southern Locust & Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Int. #: | 3 | Locust Avenue at Lowell Street |
|---|---|---|

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

| Pk Hr | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Out | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Tot | | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Tot | | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 1 | Residential Riverside |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 2 | Warehouse Locust & Lowell |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | 35% | | | | | | | |
| Y | 0% | 35% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 35% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 35% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 13 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 3 | Warehouse Southern Locust & Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Enter only in blue cells | Yellow cells calculate |
|---|---|

| Int. #: | 4 | Locust Avenue at Casmalia Street |
|---|---|---|

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

| Pk Hr | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | 0 | 2 | 0 | 0 | 0 | 0 | 10 | 61 | 0 | 0 | 0 | 3 |
| AM Out | | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 18 | 0 |
| AM Tot | | 0 | 2 | 0 | 1 | 1 | 3 | 10 | 61 | 0 | 0 | 18 | 3 |
| PM In | | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 23 | 0 | 0 | 0 | 1 |
| PM Out | | 0 | 0 | 0 | 3 | 2 | 10 | 0 | 0 | 0 | 0 | 60 | 0 |
| PM Tot | | 0 | 1 | 0 | 3 | 2 | 10 | 4 | 23 | 0 | 0 | 60 | 1 |

| Zone # | 1 | Residential Riverside |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 2 | Warehouse Locust & Lowell |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | 15% | | | | | 30% | | | | | 20% |
| Y | 0% | 0% | 0% | 20% | 15% | 30% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 15% | 0% | 0% | 0% | 0% | 30% | 0% | 0% | 0% | 0% | 20% |
| PM Out | 0% | 0% | 0% | 20% | 15% | 30% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 |
| PM Out | 13 | 0 | 0 | 0 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 3 | Warehouse Southern Locust & Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | 5% | 50% | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 5% | 0% | 0% | 0% | 0% | 50% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 5% | 50% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 5% | 0% | 0% | 0% | 0% | 50% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 61 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 36 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 18 | 0 |
| PM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 0 | 0 | 0 | 0 |
| PM Out | 120 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 60 | 0 |

| Zone # | 4 | Warehouse Eastern Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 5 | Warehouse Orbis |
|---|---|---|

| Int. #: | 4 | Locust Avenue at Casmalia Street |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 6 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 7 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 8 | Warehouse Baseline |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 9 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 10 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |

| Int. #: | 4 | Locust Avenue at Casmalia Street |
|---|---|---|

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 11 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 12 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 13 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 14 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 15 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Int. #: | 4 | Locust Avenue at Casmalia Street |
|---|---|---|
| Zone # | 16 | 0 |

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 17 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 18 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 19 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 20 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Enter only in blue cells | Yellow cells calculate |
|---|---|

| Int. #: | 5 | Locust Avenue at Renaissance Parkway |
|---|---|---|

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

| Pk Hr | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Out | | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| AM Tot | | 0 | 0 | 0 | 0 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 |
| PM In | | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 |
| PM Tot | | 0 | 0 | 0 | 0 | 0 | 7 | 19 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 1 | Residential Riverside |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 2 | Warehouse Locust & Lowell |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 3 | Warehouse Southern Locust & Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 4 | Warehouse Eastern Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 5 | Warehouse Orbis |
|---|---|---|

| Int. #: | 5 | Locust Avenue at Renaissance Parkway |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | 100% | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 18 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| PM In | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 6 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 7 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 8 | Warehouse Baseline |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 9 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 10 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |

| Int. #: | 5 | Locust Avenue at Renaissance Parkway |
|---|---|---|

| | | |

| Int. #: | 5 | Locust Avenue at Renaissance Parkway |
|---|---|---|

| Zone # | 16 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 17 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 18 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 19 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 20 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Enter only in blue cells | Yellow cells calculate |
|---|---|

| Int. #: | 6 | Alder Avenue at Casmalia Street |
|---|---|---|

Y

| TOTAL CUMULATIVE PROJECTS TRAFFIC | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pk Hr | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| AM In | | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Out | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 |
| AM Tot | | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 |
| PM In | | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 |
| PM Tot | | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 |

| Zone # | 1 | Residential Riverside |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 2 | Warehouse Locust & Lowell |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 3 | Warehouse Southern Locust & Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | 55% | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 55% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 55% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 55% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 121 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 |
| PM In | 46 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 |

| Zone # | 4 | Warehouse Eastern Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 5 | Warehouse Orbis |
|---|---|---|

| Int. #: | 6 | Alder Avenue at Casmalia Street |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 6 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 7 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 8 | Warehouse Baseline |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 9 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 10 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |

| Int. #: | 6 | Alder Avenue at Casmalia Street |
|---|---|---|

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 11 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 12 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 13 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 14 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 15 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Int. #: | 6 | Alder Avenue at Casmalia Street |
|---|---|---|
| Zone # | 16 | 0 |

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 17 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 18 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 19 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 20 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Enter only in blue cells | Yellow cells calculate |
|---|---|

| Int. #: | 7 | Alder Avenue at SR-210 WB Ramps |
|---|---|---|

N

TOTAL CUMULATIVE PROJECTS TRAFFIC

| Pk Hr | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 39 |
| AM Out | | 1 | 0 | 0 | 0 | 14 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Tot | | 1 | 45 | 0 | 0 | 14 | 12 | 0 | 0 | 0 | 2 | 0 | 39 |
| PM In | | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16 |
| PM Out | | 3 | 0 | 0 | 0 | 46 | 40 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Tot | | 3 | 18 | 0 | 0 | 46 | 40 | 0 | 0 | 0 | 1 | 0 | 16 |

| Zone # | 1 | Residential Riverside |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 2 | Warehouse Locust & Lowell |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 3 | Warehouse Southern Locust & Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | 30% | | | | | | | | | | 25% |
| N | 0% | 0% | 0% | 0% | 30% | 25% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | 30% | 25% | | | | | | |
| PM In | 0% | 30% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% |
| PM Out | 0% | 0% | 0% | 0% | 30% | 25% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 121 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | | | | | | | | | | | | | |
| AM Out | 36 | 0 | 0 | 0 | 0 | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 46 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| PM Out | 120 | 0 | 0 | 0 | 0 | 36 | 30 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 4 | Warehouse Eastern Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 5 | Warehouse Orbis |
|---|---|---|

| Int. #: | 7 | Alder Avenue at SR-210 WB Ramps |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | 50% | | | | | | | | | | 50% |
| N | 0% | 0% | 0% | 0% | 50% | 50% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | 50% | 50% | | | | | | |
| PM In | 0% | 50% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 50% |
| PM Out | 0% | 0% | 0% | 0% | 50% | 50% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 18 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | | | | | | | | | | | | | |
| AM Out | 5 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| PM Out | 19 | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 6 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 7 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 8 | Warehouse Baseline |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | 20% | | |
| N | 20% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | 20% | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% | 0% | 0% |
| PM Out | 20% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| PM Out | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 9 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 10 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |

| Int. #: | 7 | Alder Avenue at SR-210 WB Ramps |
|---|---|---|

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 11 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 12 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 13 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 14 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 15 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Int. #: | 7 | Alder Avenue at SR-210 WB Ramps |
|---|---|---|
| Zone # | 16 | 0 |

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 17 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 18 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 19 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 20 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Enter only in blue cells | Yellow cells calculate |
|---|---|

| Int. #: | 8 | Alder Avenue at SR-210 EB Ramps |
|---|---|---|

N

| TOTAL CUMULATIVE PROJECTS TRAFFIC | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pk Hr | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| AM In | | 0 | 0 | 0 | 0 | 2 | 0 | 45 | 0 | 2 | 0 | 0 | 0 |
| AM Out | | 0 | 1 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Tot | | 0 | 1 | 1 | 14 | 2 | 0 | 45 | 0 | 2 | 0 | 0 | 0 |
| PM In | | 0 | 0 | 0 | 0 | 1 | 0 | 18 | 0 | 1 | 0 | 0 | 0 |
| PM Out | | 0 | 3 | 3 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Tot | | 0 | 3 | 3 | 46 | 1 | 0 | 18 | 0 | 1 | 0 | 0 | 0 |

| Zone # | 1 | Residential Riverside |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 2 | Warehouse Locust & Lowell |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 3 | Warehouse Southern Locust & Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | 30% | | | | | |
| N | 0% | 0% | 0% | 30% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | 30% | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 30% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 30% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 36 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 120 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 4 | Warehouse Eastern Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 5 | Warehouse Orbis |
|---|---|---|

| Int. #: | 8 | Alder Avenue at SR-210 EB Ramps |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | 50% | | | | | |
| N | 0% | 0% | 0% | 50% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | 50% | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 50% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 50% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 19 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 6 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 7 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 8 | Warehouse Baseline |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | 20% | | | | 20% | | | |
| N | 0% | 20% | 20% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | 20% | 20% | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 20% | 0% | 0% | 0% | 20% | 0% | 0% | 0% |
| PM Out | 0% | 20% | 20% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 12 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 9 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 10 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |

| Int. #: | 8 | Alder Avenue at SR-210 EB Ramps |
|---|---|---|

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 11 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 12 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 13 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% |
| AM Out | | | | | | | | | | | | 3% |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 14 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 15 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Int. #: | 8 | Alder Avenue at SR-210 EB Ramps |
|---|---|---|
| Zone # | 16 | 0 |

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 17 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 18 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 19 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 20 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| N | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Enter only in blue cells | Yellow cells calculate |
|---|---|

| Int. #: | 9 | Lowell Street at Project Driveway 1 |
|---|---|---|

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

| Pk Hr | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Out | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Tot | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Tot | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 1 | Residential Riverside |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 2 | Warehouse Locust & Lowell |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 3 | Warehouse Southern Locust & Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 4 | Warehouse Eastern Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 5 | Warehouse Orbis |
|---|---|---|

| Int. #: | 9 | Lowell Street at Project Driveway 1 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 6 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 7 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 8 | Warehouse Baseline |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 9 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 10 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |

| Int. #: | 9 | Lowell Street at Project Driveway 1 |
|---|---|---|

| | | |

| Int. #: | 9 | Lowell Street at Project Driveway 1 |
|---|---|---|
| Zone # | 16 | 0 |

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 17 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 18 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 19 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 20 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Enter only in blue cells | Yellow cells calculate |
|---|---|

| Int. #: | 10 | Lowell Street at Project Driveway 2 |
|---|---|---|

Y

| TOTAL CUMULATIVE PROJECTS TRAFFIC | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pk Hr | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| AM In | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Out | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Tot | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Tot | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 1 | Residential Riverside |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 2 | Warehouse Locust & Lowell |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 3 | Warehouse Southern Locust & Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 4 | Warehouse Eastern Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Int. #: | 10 | Lowell Street at Project Driveway 2 |
|---|---|---|
| Zone # | 5 | Warehouse Orbis |

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 6 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 7 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 8 | Warehouse Baseline |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 9 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 10 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Int. #: | 10 | Lowell Street at Project Driveway 2 |
|---|---|---|

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| AM Out | | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 11 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 12 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 13 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 14 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 15 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Int. #: | 10 | Lowell Street at Project Driveway 2 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 16 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 17 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 18 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 19 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 20 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Enter only in blue cells | Yellow cells calculate |
|---|---|

| Int. #: | 11 | Lowell Street at Project Driveway 3 |
|---|---|---|

Y

| TOTAL CUMULATIVE PROJECTS TRAFFIC | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pk Hr | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| AM In | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Out | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Tot | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Tot | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 1 | Residential Riverside |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 2 | Warehouse Locust & Lowell |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 3 | Warehouse Southern Locust & Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 4 | Warehouse Eastern Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Int. #: | 11 | Lowell Street at Project Driveway 3 |
|---|---|---|
| Zone # | 5 | Warehouse Orbis |

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 6 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 7 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 8 | Warehouse Baseline |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 9 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 10 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Int. #: | 11 | Lowell Street at Project Driveway 3 |
|---|---|---|

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 11 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 12 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 13 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 14 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 15 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Int. #: | 11 | Lowell Street at Project Driveway 3 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 16 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 17 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 18 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 19 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 20 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Enter only in blue cells | Yellow cells calculate |
|---|---|

| Int. #: | 12 | Locust Avenue at Project Driveway 4 |
|---|---|---|

Y

| TOTAL CUMULATIVE PROJECTS TRAFFIC | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pk Hr | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| AM In | | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Out | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Tot | | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Tot | | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 1 | Residential Riverside |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 2 | Warehouse Locust & Lowell |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | 35% | | | | | | | |
| Y | 0% | 35% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 35% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 35% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 13 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 3 | Warehouse Southern Locust & Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 4 | Warehouse Eastern Casmalia |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Int. #: | 12 | Locust Avenue at Project Driveway 4 |
|---|---|---|
| Zone # | 5 | Warehouse Orbis |

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 6 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 7 | Residential Southern Ayala |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 8 | Warehouse Baseline |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 9 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 10 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Int. #: | 12 | Locust Avenue at Project Driveway 4 |
|---|---|---|

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 11 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 12 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 13 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 14 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 15 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Int. #: | 12 | Locust Avenue at Project Driveway 4 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 16 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 17 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 18 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 19 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Zone # | 20 | 0 |
|---|---|---|

| Pk Hr | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | | | | | | | | | | | | |
| Y | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| AM Out | | | | | | | | | | | | |
| PM In | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| PM Out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| Pk Hr | T Gen | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| AM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM In | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

AM Peak Hour

| | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Locust Avenue at Riverside Avenue | | | | | | | | | | | | |
| 2 | Locust Avenue at Casa Grande Drive | | 4 | | | 18 | | | | | | | |
| 3 | Locust Avenue at Lowell Street | | 52 | | | 16 | | | | | | | |
| 4 | Locust Avenue at Casmalia Street | | 13 | | 1 | 4 | 11 | 35 | | | | | 4 |
| 5 | Locust Avenue at Renaissance Parkway | | | | | | | | | | | | |
| 6 | Alder Avenue at Casmalia Street | | | | | | | | | | | | |
| 7 | Alder Avenue at SR-210 WB Ramps | | | | | | | | | | | | |
| 8 | Alder Avenue at SR-210 EB Ramps | | | | | | | | | | | | |
| 9 | Lowell Street at Project Driveway 1 | | | | | | | | | | | | |
| 10 | Lowell Street at Project Driveway 2 | | | | | | | | | | | | |
| 11 | Lowell Street at Project Driveway 3 | | | | | | | | | | | | |
| 12 | Locust Avenue at Project Driveway 4 | | 52 | | | 16 | | | | | | | |

PM Peak Hour

| | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Locust Avenue at Riverside Avenue | | | | | | | | | | | | |
| 2 | Locust Avenue at Casa Grande Drive | | 12 | | | 4 | | | | | | | |
| 3 | Locust Avenue at Lowell Street | | 12 | | | 38 | | | | | | | |
| 4 | Locust Avenue at Casmalia Street | | 3 | | 4 | 9 | 25 | 8 | | | | | 1 |
| 5 | Locust Avenue at Renaissance Parkway | | | | | | | | | | | | |
| 6 | Alder Avenue at Casmalia Street | | | | | | | | | | | | |
| 7 | Alder Avenue at SR-210 WB Ramps | | | | | | | | | | | | |
| 8 | Alder Avenue at SR-210 EB Ramps | | | | | | | | | | | | |
| 9 | Lowell Street at Project Driveway 1 | | | | | | | | | | | | |
| 10 | Lowell Street at Project Driveway 2 | | | | | | | | | | | | |
| 11 | Lowell Street at Project Driveway 3 | | | | | | | | | | | | |
| 12 | Locust Avenue at Project Driveway 4 | | 12 | | | 38 | | | | | | | |

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

AM Peak Hour

| | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Locust Avenue at Riverside Avenue | | | | | | | | | | | | |
| 2 | Locust Avenue at Casa Grande Drive | | | | | | | | | | | | |
| 3 | Locust Avenue at Lowell Street | | | | | | | | | | | | |
| 4 | Locust Avenue at Casmalia Street | | | | | | | | | | | | |
| 5 | Locust Avenue at Renaissance Parkway | 1 | | | 1 | 0 | 1 | 2 | | | | 8 | |
| 6 | Alder Avenue at Casmalia Street | | | | | | | | | | | | |
| 7 | Alder Avenue at SR-210 WB Ramps | 3 | 12 | | | | | | | | | | 7 |
| 8 | Alder Avenue at SR-210 EB Ramps | | 5 | 3 | | | | 10 | | | | | |
| 9 | Lowell Street at Project Driveway 1 | | | | | | | | | | | | |
| 10 | Lowell Street at Project Driveway 2 | | | | | | | | | | | | |
| 11 | Lowell Street at Project Driveway 3 | | | | | | | | | | | | |
| 12 | Locust Avenue at Project Driveway 4 | | | | | | | | | | | | |

PM Peak Hour

| | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Locust Avenue at Riverside Avenue | | | | | | | | | | | | |
| 2 | Locust Avenue at Casa Grande Drive | | | | | | | | | | | | |
| 3 | Locust Avenue at Lowell Street | | | | | | | | | | | | |
| 4 | Locust Avenue at Casmalia Street | | | | | | | | | | | | |
| 5 | Locust Avenue at Renaissance Parkway | 0 | | | 7 | 1 | 4 | 1 | | | | 3 | |
| 6 | Alder Avenue at Casmalia Street | | | | | | | | | | | | |
| 7 | Alder Avenue at SR-210 WB Ramps | 10 | 7 | | | | | | | | | | 3 |
| 8 | Alder Avenue at SR-210 EB Ramps | | 12 | 10 | | | | 4 | | | | | |
| 9 | Lowell Street at Project Driveway 1 | | | | | | | | | | | | |
| 10 | Lowell Street at Project Driveway 2 | | | | | | | | | | | | |
| 11 | Lowell Street at Project Driveway 3 | | | | | | | | | | | | |
| 12 | Locust Avenue at Project Driveway 4 | | | | | | | | | | | | |

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

AM Peak Hour

| | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Locust Avenue at Riverside Avenue | | | | | | | | | | | | |
| 2 | Locust Avenue at Casa Grande Drive | | | | | | | | | | | | |
| 3 | Locust Avenue at Lowell Street | | | | | | | | | | | | |
| 4 | Locust Avenue at Casmalia Street | | | | | | | | | | | | |
| 5 | Locust Avenue at Renaissance Parkway | | | | | | | | | | | | |
| 6 | Alder Avenue at Casmalia Street | | | | | | | | | | | | |
| 7 | Alder Avenue at SR-210 WB Ramps | 7 | 1 | | | 2 | | | | | 26 | | |
| 8 | Alder Avenue at SR-210 EB Ramps | | 8 | 8 | | 28 | | | | 26 | | | |
| 9 | Lowell Street at Project Driveway 1 | | | | | | | | | | | | |
| 10 | Lowell Street at Project Driveway 2 | | | | | | | | | | | | |
| 11 | Lowell Street at Project Driveway 3 | | | | | | | | | | | | |
| 12 | Locust Avenue at Project Driveway 4 | | | | | | | | | | | | |

PM Peak Hour

| | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Locust Avenue at Riverside Avenue | | | | | | | | | | | | |
| 2 | Locust Avenue at Casa Grande Drive | | | | | | | | | | | | |
| 3 | Locust Avenue at Lowell Street | | | | | | | | | | | | |
| 4 | Locust Avenue at Casmalia Street | | | | | | | | | | | | |
| 5 | Locust Avenue at Renaissance Parkway | | | | | | | | | | | | |
| 6 | Alder Avenue at Casmalia Street | | | | | | | | | | | | |
| 7 | Alder Avenue at SR-210 WB Ramps | 27 | 2 | | | 1 | | | | | 10 | | |
| 8 | Alder Avenue at SR-210 EB Ramps | | 29 | 26 | | 11 | | | | 10 | | | |
| 9 | Lowell Street at Project Driveway 1 | | | | | | | | | | | | |
| 10 | Lowell Street at Project Driveway 2 | | | | | | | | | | | | |
| 11 | Lowell Street at Project Driveway 3 | | | | | | | | | | | | |
| 12 | Locust Avenue at Project Driveway 4 | | | | | | | | | | | | |

CUMULATIVE PROJECTS - DISTRIBUTION

Related Project: 20 0

AM Peak Hour

| | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Locust Avenue at Riverside Avenue | 0 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Locust Avenue at Casa Grande Drive | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 |
| 3 | Locust Avenue at Lowell Street | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Locust Avenue at Casmalia Street | 0 | 2 | 0 | 1 | 1 | 3 | 10 | 61 | 0 | 0 | 18 | 3 |
| 5 | Locust Avenue at Renaissance Parkway | 0 | 0 | 0 | 0 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 |
| 6 | Alder Avenue at Casmalia Street | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 |
| 7 | Alder Avenue at SR-210 WB Ramps | 1 | 45 | 0 | 0 | 14 | 12 | 0 | 0 | 0 | 2 | 0 | 39 |
| 8 | Alder Avenue at SR-210 EB Ramps | 0 | 1 | 1 | 14 | 2 | 0 | 45 | 0 | 2 | 0 | 0 | 0 |
| 9 | Lowell Street at Project Driveway 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | Lowell Street at Project Driveway 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | Lowell Street at Project Driveway 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | Locust Avenue at Project Driveway 4 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PM Peak Hour

| | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Locust Avenue at Riverside Avenue | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Locust Avenue at Casa Grande Drive | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 3 | Locust Avenue at Lowell Street | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Locust Avenue at Casmalia Street | 0 | 1 | 0 | 3 | 2 | 10 | 4 | 23 | 0 | 0 | 60 | 1 |
| 5 | Locust Avenue at Renaissance Parkway | 0 | 0 | 0 | 0 | 0 | 7 | 19 | 0 | 0 | 0 | 0 | 0 |
| 6 | Alder Avenue at Casmalia Street | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 |
| 7 | Alder Avenue at SR-210 WB Ramps | 3 | 18 | 0 | 0 | 46 | 40 | 0 | 0 | 0 | 1 | 0 | 16 |
| 8 | Alder Avenue at SR-210 EB Ramps | 0 | 3 | 3 | 46 | 1 | 0 | 18 | 0 | 1 | 0 | 0 | 0 |
| 9 | Lowell Street at Project Driveway 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | Lowell Street at Project Driveway 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | Lowell Street at Project Driveway 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | Locust Avenue at Project Driveway 4 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

AM Peak Hour

| | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Locust Avenue at Riverside Avenue | | | | | | | | | | | | |
| 2 | Locust Avenue at Casa Grande Drive | | | | | | | | | | | | |
| 3 | Locust Avenue at Lowell Street | | | | | | | | | | | | |
| 4 | Locust Avenue at Casmalia Street | | | | | | | | | | | | |
| 5 | Locust Avenue at Renaissance Parkway | | | | | | | | | | | | |
| 6 | Alder Avenue at Casmalia Street | | | | | | | | | | | | |
| 7 | Alder Avenue at SR-210 WB Ramps | | | | | | | | | | | | |
| 8 | Alder Avenue at SR-210 EB Ramps | | | | | | | | | | | | |
| 9 | Lowell Street at Project Driveway 1 | | | | | | | | | | | | |
| 10 | Lowell Street at Project Driveway 2 | | | | | | | | | | | | |
| 11 | Lowell Street at Project Driveway 3 | | | | | | | | | | | | |
| 12 | Locust Avenue at Project Driveway 4 | | | | | | | | | | | | |

PM Peak Hour

| | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Locust Avenue at Riverside Avenue | | | | | | | | | | | | |
| 2 | Locust Avenue at Casa Grande Drive | | | | | | | | | | | | |
| 3 | Locust Avenue at Lowell Street | | | | | | | | | | | | |
| 4 | Locust Avenue at Casmalia Street | | | | | | | | | | | | |
| 5 | Locust Avenue at Renaissance Parkway | | | | | | | | | | | | |
| 6 | Alder Avenue at Casmalia Street | | | | | | | | | | | | |
| 7 | Alder Avenue at SR-210 WB Ramps | | | | | | | | | | | | |
| 8 | Alder Avenue at SR-210 EB Ramps | | | | | | | | | | | | |
| 9 | Lowell Street at Project Driveway 1 | | | | | | | | | | | | |
| 10 | Lowell Street at Project Driveway 2 | | | | | | | | | | | | |
| 11 | Lowell Street at Project Driveway 3 | | | | | | | | | | | | |
| 12 | Locust Avenue at Project Driveway 4 | | | | | | | | | | | | |

TOTAL CUMULATIVE PROJECTS TRAFFIC

AM Peak Hour

| | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Locust Avenue at Riverside Avenue | 0 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Locust Avenue at Casa Grande Drive | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 |
| 3 | Locust Avenue at Lowell Street | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Locust Avenue at Casmalia Street | 0 | 2 | 0 | 1 | 1 | 3 | 10 | 61 | 0 | 0 | 18 | 3 |
| 5 | Locust Avenue at Renaissance Parkway | 0 | 0 | 0 | 0 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 |
| 6 | Alder Avenue at Casmalia Street | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 |
| 7 | Alder Avenue at SR-210 WB Ramps | 1 | 45 | 0 | 0 | 14 | 12 | 0 | 0 | 0 | 2 | 0 | 39 |
| 8 | Alder Avenue at SR-210 EB Ramps | 0 | 1 | 1 | 14 | 2 | 0 | 45 | 0 | 2 | 0 | 0 | 0 |
| 9 | Lowell Street at Project Driveway 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | Lowell Street at Project Driveway 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | Lowell Street at Project Driveway 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | Locust Avenue at Project Driveway 4 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PM Peak Hour

| | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Locust Avenue at Riverside Avenue | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Locust Avenue at Casa Grande Drive | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 3 | Locust Avenue at Lowell Street | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Locust Avenue at Casmalia Street | 0 | 1 | 0 | 3 | 2 | 10 | 4 | 23 | 0 | 0 | 60 | 1 |
| 5 | Locust Avenue at Renaissance Parkway | 0 | 0 | 0 | 0 | 0 | 7 | 19 | 0 | 0 | 0 | 0 | 0 |
| 6 | Alder Avenue at Casmalia Street | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 |
| 7 | Alder Avenue at SR-210 WB Ramps | 3 | 18 | 0 | 0 | 46 | 40 | 0 | 0 | 0 | 1 | 0 | 16 |
| 8 | Alder Avenue at SR-210 EB Ramps | 0 | 3 | 3 | 46 | 1 | 0 | 18 | 0 | 1 | 0 | 0 | 0 |
| 9 | Lowell Street at Project Driveway 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | Lowell Street at Project Driveway 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | Lowell Street at Project Driveway 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | Locust Avenue at Project Driveway 4 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

APPENDIX **F**

MODEL PLOTS
AND
B-TURNS WORKSHEETS

Intersection: Locust Ave Riverside Ave

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

| APPROACH | TURN MOVEMENT | BY COUNT | INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 80 | SOUTH LEG | |
| | THRU | 0 | IN ... | 279 |
| | RIGHT | 173 | OUT ... | 436 |
| SOUTH BOUND | LEFT | 0 | NORTH LEG | |
| | THRU | 0 | IN ... | 0 |
| | RIGHT | 0 | OUT ... | 0 |
| EAST BOUND | LEFT | 0 | WEST LEG | |
| | THRU | 635 | IN ... | 879 |
| | RIGHT | 129 | OUT ... | 747 |
| WEST BOUND | LEFT | 252.3333333 | EAST LEG | |
| | THRU | 460.6666667 | IN ... | 910 |
| | RIGHT | 0 | OUT ... | 886 |
| | | 1,730 | | 4,138 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 80 | 109 |
| | THRU | 0 | 0 |
| | RIGHT | 173 | 170 |
| SOUTH BOUND | LEFT | 0 | 0 |
| | THRU | 0 | 0 |
| | RIGHT | 0 | 0 |
| EAST BOUND | LEFT | 0 | 0 |
| | THRU | 635 | 716 |
| | RIGHT | 129 | 160 |
| WEST BOUND | LEFT | 252 | 276 |
| | THRU | 461 | 638 |
| | RIGHT | 0 | 0 |
| | | 1,730 | 2,069 |

Intersection: Locust Ave Riverside Ave

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

| APPROACH | TURN MOVEMENT | BY COUNT | FY INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 121 | SOUTH LEG | |
| | THRU | 0 | IN ... | 304 |
| | RIGHT | 141 | OUT ... | 312 |
| SOUTH BOUND | LEFT | 0 | NORTH LEG | |
| | THRU | 0 | IN ... | 0 |
| | RIGHT | 0 | OUT ... | 0 |
| EAST BOUND | LEFT | 0 | WEST LEG | |
| | THRU | 516 | IN ... | 819 |
| | RIGHT | 101 | OUT ... | 942 |
| WEST BOUND | LEFT | 149 | EAST LEG | |
| | THRU | 606 | IN ... | 945 |
| | RIGHT | 0 | OUT ... | 815 |
| | | 1,634 | | 4,137 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

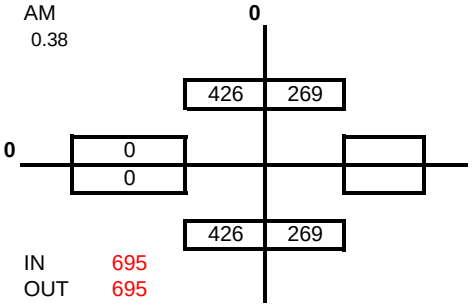
| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 121 | 160 |
| | THRU | 0 | 0 |
| | RIGHT | 141 | 144 |
| SOUTH BOUND | LEFT | 0 | 0 |
| | THRU | 0 | 0 |
| | RIGHT | 0 | 0 |
| EAST BOUND | LEFT | 0 | 0 |
| | THRU | 516 | 670 |
| | RIGHT | 101 | 146 |
| WEST BOUND | LEFT | 149 | 166 |
| | THRU | 606 | 782 |
| | RIGHT | 0 | 0 |
| | | 1,634 | 2,069 |

| | | | |
|---|---|---|---|
| **Project:** | Rialto Locust Gateway | **Model Base Year** | 2019 |
| **Condition:** | Build-out | **Model Build-out Year** | 2050 |
| **Intersection Number:** | 2 | **Total Difference** | 31 |
| | | **Existing Year Counts** | 2024 |
| **North/South Street** | Locust Ave | **Difference Ex to B-O** | 26 |
| | | **Percent** | 0.84 |
| **East/West Street** | Casa Grande Dr | **Study Year Forecast** | 2040 Build-out |
| | | **Difference Ex to Forecast** | 16 |

Date: 06/20/24

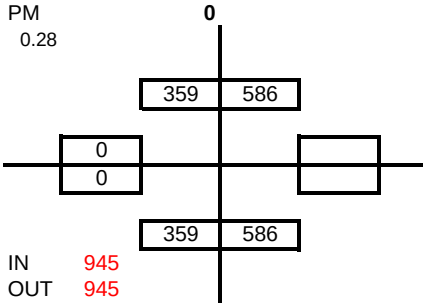
**Model Base Year: 2019**

AM 0.38



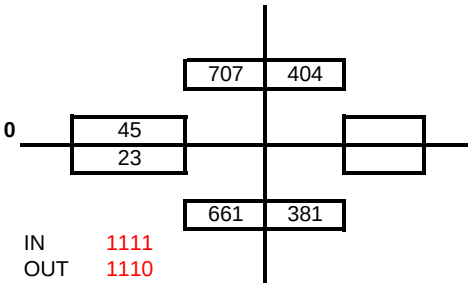

IN 695
OUT 695
BAL 0

PM 0.28

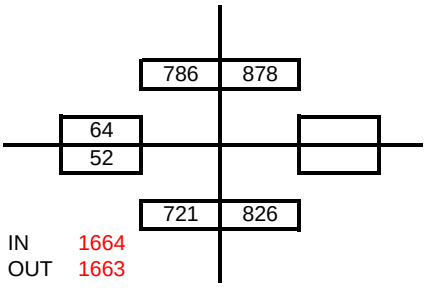



IN 945
OUT 945
BAL 0

**Model Build-out Year: 2050 Build-out**

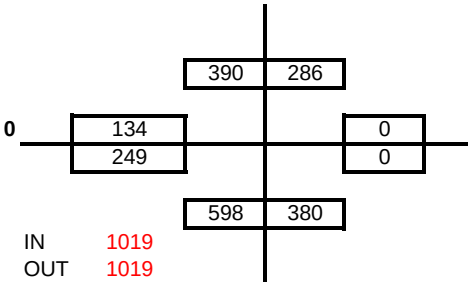



IN 1111
OUT 1110
BAL -1

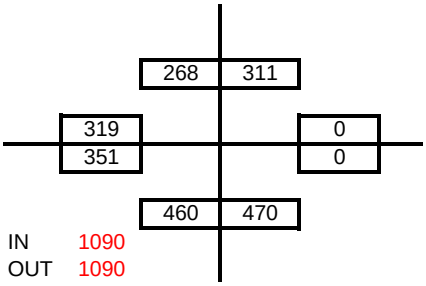



IN 1664
OUT 1663
BAL -1

**Existing Year Counts 2024**

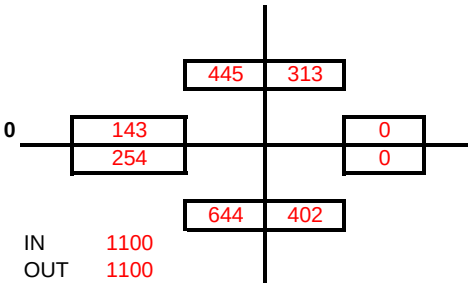



IN 1019
OUT 1019
BAL 0

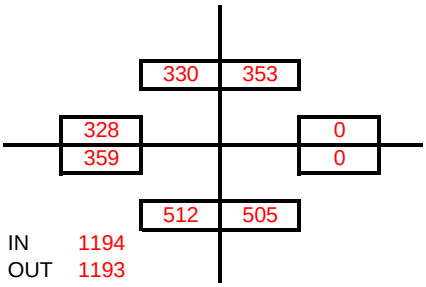



IN 1090
OUT 1090
BAL 0

**Study Year Forecast 2040 Build-out**




IN 1100
OUT 1100
BAL 0




IN 1194
OUT 1193
BAL 0

Intersection: Locust Ave Casa Grande Dr

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

| APPROACH | TURN MOVEMENT | BY COUNT | INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 117 | SOUTH LEG | |
| | THRU | 262.6666667 | IN ... | 402 |
| | RIGHT | 0 | OUT ... | 644 |
| SOUTH BOUND | LEFT | 0 | NORTH LEG | |
| | THRU | 372.3333333 | IN ... | 445 |
| | RIGHT | 17.33333333 | OUT ... | 313 |
| EAST BOUND | LEFT | 23.66666667 | WEST LEG | |
| | THRU | 0 | IN ... | 254 |
| | RIGHT | 225.6666667 | OUT ... | 143 |
| WEST BOUND | LEFT | 0 | EAST LEG | |
| | THRU | 0 | IN ... | 0 |
| | RIGHT | 0 | OUT ... | 0 |
| | | 1,019 | | 2,200 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 117 | 121 |
| | THRU | 263 | 284 |
| | RIGHT | 0 | 0 |
| SOUTH BOUND | LEFT | 0 | 0 |
| | THRU | 372 | 420 |
| | RIGHT | 17 | 23 |
| EAST BOUND | LEFT | 24 | 29 |
| | THRU | 0 | 0 |
| | RIGHT | 226 | 224 |
| WEST BOUND | LEFT | 0 | 0 |
| | THRU | 0 | 0 |
| | RIGHT | 0 | 0 |
| | | 1,019 | 1,100 |

Intersection: Locust Ave Casa Grande Dr

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

| APPROACH | TURN MOVEMENT | BY COUNT | INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 233 | SOUTH LEG | |
| | THRU | 237 | IN ... | 505 |
| | RIGHT | 0 | OUT ... | 512 |
| SOUTH BOUND | LEFT | 0 | NORTH LEG | |
| | THRU | 183 | IN ... | 330 |
| | RIGHT | 86 | OUT ... | 353 |
| EAST BOUND | LEFT | 74 | WEST LEG | |
| | THRU | 0 | IN ... | 359 |
| | RIGHT | 277 | OUT ... | 328 |
| WEST BOUND | LEFT | 0 | EAST LEG | |
| | THRU | 0 | IN ... | 0 |
| | RIGHT | 0 | OUT ... | 0 |
| | | 1,090 | | 2,387 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 233 | 230 |
| | THRU | 237 | 274 |
| | RIGHT | 0 | 0 |
| SOUTH BOUND | LEFT | 0 | 0 |
| | THRU | 183 | 232 |
| | RIGHT | 86 | 98 |
| EAST BOUND | LEFT | 74 | 78 |
| | THRU | 0 | 0 |
| | RIGHT | 277 | 280 |
| WEST BOUND | LEFT | 0 | 0 |
| | THRU | 0 | 0 |
| | RIGHT | 0 | 0 |
| | | 1,090 | 1,193 |

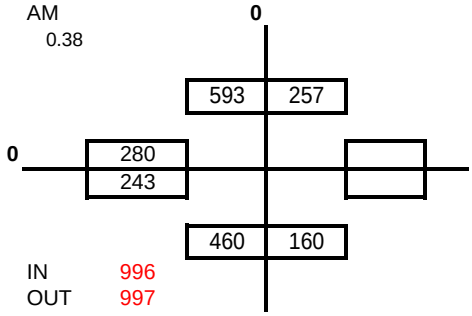
| | | | |
|---|---|---|---|
| **Project:** | Rialto Locust Gateway | **Model Base Year** | 2019 |
| **Condition:** | Build-out | **Model Build-out Year** | 2050 |
| **Intersection Number:** | 3 | **Total Difference** | 31 |
| | | **Existing Year Counts** | 2024 |
| **North/South Street** | Locust Ave | **Difference Ex to B-O** | 26 |
| | | **Percent** | 0.84 |
| **East/West Street** | Lowell St | **Study Year Forecast** | 2040 Build-out |
| | | **Difference Ex to Forecast** | 16 |

Date: 06/20/24

**Model Base Year: 2019**

AM

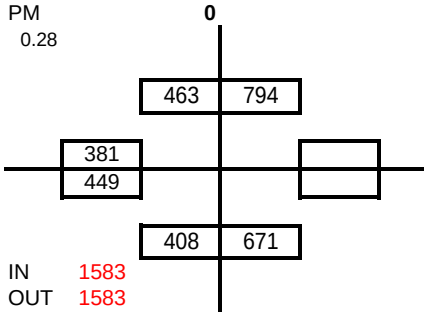
0.38




| | |
|---|---|
| IN | 996 |
| OUT | 997 |
| BAL | 1 |

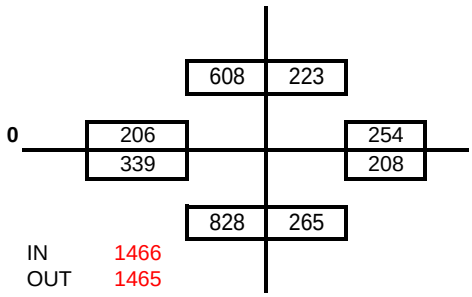
PM

0.28

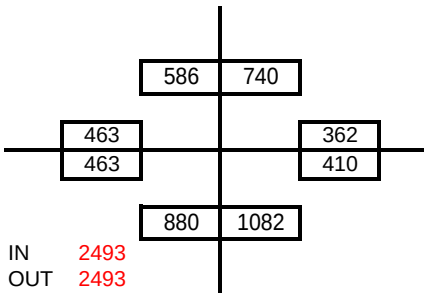



| | |
|---|---|
| IN | 1583 |
| OUT | 1583 |
| BAL | 0 |

**Model Build-out Year: 2050 Build-out**

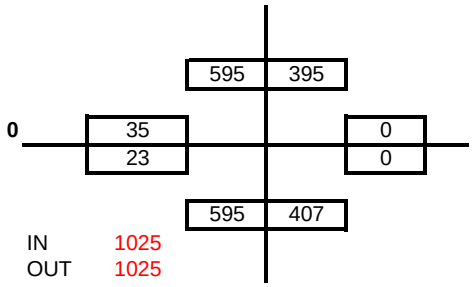



| | |
|---|---|
| IN | 1466 |
| OUT | 1465 |
| BAL | -1 |

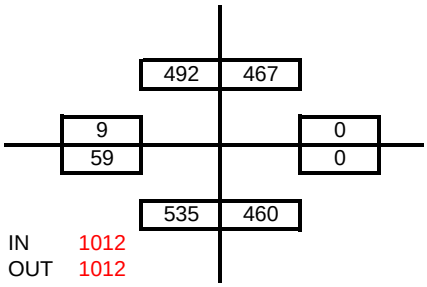



| | |
|---|---|
| IN | 2493 |
| OUT | 2493 |
| BAL | 0 |

**Existing Year Counts 2024**

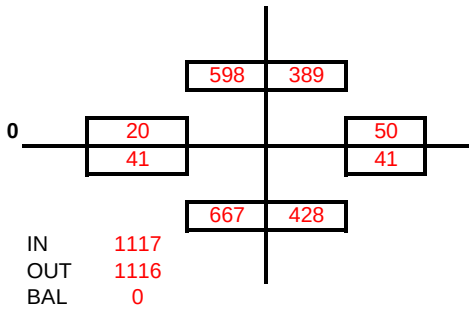



| | |
|---|---|
| IN | 1025 |
| OUT | 1025 |
| BAL | 0 |

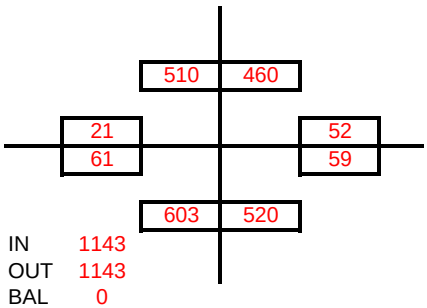



| | |
|---|---|
| IN | 1012 |
| OUT | 1012 |
| BAL | 0 |

**Study Year Forecast 2040 Build-out**




| | |
|---|---|
| IN | 1117 |
| OUT | 1116 |
| BAL | 0 |




| | |
|---|---|
| IN | 1143 |
| OUT | 1143 |
| BAL | 0 |

Intersection: Locust Ave Lowell St

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

| APPROACH | TURN MOVEMENT | BY COUNT | INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 19.66666667 | SOUTH LEG | |
| | THRU | 387.3333333 | IN ... | 428 |
| | RIGHT | 0 | OUT ... | 667 |
| SOUTH BOUND | LEFT | 0 | NORTH LEG | |
| | THRU | 580 | IN ... | 598 |
| | RIGHT | 15 | OUT ... | 389 |
| EAST BOUND | LEFT | 8 | WEST LEG | |
| | THRU | 0 | IN ... | 41 |
| | RIGHT | 14.66666667 | OUT ... | 20 |
| WEST BOUND | LEFT | 0 | EAST LEG | |
| | THRU | 0 | IN ... | 50 |
| | RIGHT | 0 | OUT ... | 41 |
| | | 1,025 | | 2,233 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 20 | 16 |
| | THRU | 387 | 382 |
| | RIGHT | 0 | 0 |
| SOUTH BOUND | LEFT | 0 | 0 |
| | THRU | 580 | 630 |
| | RIGHT | 15 | 4 |
| EAST BOUND | LEFT | 8 | 7 |
| | THRU | 0 | 0 |
| | RIGHT | 15 | 36 |
| WEST BOUND | LEFT | 0 | 0 |
| | THRU | 0 | 0 |
| | RIGHT | 0 | 0 |
| | | 1,025 | 1,076 |

Intersection: Locust Ave Lowell St

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

| APPROACH | TURN MOVEMENT | BY COUNT | INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 5 | SOUTH LEG | |
| | THRU | 455 | IN ... | 520 |
| | RIGHT | 0 | OUT ... | 603 |
| SOUTH BOUND | LEFT | 0 | NORTH LEG | |
| | THRU | 488 | IN ... | 510 |
| | RIGHT | 4 | OUT ... | 460 |
| EAST BOUND | LEFT | 12 | WEST LEG | |
| | THRU | 0 | IN ... | 61 |
| | RIGHT | 47 | OUT ... | 21 |
| WEST BOUND | LEFT | 0 | EAST LEG | |
| | THRU | 0 | IN ... | 52 |
| | RIGHT | 0 | OUT ... | 59 |
| | | 1,012 | | 2,286 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 5 | 17 |
| | THRU | 455 | 455 |
| | RIGHT | 0 | 0 |
| SOUTH BOUND | LEFT | 0 | 0 |
| | THRU | 488 | 542 |
| | RIGHT | 4 | 4 |
| EAST BOUND | LEFT | 12 | 4 |
| | THRU | 0 | 0 |
| | RIGHT | 47 | 61 |
| WEST BOUND | LEFT | 0 | 0 |
| | THRU | 0 | 0 |
| | RIGHT | 0 | 0 |
| | | 1,012 | 1,084 |

| | | | |
|---|---|---|---|
| **Project:** | Rialto Locust Gateway | **Model Base Year** | 2019 |
| **Condition:** | Build-out | **Model Build-out Year** | 2050 |
| **Intersection Number:** | 4 | **Total Difference** | 31 |
| | | **Existing Year Counts** | 2024 |
| **North/South Street** | Locust Ave | **Difference Ex to B-O** | 26 |
| | | **Percent** | 0.84 |
| **East/West Street** | Casmalia St | **Study Year Forecast** | 2040 Build-out |
| | | **Difference Ex to Forecast** | 16 |

Date: 06/20/24

**Model Base Year: 2019**

AM 0.38

| | | | |
|---|---|---|---|
| | 561 | 428 | |
| 0 | 189 | | 6 |
| | 33 | | 2 |
| | 390 | 410 | |

IN 1010
OUT 1009
BAL -1

PM 0.28

| | | | |
|---|---|---|---|
| | 800 | 1014 | |
| | 254 | | 5 |
| | 58 | | 8 |
| | 570 | 984 | |

IN 1847
OUT 1846
BAL -1

**Model Build-out Year: 2050 Build-out**

| | | | |
|---|---|---|---|
| | 1107 | 629 | |
| 0 | 444 | | 6 |
| | 225 | | 1 |
| | 683 | 419 | |

IN 1757
OUT 1757
BAL 0

| | | | |
|---|---|---|---|
| | 1229 | 1356 | |
| | 334 | | 2 |
| | 354 | | 21 |
| | 935 | 1062 | |

IN 2647
OUT 2646
BAL -1

**Existing Year Counts 2024**

| | | | |
|---|---|---|---|
| | 562 | 417 | |
| 0 | 412 | | 260 |
| | 292 | | 174 |
| | 352 | 241 | |

IN 1355
OUT 1355
BAL 0

| | | | |
|---|---|---|---|
| | 585 | 477 | |
| | 447 | | 270 |
| | 465 | | 364 |
| | 365 | 333 | |

IN 1653
OUT 1653
BAL 0

**Study Year Forecast 2040 Build-out**

| | | | |
|---|---|---|---|
| | 669 | 457 | |
| 0 | 462 | | 260 |
| | 329 | | 173 |
| | 410 | 243 | |

IN 1502
OUT 1502
BAL 0

| | | | |
|---|---|---|---|
| | 647 | 526 | |
| | 459 | | 269 |
| | 507 | | 366 |
| | 418 | 344 | |

IN 1768
OUT 1768
BAL 0

Intersection: Locust Ave Casmalia St

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

| APPROACH | TURN MOVEMENT | BY COUNT | INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 75.33333333 | SOUTH LEG | |
| | THRU | 156.6666667 | IN ... | 243 |
| | RIGHT | 9.333333333 | OUT ... | 410 |
| SOUTH BOUND | LEFT | 77.33333333 | NORTH LEG | |
| | THRU | 287.3333333 | IN ... | 669 |
| | RIGHT | 197.3333333 | OUT ... | 457 |
| EAST BOUND | LEFT | 157.6666667 | WEST LEG | |
| | THRU | 87 | IN ... | 329 |
| | RIGHT | 47 | OUT ... | 462 |
| WEST BOUND | LEFT | 18 | EAST LEG | |
| | THRU | 139.3333333 | IN ... | 260 |
| | RIGHT | 103 | OUT ... | 173 |
| | | 1,355 | | 3,004 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 75 | 75 |
| | THRU | 157 | 160 |
| | RIGHT | 9 | 8 |
| SOUTH BOUND | LEFT | 77 | 80 |
| | THRU | 287 | 340 |
| | RIGHT | 197 | 248 |
| EAST BOUND | LEFT | 158 | 192 |
| | THRU | 87 | 85 |
| | RIGHT | 47 | 52 |
| WEST BOUND | LEFT | 18 | 17 |
| | THRU | 139 | 139 |
| | RIGHT | 103 | 105 |
| | | 1,355 | 1,502 |

Intersection: Locust Ave Casmalia St

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

| APPROACH | TURN MOVEMENT | BY COUNT | INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 72 | SOUTH LEG | |
| | THRU | 236 | IN ... | 344 |
| | RIGHT | 25 | OUT ... | 418 |
| SOUTH BOUND | LEFT | 117 | NORTH LEG | |
| | THRU | 257 | IN ... | 647 |
| | RIGHT | 211 | OUT ... | 526 |
| EAST BOUND | LEFT | 151 | WEST LEG | |
| | THRU | 223 | IN ... | 507 |
| | RIGHT | 91 | OUT ... | 459 |
| WEST BOUND | LEFT | 16 | EAST LEG | |
| | THRU | 163 | IN ... | 269 |
| | RIGHT | 90 | OUT ... | 366 |
| | | 1,653 | | 3,537 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

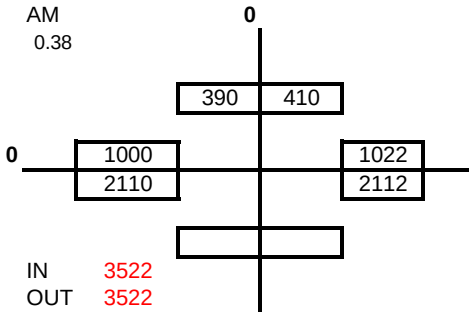
| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 72 | 70 |
| | THRU | 236 | 252 |
| | RIGHT | 25 | 22 |
| SOUTH BOUND | LEFT | 117 | 119 |
| | THRU | 257 | 297 |
| | RIGHT | 211 | 231 |
| EAST BOUND | LEFT | 151 | 179 |
| | THRU | 223 | 224 |
| | RIGHT | 91 | 104 |
| WEST BOUND | LEFT | 16 | 17 |
| | THRU | 163 | 157 |
| | RIGHT | 90 | 95 |
| | | 1,653 | 1,768 |

| | | | |
|---|---|---|---|
| **Project:** | Rialto Locust Gateway | **Model Base Year** | 2019 |
| **Condition:** | Build-out | **Model Build-out Year** | 2050 |
| **Intersection Number:** | 5 | **Total Difference** | 31 |
| | | **Existing Year Counts** | 2024 |
| **North/South Street** | Locust Ave | **Difference Ex to B-O** | 26 |
| | | **Percent** | 0.84 |
| **East/West Street** | Renaissance Pkwy | **Study Year Forecast** | 2040 Build-out |
| | | **Difference Ex to Forecast** | 16 |

Date: 06/20/24

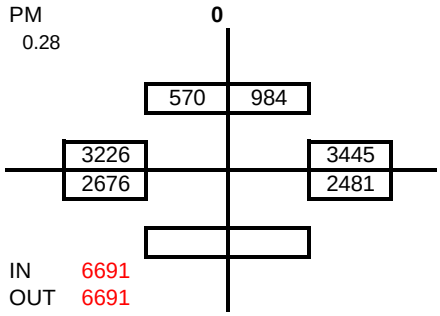
**Model Base Year:** **2019**

AM 0.38



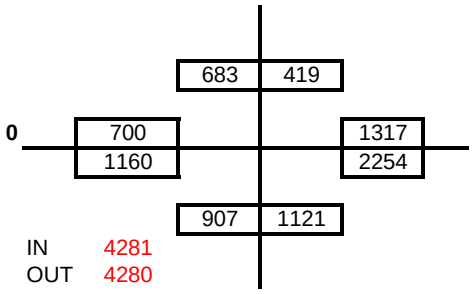

IN 3522
OUT 3522
BAL 0

PM 0.28

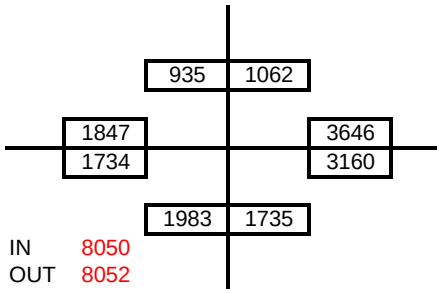



IN 6691
OUT 6691
BAL 0

**Model Build-out Year:** **2050** **Build-out**

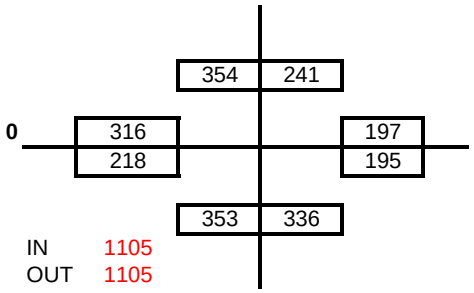



IN 4281
OUT 4280
BAL -1

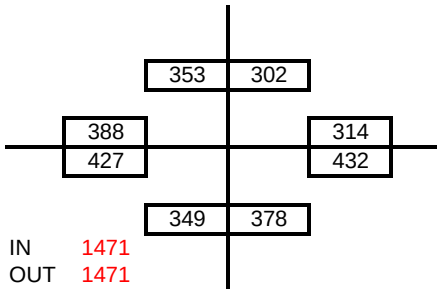



IN 8050
OUT 8052
BAL 2

**Existing Year Counts** **2024**

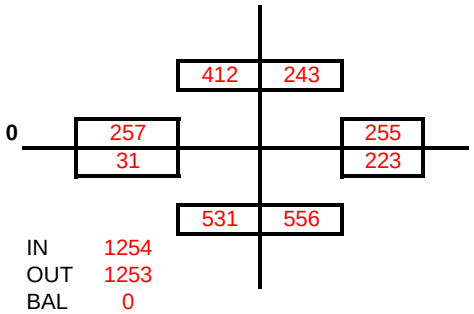



IN 1105
OUT 1105
BAL 0

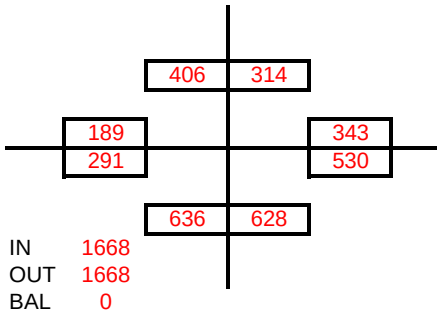



IN 1471
OUT 1471
BAL 0

**Study Year Forecast** **2040** **Build-out**




IN 1254
OUT 1253
BAL 0




IN 1668
OUT 1668
BAL 0

Intersection: Locust Ave Renaissance Pkwy

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

| APPROACH | TURN MOVEMENT | BY COUNT | INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 119.6666667 | SOUTH LEG | |
| | THRU | 194 | IN ... | 556 |
| | RIGHT | 22 | OUT ... | 531 |
| SOUTH BOUND | LEFT | 41.33333333 | NORTH LEG | |
| | THRU | 250 | IN ... | 412 |
| | RIGHT | 63 | OUT ... | 243 |
| EAST BOUND | LEFT | 30.66666667 | WEST LEG | |
| | THRU | 131.3333333 | IN ... | 31 |
| | RIGHT | 55.66666667 | OUT ... | 257 |
| WEST BOUND | LEFT | 47.33333333 | EAST LEG | |
| | THRU | 133.3333333 | IN ... | 255 |
| | RIGHT | 16.33333333 | OUT ... | 223 |
| | | 1,105 | | 2,507 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 120 | 162 |
| | THRU | 194 | 233 |
| | RIGHT | 22 | 152 |
| SOUTH BOUND | LEFT | 41 | 50 |
| | THRU | 250 | 353 |
| | RIGHT | 63 | 15 |
| EAST BOUND | LEFT | 31 | 1 |
| | THRU | 131 | 20 |
| | RIGHT | 56 | 10 |
| WEST BOUND | LEFT | 47 | 168 |
| | THRU | 133 | 80 |
| | RIGHT | 16 | 9 |
| | | 1,105 | 1,253 |

Intersection: Locust Ave Renaissance Pkwy

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

| APPROACH | TURN MOVEMENT | BY COUNT | INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 109 | SOUTH LEG | |
| | THRU | 228 | IN ... | 628 |
| | RIGHT | 41 | OUT ... | 636 |
| SOUTH BOUND | LEFT | 55 | NORTH LEG | |
| | THRU | 254 | IN ... | 406 |
| | RIGHT | 44 | OUT ... | 314 |
| EAST BOUND | LEFT | 38 | WEST LEG | |
| | THRU | 336 | IN ... | 291 |
| | RIGHT | 53 | OUT ... | 189 |
| WEST BOUND | LEFT | 42 | EAST LEG | |
| | THRU | 235 | IN ... | 343 |
| | RIGHT | 37 | OUT ... | 530 |
| | | 1,471 | | 3,336 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

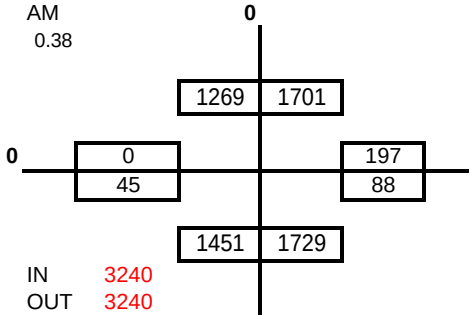
| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 109 | 85 |
| | THRU | 228 | 284 |
| | RIGHT | 41 | 253 |
| SOUTH BOUND | LEFT | 55 | 49 |
| | THRU | 254 | 356 |
| | RIGHT | 44 | 5 |
| EAST BOUND | LEFT | 38 | 5 |
| | THRU | 336 | 228 |
| | RIGHT | 53 | 57 |
| WEST BOUND | LEFT | 42 | 222 |
| | THRU | 235 | 99 |
| | RIGHT | 37 | 25 |
| | | 1,471 | 1,668 |

| | | | |
|---|---|---|---|
| **Project:** | Rialto Locust Gateway | **Model Base Year** | 2019 |
| **Condition:** | Build-out | **Model Build-out Year** | 2050 |
| **Intersection Number:** | 6 | **Total Difference** | 31 |
| | | **Existing Year Counts** | 2024 |
| **North/South Street** | Alder Ave | **Difference Ex to B-O** | 26 |
| | | **Percent** | 0.84 |
| **East/West Street** | Casmalia St | **Study Year Forecast** | 2040 Build-out |
| | | **Difference Ex to Forecast** | 16 |

Date: 06/20/24

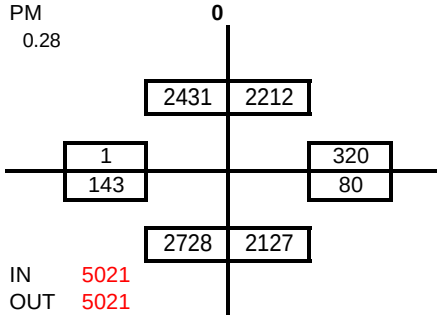
**Model Base Year:** **2019**

AM



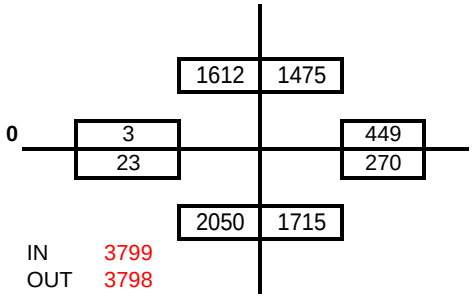

IN 3240
OUT 3240
BAL 0

PM

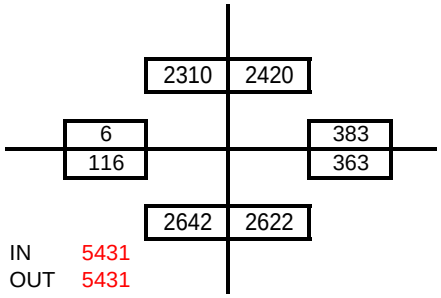



IN 5021
OUT 5021
BAL 0

**Model Build-out Year:** **2050** **Build-out**

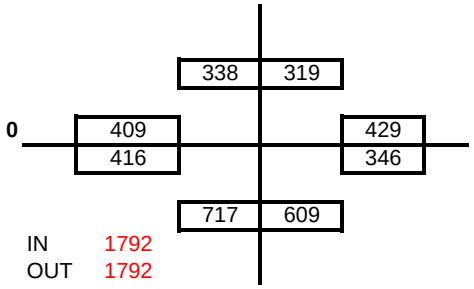



IN 3799
OUT 3798
BAL -1

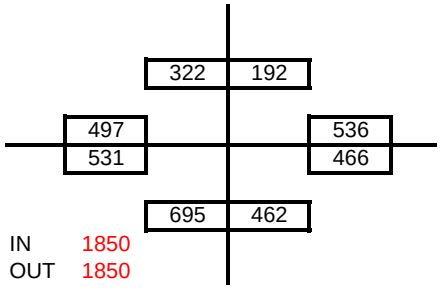



IN 5431
OUT 5431
BAL 0

**Existing Year Counts** **2024**

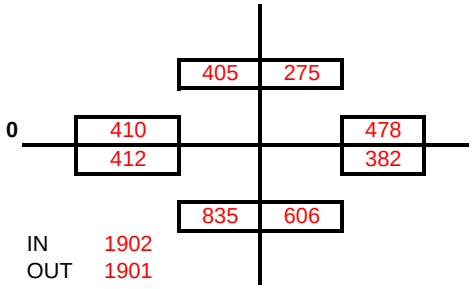



IN 1792
OUT 1792
BAL 0

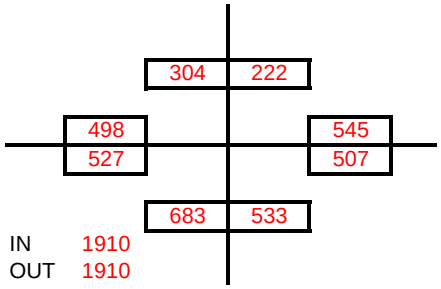



IN 1850
OUT 1850
BAL 0

**Study Year Forecast** **2040** **Build-out**




IN 1902
OUT 1901
BAL 0




IN 1910
OUT 1910
BAL 0

Intersection: Alder Ave Casmalia St

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

| APPROACH | TURN MOVEMENT | BY COUNT | INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 176 | SOUTH LEG | |
| | THRU | 256.3333333 | IN ... | 606 |
| | RIGHT | 176.6666667 | OUT ... | 835 |
| SOUTH BOUND | LEFT | 17.66666667 | NORTH LEG | |
| | THRU | 286 | IN ... | 405 |
| | RIGHT | 34.33333333 | OUT ... | 275 |
| EAST BOUND | LEFT | 45.66666667 | WEST LEG | |
| | THRU | 152 | IN ... | 412 |
| | RIGHT | 218.3333333 | OUT ... | 410 |
| WEST BOUND | LEFT | 213 | EAST LEG | |
| | THRU | 198.6666667 | IN ... | 478 |
| | RIGHT | 17.33333333 | OUT ... | 382 |
| | | 1,792 | | 3,803 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 176 | 174 |
| | THRU | 256 | 225 |
| | RIGHT | 177 | 207 |
| SOUTH BOUND | LEFT | 18 | 21 |
| | THRU | 286 | 350 |
| | RIGHT | 34 | 35 |
| EAST BOUND | LEFT | 46 | 34 |
| | THRU | 152 | 153 |
| | RIGHT | 218 | 224 |
| WEST BOUND | LEFT | 213 | 261 |
| | THRU | 199 | 201 |
| | RIGHT | 17 | 16 |
| | | 1,792 | 1,901 |

Intersection: Alder Ave Casmalia St

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

| APPROACH | TURN MOVEMENT | BY COUNT | INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 180 | SOUTH LEG | |
| | THRU | 133 | IN ... | 533 |
| | RIGHT | 149 | OUT ... | 683 |
| SOUTH BOUND | LEFT | 43 | NORTH LEG | |
| | THRU | 226 | IN ... | 304 |
| | RIGHT | 53 | OUT ... | 222 |
| EAST BOUND | LEFT | 24 | WEST LEG | |
| | THRU | 274 | IN ... | 527 |
| | RIGHT | 233 | OUT ... | 498 |
| WEST BOUND | LEFT | 236 | EAST LEG | |
| | THRU | 265 | IN ... | 545 |
| | RIGHT | 35 | OUT ... | 507 |
| | | 1,850 | | 3,819 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

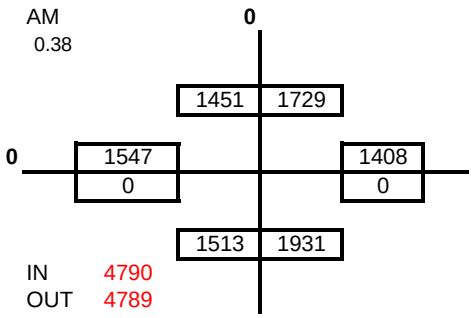
| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 180 | 192 |
| | THRU | 133 | 159 |
| | RIGHT | 149 | 182 |
| SOUTH BOUND | LEFT | 43 | 44 |
| | THRU | 226 | 213 |
| | RIGHT | 53 | 47 |
| EAST BOUND | LEFT | 24 | 24 |
| | THRU | 274 | 281 |
| | RIGHT | 233 | 222 |
| WEST BOUND | LEFT | 236 | 247 |
| | THRU | 265 | 259 |
| | RIGHT | 35 | 38 |
| | | 1,850 | 1,910 |

| | | | |
|---|---|---|---|
| **Project:** | Rialto Locust Gateway | **Model Base Year** | 2019 |
| **Condition:** | Build-out | **Model Build-out Year** | 2050 |
| **Intersection Number:** | 7 | **Total Difference** | 31 |
| | | **Existing Year Counts** | 2024 |
| **North/South Street** | Alder Ave | **Difference Ex to B-O** | 26 |
| | | **Percent** | 0.84 |
| **East/West Street** | SR-210 WB Ramps | **Study Year Forecast** | 2040 Build-out |
| | | **Difference Ex to Forecast** | 16 |

Date: 06/20/24

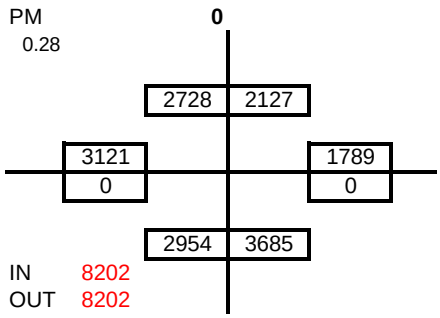
**Model Base Year: 2019**

AM



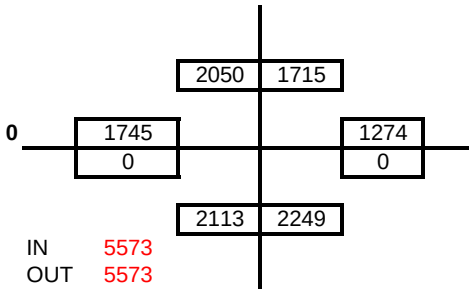

| | |
|---|---|
| IN | 4790 |
| OUT | 4789 |
| BAL | -1 |

PM

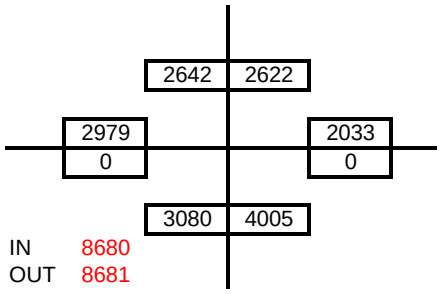



| | |
|---|---|
| IN | 8202 |
| OUT | 8202 |
| BAL | 0 |

**Model Build-out Year: 2050 Build-out**

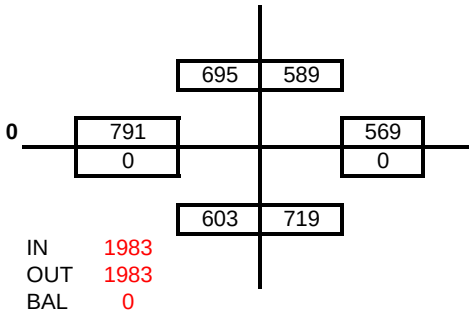



| | |
|---|---|
| IN | 5573 |
| OUT | 5573 |
| BAL | 0 |

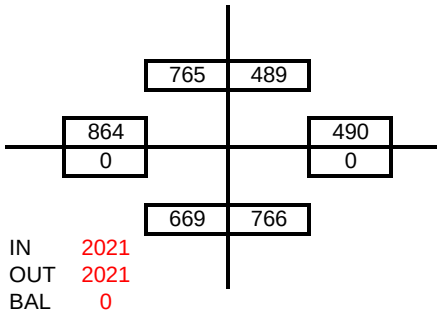



| | |
|---|---|
| IN | 8680 |
| OUT | 8681 |
| BAL | 1 |

**Existing Year Counts 2024**

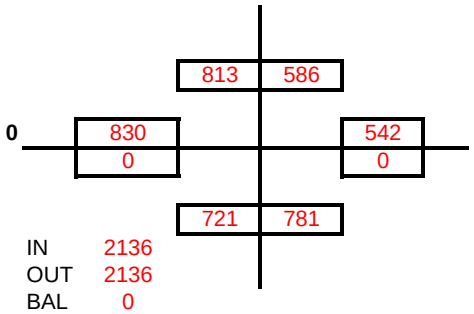



| | |
|---|---|
| IN | 1983 |
| OUT | 1983 |
| BAL | 0 |

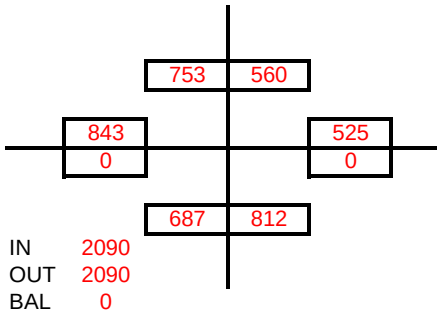



| | |
|---|---|
| IN | 2021 |
| OUT | 2021 |
| BAL | 0 |

**Study Year Forecast 2040 Build-out**




| | |
|---|---|
| IN | 2136 |
| OUT | 2136 |
| BAL | 0 |




| | |
|---|---|
| IN | 2090 |
| OUT | 2090 |
| BAL | 0 |

Intersection: Alder Ave SR-210 WB Ramps

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

| APPROACH | TURN MOVEMENT | BY COUNT | INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 330.3333333 | SOUTH LEG | |
| | THRU | 388.3333333 | IN ... | 781 |
| | RIGHT | 0 | OUT ... | 721 |
| SOUTH BOUND | LEFT | 0 | NORTH LEG | |
| | THRU | 239.3333333 | IN ... | 813 |
| | RIGHT | 456 | OUT ... | 586 |
| EAST BOUND | LEFT | 0 | WEST LEG | |
| | THRU | 0 | IN ... | 0 |
| | RIGHT | 0 | OUT ... | 830 |
| WEST BOUND | LEFT | 363.6666667 | EAST LEG | |
| | THRU | 4.666666667 | IN ... | 542 |
| | RIGHT | 200.3333333 | OUT ... | 0 |
| | | 1,983 | | 4,273 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 330 | 353 |
| | THRU | 388 | 428 |
| | RIGHT | 0 | 0 |
| SOUTH BOUND | LEFT | 0 | 0 |
| | THRU | 239 | 340 |
| | RIGHT | 456 | 473 |
| EAST BOUND | LEFT | 0 | 0 |
| | THRU | 0 | 0 |
| | RIGHT | 0 | 0 |
| WEST BOUND | LEFT | 364 | 381 |
| | THRU | 5 | 4 |
| | RIGHT | 200 | 158 |
| | | 1,983 | 2,136 |

Intersection: Alder Ave SR-210 WB Ramps

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

| APPROACH | TURN MOVEMENT | BY COUNT | INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 443 | SOUTH LEG | |
| | THRU | 322 | IN ... | 812 |
| | RIGHT | 0 | OUT ... | 687 |
| SOUTH BOUND | LEFT | 0 | NORTH LEG | |
| | THRU | 349 | IN ... | 753 |
| | RIGHT | 416 | OUT ... | 560 |
| EAST BOUND | LEFT | 0 | WEST LEG | |
| | THRU | 0 | IN ... | 0 |
| | RIGHT | 0 | OUT ... | 843 |
| WEST BOUND | LEFT | 319 | EAST LEG | |
| | THRU | 4 | IN ... | 525 |
| | RIGHT | 166 | OUT ... | 0 |
| | | 2,021 | | 4,180 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 443 | 441 |
| | THRU | 322 | 371 |
| | RIGHT | 0 | 0 |
| SOUTH BOUND | LEFT | 0 | 0 |
| | THRU | 349 | 355 |
| | RIGHT | 416 | 398 |
| EAST BOUND | LEFT | 0 | 0 |
| | THRU | 0 | 0 |
| | RIGHT | 0 | 0 |
| WEST BOUND | LEFT | 319 | 332 |
| | THRU | 4 | 4 |
| | RIGHT | 166 | 189 |
| | | 2,021 | 2,090 |

| | | | |
|---|---|---|---|
| **Project:** | Rialto Locust Gateway | **Model Base Year** | 2019 |
| **Condition:** | Build-out | **Model Build-out Year** | 2050 |
| **Intersection Number:** | 8 | **Total Difference** | 31 |
| | | **Existing Year Counts** | 2024 |
| **North/South Street** | Alder Ave | **Difference Ex to B-O** | 26 |
| | | **Percent** | 0.84 |
| **East/West Street** | SR-210 EB Ramps | **Study Year Forecast** | 2040 Build-out |
| | | **Difference Ex to Forecast** | 16 |

Date: 06/20/24

**Model Base Year: 2019**

AM 0.38

| | | | |
|---|---|---|---|
| | 1513 | 1931 | |
| 0 | 0 | 0 | 0 |
| | 2163 | 735 | |
| | 2933 | 1923 | |

IN 5599
OUT 5599
BAL 0

PM 0.28

| | | | |
|---|---|---|---|
| | 2954 | 3685 | |
| 0 | 0 | 0 | 0 |
| | 2791 | 1980 | |
| | 4139 | 4059 | |

IN 9804
OUT 9804
BAL 0

**Model Build-out Year: 2050 Build-out**

| | | | |
|---|---|---|---|
| | 2113 | 2249 | |
| 0 | 0 | 0 | 0 |
| | 2180 | 1296 | |
| | 3158 | 2410 | |

IN 6703
OUT 6703
BAL 0

| | | | |
|---|---|---|---|
| | 3080 | 4005 | |
| 0 | 0 | 0 | 0 |
| | 2966 | 1994 | |
| | 4687 | 4640 | |

IN 10686
OUT 10686
BAL 0

**Existing Year Counts 2024**

| | | | |
|---|---|---|---|
| | 620 | 697 | |
| 0 | 0 | 0 | 0 |
| | 725 | 509 | |
| | 926 | 787 | |

IN 2132
OUT 2132
BAL 0

| | | | |
|---|---|---|---|
| | 671 | 740 | |
| 0 | 0 | 0 | 0 |
| | 610 | 573 | |
| | 911 | 943 | |

IN 2224
OUT 2224
BAL 0

**Study Year Forecast 2040 Build-out**

| | | | |
|---|---|---|---|
| | 737 | 759 | |
| 0 | 0 | 0 | 0 |
| | 728 | 619 | |
| | 970 | 883 | |

IN 2348
OUT 2348
BAL 0

| | | | |
|---|---|---|---|
| | 689 | 786 | |
| 0 | 0 | 0 | 0 |
| | 635 | 575 | |
| | 990 | 1027 | |

IN 2351
OUT 2351
BAL 0

Intersection: Alder Ave SR-210 EB Ramps

Condition: 2040 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

| APPROACH | TURN MOVEMENT | BY COUNT | INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 0 | SOUTH LEG | |
| | THRU | 432.3333333 | IN ... | 883 |
| | RIGHT | 355 | OUT ... | 970 |
| SOUTH BOUND | LEFT | 150 | NORTH LEG | |
| | THRU | 469.6666667 | IN ... | 737 |
| | RIGHT | 0 | OUT ... | 759 |
| EAST BOUND | LEFT | 264.3333333 | WEST LEG | |
| | THRU | 4 | IN ... | 728 |
| | RIGHT | 456.3333333 | OUT ... | 0 |
| WEST BOUND | LEFT | 0 | EAST LEG | |
| | THRU | 0 | IN ... | 0 |
| | RIGHT | 0 | OUT ... | 619 |
| | | 2,132 | | 4,696 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 0 | 0 |
| | THRU | 432 | 473 |
| | RIGHT | 355 | 410 |
| SOUTH BOUND | LEFT | 150 | 204 |
| | THRU | 470 | 533 |
| | RIGHT | 0 | 0 |
| EAST BOUND | LEFT | 264 | 286 |
| | THRU | 4 | 5 |
| | RIGHT | 456 | 437 |
| WEST BOUND | LEFT | 0 | 0 |
| | THRU | 0 | 0 |
| | RIGHT | 0 | 0 |
| | | 2,132 | 2,348 |

Intersection: Alder Ave SR-210 EB Ramps

Condition: 2040 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

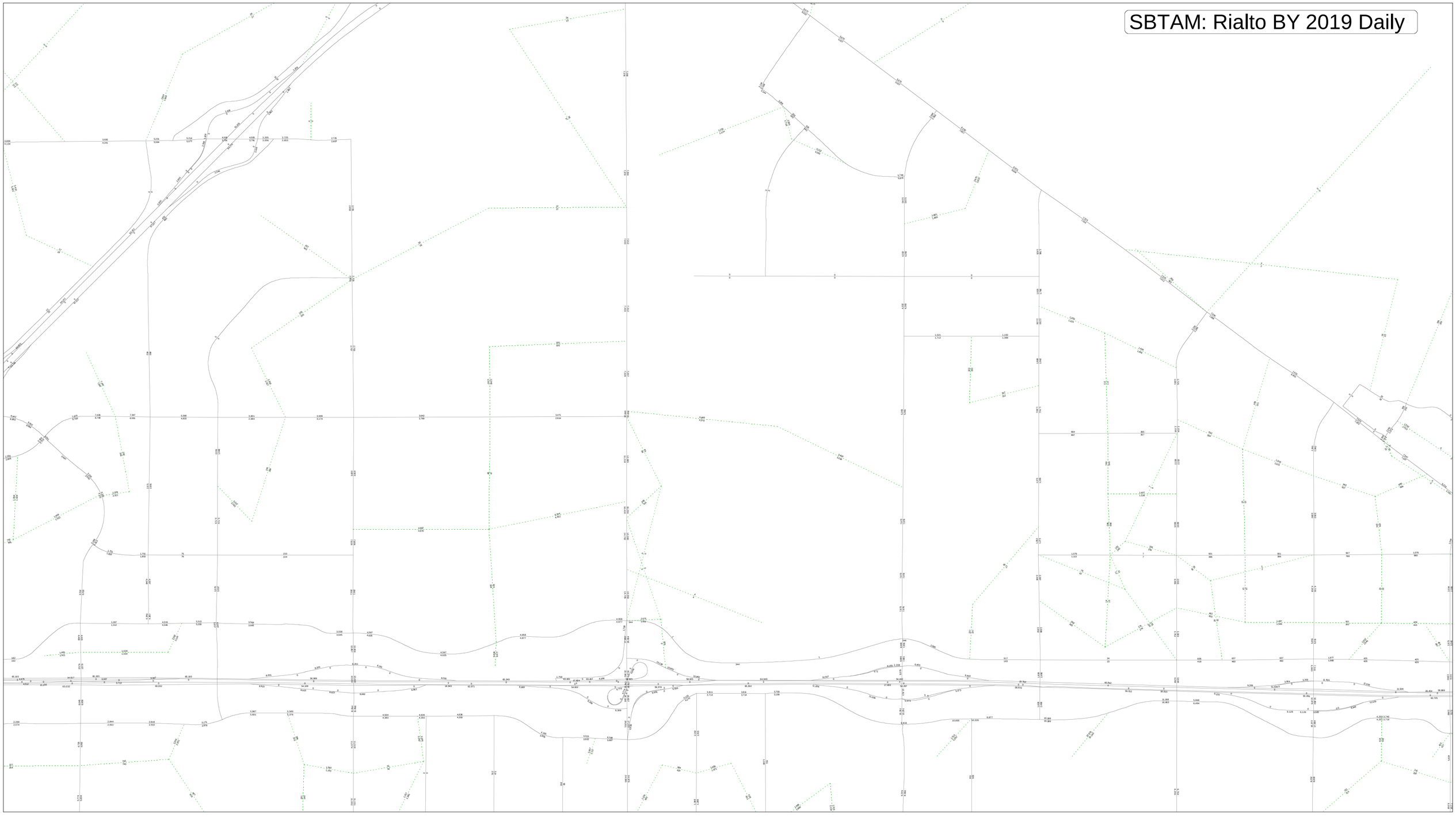
| APPROACH | TURN MOVEMENT | BY COUNT | INTERSECTION LEG | FY TOTAL |
|---|---|---|---|---|
| NORTH BOUND | LEFT | 0 | SOUTH LEG | |
| | THRU | 559 | IN ... | 1,027 |
| | RIGHT | 384 | OUT ... | 990 |
| SOUTH BOUND | LEFT | 187 | NORTH LEG | |
| | THRU | 484 | IN ... | 689 |
| | RIGHT | 0 | OUT ... | 786 |
| EAST BOUND | LEFT | 181 | WEST LEG | |
| | THRU | 2 | IN ... | 635 |
| | RIGHT | 427 | OUT ... | 0 |
| WEST BOUND | LEFT | 0 | EAST LEG | |
| | THRU | 0 | IN ... | 0 |
| | RIGHT | 0 | OUT ... | 575 |
| | | 2,224 | | 4,702 |

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

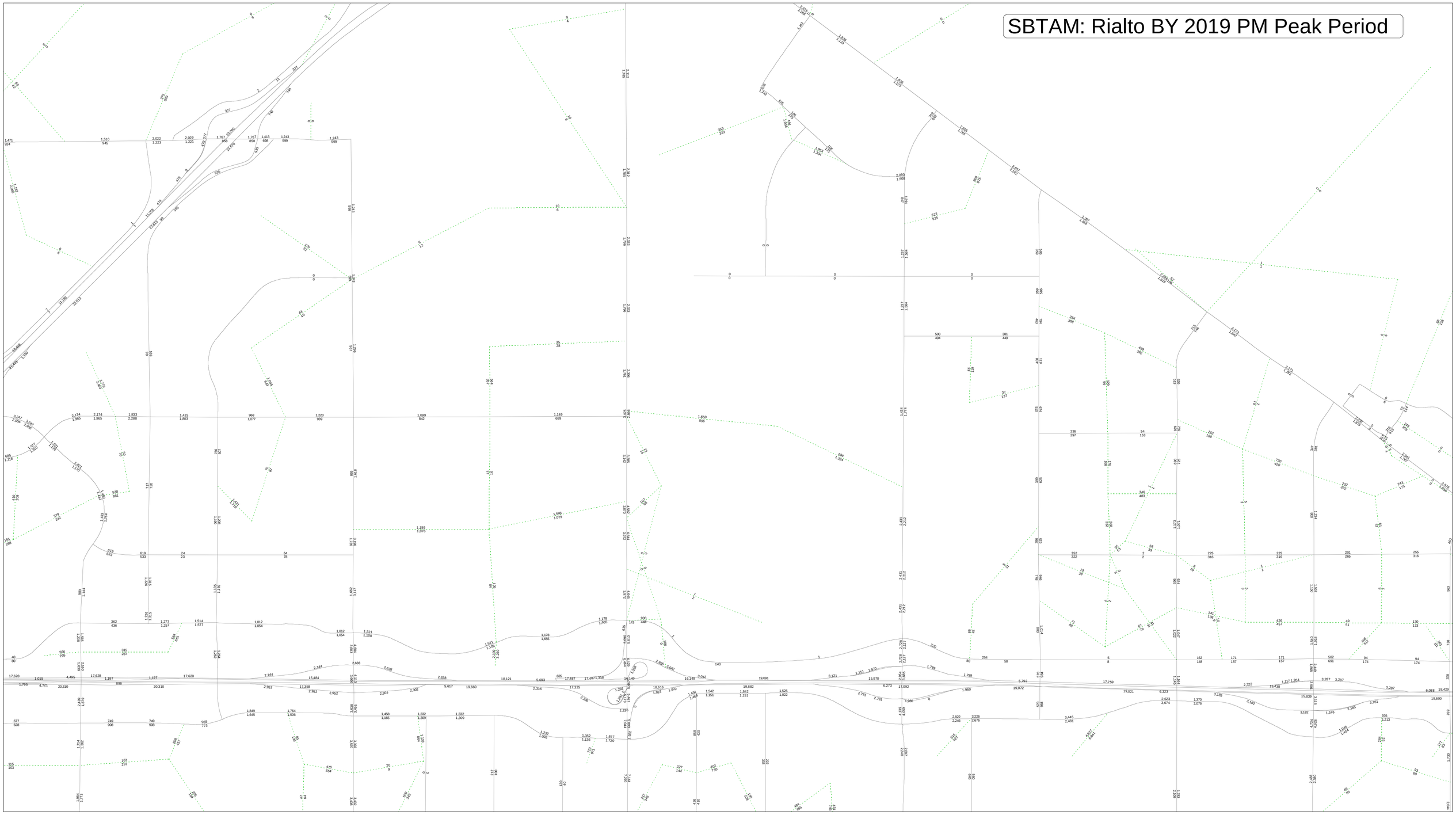
| APPROACH | TURN MOVEMENT | BY COUNT | FY FORECAST |
|---|---|---|---|
| NORTH BOUND | LEFT | 0 | 0 |
| | THRU | 559 | 618 |
| | RIGHT | 384 | 408 |
| SOUTH BOUND | LEFT | 187 | 165 |
| | THRU | 484 | 525 |
| | RIGHT | 0 | 0 |
| EAST BOUND | LEFT | 181 | 168 |
| | THRU | 2 | 2 |
| | RIGHT | 427 | 466 |
| WEST BOUND | LEFT | 0 | 0 |
| | THRU | 0 | 0 |
| | RIGHT | 0 | 0 |
| | | 2,224 | 2,351 |

SBTAM: Rialto BY 2019 AM Peak Period

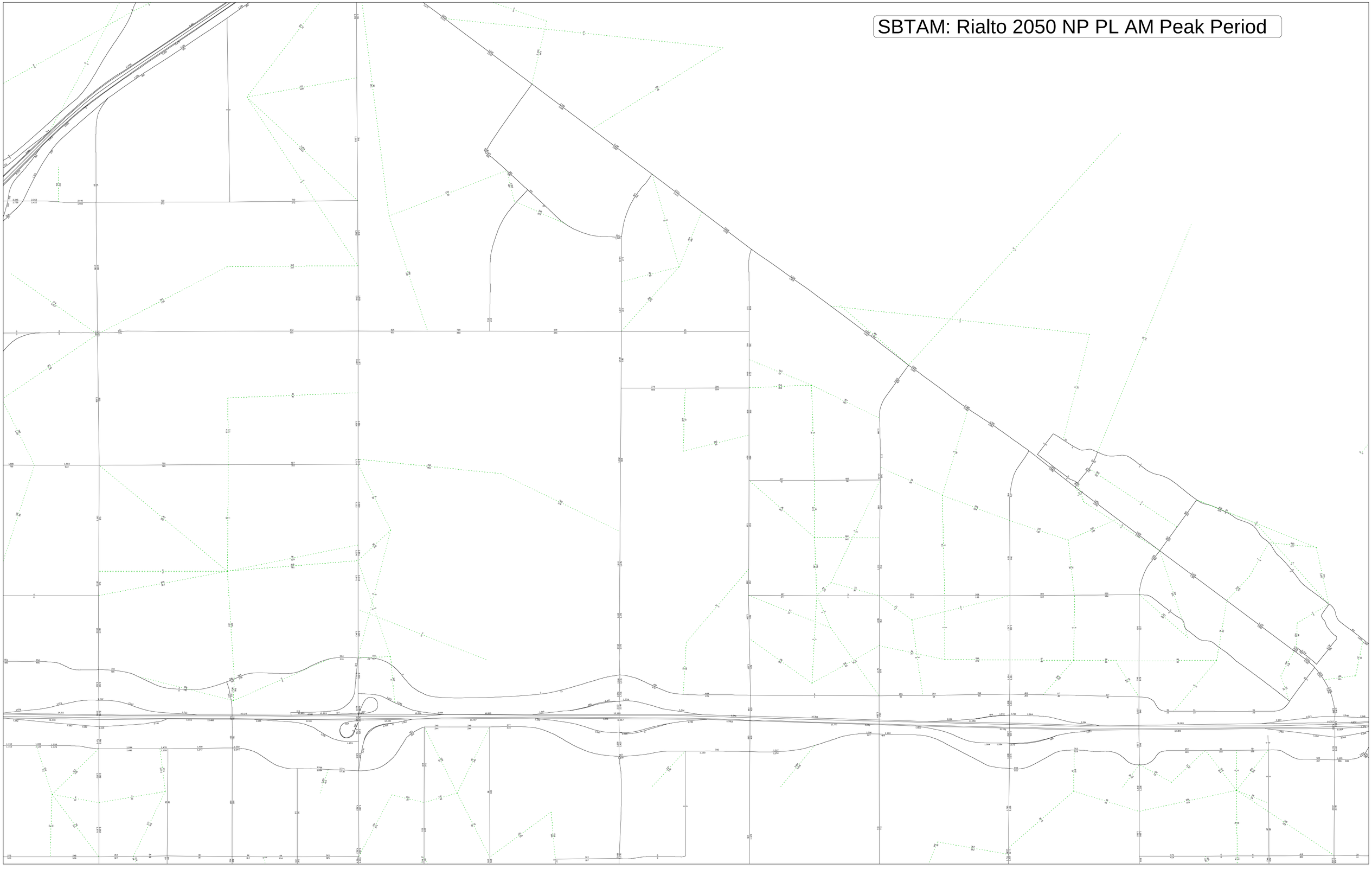
SBTAM: Rialto BY 2019 Daily



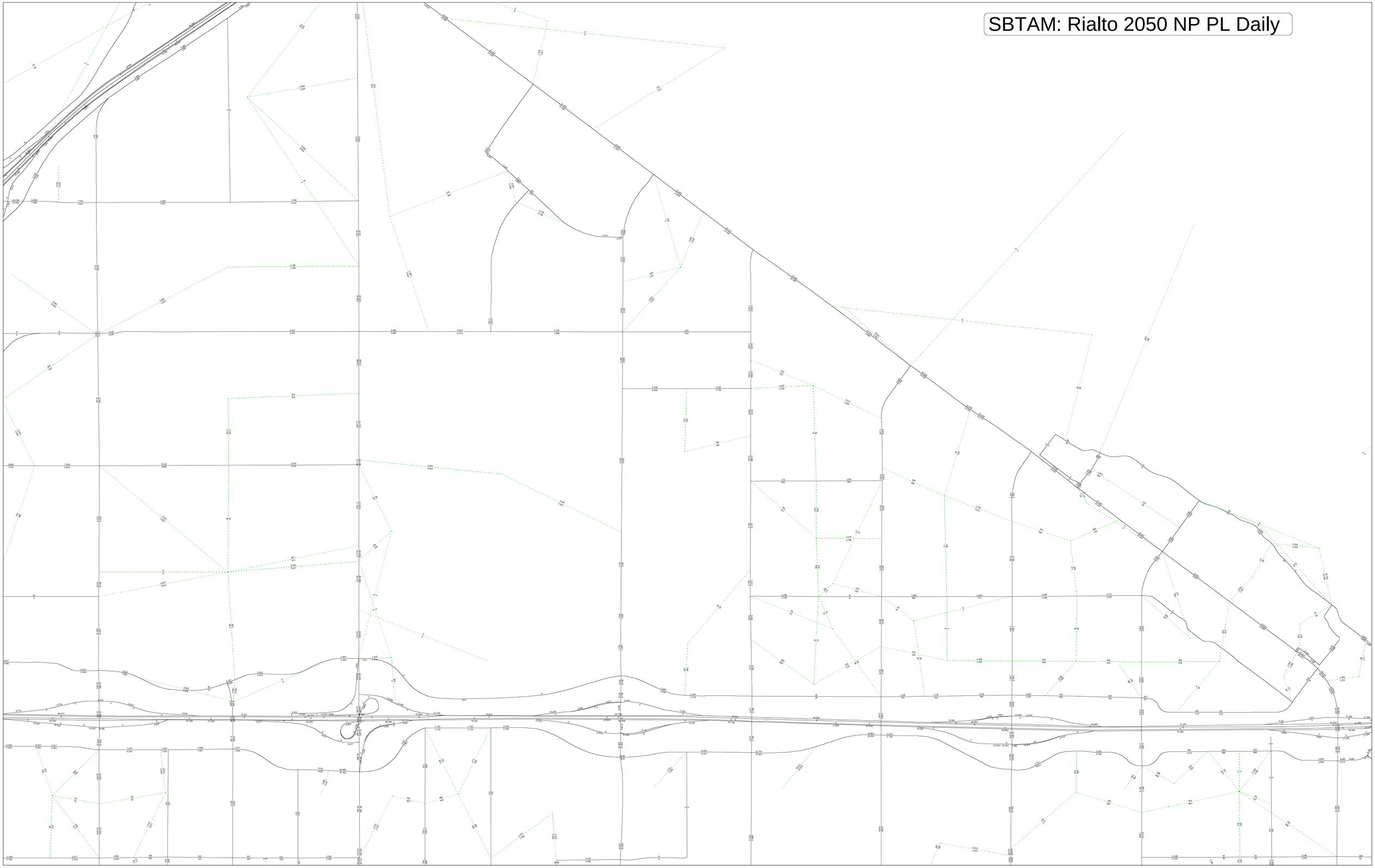
# SBTAM: Rialto BY 2019 PM Peak Period



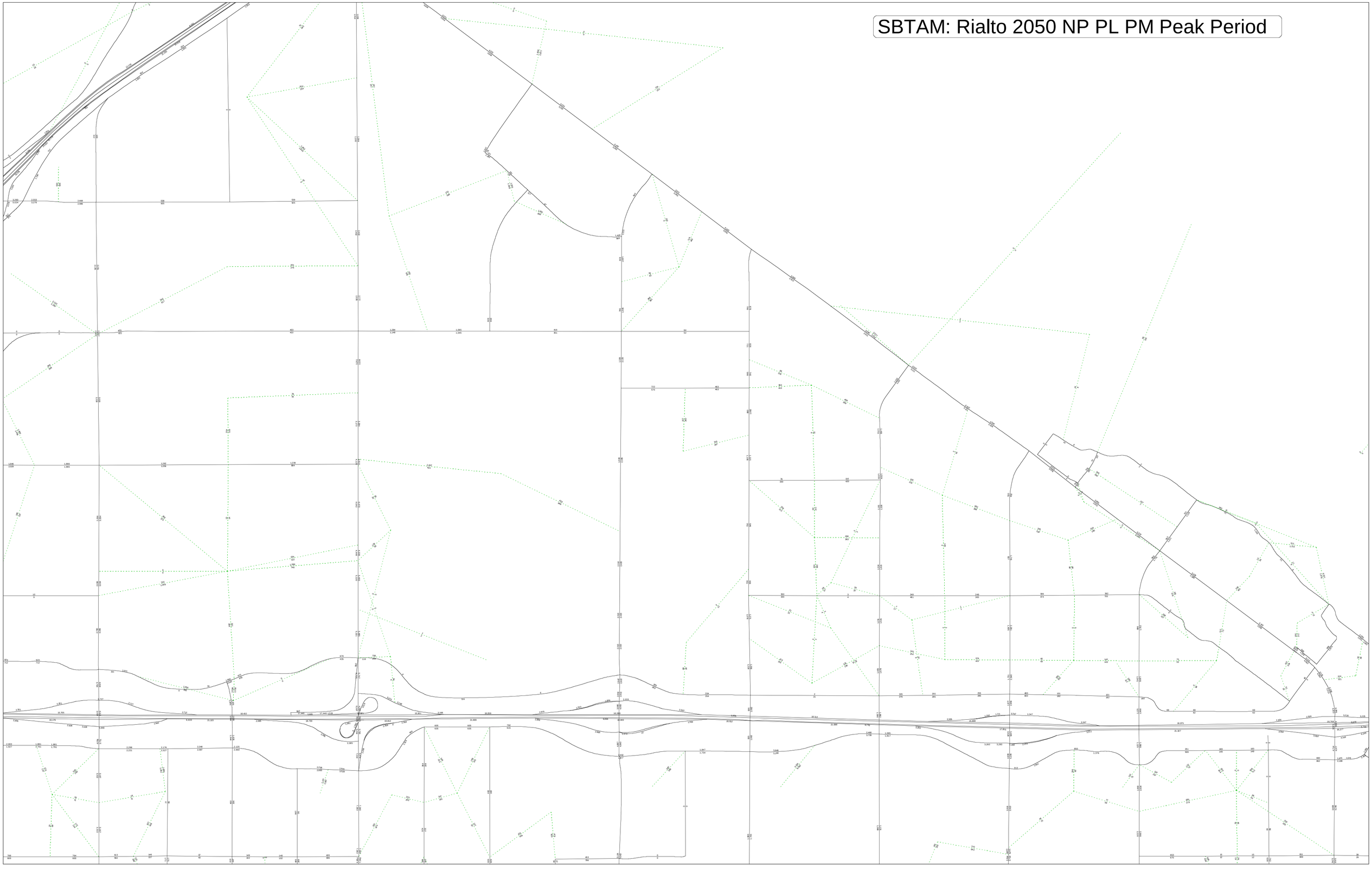
# SBTAM: Rialto 2050 NP PL AM Peak Period



SBTAM: Rialto 2050 NP PL Daily



SBTAM: Rialto 2050 NP PL PM Peak Period



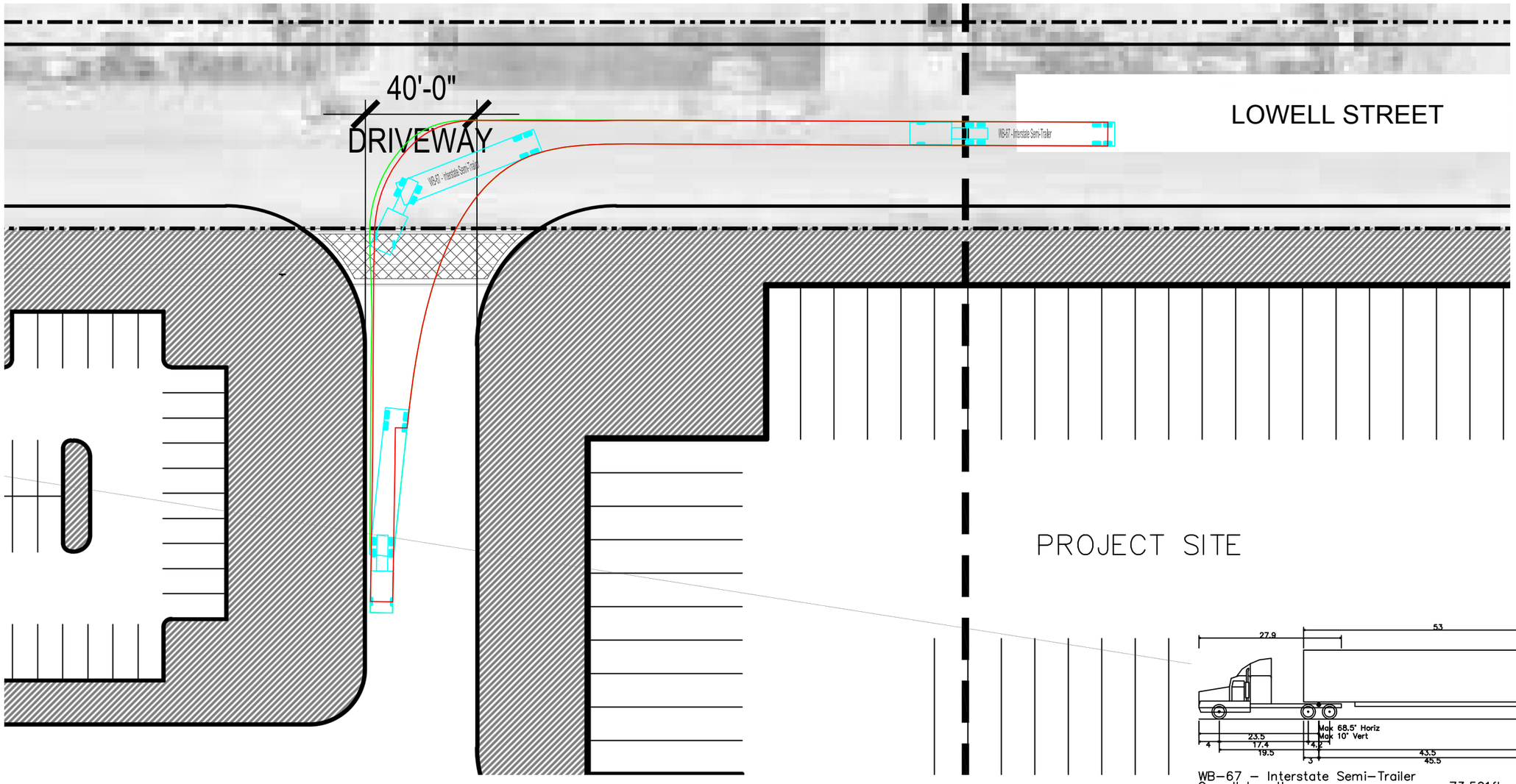
# APPENDIX G

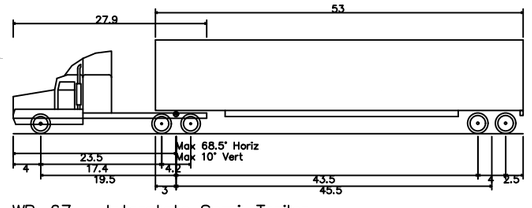
# TRUCK TURN EXHIBITS

# TRUCK TURNING EXHIBIT AT PROJECT SITE DRIVEWAY 2 ON LOWELL STREET - INGRESS

FOR WB-67 CA DESIGN VEHICLE

NOT TO SCALE



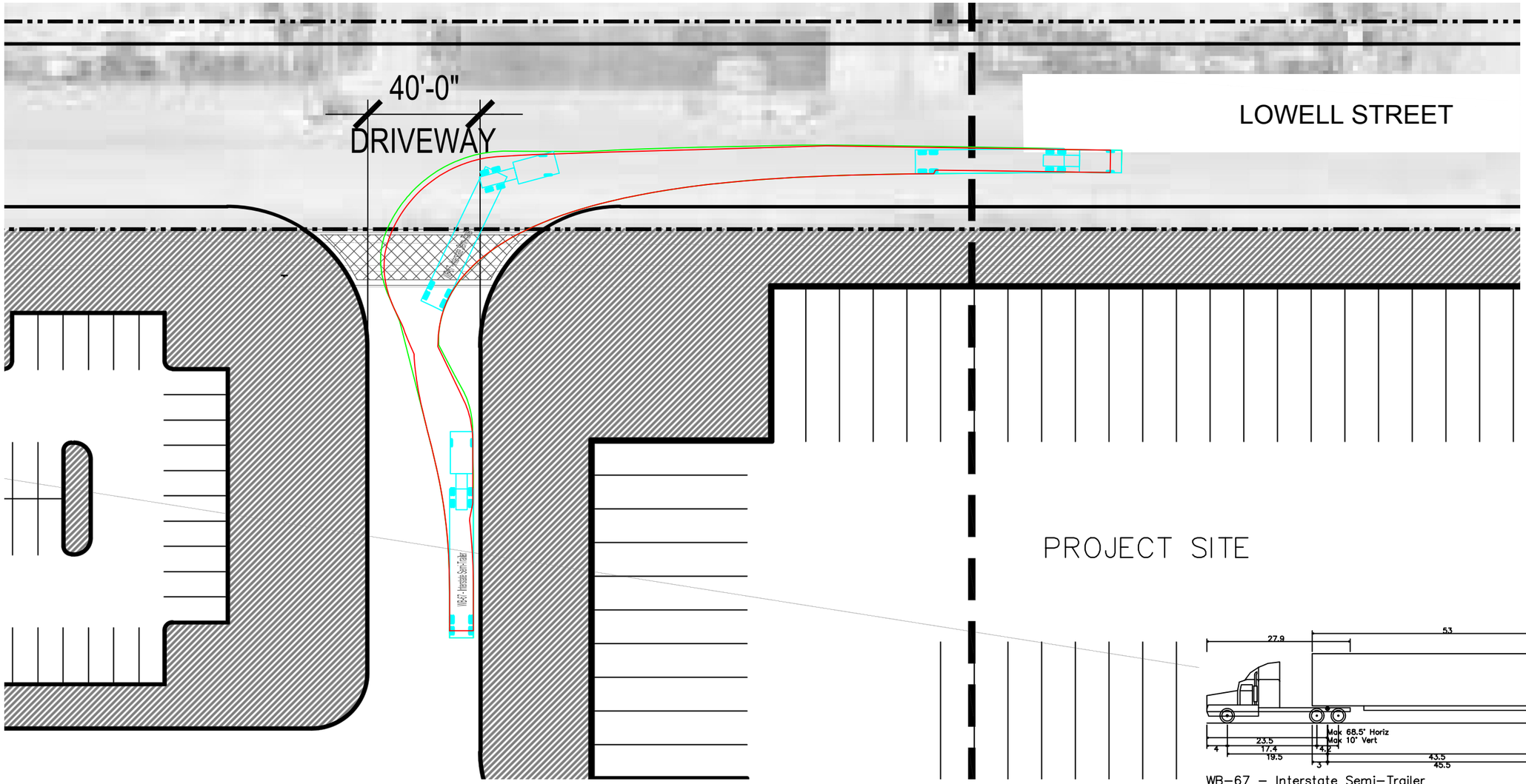

| WB-67 – Interstate Semi-Trailer | |
|---|---|
| Overall Length | 73.501ft |
| Overall Width | 8.500ft |
| Overall Body Height | 13.500ft |
| Min Body Ground Clearance | 1.334ft |
| Max Track Width | 8.500ft |
| Lock-to-lock time | 6.00s |
| Max Steering Angle (Virtual) | 28.40° |

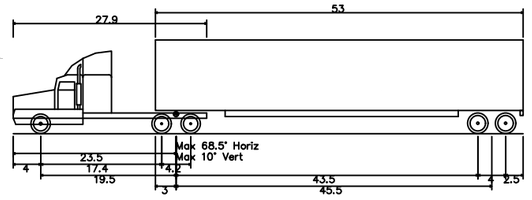
Kimley»Horn

# TRUCK TURNING EXHIBIT AT PROJECT SITE DRIVEWAY 2 ON LOWELL STREET - EGRESS

FOR WB-67 CA DESIGN VEHICLE

NOT TO SCALE



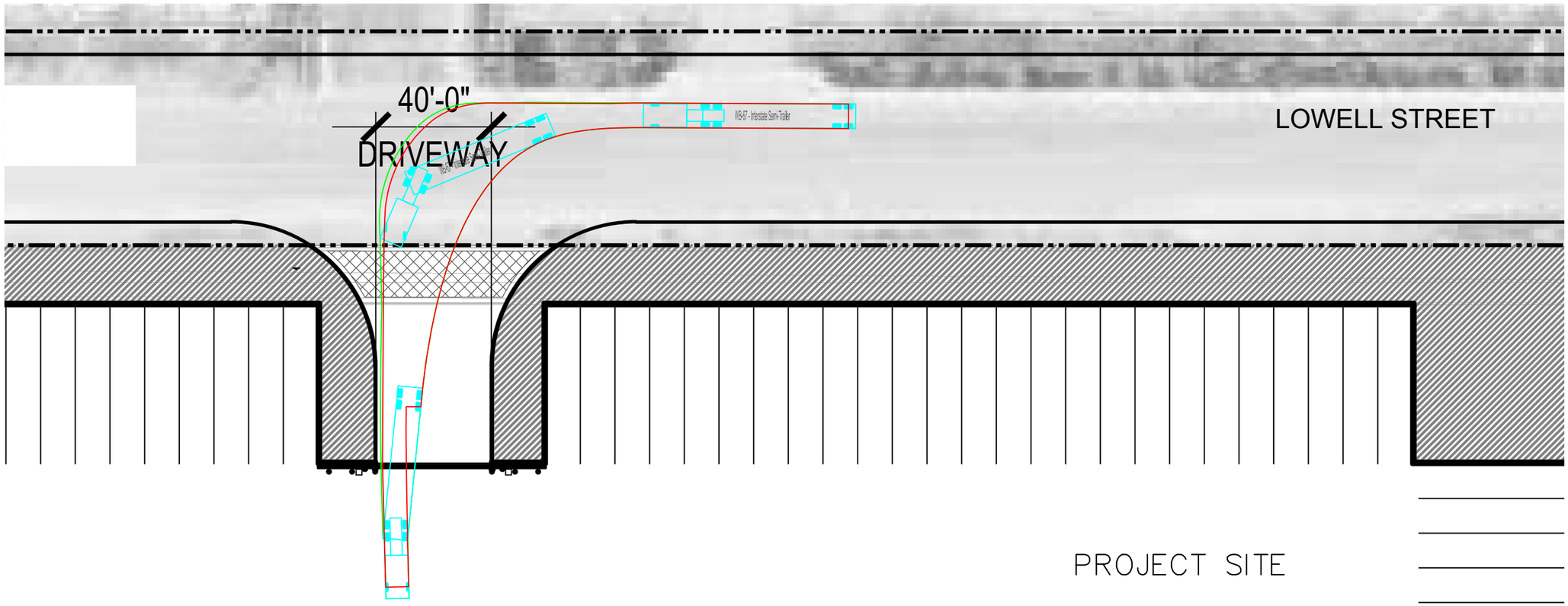

| WB-67 - Interstate Semi-Trailer | |
|---|---|
| Overall Length | 73.501ft |
| Overall Width | 8.500ft |
| Overall Body Height | 13.500ft |
| Min Body Ground Clearance | 1.334ft |
| Max Track Width | 8.500ft |
| Lock-to-lock time | 6.00s |
| Max Steering Angle (Virtual) | 28.40° |

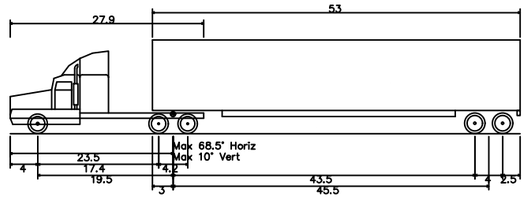
Kimley»Horn

# TRUCK TURNING EXHIBIT AT PROJECT SITE DRIVEWAY 3 ON LOWELL STREET - INGRESS

FOR WB-67 CA DESIGN VEHICLE

NOT TO SCALE




WB-67 – Interstate Semi-Trailer

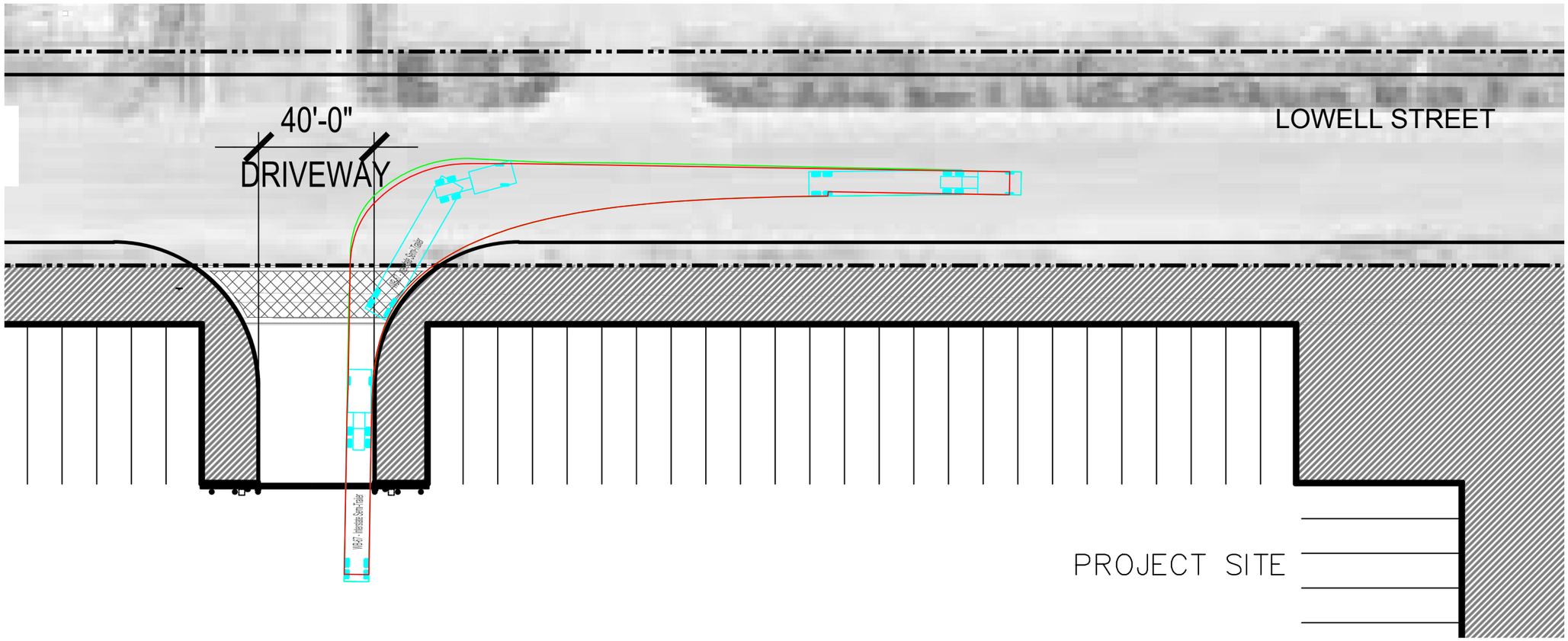
| | |
|---|---|
| Overall Length | 73.501ft |
| Overall Width | 8.500ft |
| Overall Body Height | 13.500ft |
| Min Body Ground Clearance | 1.334ft |
| Max Track Width | 8.500ft |
| Lock-to-lock time | 6.00s |
| Max Steering Angle (Virtual) | 28.40° |

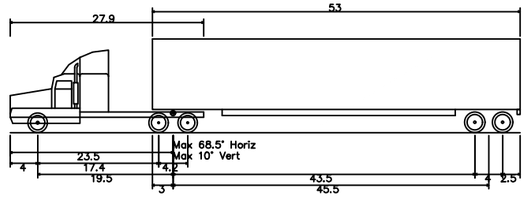
Kimley»Horn

# TRUCK TURNING EXHIBIT AT PROJECT SITE DRIVEWAY 3 ON LOWELL STREET - EGRESS

FOR WB-67 CA DESIGN VEHICLE

NOT TO SCALE




| WB-67 - Interstate Semi-Trailer | |
|---|---|
| Overall Length | 73.501ft |
| Overall Width | 8.500ft |
| Overall Body Height | 13.500ft |
| Min Body Ground Clearance | 1.334ft |
| Max Track Width | 8.500ft |
| Lock-to-lock time | 6.00s |
| Max Steering Angle (Virtual) | 28.40° |

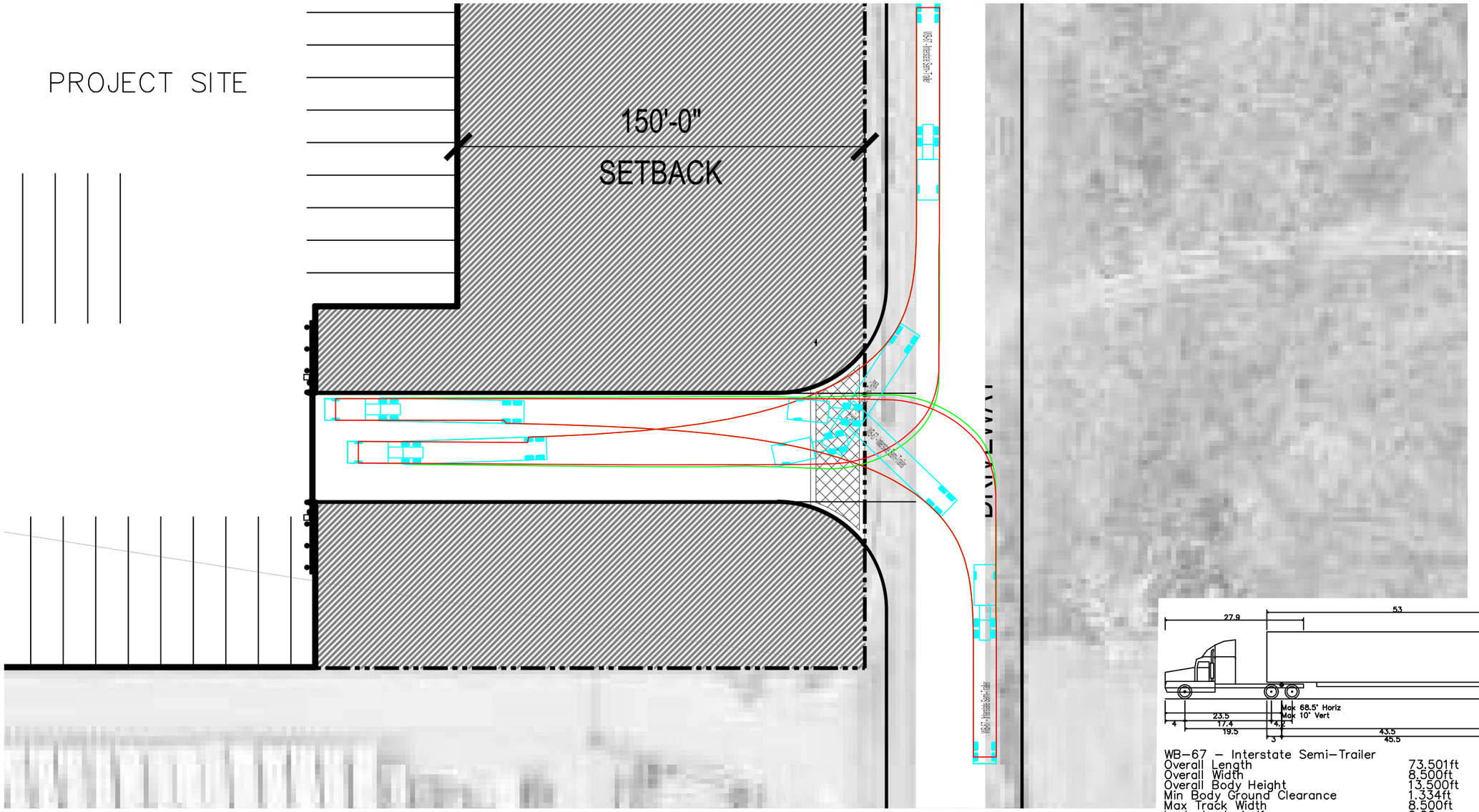
Kimley»Horn

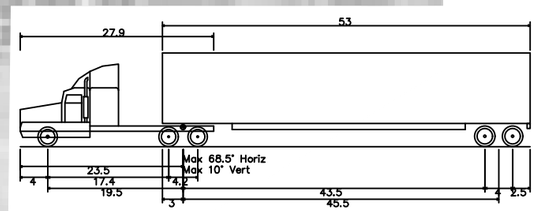
# TRUCK TURNING EXHIBIT AT PROJECT SITE DRIVEWAY 4 ON LOCUST AVENUE - INGRESS

FOR WB-67 CA DESIGN VEHICLE

NOT TO SCALE

PROJECT SITE



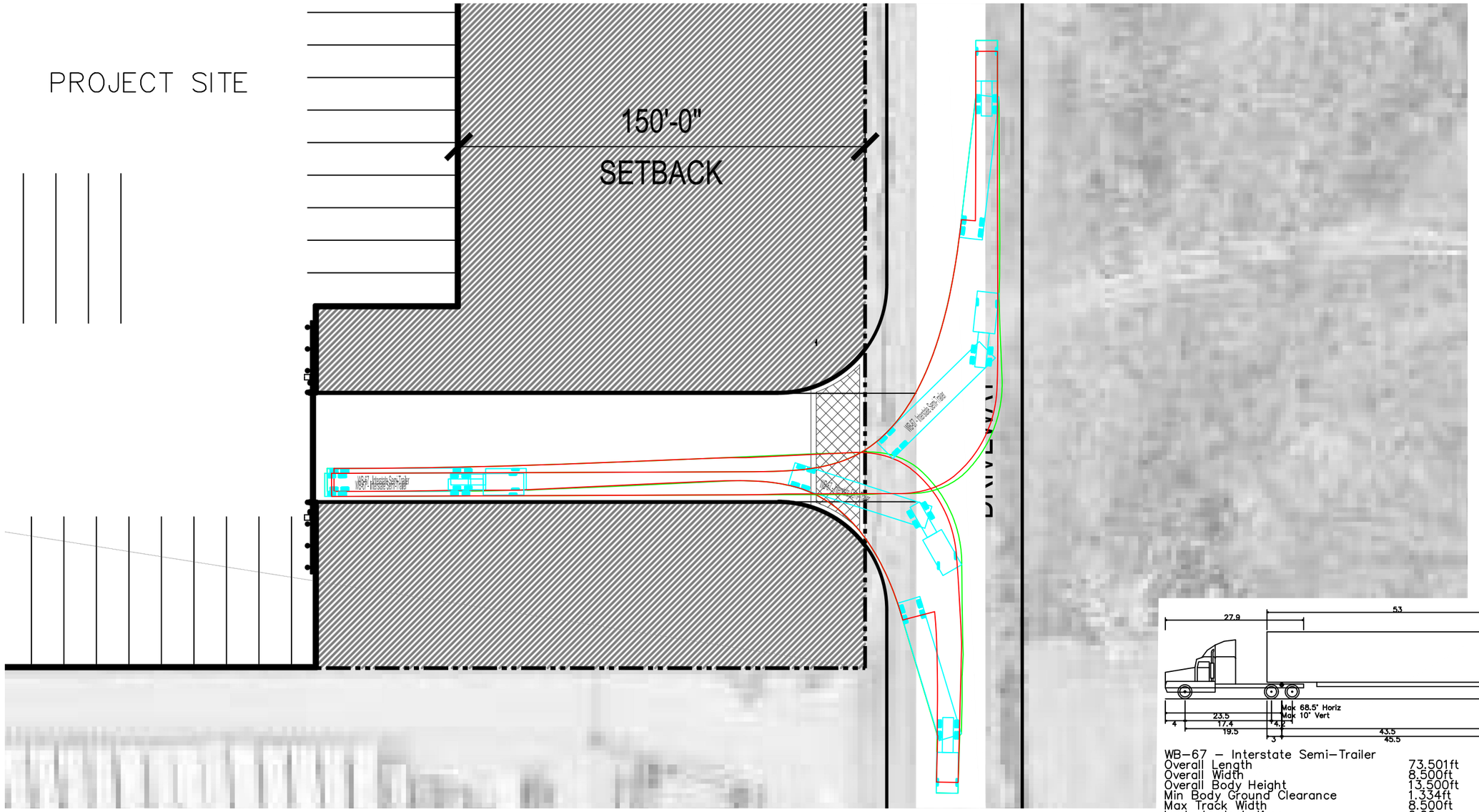

| WB-67 - Interstate Semi-Trailer | |
|---|---|
| Overall Length | 73.501ft |
| Overall Width | 8.500ft |
| Overall Body Height | 13.500ft |
| Min Body Ground Clearance | 1.334ft |
| Max Track Width | 8.500ft |
| Lock-to-lock time | 6.00s |
| Max Steering Angle (Virtual) | 28.40° |

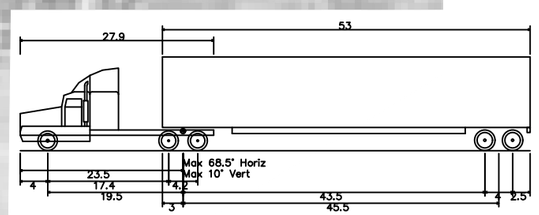
Kimley»Horn

# TRUCK TURNING EXHIBIT AT PROJECT SITE DRIVEWAY 4 ON LOCUST AVENUE - EGRESS

FOR WB-67 CA DESIGN VEHICLE

NOT TO SCALE




| WB-67 - Interstate Semi-Trailer | |
|---|---|
| Overall Length | 73.501ft |
| Overall Width | 8.500ft |
| Overall Body Height | 13.500ft |
| Min Body Ground Clearance | 1.334ft |
| Max Track Width | 8.500ft |
| Lock-to-lock time | 6.00s |
| Max Steering Angle (Virtual) | 28.40° |

Kimley»Horn

APPENDIX **H**

TRAFFIC SIGNAL WARRANT
WORKSHEETS

## TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: **Locust Avenue** NB SB # OF APPROACH LANES: **1**

MINOR STREET: **Casa Grande Drive** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Rialto, CA**

COMMENTS: OY 2026
0

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N) **Y**

| | | | MAJOR ST TWO-WAY TRAFFIC | MINOR ST TRAFFIC HEAVY LEG | WARRANT 1 - Condition A, Part 1 | | | WARRANT 1 - Condition B, Part 1 | | | WARRANT 1 - Condition A, Part 2 | | | WARRANT 1 - Condition B, Part 2 | | | WARRANT 2 Four-Hour | WARRANT 3 Peak Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | | |
| **THRESHOLD VALUES** | | | | | **350** | **140** | | **525** | **70** | | **280** | **112** | | **420** | **56** | | | |
| 06:00 AM | TO | 07:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 07:00 AM | TO | 08:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 08:00 AM | TO | 09:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 09:00 AM | TO | 10:00 AM | 800 | 260 | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | **Y** | **Y** |
| 10:00 AM | TO | 11:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 11:00 AM | TO | 12:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 12:00 PM | TO | 01:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 01:00 PM | TO | 02:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 02:00 PM | TO | 03:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 03:00 PM | TO | 04:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 04:00 PM | TO | 05:00 PM | 769 | 366 | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | **Y** | **Y** |
| 05:00 PM | TO | 06:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 06:00 PM | TO | 07:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 07:00 PM | TO | 08:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 08:00 PM | TO | 09:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 09:00 PM | TO | 10:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| | | | 1,569 | 626 | 2 | 2 | **2** | 2 | 2 | **2** | 2 | 2 | **2** | 2 | 2 | **2** | **2** | **2** |
| | | | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED for both Condition A & B | | | | | | 4 HRS NEEDED | 1 HR NEEDED |
| | | | | | **NOT SATISFIED** | | | **NOT SATISFIED** | | | **NOT SATISFIED** | | | | | | **NOT SATISFIED** | **SATISFIED** |

06/20/24
Kimley-Horn and Associates

## TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: **Locust Avenue** NB SB # OF APPROACH LANES: **1**

MINOR STREET: **Casa Grande Drive** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Rialto, CA**

COMMENTS: OY 2026 PP
0

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N) **Y**

| | | | MAJOR ST TWO-WAY TRAFFIC | MINOR ST TRAFFIC HEAVY LEG | WARRANT 1 - Condition A, Part 1 | | | WARRANT 1 - Condition B, Part 1 | | | WARRANT 1 - Condition A, Part 2 | | | WARRANT 1 - Condition B, Part 2 | | | WARRANT 2 Four-Hour | WARRANT 3 Peak Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | | |
| **THRESHOLD VALUES** | | | | | **350** | **140** | | **525** | **70** | | **280** | **112** | | **420** | **56** | | | |
| 06:00 AM | TO | 07:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 07:00 AM | TO | 08:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 08:00 AM | TO | 09:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 09:00 AM | TO | 10:00 AM | 842 | 260 | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | **Y** | **Y** |
| 10:00 AM | TO | 11:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 11:00 AM | TO | 12:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 12:00 PM | TO | 01:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 01:00 PM | TO | 02:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 02:00 PM | TO | 03:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 03:00 PM | TO | 04:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 04:00 PM | TO | 05:00 PM | 813 | 366 | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | **Y** | **Y** |
| 05:00 PM | TO | 06:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 06:00 PM | TO | 07:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 07:00 PM | TO | 08:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 08:00 PM | TO | 09:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 09:00 PM | TO | 10:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| | | | 1,655 | 626 | 2 | 2 | **2** | 2 | 2 | **2** | 2 | 2 | **2** | 2 | 2 | **2** | **2** | **2** |
| | | | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED for both Condition A & B | | | | | | 4 HRS NEEDED | 1 HR NEEDED |
| | | | | | **NOT SATISFIED** | | | **NOT SATISFIED** | | | **NOT SATISFIED** | | | | | | **NOT SATISFIED** | **SATISFIED** |

06/20/24
Kimley-Horn and Associates

## TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: **Locust Avenue** NB SB # OF APPROACH LANES: **1**

MINOR STREET: **Casa Grande Drive** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Rialto, CA**

COMMENTS: OY 2026 CP
0

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N) **Y**

| | | | MAJOR ST TWO-WAY TRAFFIC | MINOR ST TRAFFIC HEAVY LEG | WARRANT 1 - Condition A, Part 1 | | | WARRANT 1 - Condition B, Part 1 | | | WARRANT 1 - Condition A, Part 2 | | | WARRANT 1 - Condition B, Part 2 | | | WARRANT 2 Four-Hour | WARRANT 3 Peak Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | | |
| **THRESHOLD VALUES** | | | | | **350** | **140** | | **525** | **70** | | **280** | **112** | | **420** | **56** | | | |
| 06:00 AM | TO | 07:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 07:00 AM | TO | 08:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 08:00 AM | TO | 09:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 09:00 AM | TO | 10:00 AM | 831 | 260 | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | **Y** | **Y** |
| 10:00 AM | TO | 11:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 11:00 AM | TO | 12:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 12:00 PM | TO | 01:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 01:00 PM | TO | 02:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 02:00 PM | TO | 03:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 03:00 PM | TO | 04:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 04:00 PM | TO | 05:00 PM | 795 | 366 | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | **Y** | **Y** |
| 05:00 PM | TO | 06:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 06:00 PM | TO | 07:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 07:00 PM | TO | 08:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 08:00 PM | TO | 09:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 09:00 PM | TO | 10:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| | | | 1,626 | 626 | 2 | 2 | **2** | 2 | 2 | **2** | 2 | 2 | **2** | 2 | 2 | **2** | **2** | **2** |
| | | | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED for both Condition A & B | | | | | | 4 HRS NEEDED | 1 HR NEEDED |
| | | | | | **NOT SATISFIED** | | | **NOT SATISFIED** | | | **NOT SATISFIED** | | | | | | **NOT SATISFIED** | **SATISFIED** |

06/20/24
Kimley-Horn and Associates

## TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: **Locust Avenue** NB SB # OF APPROACH LANES: **1**

MINOR STREET: **Casa Grande Drive** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Rialto, CA**

COMMENTS: OY 2026 CP PP
0

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N) **Y**

| | | | MAJOR ST TWO-WAY TRAFFIC | MINOR ST TRAFFIC HEAVY LEG | WARRANT 1 - Condition A, Part 1 | | | WARRANT 1 - Condition B, Part 1 | | | WARRANT 1 - Condition A, Part 2 | | | WARRANT 1 - Condition B, Part 2 | | | WARRANT 2 Four-Hour | WARRANT 3 Peak Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | | |
| **THRESHOLD VALUES** | | | | | **350** | **140** | | **525** | **70** | | **280** | **112** | | **420** | **56** | | | |
| 06:00 AM | TO | 07:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 07:00 AM | TO | 08:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 08:00 AM | TO | 09:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 09:00 AM | TO | 10:00 AM | 873 | 260 | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | **Y** | **Y** |
| 10:00 AM | TO | 11:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 11:00 AM | TO | 12:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 12:00 PM | TO | 01:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 01:00 PM | TO | 02:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 02:00 PM | TO | 03:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 03:00 PM | TO | 04:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 04:00 PM | TO | 05:00 PM | 839 | 366 | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | **Y** | **Y** |
| 05:00 PM | TO | 06:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 06:00 PM | TO | 07:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 07:00 PM | TO | 08:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 08:00 PM | TO | 09:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 09:00 PM | TO | 10:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| | | | 1,712 | 626 | 2 | 2 | **2** | 2 | 2 | **2** | 2 | 2 | **2** | 2 | 2 | **2** | **2** | **2** |
| | | | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED for both Condition A & B | | | | | | 4 HRS NEEDED | 1 HR NEEDED |
| | | | | | **NOT SATISFIED** | | | **NOT SATISFIED** | | | **NOT SATISFIED** | | | | | | **NOT SATISFIED** | **SATISFIED** |

06/20/24
Kimley-Horn and Associates

## TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: **Locust Avenue** NB SB # OF APPROACH LANES: **1**

MINOR STREET: **Casa Grande Drive** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Rialto, CA**

COMMENTS: HO 2040
0

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N) **Y**

| | | | MAJOR ST TWO-WAY TRAFFIC | MINOR ST TRAFFIC HEAVY LEG | WARRANT 1 - Condition A, Part 1 | | | WARRANT 1 - Condition B, Part 1 | | | WARRANT 1 - Condition A, Part 2 | | | WARRANT 1 - Condition B, Part 2 | | | WARRANT 2 Four-Hour | WARRANT 3 Peak Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | | |
| **THRESHOLD VALUES** | | | | | **350** | **140** | | **525** | **70** | | **280** | **112** | | **420** | **56** | | | |
| 06:00 AM | TO | 07:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 07:00 AM | TO | 08:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 08:00 AM | TO | 09:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 09:00 AM | TO | 10:00 AM | 849 | 264 | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | **Y** | **Y** |
| 10:00 AM | TO | 11:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 11:00 AM | TO | 12:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 12:00 PM | TO | 01:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 01:00 PM | TO | 02:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 02:00 PM | TO | 03:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 03:00 PM | TO | 04:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 04:00 PM | TO | 05:00 PM | 847 | 367 | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | **Y** | **Y** |
| 05:00 PM | TO | 06:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 06:00 PM | TO | 07:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 07:00 PM | TO | 08:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 08:00 PM | TO | 09:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 09:00 PM | TO | 10:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| | | | 1,696 | 631 | 2 | 2 | **2** | 2 | 2 | **2** | 2 | 2 | **2** | 2 | 2 | **2** | **2** | **2** |
| | | | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED for both Condition A & B | | | | | | 4 HRS NEEDED | 1 HR NEEDED |
| | | | | | **NOT SATISFIED** | | | **NOT SATISFIED** | | | **NOT SATISFIED** | | | | | | **NOT SATISFIED** | **SATISFIED** |

06/20/24
Kimley-Horn and Associates

## TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: **Locust Avenue** NB SB # OF APPROACH LANES: **1**

MINOR STREET: **Casa Grande Drive** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Rialto, CA**

COMMENTS: HO 2040 PP
0

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N) **Y**

| | | | MAJOR ST TWO-WAY TRAFFIC | MINOR ST TRAFFIC HEAVY LEG | WARRANT 1 - Condition A, Part 1 | | | WARRANT 1 - Condition B, Part 1 | | | WARRANT 1 - Condition A, Part 2 | | | WARRANT 1 - Condition B, Part 2 | | | WARRANT 2 Four-Hour | WARRANT 3 Peak Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | | |
| **THRESHOLD VALUES** | | | | | **350** | **140** | | **525** | **70** | | **280** | **112** | | **420** | **56** | | | |
| 06:00 AM | TO | 07:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 07:00 AM | TO | 08:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 08:00 AM | TO | 09:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 09:00 AM | TO | 10:00 AM | 891 | 264 | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | **Y** | **Y** |
| 10:00 AM | TO | 11:00 AM | 0 | 0 | | | | | | | | | | | | | | |
| 11:00 AM | TO | 12:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 12:00 PM | TO | 01:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 01:00 PM | TO | 02:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 02:00 PM | TO | 03:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 03:00 PM | TO | 04:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 04:00 PM | TO | 05:00 PM | 891 | 367 | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | Y | Y | **Y** | **Y** | **Y** |
| 05:00 PM | TO | 06:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 06:00 PM | TO | 07:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 07:00 PM | TO | 08:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 08:00 PM | TO | 09:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| 09:00 PM | TO | 10:00 PM | 0 | 0 | | | | | | | | | | | | | | |
| | | | 1,782 | 631 | 2 | 2 | **2** | 2 | 2 | **2** | 2 | 2 | **2** | 2 | 2 | **2** | **2** | **2** |
| | | | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED for both Condition A & B | | | | | | 4 HRS NEEDED | 1 HR NEEDED |
| | | | | | **NOT SATISFIED** | | | **NOT SATISFIED** | | | **NOT SATISFIED** | | | | | | **NOT SATISFIED** | **SATISFIED** |

06/20/24
Kimley-Horn and Associates

# APPENDIX I

# QUEUEING ANALYSIS WORKSHEETS

## Intersection: 4: N Locust Ave & W Casmalia St

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | TR | L | T | TR | L | T | R |
| Maximum Queue (ft) | 156 | 108 | 65 | 54 | 117 | 78 | 120 | 84 | 75 | 124 | 188 | 82 |
| Average Queue (ft) | 81 | 42 | 20 | 14 | 54 | 26 | 47 | 28 | 23 | 54 | 93 | 34 |
| 95th Queue (ft) | 135 | 87 | 48 | 40 | 98 | 61 | 93 | 63 | 56 | 99 | 160 | 64 |
| Link Distance (ft) | | 2644 | 2644 | | 601 | 601 | | 1016 | 1016 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 110 | | | 145 | | | 240 | | | 150 | | 300 |
| Storage Blk Time (%) | 4 | 0 | | | 0 | | | | | 0 | 1 | |
| Queuing Penalty (veh) | 3 | 1 | | | 0 | | | | | 0 | 3 | |

## Intersection: 4: N Locust Ave & W Casmalia St

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | TR | L | T | TR | L | T | R |
| Maximum Queue (ft) | 179 | 210 | 82 | 41 | 141 | 83 | 122 | 116 | 110 | 155 | 185 | 87 |
| Average Queue (ft) | 91 | 85 | 27 | 13 | 62 | 26 | 44 | 44 | 43 | 70 | 86 | 39 |
| 95th Queue (ft) | 154 | 161 | 60 | 36 | 113 | 63 | 94 | 94 | 91 | 125 | 155 | 73 |
| Link Distance (ft) | | 2644 | 2644 | | 601 | 601 | | 1016 | 1016 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 110 | | | 145 | | | 240 | | | 150 | | 300 |
| Storage Blk Time (%) | 6 | 4 | | | 0 | | | | | 0 | 1 | |
| Queuing Penalty (veh) | 15 | 7 | | | 0 | | | | | 2 | 6 | |

## Intersection: 4: N Locust Ave & W Casmalia St

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | TR | L | T | TR | L | T | R |
| Maximum Queue (ft) | 183 | 105 | 48 | 58 | 116 | 96 | 106 | 85 | 79 | 128 | 214 | 92 |
| Average Queue (ft) | 89 | 44 | 17 | 13 | 59 | 29 | 42 | 28 | 23 | 58 | 95 | 36 |
| 95th Queue (ft) | 157 | 90 | 41 | 41 | 100 | 65 | 85 | 64 | 56 | 106 | 175 | 70 |
| Link Distance (ft) | | 2644 | 2644 | | 601 | 601 | | 1016 | 1016 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 110 | | | 145 | | | 240 | | | 150 | | 300 |
| Storage Blk Time (%) | 6 | 0 | | | 0 | | | | | 0 | 2 | |
| Queuing Penalty (veh) | 6 | 0 | | | 0 | | | | | 0 | 5 | |

## Intersection: 4: N Locust Ave & W Casmalia St

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | TR | L | T | TR | L | T | R |
| Maximum Queue (ft) | 180 | 217 | 130 | 38 | 139 | 90 | 122 | 108 | 108 | 162 | 208 | 92 |
| Average Queue (ft) | 92 | 96 | 34 | 11 | 69 | 30 | 47 | 43 | 43 | 73 | 99 | 38 |
| 95th Queue (ft) | 158 | 175 | 84 | 31 | 122 | 64 | 99 | 91 | 92 | 137 | 176 | 72 |
| Link Distance (ft) | | 2644 | 2644 | | 601 | 601 | | 1016 | 1016 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 110 | | | 145 | | | 240 | | | 150 | | 300 |
| Storage Blk Time (%) | 7 | 7 | | | 0 | | | | | 0 | 2 | |
| Queuing Penalty (veh) | 19 | 11 | | | 0 | | | | | 1 | 8 | |

## Intersection: 4: N Locust Ave & W Casmalia St

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | TR | L | T | TR | L | T | R |
| Maximum Queue (ft) | 190 | 256 | 52 | 60 | 134 | 102 | 133 | 85 | 105 | 170 | 258 | 153 |
| Average Queue (ft) | 122 | 50 | 16 | 13 | 65 | 31 | 44 | 33 | 29 | 54 | 107 | 42 |
| 95th Queue (ft) | 196 | 142 | 41 | 38 | 114 | 71 | 95 | 72 | 69 | 118 | 197 | 95 |
| Link Distance (ft) | | 2644 | 2644 | | 601 | 601 | | 1016 | 1016 | | 5008 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 110 | | | 145 | | | 240 | | | 150 | | 300 |
| Storage Blk Time (%) | 16 | 0 | | | 0 | | | | | 0 | 3 | |
| Queuing Penalty (veh) | 14 | 1 | | | 0 | | | | | 0 | 10 | |

## Intersection: 4: N Locust Ave & W Casmalia St

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | TR | L | T | TR | L | T | R |
| Maximum Queue (ft) | 183 | 210 | 134 | 50 | 174 | 123 | 119 | 113 | 121 | 148 | 203 | 100 |
| Average Queue (ft) | 102 | 89 | 33 | 13 | 72 | 34 | 46 | 49 | 46 | 77 | 101 | 48 |
| 95th Queue (ft) | 173 | 164 | 87 | 36 | 130 | 80 | 94 | 100 | 97 | 135 | 174 | 89 |
| Link Distance (ft) | | 2644 | 2644 | | 601 | 601 | | 1016 | 1016 | | 5008 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 110 | | | 145 | | | 240 | | | 150 | | 300 |
| Storage Blk Time (%) | 11 | 5 | | | 0 | | | | | 0 | 2 | |
| Queuing Penalty (veh) | 27 | 10 | | | 0 | | | | | 3 | 9 | |

## Intersection: 4: N Locust Ave & W Casmalia St

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | TR | L | T | TR | L | T | R |
| Maximum Queue (ft) | 188 | 167 | 69 | 55 | 143 | 126 | 102 | 96 | 80 | 128 | 236 | 132 |
| Average Queue (ft) | 112 | 58 | 19 | 15 | 66 | 35 | 44 | 32 | 28 | 57 | 103 | 38 |
| 95th Queue (ft) | 179 | 118 | 49 | 40 | 118 | 79 | 85 | 71 | 60 | 102 | 184 | 84 |
| Link Distance (ft) | | 2644 | 2644 | | 601 | 601 | | 1016 | 1016 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 110 | | | 145 | | | 240 | | | 150 | | 300 |
| Storage Blk Time (%) | 11 | 1 | | | 0 | | | | | 0 | 2 | 0 |
| Queuing Penalty (veh) | 17 | 3 | | | 0 | | | | | 0 | 7 | 0 |

## Intersection: 4: N Locust Ave & W Casmalia St

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | TR | L | T | TR | L | T | R |
| Maximum Queue (ft) | 187 | 254 | 148 | 46 | 164 | 124 | 130 | 112 | 114 | 194 | 246 | 100 |
| Average Queue (ft) | 98 | 102 | 35 | 11 | 82 | 39 | 51 | 49 | 47 | 74 | 102 | 44 |
| 95th Queue (ft) | 172 | 192 | 86 | 33 | 136 | 91 | 103 | 92 | 93 | 136 | 185 | 78 |
| Link Distance (ft) | | 2644 | 2644 | | 601 | 601 | | 1016 | 1016 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 110 | | | 230 | | | 345 | | | 250 | | 300 |
| Storage Blk Time (%) | 6 | 7 | | | | | | | | | 0 | |
| Queuing Penalty (veh) | 16 | 13 | | | | | | | | | 1 | |

## Intersection: 4: N Locust Ave & W Casmalia St

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | TR | L | T | TR | L | T | R |
| Maximum Queue (ft) | 188 | 284 | 57 | 58 | 146 | 96 | 120 | 107 | 94 | 164 | 224 | 110 |
| Average Queue (ft) | 132 | 97 | 17 | 15 | 65 | 35 | 49 | 42 | 33 | 60 | 120 | 46 |
| 95th Queue (ft) | 200 | 249 | 41 | 42 | 119 | 74 | 91 | 86 | 75 | 118 | 202 | 87 |
| Link Distance (ft) | | 2644 | 2644 | | 601 | 601 | | 1016 | 1016 | | 5008 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 110 | | | 145 | | | 240 | | | 150 | | 300 |
| Storage Blk Time (%) | 19 | 2 | | | 0 | | | | | 0 | 4 | |
| Queuing Penalty (veh) | 29 | 4 | | | 0 | | | | | 0 | 12 | |

## Intersection: 4: N Locust Ave & W Casmalia St

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | TR | L | T | TR | L | T | R |
| Maximum Queue (ft) | 189 | 297 | 170 | 92 | 202 | 141 | 145 | 134 | 130 | 183 | 248 | 194 |
| Average Queue (ft) | 105 | 110 | 31 | 14 | 90 | 46 | 51 | 57 | 56 | 85 | 117 | 58 |
| 95th Queue (ft) | 177 | 223 | 77 | 54 | 161 | 109 | 110 | 106 | 111 | 146 | 204 | 124 |
| Link Distance (ft) | | 2644 | 2644 | | 601 | 601 | | 1016 | 1016 | | 5008 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 110 | | | 145 | | | 240 | | | 150 | | 300 |
| Storage Blk Time (%) | 8 | 7 | | | 2 | | | | | 1 | 3 | 0 |
| Queuing Penalty (veh) | 21 | 15 | | | 0 | | | | | 6 | 17 | 0 |

## Intersection: 4: N Locust Ave & W Casmalia St

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | TR | L | T | TR | L | T | R |
| Maximum Queue (ft) | 187 | 169 | 53 | 54 | 148 | 92 | 110 | 78 | 85 | 139 | 240 | 102 |
| Average Queue (ft) | 108 | 68 | 18 | 15 | 70 | 35 | 49 | 33 | 31 | 56 | 120 | 41 |
| 95th Queue (ft) | 174 | 134 | 45 | 42 | 127 | 74 | 96 | 71 | 72 | 107 | 205 | 79 |
| Link Distance (ft) | | 2644 | 2644 | | 601 | 601 | | 1016 | 1016 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 110 | | | 145 | | | 240 | | | 150 | | 300 |
| Storage Blk Time (%) | 10 | 1 | | | 0 | | | | | 0 | 4 | |
| Queuing Penalty (veh) | 15 | 3 | | | 0 | | | | | 0 | 12 | |

## Intersection: 4: N Locust Ave & W Casmalia St

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | TR | L | T | TR | L | T | R |
| Maximum Queue (ft) | 190 | 294 | 146 | 46 | 186 | 160 | 111 | 101 | 137 | 168 | 239 | 141 |
| Average Queue (ft) | 107 | 110 | 40 | 12 | 92 | 46 | 48 | 45 | 51 | 77 | 111 | 50 |
| 95th Queue (ft) | 179 | 227 | 96 | 37 | 158 | 113 | 95 | 91 | 106 | 138 | 209 | 114 |
| Link Distance (ft) | | 2644 | 2644 | | 601 | 601 | | 1016 | 1016 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 110 | | | 145 | | | 240 | | | 150 | | 300 |
| Storage Blk Time (%) | 10 | 8 | | | 2 | | | | | 0 | 4 | 0 |
| Queuing Penalty (veh) | 28 | 15 | | | 0 | | | | | 1 | 15 | 0 |

## Intersection: 4: N Locust Ave & W Casmalia St

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | TR | L | T | TR | L | T | R |
| Maximum Queue (ft) | 190 | 298 | 104 | 62 | 138 | 88 | 110 | 97 | 89 | 162 | 262 | 149 |
| Average Queue (ft) | 140 | 97 | 21 | 14 | 72 | 36 | 51 | 39 | 35 | 66 | 134 | 49 |
| 95th Queue (ft) | 212 | 244 | 74 | 42 | 121 | 72 | 98 | 81 | 74 | 126 | 220 | 104 |
| Link Distance (ft) | | 2644 | 2644 | | 601 | 601 | | 1016 | 1016 | | 5008 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 110 | | | 145 | | | 240 | | | 150 | | 300 |
| Storage Blk Time (%) | 24 | 1 | | | 0 | | | | | 0 | 5 | |
| Queuing Penalty (veh) | 36 | 4 | | | 0 | | | | | 1 | 19 | |

## Intersection: 4: N Locust Ave & W Casmalia St

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | TR | L | T | TR | L | T | R |
| Maximum Queue (ft) | 176 | 219 | 128 | 90 | 206 | 145 | 97 | 130 | 149 | 196 | 283 | 170 |
| Average Queue (ft) | 109 | 106 | 40 | 14 | 92 | 45 | 46 | 49 | 55 | 82 | 122 | 60 |
| 95th Queue (ft) | 175 | 187 | 94 | 53 | 165 | 111 | 87 | 107 | 115 | 146 | 217 | 119 |
| Link Distance (ft) | | 2644 | 2644 | | 601 | 601 | | 1016 | 1016 | | 5008 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 110 | | | 145 | | | 240 | | | 150 | | 300 |
| Storage Blk Time (%) | 12 | 8 | | | 2 | | | | | 0 | 5 | 0 |
| Queuing Penalty (veh) | 32 | 18 | | | 0 | | | | | 3 | 25 | 0 |