Traffic Impact Analysis

For the proposed:

McDonald's Drive-Through Restaurant

In the City of Rialto

March 2026

Kimley»Horn

TRAFFIC IMPACT ANALYSIS
FOR THE PROPOSED
MCDONALD'S DRIVE-THROUGH RESTAURANT PROJECT
IN THE CITY OF RIALTO

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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 McDonald's Drive-Through Restaurant project located in the City of Rialto. This analysis has been conducted in accordance with the traffic impact analysis requirements of the City of Rialto, based on the City's *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS)* (December 2024) and in accordance with San Bernardino Association of Governments (SANBAG) Congestion Management Program (CMP) requirements.

This study addresses existing and short-term future traffic conditions, taking into account the project trips to be generated by the project and potential project-related effects on the surrounding circulation system.

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 effects 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 conditions:

- 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

B. Site Plan Location and Study Area

The project is located centrally in the eastern area of the City of Rialto and is shown in its regional setting on a vicinity map on **Figure 1.** The project site is bounded by Foothill Boulevard to the north, Acacia Avenue to the east, an alleyway to the south, and retail uses to the west. The project site is located within the Foothill Boulevard Specific Plan area.

NOT TO SCALE

FIGURE 1
VICINITY MAP

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C. Development Project Identification

Precise Plan of Design No. 2025-0015.

D. Development Project Description

The applicant proposes to demolish an existing 3,602 square-foot liquor store building and develop a 4,210 square-foot McDonald's restaurant with a drive-through at 463 E Foothill Boulevard in the City of Rialto. In addition to the liquor store building, the project site currently consists of parking stalls. The proposed project site plan is shown on **Figure 2**. The site is located within the Foothill Boulevard Specific Plan, which is located generally between Grove Street and Spruce Street on the north, Lorraine Place, Holladay Place, and Elm Court on the south, Pepper Avenue on the east, and Maple Avenue on the west. The Foothill Boulevard Specific Plan is approved for the following four land use districts:

- Commercial-Pedestrian (C-P)
- Commercial-Mixed Use (C-MU)
- Residential-Mixed Use (R-MU)
- Residential-High Density (R-HD)

The proposed project site is located in a Commercial Pedestrian (C-P) land use zone. Primary vehicular access provisions for the project site would consist of the following:

- Two existing unsignalized driveways; one right-in, right-out driveway located along Foothill Boulevard and one full-movement driveway (alleyway) located along Acacia Avenue.

Direct vehicular access to the proposed McDonald's restaurant will be provided within the shared parking lot via internal drive aisles. The proposed opening year for the project is year 2026. The project will be developed in a single project phase.

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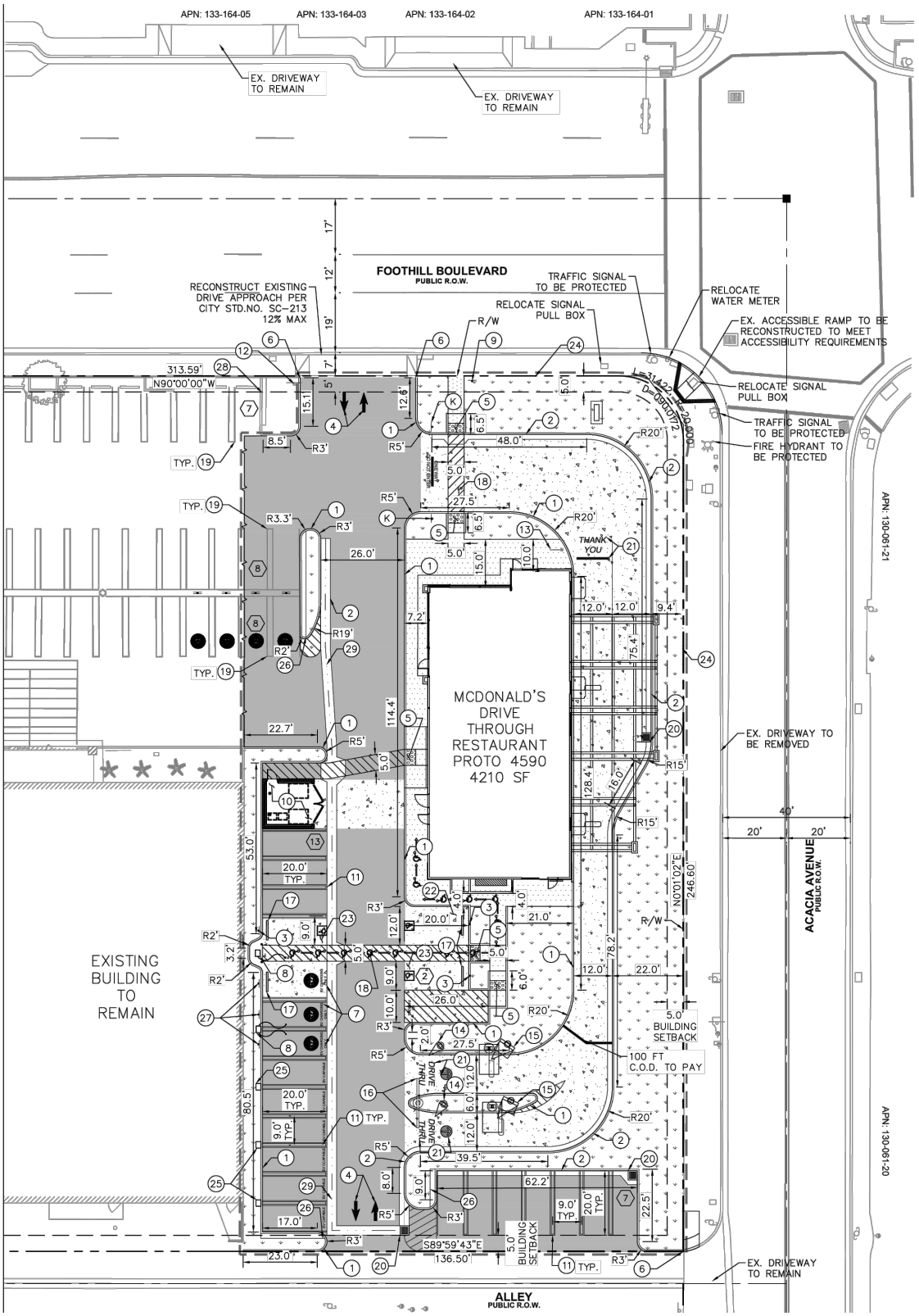

FIGURE 2
SITE PLAN

E. Analysis Methodology

1. Intersection Analysis – HCM Methodology

Peak hour intersection operations at signalized and 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). The intersection analysis for the proposed project has been accomplished using the Synchro 12 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 charts on the following page provide 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 project-related 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 DEFINITIONS	
Level of Service	**Description**
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably so.
D	This level encompasses a zone of increasing restriction, approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

LEVEL OF SERVICE CRITERIA 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), Exhibit 20-2.

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)* (December 2024)

II. AREA CONDITIONS

A. Identify Study Area and Intersections

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

Existing Intersections:

1. Acacia Avenue at Foothill Boulevard
2. Project Driveway 1 at Foothill Boulevard
3. Project Driveway 2 at Acacia Avenue

In addition, the following roadway segments were analyzed:

- Foothill Boulevard: Sycamore Avenue to Acacia Avenue
- Acacia Avenue: Elm Court to Foothill Boulevard

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 project site is primarily provided by State Route 210 (SR-210) and Interstate 215 (I-215), which are located approximately 2.5 miles to the north and south of the site, respectively.

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

Foothill Boulevard – Foothill Boulevard is an east-west undivided roadway providing three lanes in each direction within the project vicinity. On-street parking is permitted, and the posted speed limit in the project vicinity is 40 mph. Foothill Boulevard is designated as a Modified Major Arterial I in the City of Rialto Street Classifications Map (December 2010). No bike lanes are provided in the project vicinity.

Acacia Avenue – Acacia Avenue is a north–south undivided roadway providing one lane in each direction within the project vicinity. On-street parking is permitted, and the posted speed limit is 40 mph. Acacia Avenue is designated as a Collector Street in the City of Rialto Street Classifications Map (December 2010). No bike lanes are provided in the project vicinity.

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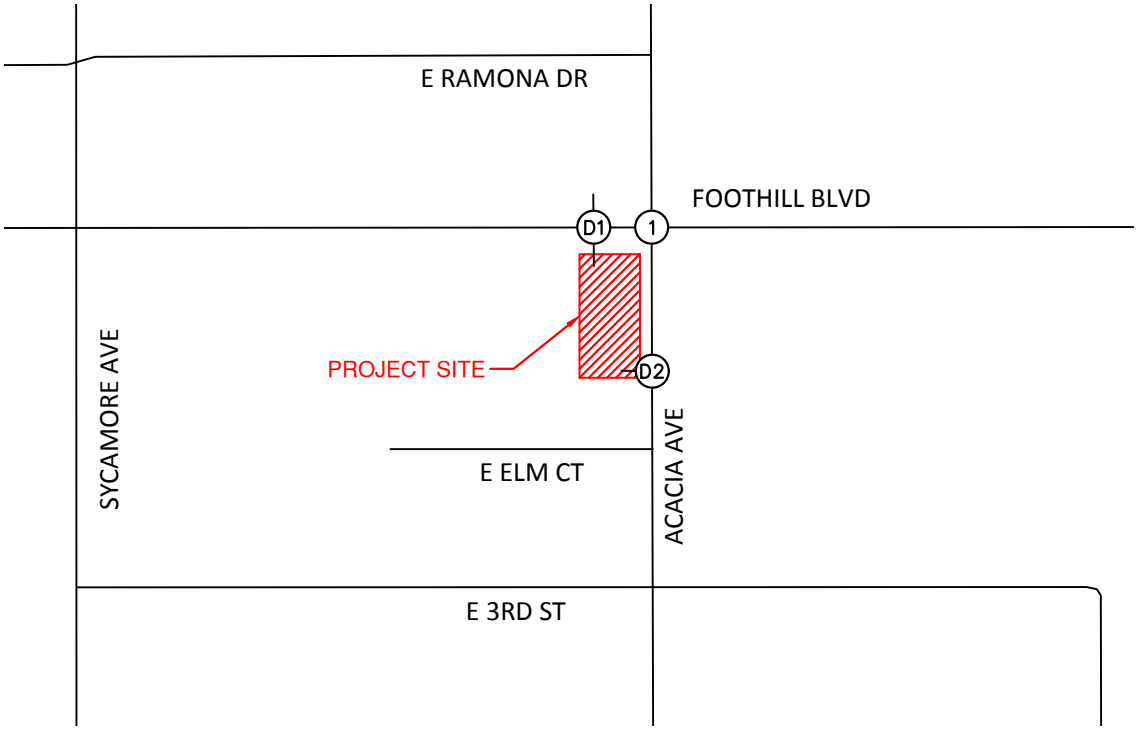
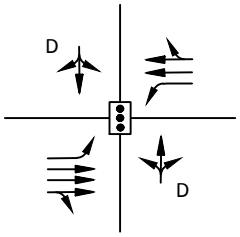
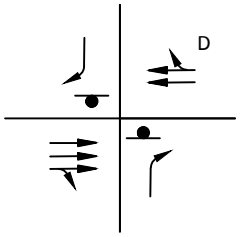
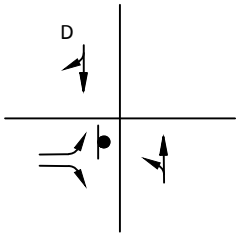


1. Acacia Avenue at Foothill Boulevard	D1. Project Driveway 1 at Foothill Boulevard	D2. Project Driveway 2 at Acacia Avenue
		

LEGEND:

X = Study Intersection

= Turn or Through Lane

= Signal

= Stop Sign

D = De Facto Right-Turn

FIGURE 3
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

C. Existing Traffic Volumes

Existing morning peak hour and evening peak hour counts at study intersections and 24-hour ADTs at study roadway segments were conducted on a typical weekday (Tuesday, January 27th, 2025), while schools were in session. Peak hour intersection traffic count and roadway segment counts data worksheets are provided in ***Appendix B***.

The traffic counts included vehicle classifications for passenger cars, 2-axle trucks, 3-axle trucks, and 4+-axle trucks. The vehicle classification data was used to develop Passenger Car Equivalent (PCE) volumes by applying a PCE factor of 1.5 PCE for 2-axle trucks, 2.0 PCE for 3-axle trucks, and 3.0 for 4+-axle trucks. PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purpose of Level of Service (LOS) analysis. PCE worksheets are provided in ***Appendix C***. Existing morning and evening peak hour volumes are presented in **Figure 4**.

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**. Copies of Existing Conditions intersection analysis worksheets are provided in ***Appendix D***.

It should be noted that Intersection #D1 (Project Driveway 1 at Foothill Boulevard) operates as a two-way stop-controlled intersection with northbound and southbound approaches stop-controlled (right-out only) and free-flow conditions on the eastbound and westbound approaches. Under HCM 7TH methodology, for two-way stop-controlled (TWSC) intersections, Level of Service is determined based on the average control delay experienced by vehicles on the minor (stop-controlled) approaches. Traffic counts conducted during the AM peak hour indicated that no northbound or southbound vehicle movements occurred at the intersection. As a result, no delay was calculated for that approach during the AM peak hour, and consequently Table 1 reflects no delay value for Intersection #D1 during the AM peak hour.

Review of this table shows that all study intersections currently operate at an acceptable Level of Service during the morning and evening peak hours.

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 all study roadway segments currently operate at an acceptable LOS.

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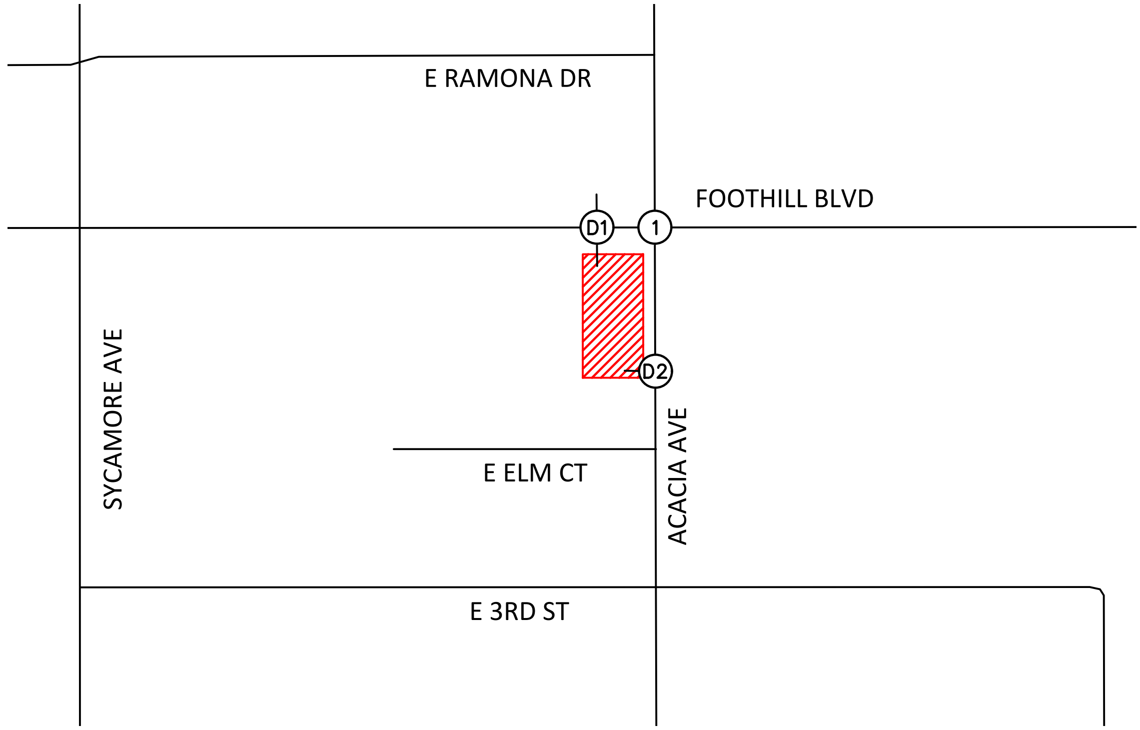

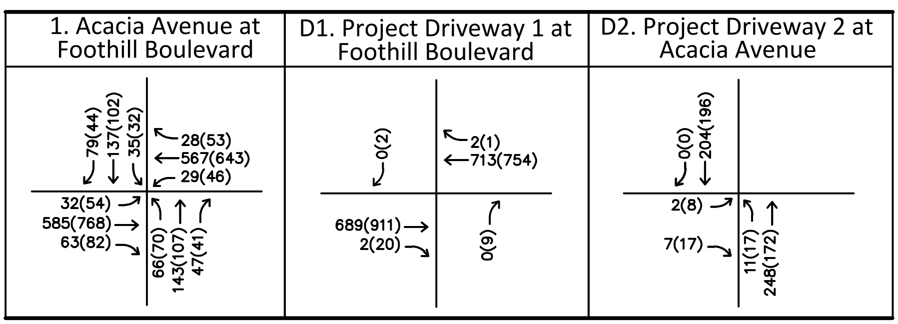

LEGEND:

(X) = Study Intersection

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

FIGURE 4
EXISTING TRAFFIC VOLUMES

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TABLE 1
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Acacia Ave at Foothill Blvd	S	22.0	C	22.9	C
D2	Driveway 1 at Foothill Blvd	U	0.0 [1]	A	13.1	B
D3	Driveway 2 at Acacia Ave	U	10.7	B	10.3	B

Notes:
- [1] Traffic counts indicated that no northbound or southbound vehicle movements occurred at Intersection #D1 during the Existing AM peak hour.
- **Bold** values indicate intersections operating at an unacceptable Level of Service.
- Delay values for unsignalized intersections shown represent the average vehicle delay on the worst (highest delay) intersection approach.

S = Signalized; U = Unsignalized

TABLE 2
SUMMARY OF ROADWAY ANALYSIS
EXISTING CONDITIONS

Roadway	Segment	Functional Classification	Current Configuration	LOS D Capacity [1]	Existing ADT	Existing ADT w/ PCE	LOS D or Better?
Foothill Boulevard	Sycamore Avenue to Acacia Avenue	Modified Major Arterial I	6 Lanes Divided	32,999	19,870	21,863	Yes
Acacia Avenue	Elm Court to Foothill Boulevard	Collector Street	2 Lanes Divided	12,499	6,058	6,525	Yes

Note:
[1] Source: *City of Rialto Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS) (2024)*
LOS = Level of Service
ADT = Average Daily Traffic
PCE = Passenger Car Equivalent

E. General Plan Circulation Element

The City of Rialto *General Plan Circulation Element* references the City roadway classification map and shows designation for the roadways within the project vicinity. A copy of the City of Rialto roadway classification map is provided on **Figure 5**. Designated truck routes in the City of Rialto are shown on **Figure 6**.

Foothill Boulevard and Acacia Avenue are not identified as truck routes within the project vicinity.

F. Transit Service

Transit service to the project area is provided by OmniTrans bus routes, which serve various cities throughout San Bernardino County. Bus stops in the project vicinity are located along Foothill Boulevard, approximately 320 ft to the east and 410 ft to the west of the project site, serving eastbound and westbound directions, respectively. These bus stops are easily accessible to and from the project site via existing sidewalks. A description of the bus routes serving the project area is provided below.

OmniTrans Route 14 operates between the City of Fontana and the City of San Bernardino, traveling through Rialto along Foothill Boulevard in the project vicinity. Route 14 operates on weekdays from 3:27 AM to 10:30 PM in the westbound direction and from 4:25 AM to 11:07 PM in the eastbound direction, generally with 20 to 30-minute headways. On Saturdays, Route 14 operates from 6:10 AM to 9:20 PM westbound and from 6:15 AM to 10:47 PM eastbound, with service generally provided at 30 to 60-minute headways throughout the day. On Sundays, Route 14 operates from 7:05 AM to 6:50 PM in the westbound direction and from 6:24 AM to 8:22 PM in the eastbound direction, with service generally provided at approximately 30 to 60-minute headways.

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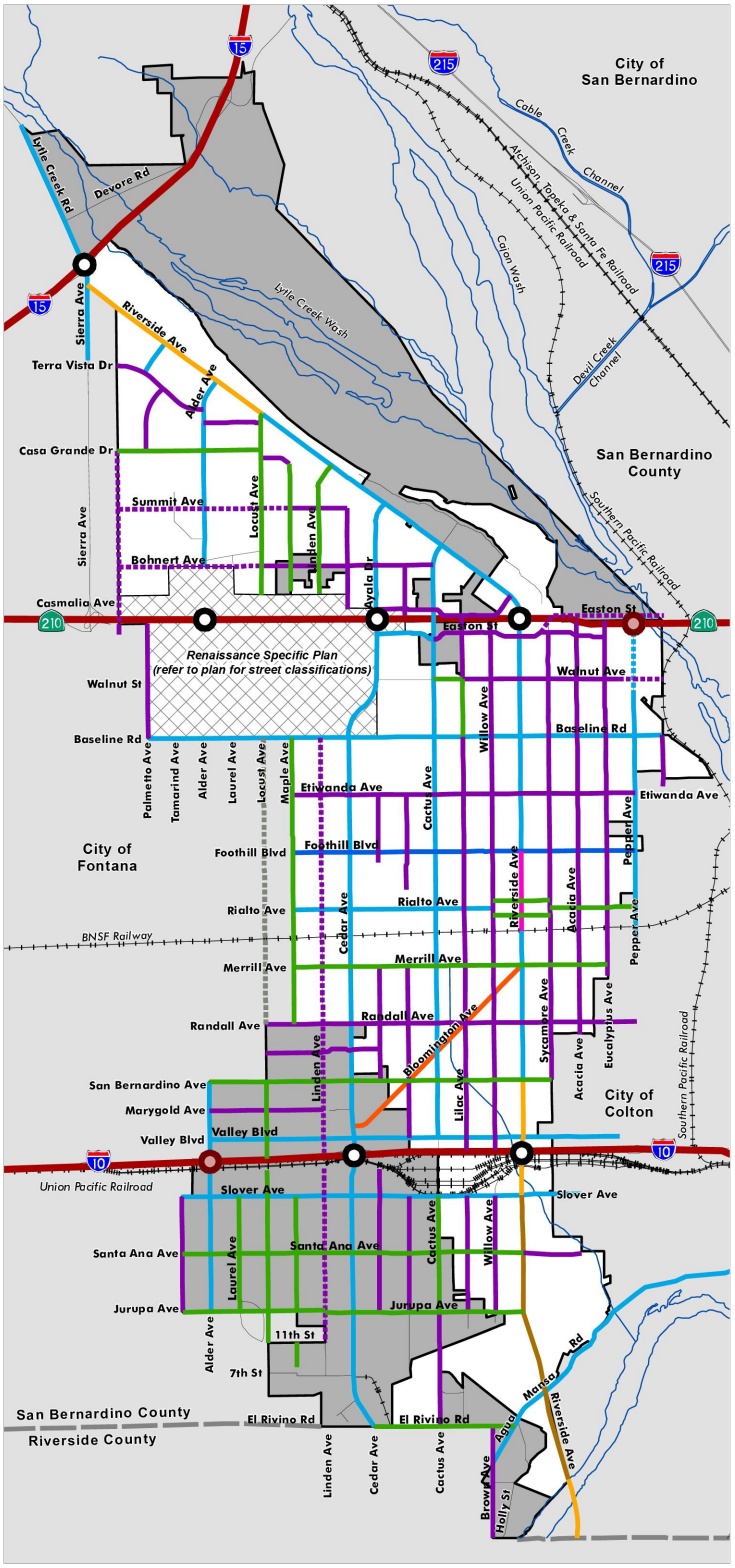

Street Classification

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 ROADWAY CLASSIFICATION MAP

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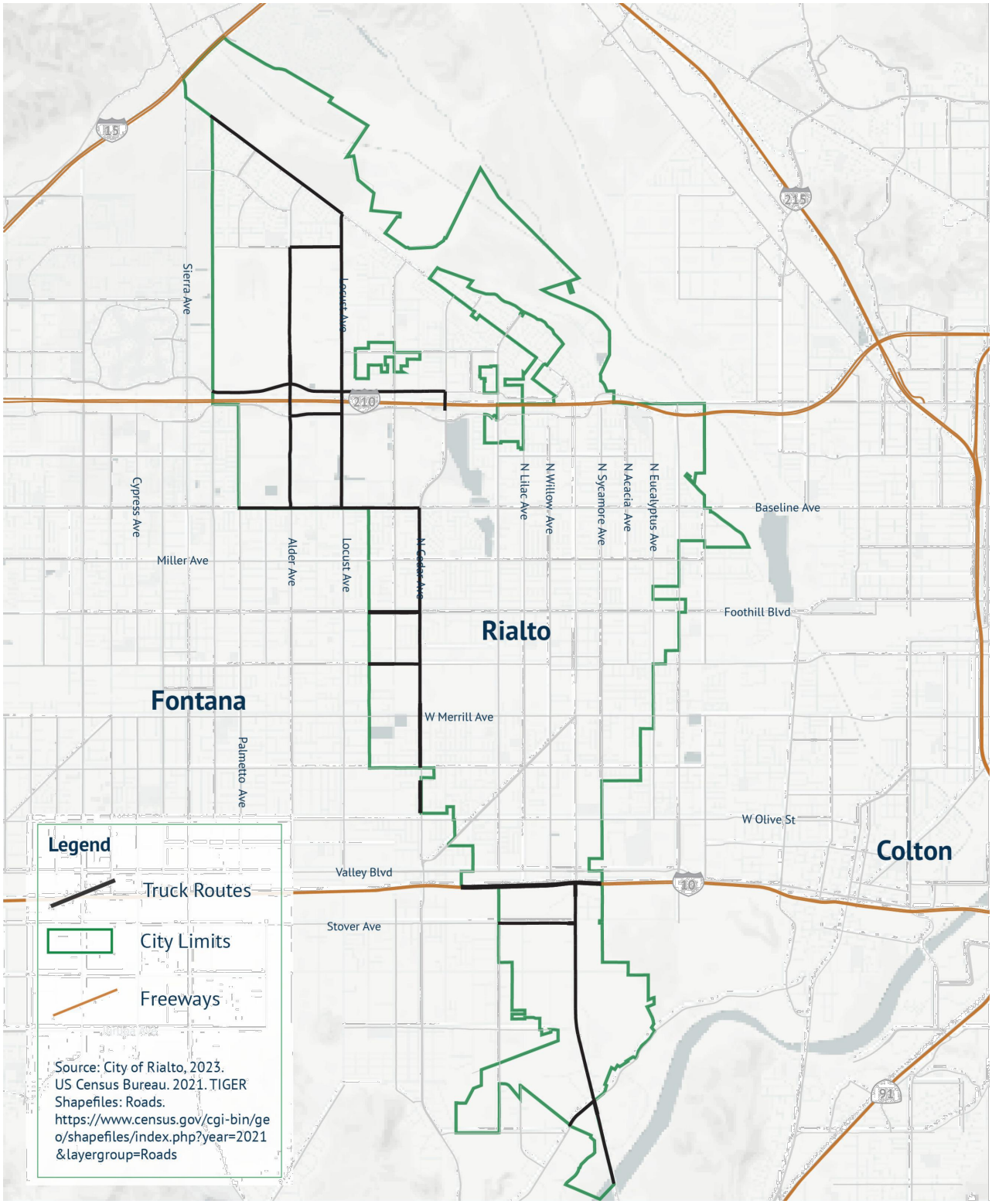

FIGURE 6
CITY OF RIALTO
TRUCK ROUTES

III. PROJECTED FUTURE TRAFFIC

A. Project Traffic

1. Project Trip Generation

Trip estimates for the existing building to be demolished and the proposed project were calculated using average trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition (2025). It should be noted that 12th Edition methodology was utilized consistent with the approved scoping agreement. Trip rates are based on the following ITE Land Use Category:

- LU 899 – Liquor Store
- LU 934 – Fast-Food Restaurant with Drive-Through

The existing liquor store located within the project site is estimated to generate 386 trips on a daily basis, with 2 trips in the AM peak hour (2 inbound, 0 outbound), and 60 trips in the PM peak hour (30 inbound, 30 outbound). The proposed project, consisting of demolishing the existing liquor store and building a fast-food restaurant with a drive-through, is estimated to generate 1,887 trips on a daily basis, with 140 trips in the AM peak hour (71 inbound, 69 outbound), and 133 trips in the PM peak hour (69 inbound, 64 outbound).

However, it is recognized that not all trips to the proposed project will be "new" trips on the roadway system in the vicinity of the project site. Some trips to the project site will consist of "pass-by" trips, motorists who are already traveling on the surrounding roadways from one place to another. Common pass-by trips for a fast-food restaurant would be individuals who stop at the project site on the way to work, home, shopping, or school.

Based on the ITE Trip Generation Manual, 12th Edition (2025), a pass-by rate of 50% in the morning peak hour and 55% in the evening peak hour was applied to the trips generated by the proposed fast-food restaurant with drive-through land use. As the ITE Trip Generation Manual does not provide pass-by rates for daily trips, the daily pass-by trip percentage was assumed to be the average of the morning and evening peak periods (52.5%).

Including the pass-by rates applied, the net trip increase from the existing condition is estimated to be 510 net new trips on a daily basis, with 68 net new trips in the AM peak hour (34 inbound, 35 outbound), and 0 net new trips in the PM peak hour (1 inbound, -1 outbound). The trip rates and the resulting trip generation estimates for the existing and proposed uses are summarized in **Table 3**.

TABLE 3
SUMMARY OF PROJECT TRIP GENERATION COMPARISON
EXISTING: LIQUOR STORE / PROPOSED: MCDONALD'S DRIVE-THROUGH RESTAURANT

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Liquor Store	899	KSF	107.210	0.589	0.121	0.710	8.355	8.355	16.710
Fast-Food Restaurant w/ Drive-thru	934	KSF	448.120	16.952	16.288	33.240	16.432	15.168	31.600

Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing Use									
Liquor Store	3.602	KSF	386	2	0	2	30	30	60
Total Existing Trips			386	2	0	2	30	30	60
Proposed Use									
Fast-Food Restaurant w/ Drive-thru	4.210	KSF	1,887	71	69	140	69	64	133
Pass-by Trips (52.5% Daily, 50% AM, 55% PM) [2]			-991	-36	-35	-70	-38	-35	-73
Total Proposed Project Trips			896	36	35	70	31	29	60
Net Difference (Proposed Minus Existing) [3]			**510**	**34**	**35**	**68**	**1**	**-1**	**0**

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition

[2] Note: The ITE Trip Generation Manual does not provide pass-by rates for daily trip generation. The daily pass-by trips shown are the average of the AM and the PM pass-by trips.

[3] Note: The "In" and "Out" trips in the AM peak period are rounded to the nearest integer. The total reflects the correct number of trips per ITE 12th Edition trip rates prior to rounding of the individual "In" and "Out" values.

2. Trip Distribution and Assignment

Trip distribution assumptions for the proposed project site were developed based on the nature of the proposed project land use, site access points, and the surrounding roadway network. Trip distribution assumptions are shown on **Figure 7**.

Based on the proposed project trip distribution, project trips were assigned through the study intersections. **Figure 8** shows new project trips that would be added to the study intersections. However, these trips do not include pass-by trips, which would typically be added to project driveways but not to non-adjacent study intersections; pass-by trips are assumed to be part of the existing flow of traffic until reaching the project site. Pass-by trips are shown on **Figure 9** and should be added to the volumes shown on Figure 8 to determine the total project trips at each study intersection. The total project trips are shown on **Figure 10**.

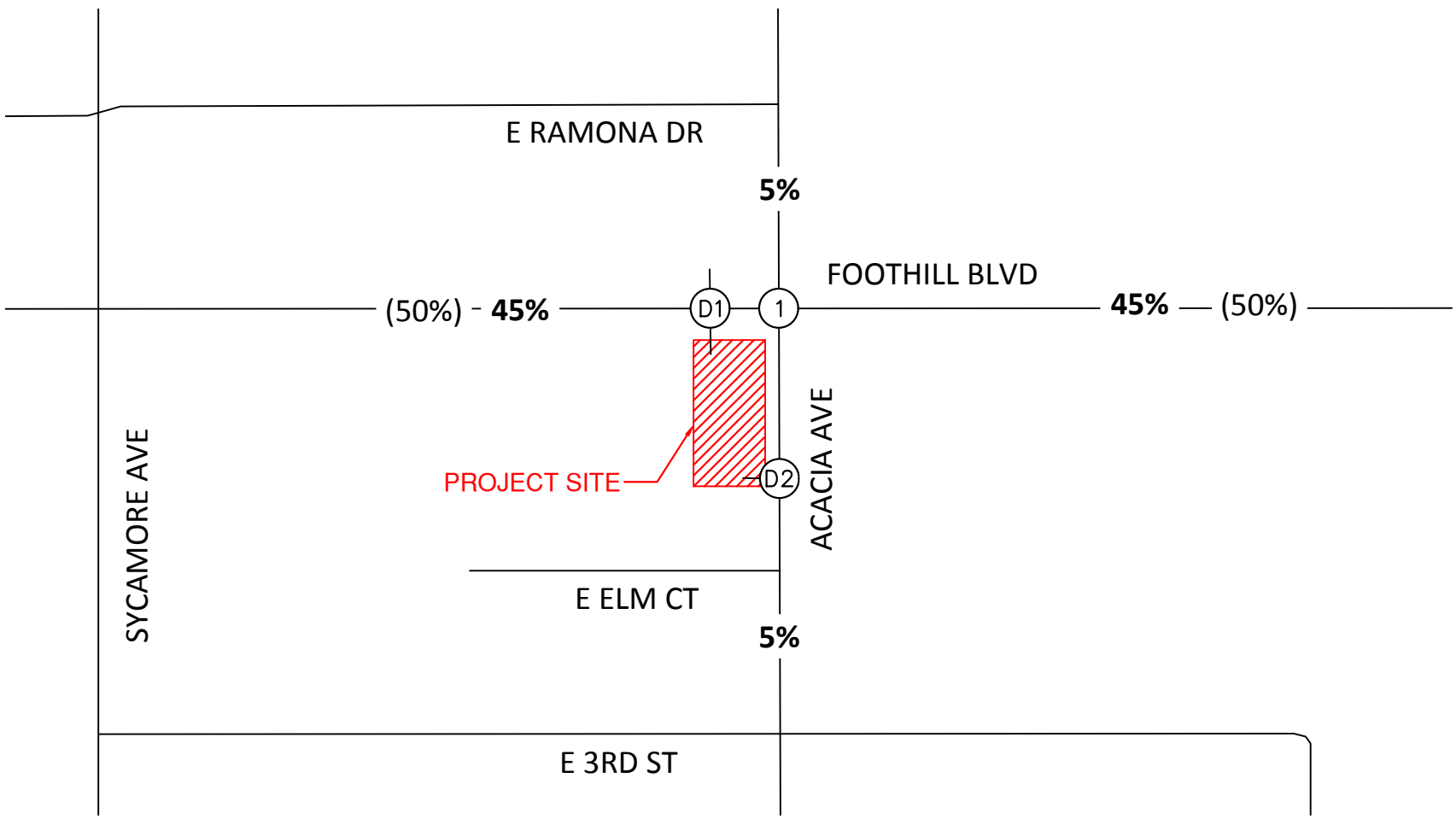

FIGURE 7
PROJECT TRIP DISTRIBUTION

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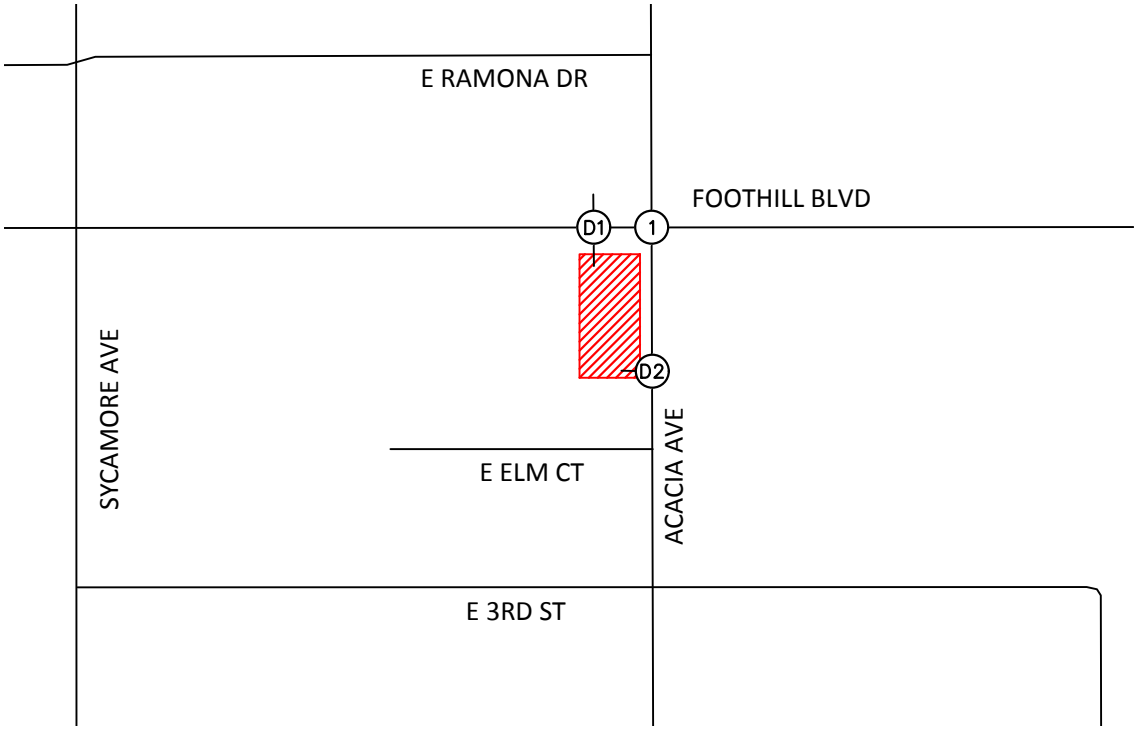
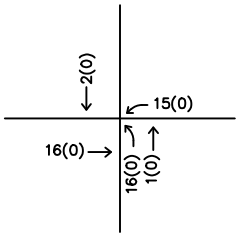
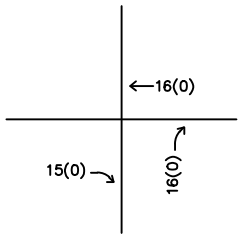
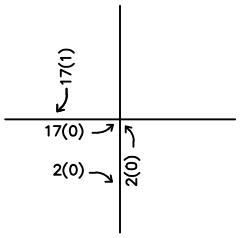


1. Acacia Avenue at Foothill Boulevard	D1. Project Driveway 1 at Foothill Boulevard	D2. Project Driveway 2 at Acacia Avenue
		

LEGEND:

(X) = Study Intersection

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

FIGURE 8
PROJECT-RELATED TRAFFIC VOLUMES

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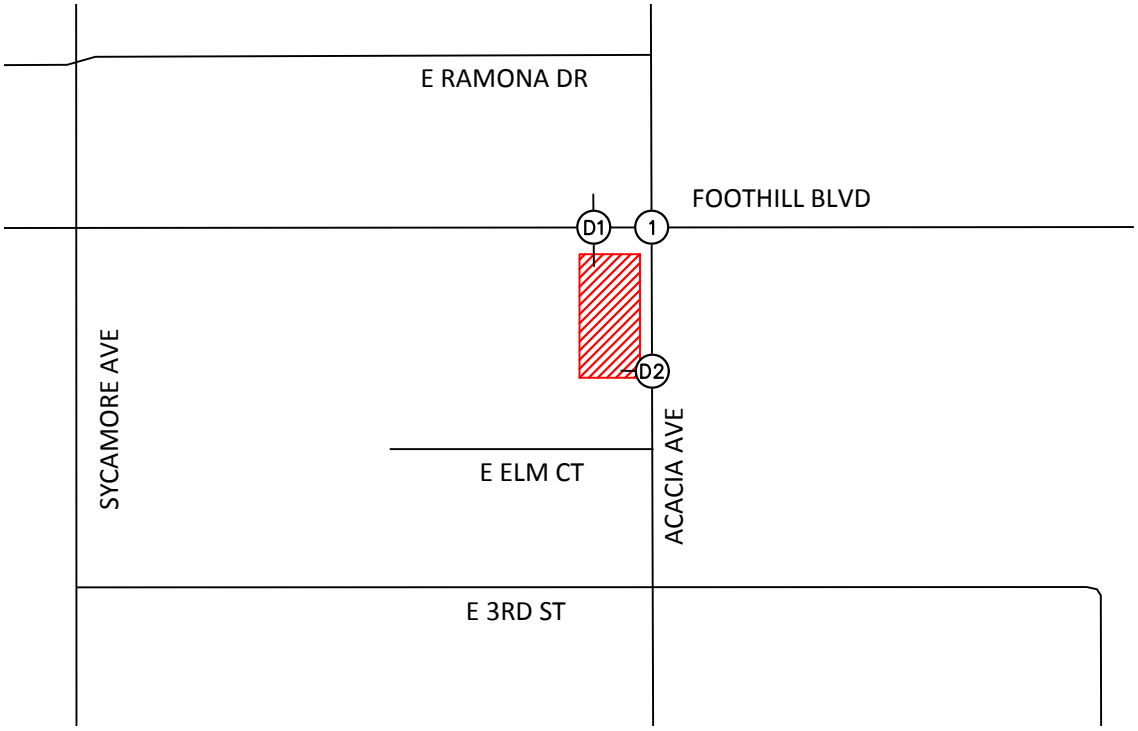


1. Acacia Avenue at Foothill Boulevard	D1. Project Driveway 1 at Foothill Boulevard	D2. Project Driveway 2 at Acacia Avenue
←–18(–19) 18(19) 17(17)	–18(–19)→ 18(19) 18(18)	18(19) 17(17)

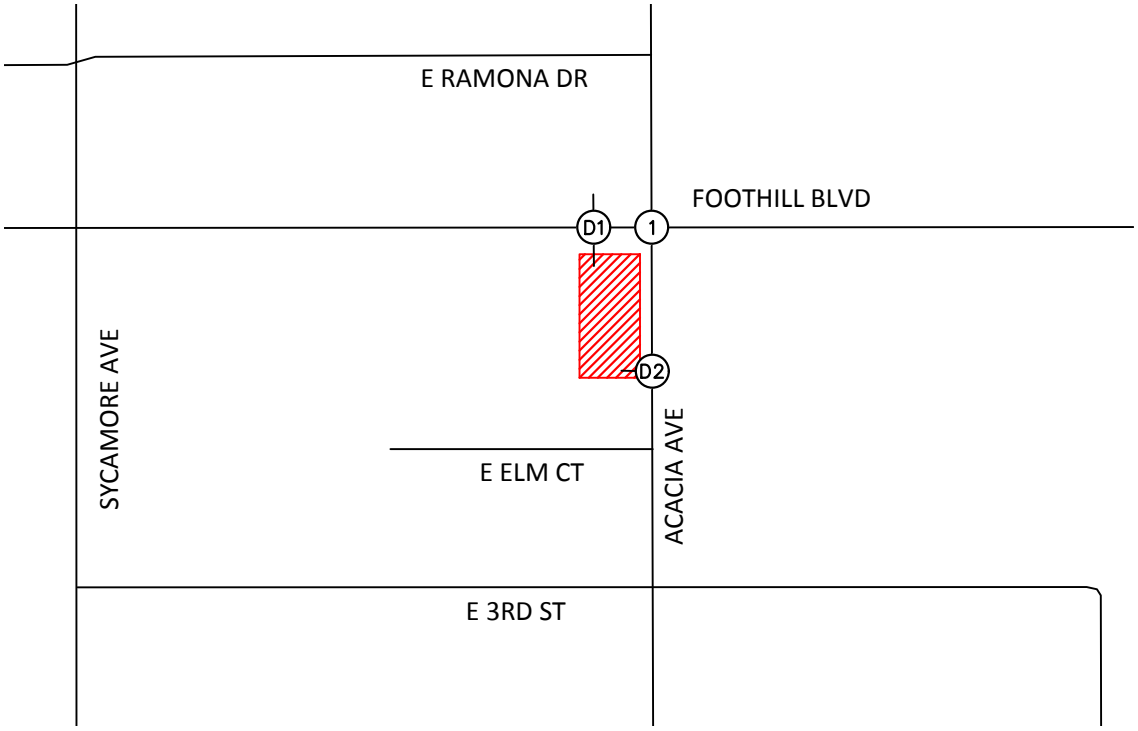
LEGEND:

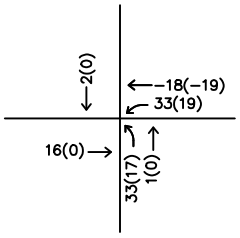
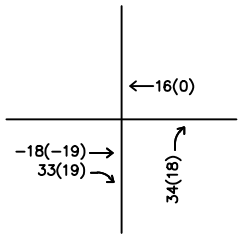
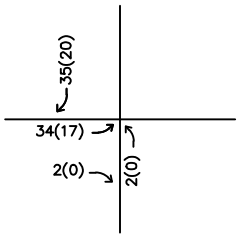
(X) = Study Intersection

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

FIGURE 9
PASS-BY
TRAFFIC VOLUMES

NOT TO SCALE



1. Acacia Avenue at Foothill Boulevard	D1. Project Driveway 1 at Foothill Boulevard	D2. Project Driveway 2 at Acacia Avenue
		

LEGEND:

(X) = Study Intersection

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

FIGURE 10
TOTAL PROJECT
TRAFFIC VOLUMES

B. Opening Year 2026 Conditions

The project Opening Year (the year the project would be constructed and occupied) is anticipated to be Year 2026.

1. Ambient Growth Rate

An ambient growth rate of 2.0% per year to Opening Year 2026 was applied to existing peak hour traffic volumes to develop Existing Plus Growth forecasts. Opening Year 2026 morning and evening peak hour volumes are presented in **Figure 11**. Although the traffic counts were collected in 2026, the project is anticipated to open towards the end of the year; therefore, the growth rate was still applied to account for anticipated increases in local traffic during the remainder of 2026.

2. Opening Year 2026 (Existing Plus Growth)

Peak Hour Operating Conditions

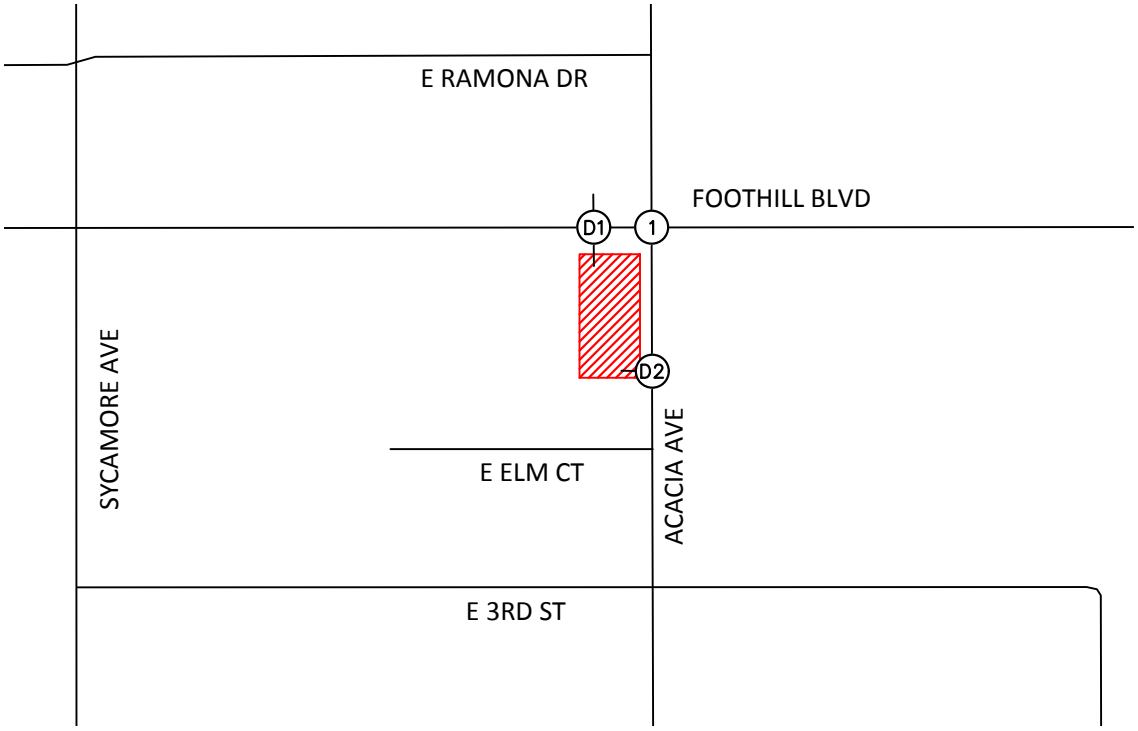
Intersection Level of Service analysis was conducted for the morning and evening peak hours using the analysis procedures and assumptions described previously in this report. The results of the intersection analysis for Opening Year 2026 condition are shown on **Table 4**. Copies of Opening Year 2026 conditions intersection analysis worksheets are provided in ***Appendix D***.

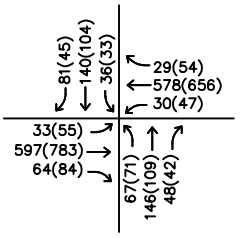
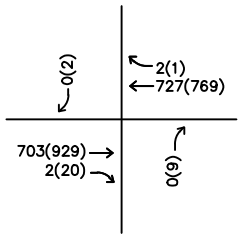
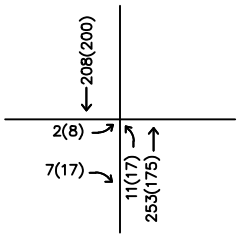
Review of this table shows that with the applied growth rate, all study intersections would continue to operate at an acceptable Level of Service during the morning and evening peak hours.

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 5**. Review of this table indicates that all study roadway segments would continue to operate at an acceptable LOS.

NOT TO SCALE



1. Acacia Avenue at Foothill Boulevard	D1. Project Driveway 1 at Foothill Boulevard	D2. Project Driveway 2 at Acacia Avenue
		

LEGEND:

(X) = Study Intersection

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

FIGURE 11
OPENING YEAR 2026
TRAFFIC VOLUMES

TABLE 4
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2026

Int. #	Intersection	AM Peak Hour		PM Peak Hour	
		Delay	**LOS**	**Delay**	**LOS**
1	Acacia Ave at Foothill Blvd	22.1	C	23.1	C
D2	Driveway 1 at Foothill Blvd	0.0 [1]	A	13.2	B
D3	Driveway 2 at Acacia Ave	10.8	B	10.4	B

Notes:
- [1] Traffic counts indicated that no northbound or southbound vehicle movements occurred at Intersection #D1 during the Existing AM peak hour.
- **Bold** values indicate intersections operating at an unacceptable Level of Service.
- Delay values for unsignalized intersections shown represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 5
SUMMARY OF ROADWAY ANALYSIS
OPENING YEAR 2026

Roadway	Segment	Functional Classification	LOS D Capacity [1]	Existing ADT	Existing ADT w/ PCE	Existing Plus Growth ADT	LOS D or Better?
Foothill Boulevard	Sycamore Avenue to Acacia Avenue	Modified Major Arterial I	32,999	19,870	21,863	22,300	Yes
Acacia Avenue	Elm Court to Foothill Boulevard	Collector Street	12,499	6,058	6,525	6,656	Yes

Note:
[1] Source: *City of Rialto Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS) (2024)*
LOS = Level of Service
ADT = Average Daily Traffic
PCE = Passenger Car Equivalent

3. Opening Year 2026 (Existing Plus Growth) Plus Project

The project Opening Year (the year the project would be constructed and occupied) is anticipated to be Year 2026. An ambient growth rate of 2% per year to Opening Year 2026 was applied to existing traffic volumes. Additionally, project related traffic volumes were added to the Opening Year 2026 volumes. The sum of Opening Year 2026 Plus Project morning and evening peak hour traffic volumes and total project related traffic volumes are presented in **Figure 12**.

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 Opening Year 2026 Plus Project conditions are shown on **Table 6**. Copies of Opening Year 2026 Plus Project conditions intersection analysis worksheets are provided in ***Appendix D***.

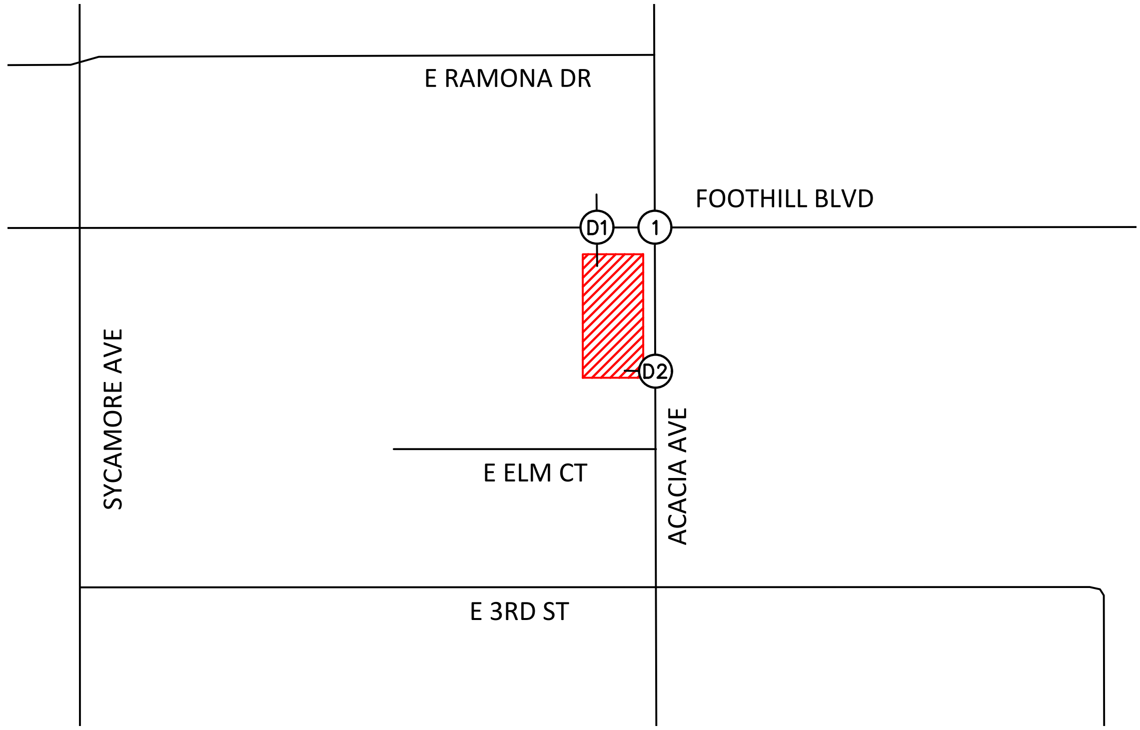
Although a significant increase in delay with project related traffic volumes is shown at Intersection #D1, it should be noted that as indicated previously in the report, northbound or southbound approaches at Intersection #D1 experienced no vehicle movements during existing AM peak hour resulting in no delay at the intersection. Therefore, the delay increase does not represent a significant impact relative to the City's threshold of significance of a 10 second delay increase.

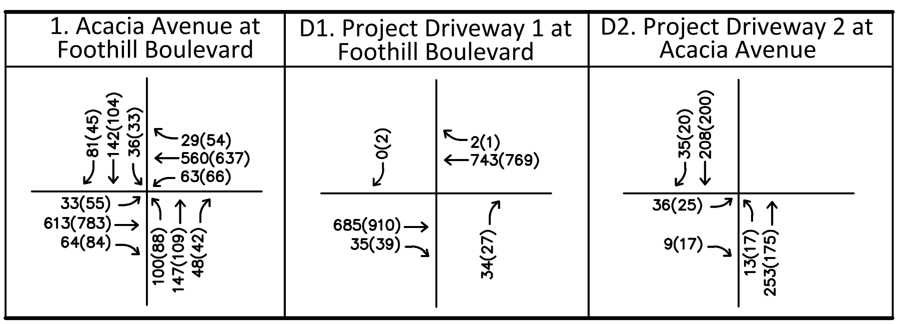
Review of this table shows that with the addition of growth rate and the project related traffic volume, all study intersections would continue to operate at an acceptable Level of Service during the morning and evening peak hours.

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 7**. Review of this table indicates that all study roadway segments would continue to operate at an acceptable LOS.

NOT TO SCALE





LEGEND:

(X) = Study Intersection

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

FIGURE 12
OPENING YEAR 2026 PLUS PROJECT TRAFFIC VOLUMES

Kimley»Horn

TABLE 6
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2026 PLUS PROJECT

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Change Delay	Project Effect?	Without Project		With Project		Change Delay	Project Effect?
		Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Acacia Ave at Foothill Blvd	22.1	C	23.0	C	0.9	No	23.1	C	23.5	C	0.4	No
D2	Driveway 1 at Foothill Blvd	0.0 [1]	A	14.7	B	14.7	No [1]	13.2	B	13.7	B	0.5	No
D3	Driveway 2 at Acacia Ave	10.8	B	14.4	B	3.7	No	10.4	B	11.3	B	1.0	No

Notes:
- [1] Traffic counts indicated that no northbound or southbound vehicle movements occurred at Intersection #D1 during the Existing AM peak hour.
- **Bold** values indicate intersections operating at an unacceptable Level of Service.
- Delay values for unsignalized intersections shown represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 7
SUMMARY OF ROADWAY ANALYSIS
OPENING YEAR 2026 PLUS PROJECT

Roadway	Segment	Functional Classification	LOS D Capacity [1]	Existing ADT	Existing ADT w/ PCE	Existing Plus Growth ADT	Daily Project Traffic	Existing + Growth + Project ADT	LOS D or Better?
Foothill Boulevard	Sycamore Avenue to Acacia Avenue	Modified Major Arterial I	32,999	19,870	21,863	22,300	726	23,026	Yes
Acacia Avenue	Elm Court to Foothill Boulevard	Collector Street	12,499	6,058	6,525	6,656	892	7,548	Yes

Note:
[1] Source: *City of Rialto Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS) (2024)*
LOS = Level of Service
ADT = Average Daily Traffic
PCE = Passenger Car Equivalent

C. Cumulative Conditions (Existing Plus Growth Plus Cumulative Projects)

1. Cumulative Projects

In addition to ambient growth, traffic volumes for Cumulative Projects (approved and pending projects) were added to the Opening Year 2026 (Existing Plus Growth) 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. Information about Cumulative Projects in the area was provided by City of Rialto staff.

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 13**. Cumulative Project traffic volumes are shown on **Figure 14**.

2. Background Growth Rate

As mentioned previously, an ambient growth rate of 2.0% per year was applied to grow volumes from existing conditions to Opening Year 2026.

3. 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 (utilizing ITE Trip Generation Manual, 12th Edition methodology) if approved traffic studies were not available.

4. Cumulative Projects Trip Distribution and Assignment

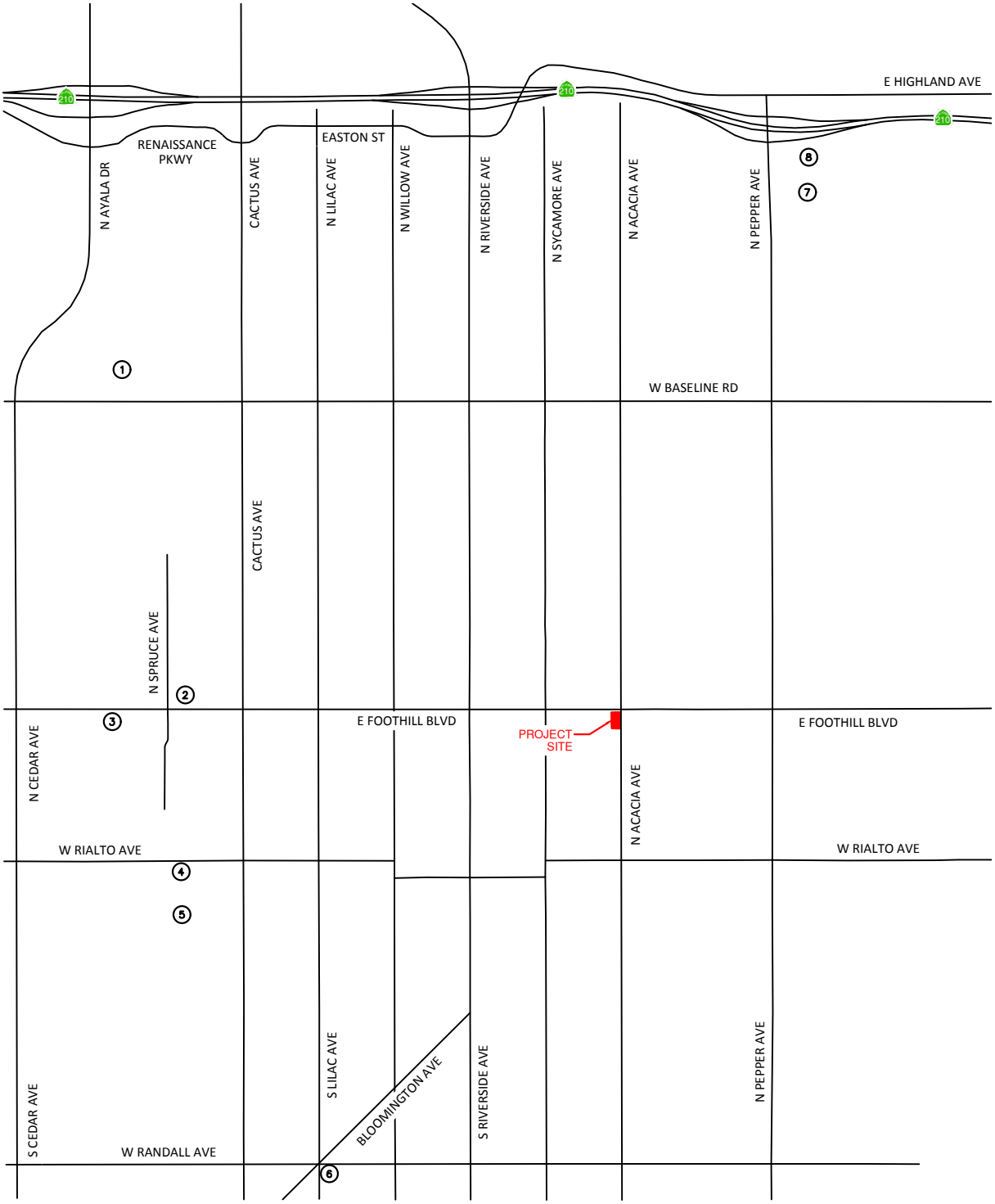
Trip distribution and assignment for the Cumulative Projects were either derived from approved traffic studies, where available; or were developed by Kimley-Horn based on the proximity of the cumulative project to the proposed project if approved traffic studies were not available. Trip distribution assumptions for Cumulative Projects are provided in ***Appendix E***.

TABLE 8
SUMMARY OF CUMULATIVE PROJECTS

Project #	Location	Land Use	Quantity	Unit	Trip Generation Estimates [1]						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1	N/S Baseline Rd E/O Fitzgerald Ave	Warehouse	679.61	KSF	938	63	19	82	29	73	102
2	NEC Foothill Blvd & Spruce Ave	Single Family Attached Housing	81	DU	532	10	29	39	24	18	42
3	SEC Foothill Boulevard & Larch Avenue	Single Family Attached Housing	70	DU	460	8	25	33	20	15	35
4	SEC Rialto Avenue & Spruce Avenue	Warehouse	49.40	KSF	68	5	1	6	2	5	7
5	Terminus of Spruce Ave S/O Rialto Ave	Warehouse	86.05	KSF	119	8	2	10	4	9	13
6	SEC Randall Avenue & Lilac Avenue	Strip Retail Plaza (<40K)	18.81	KSF	1,024	41	33	74	59	59	118
7	E/S Pepper Avenue approximately 500 feet S/O SR-210 Freeway	Warehouse	470.00	KSF	649	43	13	56	20	51	71
8	SEC Pepper Avenue & SR-210 Freeway	Warehouse	224.57	KSF	310	21	6	27	9	24	33
		Fast-Food Restaurant with Drive-Through	2.92	KSF	1,306	49	47	96	48	44	92
		Convenience Store/Gas Station	12	Fueling Position	2,533	82	82	164	95	95	190
		Automated Car Wash	1.46	KSF	369	12	10	22	17	18	35
Total Project Trips					**8,308**	**342**	**267**	**609**	**327**	**411**	**738**

[1] **NOTE:** Source: *Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition*
KSF = Thousand Square Feet, DU = Dwelling Units

NOT TO SCALE



LEGEND:

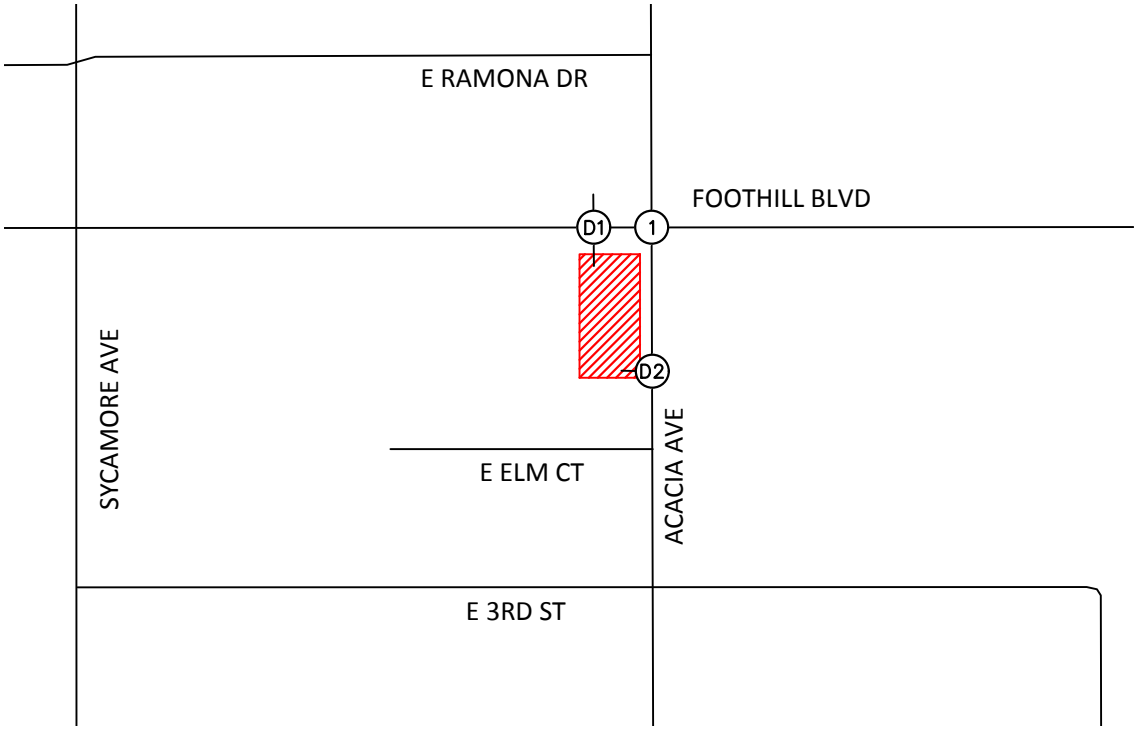
(X) = Cumulative Project

= Project Site

FIGURE 13
LOCATION OF CUMULATIVE PROJECTS

Kimley»Horn

NOT TO SCALE



1. Acacia Avenue at Foothill Boulevard	D1. Project Driveway 1 at Foothill Boulevard	D2. Project Driveway 2 at Acacia Avenue
←12(22) 22(19)→	←12(22) 22(19)→	

LEGEND:

(X) = Study Intersection

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

FIGURE 14
CUMULATIVE PROJECT TRAFFIC VOLUMES

5. Opening Year 2026 Cumulative Conditions

The ambient traffic growth and the traffic volumes from the cumulative projects were added to the existing condition peak hour volumes to develop Opening Year 2026 Cumulative traffic forecasts. The resulting traffic volumes are shown in **Figure 15**.

Peak Hour Operating Conditions

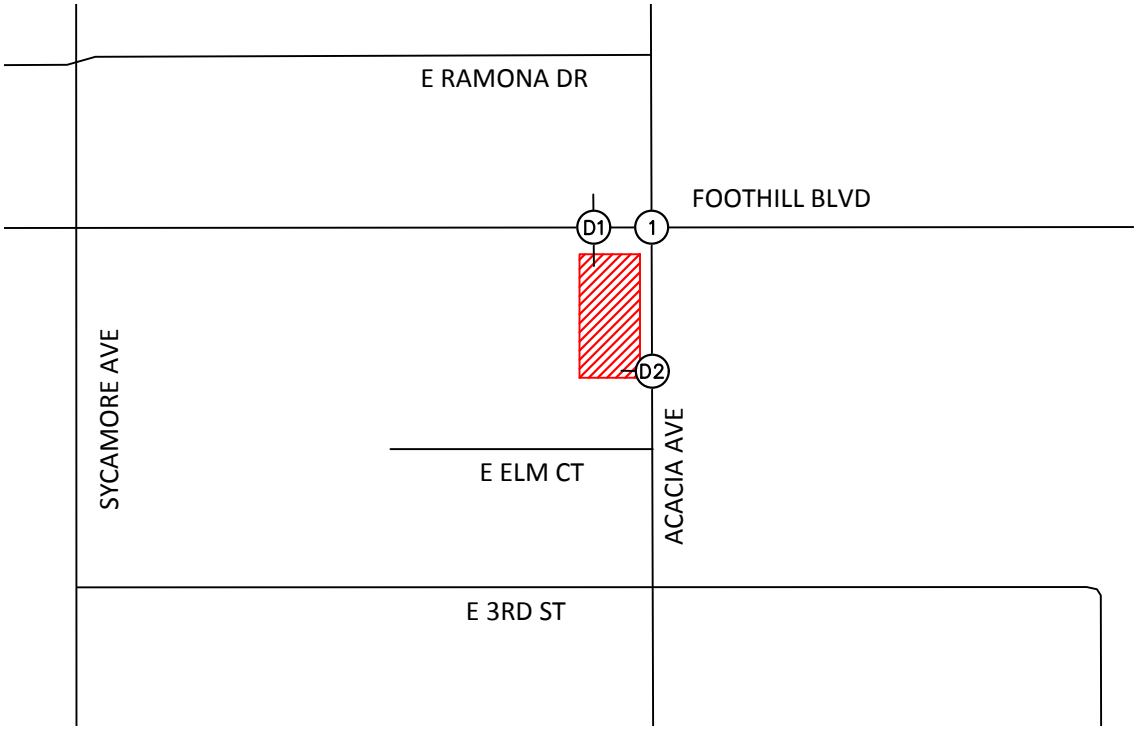
Intersection Level of Service analysis was conducted for the morning and evening peak hours using the analysis procedures and assumptions described previously in this report. The results of the intersection analysis for Opening Year 2026 Cumulative conditions are shown on **Table 9**. Copies of Opening Year 2026 Cumulative conditions intersection analysis worksheets are provided in ***Appendix D***.

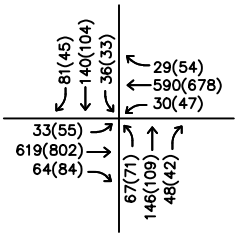
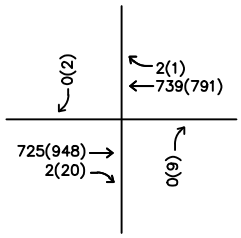
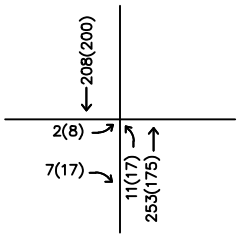
Review of this table shows that with the addition of cumulative traffic volumes, all study intersections would continue to operate at an acceptable Level of Service during the morning and evening peak hours.

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 are shown on **Table 10**. Review of this table indicates that all study roadway segments would continue to operate at an acceptable LOS.

NOT TO SCALE



1. Acacia Avenue at Foothill Boulevard	D1. Project Driveway 1 at Foothill Boulevard	D2. Project Driveway 2 at Acacia Avenue
		

LEGEND:

(X) = Study Intersection

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

FIGURE 15
OPENING YEAR 2026 CUMULATIVE TRAFFIC VOLUMES

TABLE 9
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2026 CUMULATIVE

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Acacia Ave at Foothill Blvd	S	22.2	C	23.4	C
D2	Driveway 1 at Foothill Blvd	U	0.0 [1]	A	13.4	B
D3	Driveway 2 at Acacia Ave	U	10.8	B	10.4	B

Notes:
- [1] Traffic counts indicated that no northbound or southbound vehicle movements occurred at Intersection #D1 during the Existing AM peak hour.
- **Bold** values indicate intersections operating at an unacceptable Level of Service.
- Delay values for unsignalized intersections shown represent the average vehicle delay on the worst (highest delay) intersection approach.

S = Signalized; U = Unsignalized

TABLE 10
SUMMARY OF ROADWAY ANALYSIS
OPENING YEAR 2026 CUMULATIVE

Roadway	Segment	Functional Classification	LOS D Capacity [1]	Existing Plus Growth ADT	Cumulative Projects ADT	Opening Year + Cum. Projects ADT	LOS D or Better?
Foothill Boulevard	Sycamore Avenue to Acacia Avenue	Modified Major Arterial I	32,999	22,300	964	23,264	Yes
Acacia Avenue	Elm Court to Foothill Boulevard	Collector Street	12,499	6,656	0 [2]	6,656	Yes

Note:

[1] Source: *City of Rialto Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS) (2024)*

[2] Cumulative project traffic volumes were not assigned to Acacia Avenue due to its roadway classification and the proximity to the cumulative project locations.

LOS = Level of Service

ADT = Average Daily Traffic

PCE = Passenger Car Equivalent

6. Opening Year 2026 Cumulative Plus Project Conditions

Project-related traffic volumes were added to the Opening Year 2026 Cumulative traffic volumes to develop Opening Year 2026 Cumulative Plus Project traffic forecast volumes. The resulting traffic volumes are shown in **Figure 16.**

Peak Hour Operating Conditions

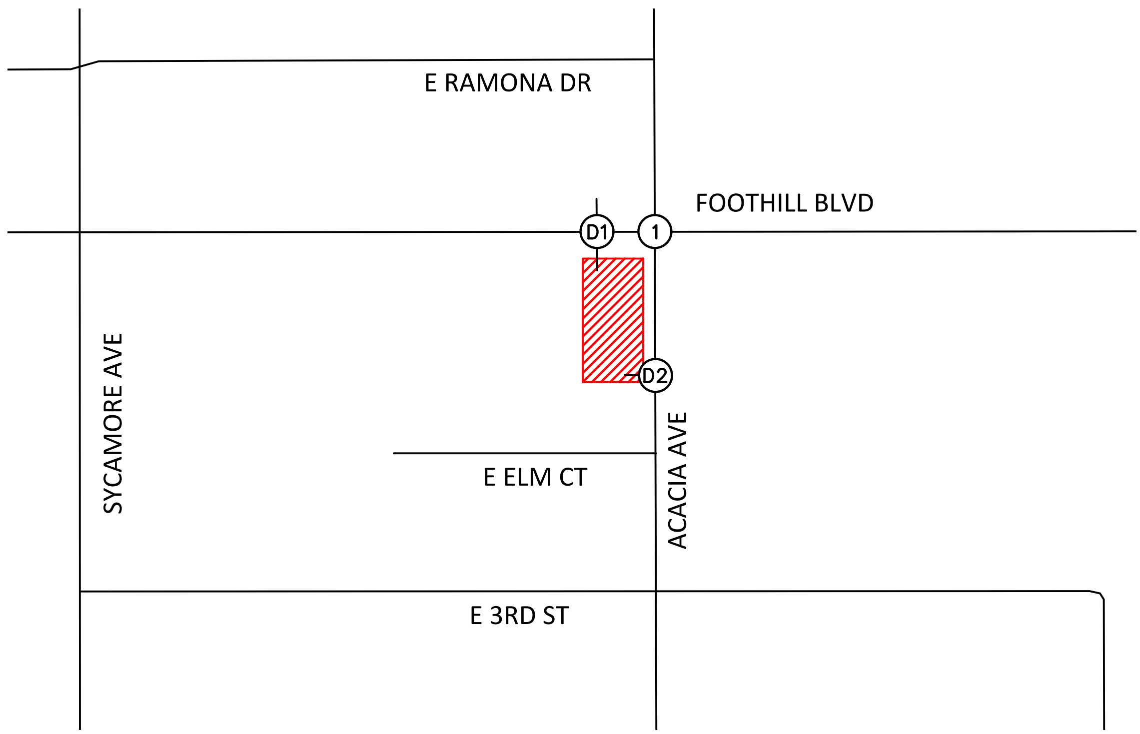
Intersection Level of Service analysis was conducted for the morning and evening peak hours using the analysis procedures and assumptions described previously in this report. The results of the intersection analysis for Opening Year 2026 Plus Project conditions are shown on **Table 11**. Copies of Opening Year 2026 Plus Project conditions intersection analysis worksheets are provided in ***Appendix D***.

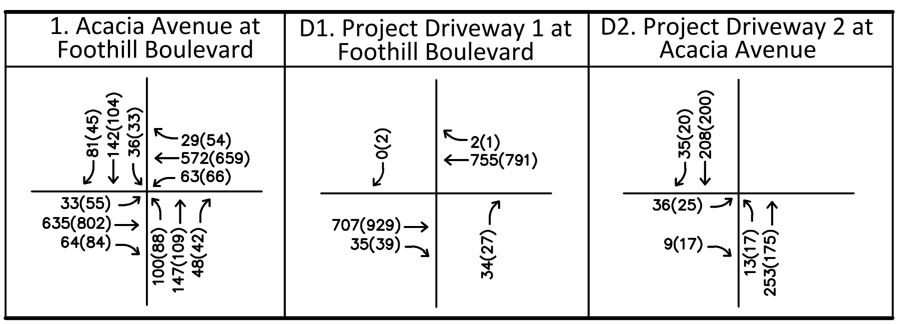
Review of this table shows that with the addition of cumulative and project related traffic volumes, all study intersections would continue to operate at an acceptable Level of Service during the morning and evening peak hours.

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 12**. Review of this table indicates that all study roadway segments would continue to operate at an acceptable LOS.

NOT TO SCALE





LEGEND:

(X) = Study Intersection

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

FIGURE 16
OPENING YEAR 2026 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

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

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Change Delay	Project Effect?	Without Project		With Project		Change Delay	Project Effect?
		Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Acacia Ave at Foothill Blvd	22.2	C	23.1	C	0.9	No	23.4	C	23.7	C	0.3	No
D2	Driveway 1 at Foothill Blvd	0.0 [1]	A	15.0	B	15.0	No [1]	13.4	B	13.8	B	0.4	No
D3	Driveway 2 at Acacia Ave	10.8	B	14.4	B	3.7	No	10.4	B	11.3	B	1.0	No

Notes:
- [1] Traffic counts indicated that no northbound or southbound vehicle movements occurred at Intersection #D1 during the Existing AM peak hour.
- **Bold** values indicate intersections operating at an unacceptable Level of Service.
- Delay values for unsignalized intersections shown represent the average vehicle delay on the worst (highest delay) intersection approach.

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

Roadway	Segment	Functional Classification	LOS D Capacity [1]	Opening Year + Cum. Projects ADT	Daily Project Traffic	Opening Year + Cum. Project + Project ADT	LOS D or Better?
Foothill Boulevard	Sycamore Avenue to Acacia Avenue	Modified Major Arterial I	32,999	23,264	726	23,990	Yes
Acacia Avenue	Elm Court to Foothill Boulevard	Collector Street	12,499	6,656	892	7,548	Yes

Notes:
[1] Source: *City of Rialto Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS) (2024)*
LOS = Level of Service
ADT = Average Daily Traffic
PCE = Passenger Car Equivalent

IV. RECOMMENDED IMPROVEMENTS

A. Intersection Improvements

Based on the significance thresholds and LOS standards presented in the report, none of the study intersections require intersection improvements.

B. Roadway Improvements

Based on the significance thresholds and LOS standards presented in the report, none of the study roadway segments require roadway improvements.

V. VEHICLE MILES TRAVELED ANALYSIS

A. Introduction

Senate Bill 743 (SB 743) was approved by California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The Natural Resources Agency has adopted updates to CEQA Guidelines to incorporate SB 743 that requires VMT for the purposes of determining a significant transportation impact under CEQA.

B. VMT Analysis

Vehicle Miles Traveled (VMT) screening was conducted as part of the scoping agreement consistent with the state of California's OPR (Office of Planning and Research) Technical Advisory. According to OPR, "locally serving retail" projects, typically smaller retail developments under 50,000 square feet, are generally considered to have a less significant impact on VMT. The proposed project is located in a low VMT area and is locally serving retail project with less than 50,000 sf of building area. Therefore, the project is exempt from further VMT analysis. The approved City of Rialto VMT Analysis Project Scoping Form along with SBCTA VMT screening tool results are provided in ***Appendix A.***

VI. FINDINGS AND RECOMMENDATIONS

A. Site Circulation

Primary vehicular access to the project site would consist of the following:

- One existing unsignalized right-in, right-out driveway on Foothill Boulevard.
- One existing unsignalized full-movement driveway on Acacia Avenue.

The cumulative intersection analysis for the With Project condition indicates that all project driveways will operate at acceptable Level of Service during both peak hour periods.

B. Safety and Operational Improvements

No safety and operational improvements are recommended.

C. Specific Plan Signalization

Not Applicable.

D. General Plan Conformance

The proposed McDonald's Drive-Through Restaurant project is anticipated to conform to the City of Rialto General Plan.

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 2024.

City of Rialto

Traffic Impact Analysis

Scoping Agreement

Case No. MC20 - PPD25-0015

Related Cases -

SP No. _____

EIR No. _____

GPA No. _____

ZC No. _____

Project Name: McDonald's Drive-Through Restaurant - City of Rialto

Project Address: 463 Foothill Blvd, Rialto, CA 92376

Project Description: Demolition of existing parking lot and Liquor Store and construction of a McDonald's Drive-Through Restaurant.

	Consultant	Developer
Name:	Kimley-Horn and Associates, Inc	McDonald's USA, LLC
Address:	3801 University Ave, Suite 300, Riverside, CA 92501	
Telephone:	(951) 543-9868	
Fax:		

***Note: the "In" and "Out" trips in the AM peak period are rounded to the nearest integer. The total reflects the correct number of trips per ITE 12th Edition trip rates prior to rounding of the individual "In" and "Out" values.**

1. Trip Generation Source: ITE Trip Generation Manual, 12th Edition (2025)

Existing GP Land Use Commercial Proposed Land Use _____

SP - Foothill Boulevard Specific Plan
Current Zoning: C-P - Commercial Pedestrian Proposed Zoning: _____

Total Daily Project Trips: See Attachment B - Trip Generation Table

	Current Trip Generation			Proposed Trip Generation*		
	In	Out	Total	In	Out	Total
AM Trips	2	0	2	36	35	70
PM Trips	30	30	60	31	29	60

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

Pass-By Trip Allowance (Yes) No (_____ % Trip Discount)
****See Attachment B****

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.

2. Trip Geographic Distribution: N 5 % S 5 % E 45 % W 45 %

(Detailed exhibits of trip distribution must be attached with Trucks as a separate exhibit)

****(See Attachment C)****

3. Background Growth Traffic

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

Other Phase Years _____

Other area projects to be considered: Cumulative Projects list will be requested from the City

(Contact Planning for Lists. Correlate projects to exhibit map and also indicate which projects have been included in study area forecasts for existing + background growth + project + cumulative)

Model/Forecast methodology: Existing + Growth + Cumulative Projects + Project to Opening Year

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

1. N Acacia Avenue at Foothill Boulevard
2. Driveway 1 at Foothill Boulevard
3. Alley Way at N Acacia Avenue
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

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

1. Foothill Boulevard: Sycamore Avenue to Acacia Avenue
2. Acacia Avenue: Elm Court to Foothill Boulevard
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

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: City of San Bernardino

7. Site Plan (please attach 11" x 17" legible copy) ****See Attachment A - 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 statement) at an existing un-signalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

N/A

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: _____

10. Active Transportation and Public Transportation

Identify available Active Transportation and Public Transportation currently serving the site.

OmniTrans - Bus Route 14

Does the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities?

Yes _____ No X

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 _____

Scoping Agreement Submittal date _____

Scoping Agreement Resubmittal date _____

11/07/2025

Applicant/Engineer: James Roldan T.E Date

Land Use Concurrence:

Development Services Department Date

Approved by:

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.

FOR CITY STAFF USE ONLY:

TIA NEEDED: ___ YES ___NO

INITIALS_____

VMT Analysis Project Scoping Form

This scoping form shall be submitted to the City of Rialto to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	PPD2025-0015
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	McDonald's Drive-Through Restaurant - City of Rialto
Project Address:	463 Foothill Blvd, Rialto, CA 92376
Project Opening Year:	2026
Project Description:	Demolition of existing parking lot and Liquor Store and construction of a McDonald's Drive-Through Restaurant.

	Consultant:	**Developer:**
Name:	Kimley-Horn and Associates, Inc	McDonald's USA, LLC
Address:	3801 University Ave, Suite 300, Riverside, CA 92501	
Telephone:	(951) 543-9868	
Fax/Email:		

Trip Generation Information:

Trip Generation Data Source: ITE Trip Generation Manual, 12th Edition (2025)

Current General Plan Land Use: Commercial

Proposed General Plan Land Use:

Current Zoning: C-P - Commercial Pedestrian

Proposed Zoning:

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	2	0	2	36	35	70
PM Trips	30	30	60	31	29	60

See Attachment B - Trip Generation Table

Trip Internalization: ☐ Yes ☑ No (_____% Trip Discount)

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

Potential Screening Checks

Is the project screened from VMT assessment? ☑ Yes ☐ No

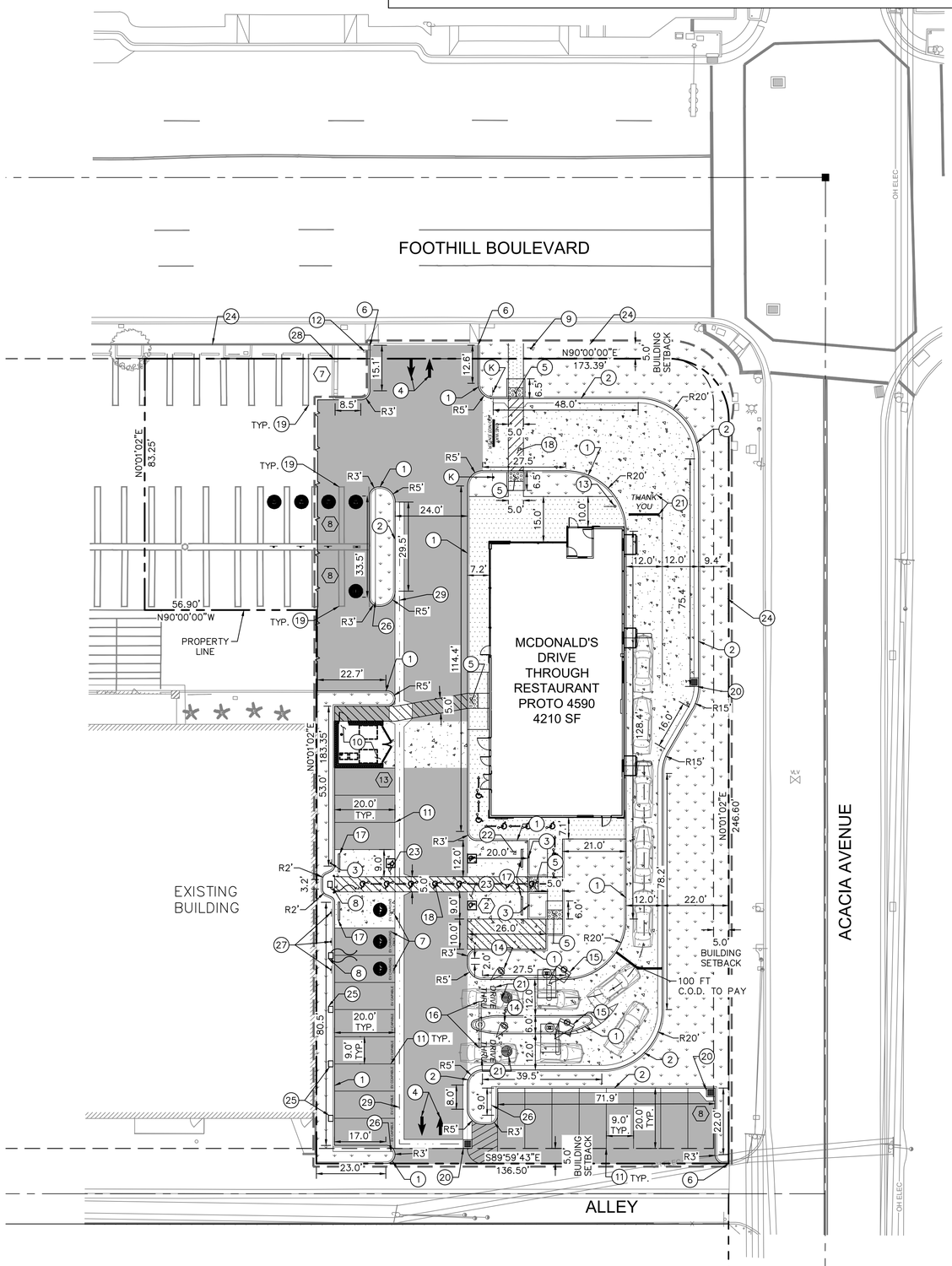
VMT screening justification
The proposed project is located in a low VMT area and is a locally serving retail project with less than 50.000 square feet of building area. Therefore, the project is exempt from further VMT analysis. SBCTA VMT Screening Tool results are provided in Attachment D.

VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used N/A
- Attach SBCTA Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

ATTACHMENT A - PROJECT SITE PLAN



LEGEND:

- CENTER LINE
- PROPERTY LINE
- RIGHT–OF–WAY LINE / LEASE LINE
- EASEMENT LINE / SETBACK LINE
- APPROXIMATE LIMIT OF WORK LINE
- SAWCUT LINE
- STANDARD DUTY CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- LANDSCAPE/PLANTER AREA
- HEAVY DUTY ASPHALT PAVEMENT
- DETECTABLE WARNING SYSTEM
- ACCESSIBLE ROUTE (LOCATION PURPOSES ONLY, DO NOT PAINT)
- SIGN POST
- ACCESSIBLE PARKING SPACE
- (X) NUMBER OF PARKING SPACES

CONSTRUCTION NOTES:

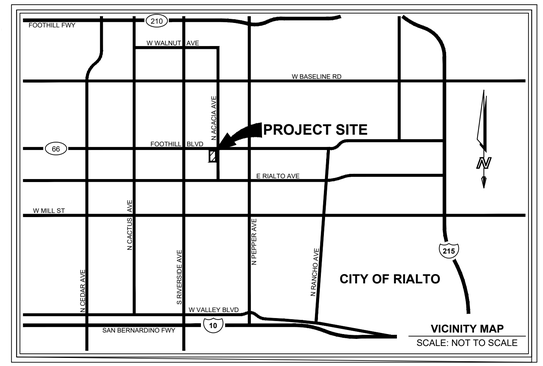
1. CONCRETE CURB
2. CONCRETE CURB AND GUTTER
3. ACCESSIBLE PARKING STALL SIGN
4. DIRECTIONAL MARKING PER PLAN
5. ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOMES)
6. JOIN EXISTING CURB, CURB & GUTTER, SIDEWALK.
7. 'EV CHARGING' IN 12" HIGH WHITE LETTERS AT THE END OF PARKING STALL
8. EV CHARGING STATION. CONDUIT TO BE RAN TO STALL FOR CONNECTION
9. ADA PATH OF TRAVEL SIGN
10. COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE
11. STANDARD 90° PARKING STALL STRIPING
12. EXISTING SIGN TO REMAIN
13. SHORT TERM BIKE RACK
14. PREVIEW BOARD
15. ORDER BOARD
16. HEIGHT DETECTOR POLE
17. INSTALL WHEELSTOPS FOR PARKING SPACES ADJACENT TO WALKWAYS
18. ACCESSIBLE PATH OF TRAVEL STRIPING. ACCESSIBLE PATHS SHALL BE ENHANCED PAVING
19. STANDARD 90° PARKING STALL TO REMAIN
20. 24" X 24" JENSEN PRECAST DROP INLET WITH CATCH BASIN FILTER INSERT FOR TRASH CAPTURE.
21. DRIVE–THRU PAVEMENT MARKING PER PLAN
22. VAN ACCESSIBLE PARKING STALL WITH ACCESS AISLE
23. STANDARD ACCESSIBLE PARKING STALL
24. EXISTING WALL TO REMAIN
25. HAND HOLE FOR FUTURE DUAL PORT EV CHARGER INSTALLATION
26. 18" WALK–OFF CURB
27. EV CHARGING PARKING STALL SIGN
28. EXISTING MONUMENT SIGN TO REMAIN
29. 3' VALLEY GUTTER

LEGAL DESCRIPTION

A PORTION OF PARCEL 2 OF RECORD OF SURVEY, IN THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 24 PAGE 73 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SIGN INFORMATION

(K) CMUTCD SIGN R5–1 – "DO NOT ENTER"?



SITE DATA

PROJECT DESCRIPTION:	DEMOLITION OF EXISTING PARKING LOT AND BUILDING. NEW CONSTRUCTION OF A MCDONALD'S DRIVE THRU RESTAURANT AND PARKING LOT.
ADDRESS:	463 FOOTHILL BLVD, RIALTO, CA 92376
APN:	013–005–151
ZONING DISTRICT:	SP – FOOTHILL BOULEVARD SPECIFIC PLAN (C–P – COMMERCIAL PEDESTRIAN)
ADJACENT ZONING DISTRICTS:	N: C–P – COMMERCIAL PEDESTRIAN W: C–P – COMMERCIAL PEDESTRIAN S: R–1C – SINGLE FAMILY RESIDENTIAL E: C–P – COMMERCIAL PEDESTRIAN
LAND USE:	COMMERCIAL
ADJACENT LAND USE:	N: COMMERCIAL W: COMMERCIAL S: RESIDENTIAL E: COMMERCIAL
GENERAL PLAN DISTRICT:	SP – SPECIFIC PLAN OVERLAY
SPECIFIC PLAN:	SP – FOOTHILL BOULEVARD SPECIFIC PLAN
FLOOD ZONE:	ZONE X – AREAS DETERMINED TO BE OUTSIDE THE 0.02% ANNUAL CHANCE FLOODPLAIN.

TOTAL DISTURBED AREA:	37,429 S.F.	(0.86 AC)	
TOTAL PAD AREA:	4,210 S.F.	(0.10 AC)	
TOTAL LEASE AREA:	41,043 S.F.	(0.94 AC)	
TOTAL COMMERCIAL CENTER AREA:	84,609 S.F.	(1.94 AC)	
LOT COVERAGE			
TOTAL LEASE AREA:	41,043 S.F.	(0.94 AC)	100%
BUILDING AREA:	4,210 S.F.	(0.10 AC)	10.2%
IMPERVIOUS AREA:	28,347 S.F.	(0.65 AC)	69.1%
LANDSCAPE AREA:	8,486 S.F.	(0.19 AC)	20.7%

PARKING/LANDSCAPE BUFFER

FRONT:	5.0'
REAR:	5.0'
SIDE (N):	5.0'
SIDE (S):	5.0'

PARKING SUMMARY: MCDONALD'S: 4,210 S.F. (1 STALL/75 S.F.) = 57 STALLS REQUIRED PER CITY CODE

STALLS REQUIRED FOR MCD (57)
+ CREDIT FOR 3 SPACES IN D/T LANE
– DISCOUNT RETAIL STORE 1 STALL/250 SF
TOTAL REQUIRED: 46 STALLS

- ADA PARKING FOR 26–50 PARKING STALLS = 2 ADA PARKING STALLS REQUIRED, PER 2022 CBC.
- EV FOR 26–50 PARKING STALLS = 8 TOTAL EV CAPABLE STALLS REQUIRED PER 2022 CALGREEN WITH 2 STALLS HAVING EV CHARGERS INSTALLED.
- 1 EV STALL MUST BE VAN ACCESSIBLE.
- 1 EV STALL MUST BE STANDARD ACCESSIBLE.

TOTAL NUMBER OF PARKING SPACES PROVIDED = 46

PARKING TABLE:	MCDONALD'S REQUIRED	PROVIDED
STANDARD	34	31
EV CHARGING	2	3
EV READY	8	9
ACCESSIBLE	2	3
TOTAL:	46	46

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SCALE
1" = 20'
WHEN PRINTED AT FULL SIZE (24"X36")

Drawing name: K:\ORA_LDEV\McDonalds\194015080 – Rialto (4–5169)\CADD\Exhibits\Entitlement Package\C1.0 – Preliminary Site Plan.dwg C1.0 – Preliminary Site Plan Sep 09, 2025 3:55pm by: Maggie.Medina

811 Know what's below. Call before you dig.

ISSUE	DATE	DESCRIPTION

JS — DRAWN BY
HL — CHECKED BY
RECOMMENDED

REGISTERED PROFESSIONAL ENGINEER HANNAH M. LUEVANO NO. 90371 CIVIL STATE OF CALIFORNIA — NOT FOR CONSTRUCTION

Kimley»Horn
73–700 DINAH SHORE DR UNIT 101
PALM DESERT, CA 92211
PHONE: (760) 565–5103 WWW.KIMLEY–HORN.COM
PREPARED UNDER THE DIRECT SUPERVISION OF:
HANNAH LUEVANO, RCE. NO. 90371 DATE: EXP. 09/30/2025

CITY OF RIALTO
APPROVED BY:
CITY ENGINEER RCE # _____ EXP _____ DATE

McDonald's USA, LLC
463 E FOOTHILL BLVD
RIALTO, CA, 92376

CITY OF RIALTO
PRELIMINARY SITE PLAN

C1.0

ATTACHMENT B
SUMMARY OF PROJECT TRIP GENERATION COMPARISON
EXISTING: LIQUOR STORE / PROPOSED: MCDONALD'S DRIVE-THROUGH RESTAURANT

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Liquor Store	899	KSF	107.210	0.589	0.121	0.710	8.355	8.355	16.710
Fast-Food Restaurant w/ Drive-thru	934	KSF	448.120	16.952	16.288	33.240	16.432	15.168	31.600

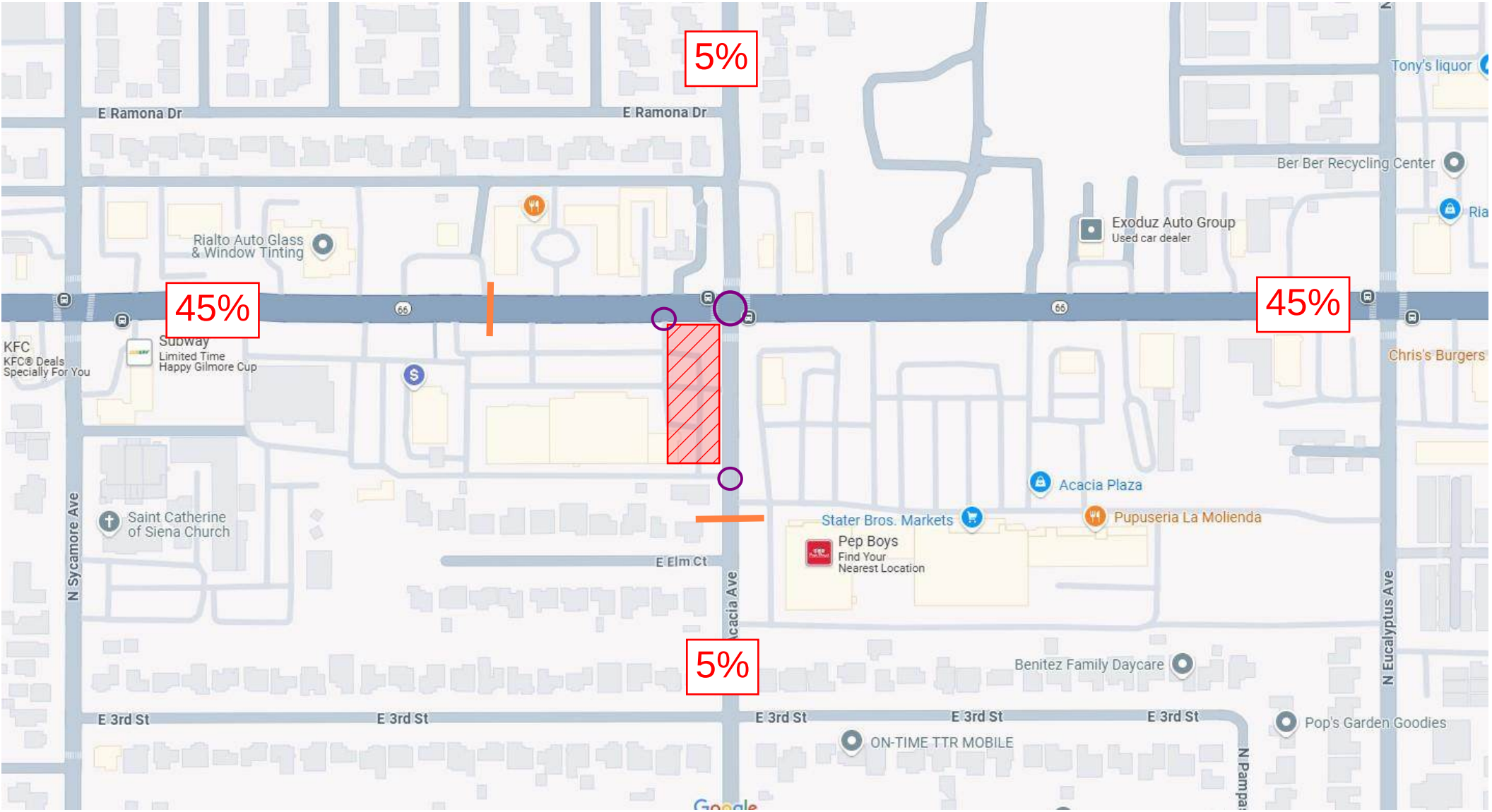
Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing Use									
Liquor Store	3.602	KSF	386	2	0	2	30	30	60
Total Existing Trips			386	2	0	2	30	30	60
Proposed Use									
Fast-Food Restaurant w/ Drive-thru	4.210	KSF	1,887	71	69	140	69	64	133
Pass-by Trips (52.5% Daily, 50% AM, 55% PM) [2]			-991	-36	-35	-70	-38	-35	-73
Total Proposed Project Trips			896	36	35	70	31	29	60
Net Difference (Proposed Minus Existing)			**510**	**34**	**35**	**68**	**1**	**-1**	**0**

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition

[2] Note: The ITE Trip Generation Manual does not provide pass-by rates for daily trip generation. The daily pass-by trips shown are the average of the AM and the PM pass-by trips.

***Note: the "In" and "Out" trips in the AM peak period are rounded to the nearest integer. The total reflects the correct number of trips per ITE 12th Edition trip rates prior to rounding of the individual "In" and "Out" values.**

ATTACHMENT C
TRIP DISTRIBUTION AND STUDY INTERSECTIONS



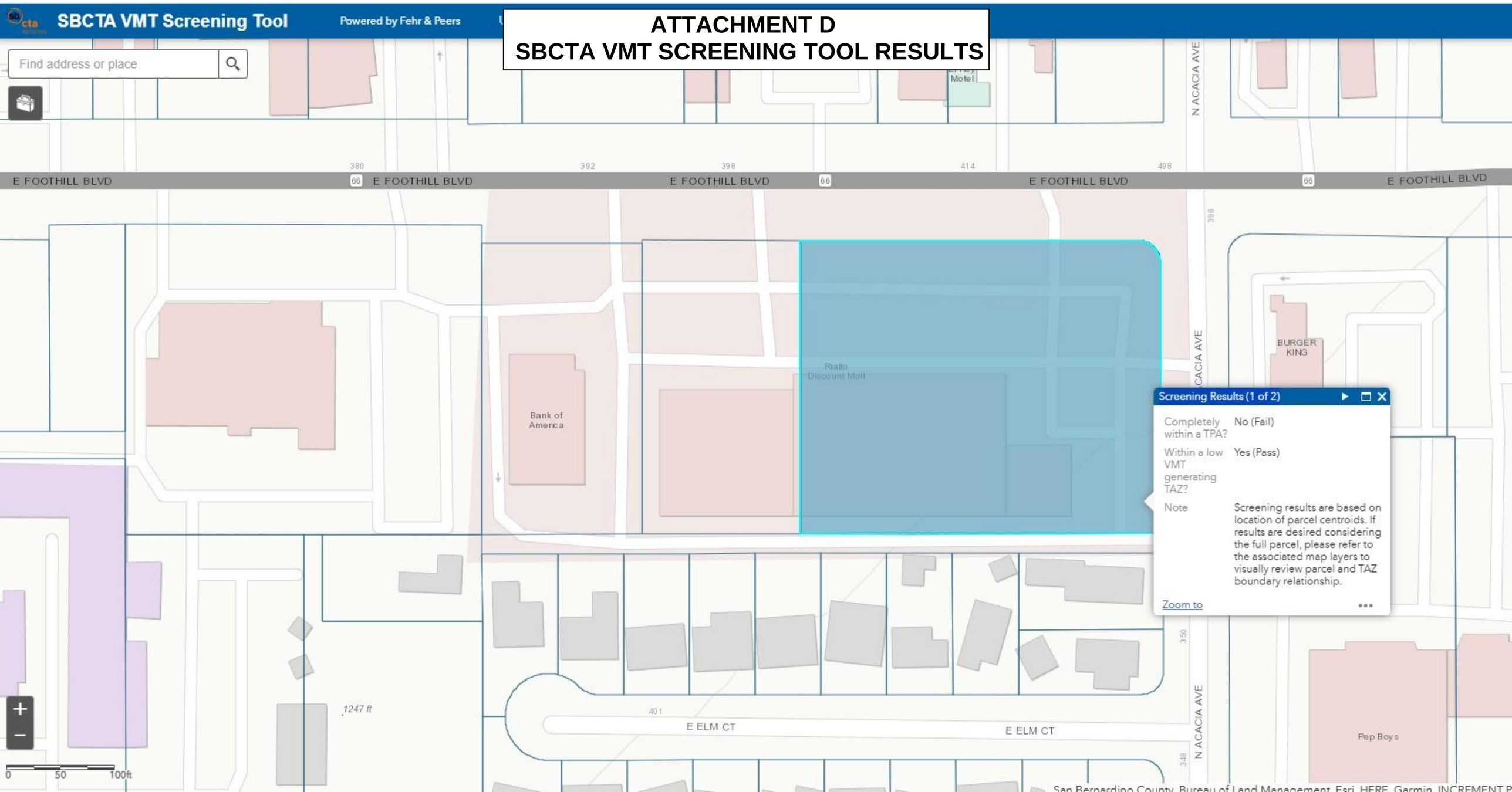
XX% - PROJECT TRIP DISTRIBUTION

- PROJECT SITE

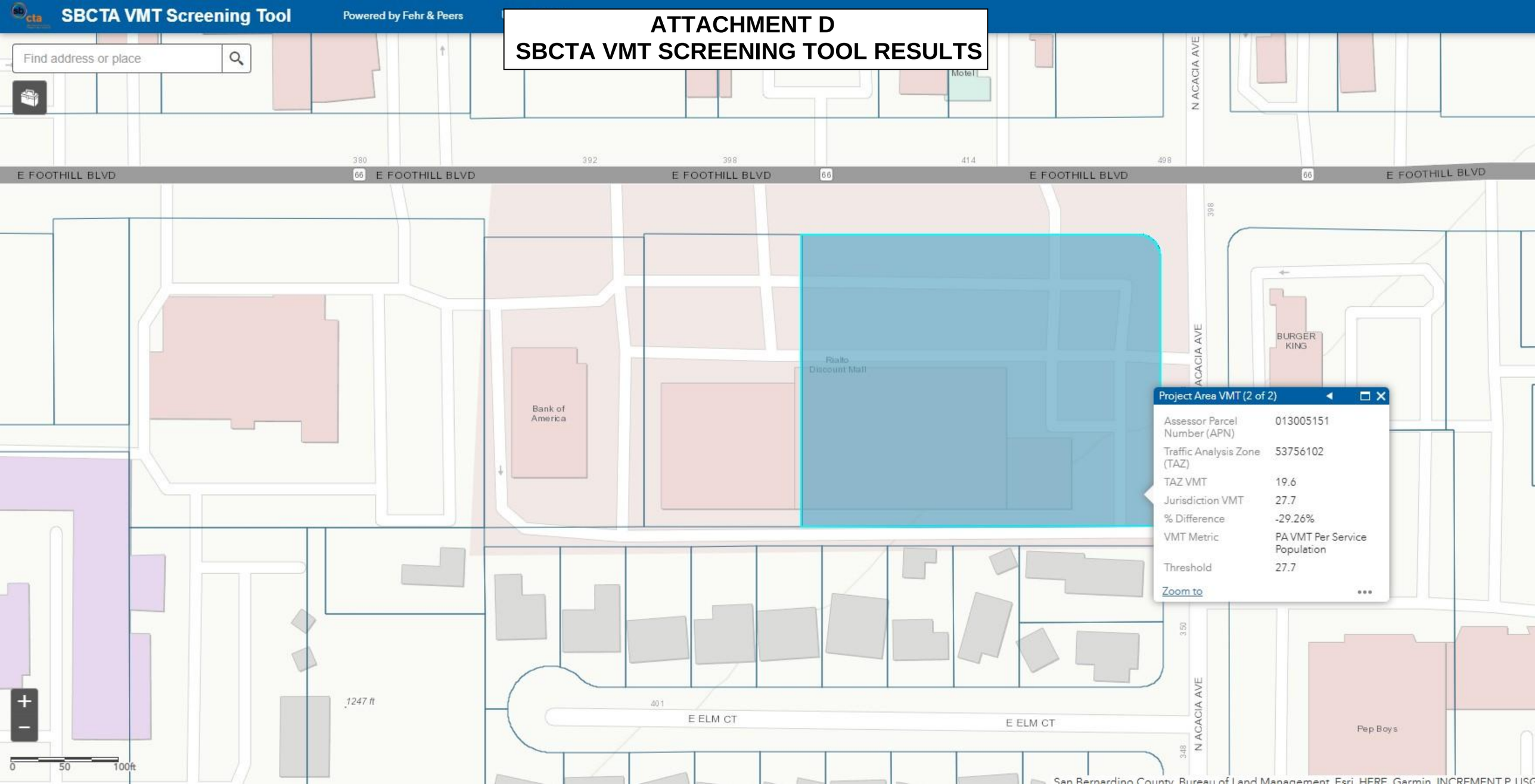
- STUDY INTERSECTIONS

- STUDY ROADWAY SEGMENTS

ATTACHMENT D
SBCTA VMT SCREENING TOOL RESULTS



ATTACHMENT D
SBCTA VMT SCREENING TOOL RESULTS



APPENDIX B

TRAFFIC COUNT DATA SHEETS

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

City of Rialto
N/S: Acacia Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RLT_Aca_Fh AM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

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

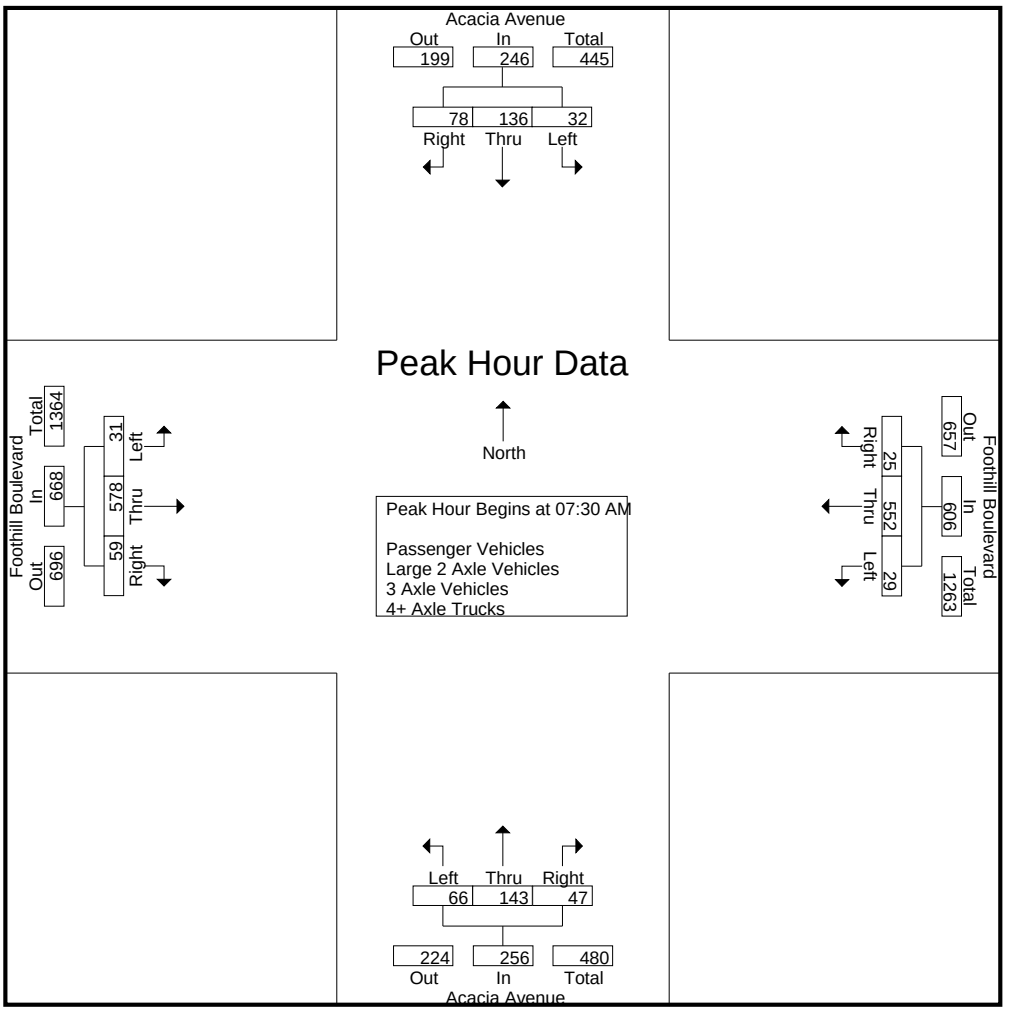
	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	20	6	32	3	86	4	93	6	14	2	22	6	67	8	81	228
07:15 AM	9	26	9	44	6	99	3	108	8	20	11	39	4	103	13	120	311
07:30 AM	6	52	15	73	7	147	5	159	18	29	11	58	6	141	16	163	453
07:45 AM	6	33	27	66	11	167	10	188	21	45	11	77	11	156	16	183	514
Total	27	131	57	215	27	499	22	548	53	108	35	196	27	467	53	547	1506
08:00 AM	13	25	23	61	7	119	5	131	14	30	16	60	5	170	17	192	444
08:15 AM	7	26	13	46	4	119	5	128	13	39	9	61	9	111	10	130	365
08:30 AM	6	29	14	49	5	105	2	112	15	25	4	44	6	134	9	149	354
08:45 AM	4	31	8	43	16	125	4	145	14	17	6	37	9	120	15	144	369
Total	30	111	58	199	32	468	16	516	56	111	35	202	29	535	51	615	1532
Grand Total	57	242	115	414	59	967	38	1064	109	219	70	398	56	1002	104	1162	3038
Apprch %	13.8	58.5	27.8		5.5	90.9	3.6		27.4	55	17.6		4.8	86.2	9		
Total %	1.9	8	3.8	13.6	1.9	31.8	1.3	35	3.6	7.2	2.3	13.1	1.8	33	3.4	38.2	
Passenger Vehicles	54	240	111	405	59	929	32	1020	107	219	70	396	54	974	99	1127	2948
% Passenger Vehicles	94.7	99.2	96.5	97.8	100	96.1	84.2	95.9	98.2	100	100	99.5	96.4	97.2	95.2	97	97
Large 2 Axle Vehicles	2	2	4	8	0	28	5	33	1	0	0	1	1	26	3	30	72
% Large 2 Axle Vehicles	3.5	0.8	3.5	1.9	0	2.9	13.2	3.1	0.9	0	0	0.3	1.8	2.6	2.9	2.6	2.4
3 Axle Vehicles	0	0	0	0	0	4	1	5	0	0	0	0	0	2	0	2	7
% 3 Axle Vehicles	0	0	0	0	0	0.4	2.6	0.5	0	0	0	0	0	0.2	0	0.2	0.2
4+ Axle Trucks	1	0	0	1	0	6	0	6	1	0	0	1	1	0	2	3	11
% 4+ Axle Trucks	1.8	0	0	0.2	0	0.6	0	0.6	0.9	0	0	0.3	1.8	0	1.9	0.3	0.4

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	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	**52**	15	**73**	7	147	5	159	18	29	11	58	6	141	16	163	453
07:45 AM	6	33	**27**	66	**11**	**167**	**10**	**188**	**21**	**45**	11	**77**	**11**	156	16	183	**514**
08:00 AM	**13**	25	23	61	7	119	5	131	14	30	**16**	60	5	**170**	**17**	**192**	444
08:15 AM	7	26	13	46	4	119	5	128	13	39	9	61	9	111	10	130	365
Total Volume	32	136	78	246	29	552	25	606	66	143	47	256	31	578	59	668	1776
% App. Total	13	55.3	31.7		4.8	91.1	4.1		25.8	55.9	18.4		4.6	86.5	8.8		
PHF	.615	.654	.722	.842	.659	.826	.625	.806	.786	.794	.734	.831	.705	.850	.868	.870	.864

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

City of Rialto
N/S: Acacia Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RLT_Aca_Fh AM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	6	**52**	15	**73**	7	147	5	159	18	29	11	58	6	141	16	163
+15 mins.	6	33	**27**	66	**11**	**167**	**10**	**188**	**21**	**45**	11	**77**	**11**	156	16	183
+30 mins.	**13**	25	23	61	7	119	5	131	14	30	**16**	60	5	**170**	**17**	**192**
+45 mins.	7	26	13	46	4	119	5	128	13	39	9	61	9	111	10	130
Total Volume	32	136	78	246	29	552	25	606	66	143	47	256	31	578	59	668
% App. Total	13	55.3	31.7		4.8	91.1	4.1		25.8	55.9	18.4		4.6	86.5	8.8	
PHF	.615	.654	.722	.842	.659	.826	.625	.806	.786	.794	.734	.831	.705	.850	.868	.870

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PO Box 1178
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City of Rialto
N/S: Acacia Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RLT_Aca_Fh AM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

Groups Printed- Passenger Vehicles

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
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	20	6	32	3	83	4	90	4	14	2	20	5	64	8	77	219
07:15 AM	8	26	6	40	6	96	2	104	8	20	11	39	3	100	12	115	298
07:30 AM	4	52	15	71	7	141	4	152	18	29	11	58	6	138	14	158	439
07:45 AM	6	32	27	65	11	162	8	181	21	45	11	77	11	151	16	178	501
Total	24	130	54	208	27	482	18	527	51	108	35	194	25	453	50	528	1457
08:00 AM	13	25	22	60	7	116	4	127	14	30	16	60	5	166	16	187	434
08:15 AM	7	26	13	46	4	113	4	121	13	39	9	61	9	110	9	128	356
08:30 AM	6	29	14	49	5	99	2	106	15	25	4	44	6	127	9	142	341
08:45 AM	4	30	8	42	16	119	4	139	14	17	6	37	9	118	15	142	360
Total	30	110	57	197	32	447	14	493	56	111	35	202	29	521	49	599	1491
Grand Total	54	240	111	405	59	929	32	1020	107	219	70	396	54	974	99	1127	2948
Apprch %	13.3	59.3	27.4		5.8	91.1	3.1		27	55.3	17.7		4.8	86.4	8.8		
Total %	1.8	8.1	3.8	13.7	2	31.5	1.1	34.6	3.6	7.4	2.4	13.4	1.8	33	3.4	38.2	

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	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	**52**	15	**71**	7	141	4	152	18	29	11	58	6	138	14	158	439
07:45 AM	6	32	**27**	65	**11**	**162**	**8**	**181**	**21**	**45**	11	**77**	**11**	151	**16**	178	**501**
08:00 AM	**13**	25	22	60	7	116	4	127	14	30	**16**	60	5	**166**	16	**187**	434
08:15 AM	7	26	13	46	4	113	4	121	13	39	9	61	9	110	9	128	356
Total Volume	30	135	77	242	29	532	20	581	66	143	47	256	31	565	55	651	1730
% App. Total	12.4	55.8	31.8		5	91.6	3.4		25.8	55.9	18.4		4.8	86.8	8.4		
PHF	.577	.649	.713	.852	.659	.821	.625	.802	.786	.794	.734	.831	.705	.851	.859	.870	.863

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City of Rialto
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Weather: Clear

File Name : 01_RLT_Aca_Fh AM
Site Code : 10826066
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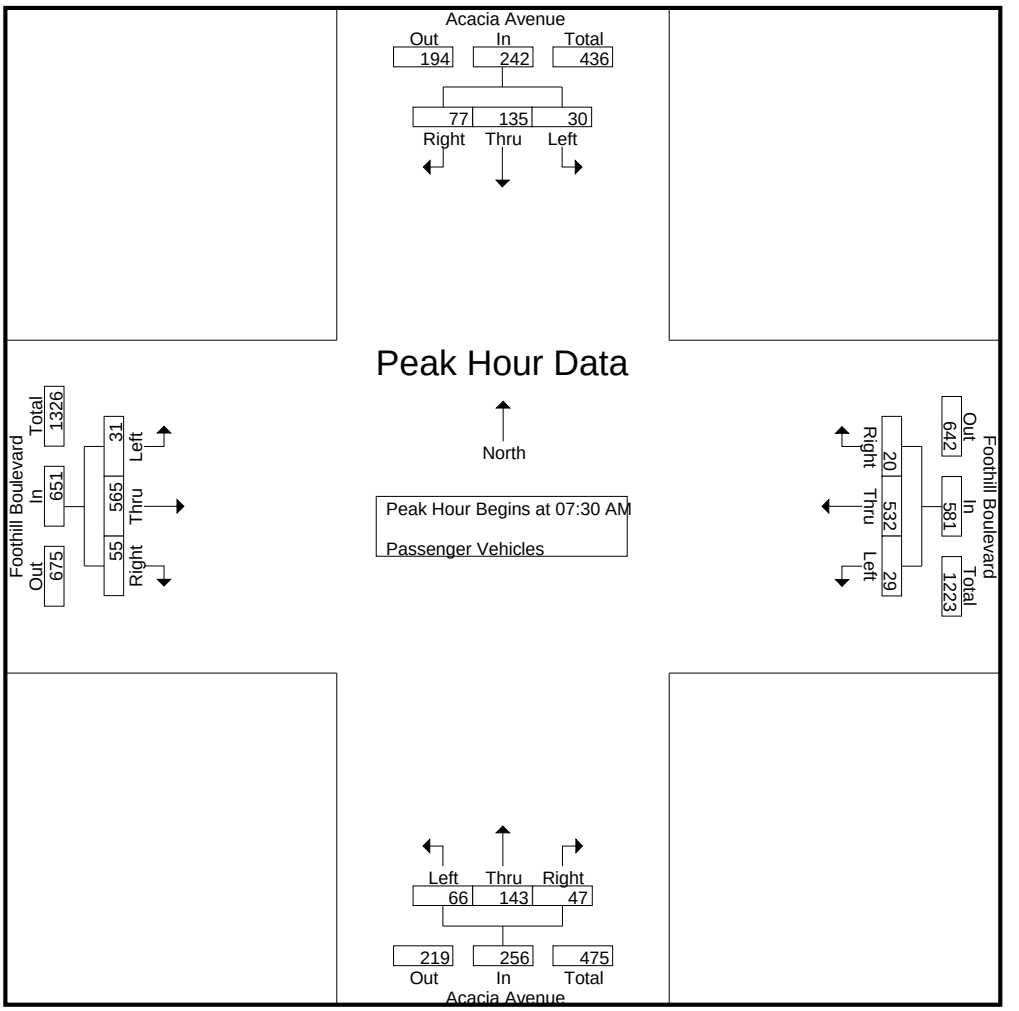

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	4	**52**	15	**71**	7	141	4	152	18	29	11	58	6	138	14	158
+15 mins.	6	32	**27**	65	**11**	**162**	**8**	**181**	**21**	**45**	11	**77**	**11**	151	**16**	178
+30 mins.	**13**	25	22	60	7	116	4	127	14	30	**16**	60	5	**166**	16	**187**
+45 mins.	7	26	13	46	4	113	4	121	13	39	9	61	9	110	9	128
Total Volume	30	135	77	242	29	532	20	581	66	143	47	256	31	565	55	651
% App. Total	12.4	55.8	31.8		5	91.6	3.4		25.8	55.9	18.4		4.8	86.8	8.4	
PHF	.577	.649	.713	.852	.659	.821	.625	.802	.786	.794	.734	.831	.705	.851	.859	.870

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City of Rialto
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Groups Printed- Large 2 Axle Vehicles

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	1	3	0	4	7
07:15 AM	1	0	3	4	0	2	1	3	0	0	0	0	0	3	0	3	10
07:30 AM	1	0	0	1	0	5	1	6	0	0	0	0	0	3	1	4	11
07:45 AM	0	1	0	1	0	4	1	5	0	0	0	0	0	5	0	5	11
Total	2	1	3	6	0	13	3	16	1	0	0	1	1	14	1	16	39
08:00 AM	0	0	1	1	0	1	1	2	0	0	0	0	0	4	1	5	8
08:15 AM	0	0	0	0	0	6	1	7	0	0	0	0	0	1	1	2	9
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
08:45 AM	0	1	0	1	0	5	0	5	0	0	0	0	0	2	0	2	8
Total	0	1	1	2	0	15	2	17	0	0	0	0	0	12	2	14	33
Grand Total	2	2	4	8	0	28	5	33	1	0	0	1	1	26	3	30	72
Apprch %	25	25	50		0	84.8	15.2		100	0	0		3.3	86.7	10		
Total %	2.8	2.8	5.6	11.1	0	38.9	6.9	45.8	1.4	0	0	1.4	1.4	36.1	4.2	41.7	

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	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**	0	0	**1**	0	5	**1**	6	0	0	0	0	0	3	**1**	4	**11**
07:45 AM	0	**1**	0	1	0	4	1	5	0	0	0	0	0	**5**	0	**5**	11
08:00 AM	0	0	**1**	1	0	1	1	2	0	0	0	0	0	4	1	5	8
08:15 AM	0	0	0	0	0	**6**	1	**7**	0	0	0	0	0	1	1	2	9
Total Volume	1	1	1	3	0	16	4	20	0	0	0	0	0	13	3	16	39
% App. Total	33.3	33.3	33.3		0	80	20		0	0	0		0	81.2	18.8		
PHF	.250	.250	.250	.750	.000	.667	1.00	.714	.000	.000	.000	.000	.000	.650	.750	.800	.886

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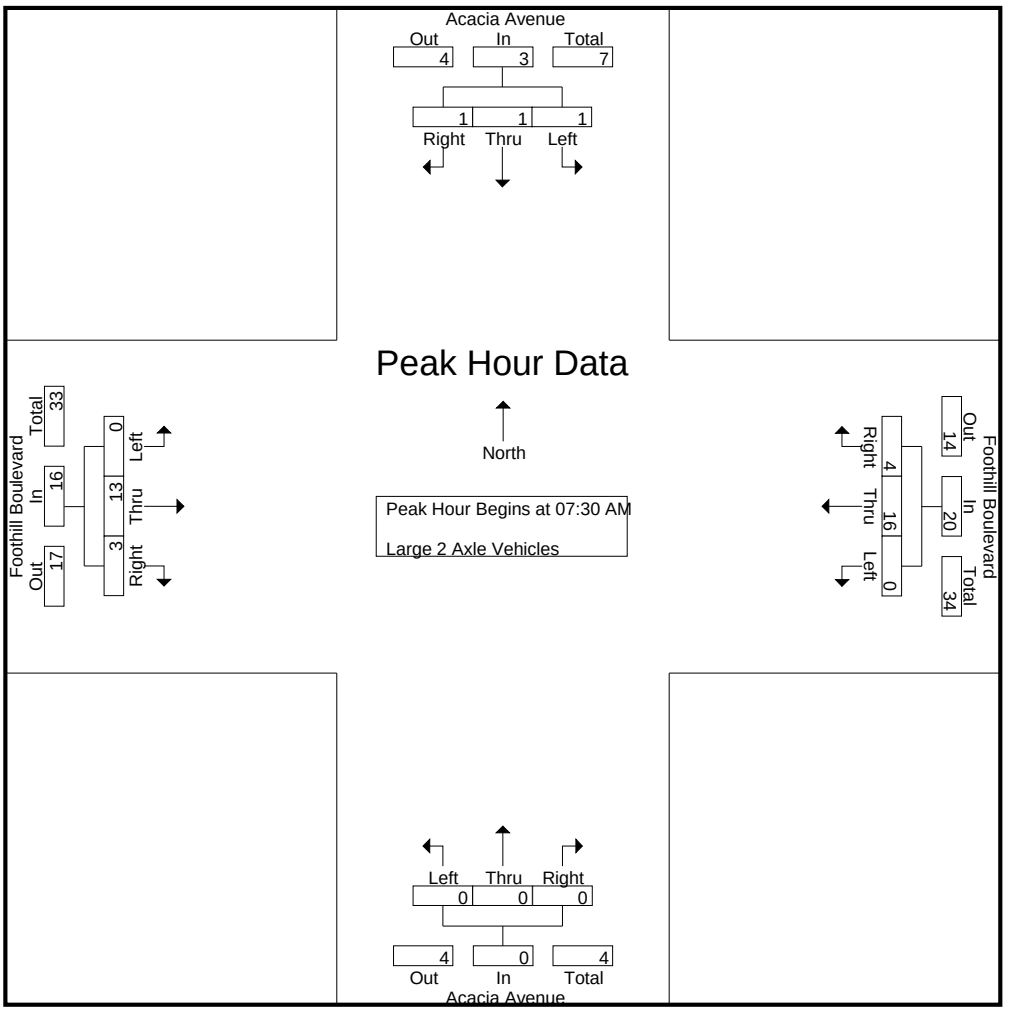

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**1**	0	0	**1**	0	5	**1**	6	0	0	0	0	0	3	**1**	4
+15 mins.	0	**1**	0	1	0	4	1	5	0	0	0	0	0	**5**	0	**5**
+30 mins.	0	0	**1**	1	0	1	1	2	0	0	0	0	0	4	1	5
+45 mins.	0	0	0	0	0	**6**	1	**7**	0	0	0	0	0	1	1	2
Total Volume	1	1	1	3	0	16	4	20	0	0	0	0	0	13	3	16
% App. Total	33.3	33.3	33.3		0	80	20		0	0	0		0	81.2	18.8	
PHF	.250	.250	.250	.750	.000	.667	1.000	.714	.000	.000	.000	.000	.000	.650	.750	.800

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Groups Printed- 3 Axle Vehicles

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Grand Total	0	0	0	0	0	4	1	5	0	0	0	0	0	2	0	2	7
Apprch %	0	0	0		0	80	20		0	0	0		0	100	0		
Total %	0	0	0	0	0	57.1	14.3	71.4	0	0	0	0	0	28.6	0	28.6	

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	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	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	**2**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	50	50		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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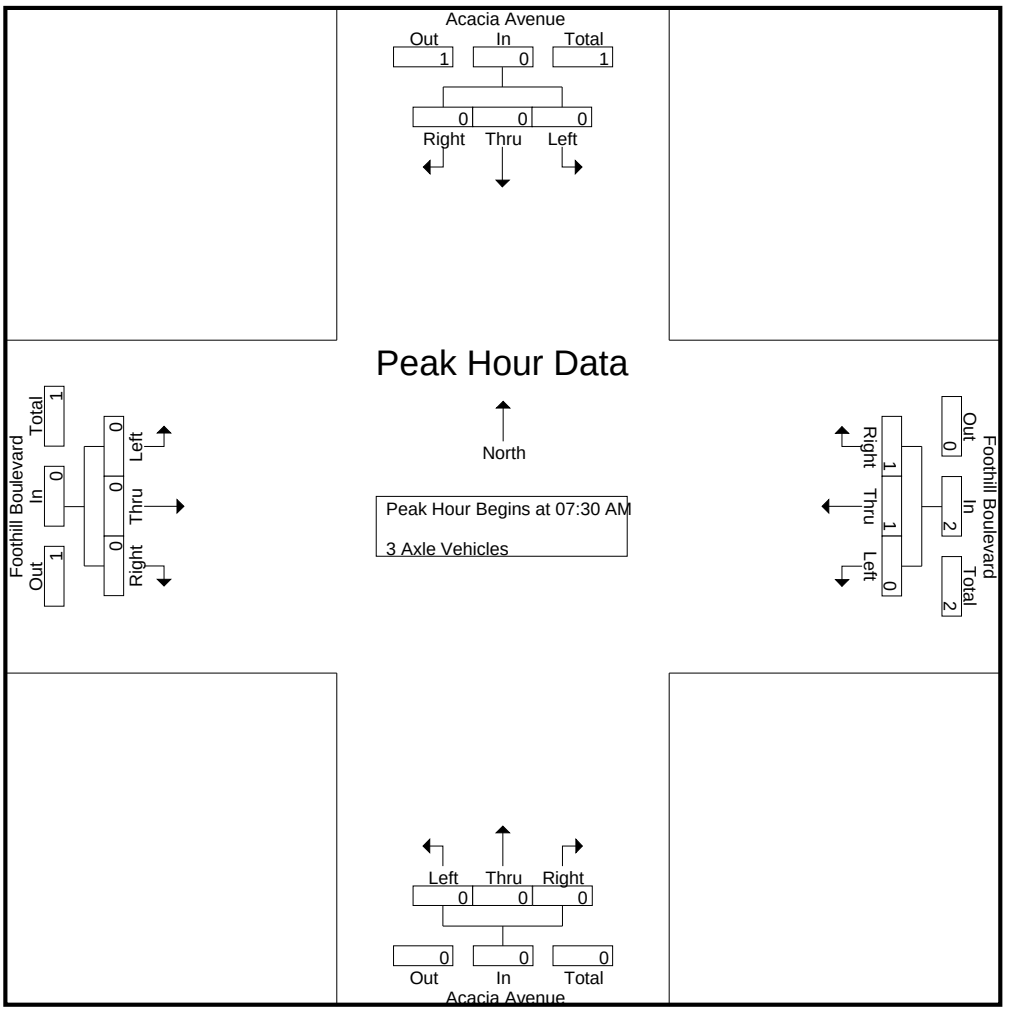

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	50	50		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

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

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
07:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	1	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	2	0	2	1	0	0	1	1	0	2	3	7
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Grand Total	1	0	0	1	0	6	0	6	1	0	0	1	1	0	2	3	11
Apprch %	100	0	0		0	100	0		100	0	0		33.3	0	66.7		
Total %	9.1	0	0	9.1	0	54.5	0	54.5	9.1	0	0	9.1	9.1	0	18.2	27.3	

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	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**	0	0	**1**	0	1	0	1	0	0	0	0	0	0	**1**	**1**	**3**
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	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	3	0	3	0	0	0	0	0	0	1	1	5
% App. Total	100	0	0		0	100	0		0	0	0		0	0	100		
PHF	.250	.000	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.250	.250	.417

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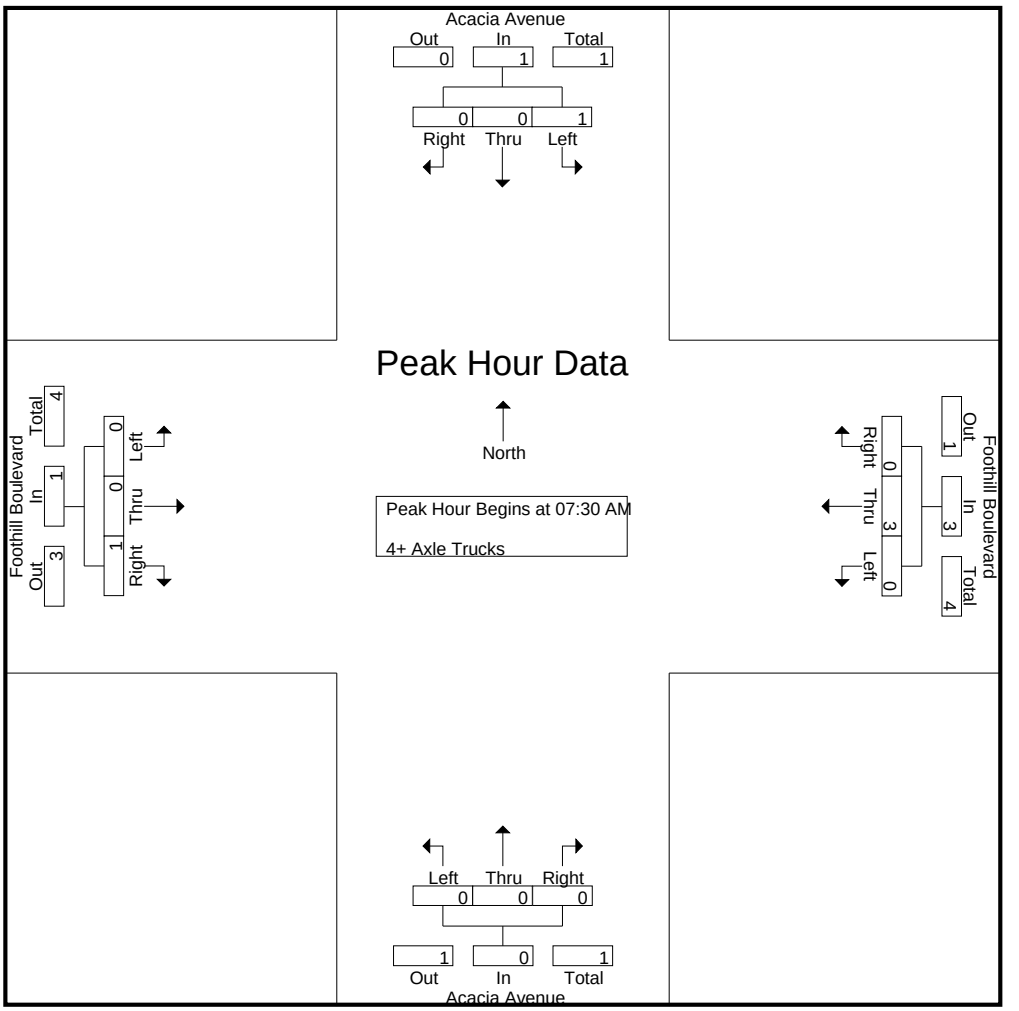

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**1**	0	0	**1**	0	1	0	1	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	3	0	3	0	0	0	0	0	0	1	1
% App. Total	100	0	0		0	100	0		0	0	0		0	0	100	
PHF	.250	.000	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.250	.250

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

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
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	35	8	54	11	163	7	181	15	33	8	56	12	199	15	226	517
04:15 PM	13	22	6	41	10	146	6	162	17	27	11	55	6	179	18	203	461
04:30 PM	7	26	10	43	13	141	8	162	13	21	11	45	9	192	25	226	476
04:45 PM	5	32	13	50	12	155	16	183	13	27	7	47	17	191	16	224	504
Total	36	115	37	188	46	605	37	688	58	108	37	203	44	761	74	879	1958
05:00 PM	12	20	9	41	7	157	10	174	27	36	12	75	14	196	19	229	519
05:15 PM	7	24	12	43	13	183	18	214	17	23	10	50	14	184	21	219	526
05:30 PM	11	19	4	34	7	134	4	145	23	34	5	62	10	167	19	196	437
05:45 PM	7	14	9	30	9	155	9	173	14	27	11	52	8	192	19	219	474
Total	37	77	34	148	36	629	41	706	81	120	38	239	46	739	78	863	1956
Grand Total	73	192	71	336	82	1234	78	1394	139	228	75	442	90	1500	152	1742	3914
Apprch %	21.7	57.1	21.1		5.9	88.5	5.6		31.4	51.6	17		5.2	86.1	8.7		
Total %	1.9	4.9	1.8	8.6	2.1	31.5	2	35.6	3.6	5.8	1.9	11.3	2.3	38.3	3.9	44.5	
Passenger Vehicles	73	192	71	336	80	1214	75	1369	139	228	74	441	89	1483	150	1722	3868
% Passenger Vehicles	100	100	100	100	97.6	98.4	96.2	98.2	100	100	98.7	99.8	98.9	98.9	98.7	98.9	98.8
Large 2 Axle Vehicles	0	0	0	0	2	16	2	20	0	0	0	0	1	14	1	16	36
% Large 2 Axle Vehicles	0	0	0	0	2.4	1.3	2.6	1.4	0	0	0	0	1.1	0.9	0.7	0.9	0.9
3 Axle Vehicles	0	0	0	0	0	2	1	3	0	0	1	1	0	2	1	3	7
% 3 Axle Vehicles	0	0	0	0	0	0.2	1.3	0.2	0	0	1.3	0.2	0	0.1	0.7	0.2	0.2
4+ Axle Trucks	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% 4+ Axle Trucks	0	0	0	0	0	0.2	0	0.1	0	0	0	0	0	0.1	0	0.1	0.1

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	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	7	26	10	43	**13**	141	8	162	13	21	11	45	9	192	**25**	226	476
04:45 PM	5	**32**	**13**	**50**	12	155	16	183	13	27	7	47	**17**	191	16	224	504
05:00 PM	**12**	20	9	41	7	157	10	174	**27**	**36**	**12**	**75**	14	**196**	19	**229**	519
05:15 PM	7	24	12	43	13	**183**	**18**	**214**	17	23	10	50	14	184	21	219	**526**
Total Volume	31	102	44	177	45	636	52	733	70	107	40	217	54	763	81	898	2025
% App. Total	17.5	57.6	24.9		6.1	86.8	7.1		32.3	49.3	18.4		6	85	9		
PHF	.646	.797	.846	.885	.865	.869	.722	.856	.648	.743	.833	.723	.794	.973	.810	.980	.962

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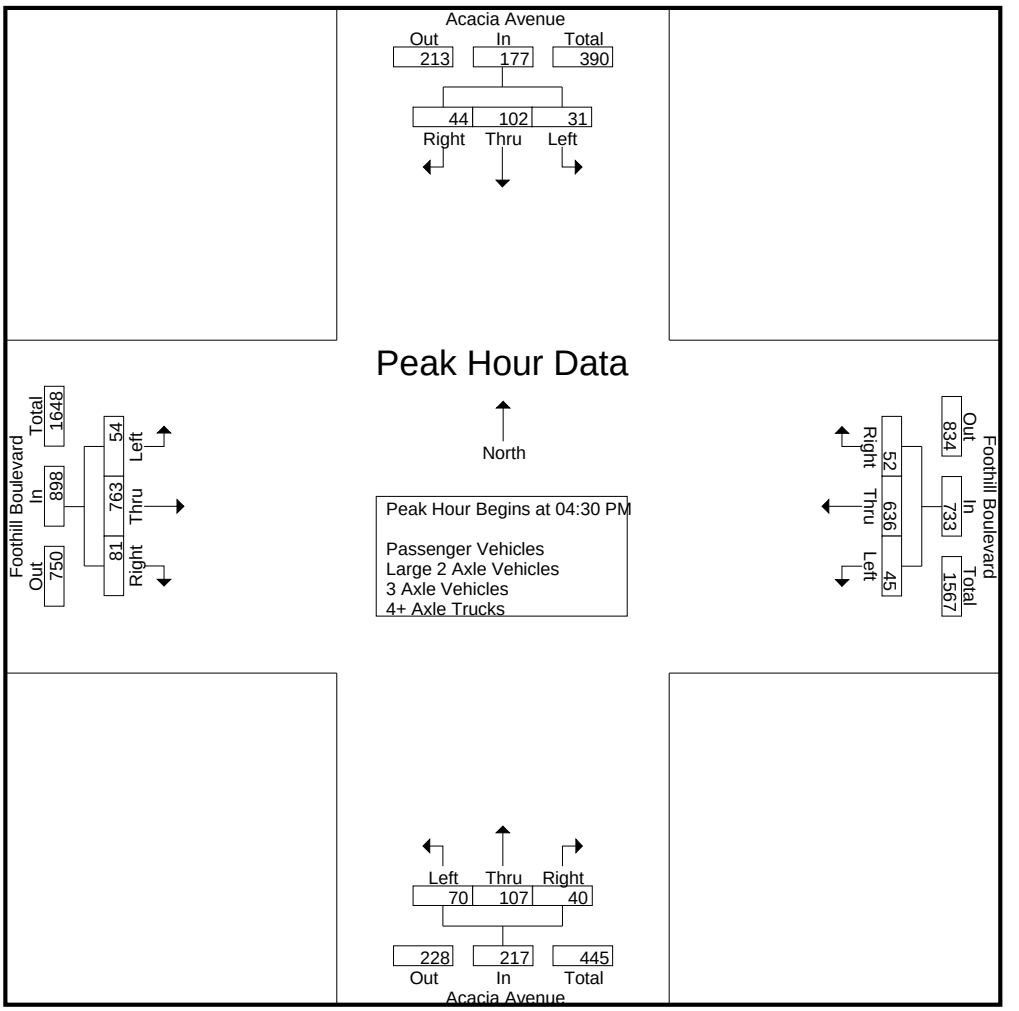

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				05:00 PM				04:30 PM			
+0 mins.	11	**35**	8	**54**	**13**	141	8	162	**27**	**36**	**12**	**75**	9	192	**25**	226
+15 mins.	**13**	22	6	41	12	155	16	183	17	23	10	50	**17**	191	16	224
+30 mins.	7	26	10	43	7	157	10	174	23	34	5	62	14	**196**	19	**229**
+45 mins.	5	32	**13**	50	13	**183**	**18**	**214**	14	27	11	52	14	184	21	219
Total Volume	36	115	37	188	45	636	52	733	81	120	38	239	54	763	81	898
% App. Total	19.1	61.2	19.7		6.1	86.8	7.1		33.9	50.2	15.9		6	85	9	
PHF	.692	.821	.712	.870	.865	.869	.722	.856	.750	.833	.792	.797	.794	.973	.810	.980

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City of Rialto
N/S: Acacia Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RLT_Aca_Fh PM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

Groups Printed- Passenger Vehicles

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
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	35	8	54	10	161	6	177	15	33	8	56	12	198	15	225	512
04:15 PM	13	22	6	41	10	143	5	158	17	27	11	55	5	175	18	198	452
04:30 PM	7	26	10	43	12	138	8	158	13	21	11	45	9	189	25	223	469
04:45 PM	5	32	13	50	12	153	15	180	13	27	7	47	17	189	16	222	499
Total	36	115	37	188	44	595	34	673	58	108	37	203	43	751	74	868	1932
05:00 PM	12	20	9	41	7	157	10	174	27	36	12	75	14	195	19	228	518
05:15 PM	7	24	12	43	13	179	18	210	17	23	9	49	14	183	20	217	519
05:30 PM	11	19	4	34	7	131	4	142	23	34	5	62	10	165	18	193	431
05:45 PM	7	14	9	30	9	152	9	170	14	27	11	52	8	189	19	216	468
Total	37	77	34	148	36	619	41	696	81	120	37	238	46	732	76	854	1936
Grand Total	73	192	71	336	80	1214	75	1369	139	228	74	441	89	1483	150	1722	3868
Apprch %	21.7	57.1	21.1		5.8	88.7	5.5		31.5	51.7	16.8		5.2	86.1	8.7		
Total %	1.9	5	1.8	8.7	2.1	31.4	1.9	35.4	3.6	5.9	1.9	11.4	2.3	38.3	3.9	44.5	

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	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	7	26	10	43	12	138	8	158	13	21	11	45	9	189	**25**	223	469
04:45 PM	5	**32**	**13**	**50**	12	153	15	180	13	27	7	47	**17**	189	16	222	499
05:00 PM	**12**	20	9	41	7	157	10	174	**27**	**36**	**12**	**75**	14	**195**	19	**228**	518
05:15 PM	7	24	12	43	**13**	**179**	**18**	**210**	17	23	9	49	14	183	20	217	**519**
Total Volume	31	102	44	177	44	627	51	722	70	107	39	216	54	756	80	890	2005
% App. Total	17.5	57.6	24.9		6.1	86.8	7.1		32.4	49.5	18.1		6.1	84.9	9		
PHF	.646	.797	.846	.885	.846	.876	.708	.860	.648	.743	.813	.720	.794	.969	.800	.976	.966

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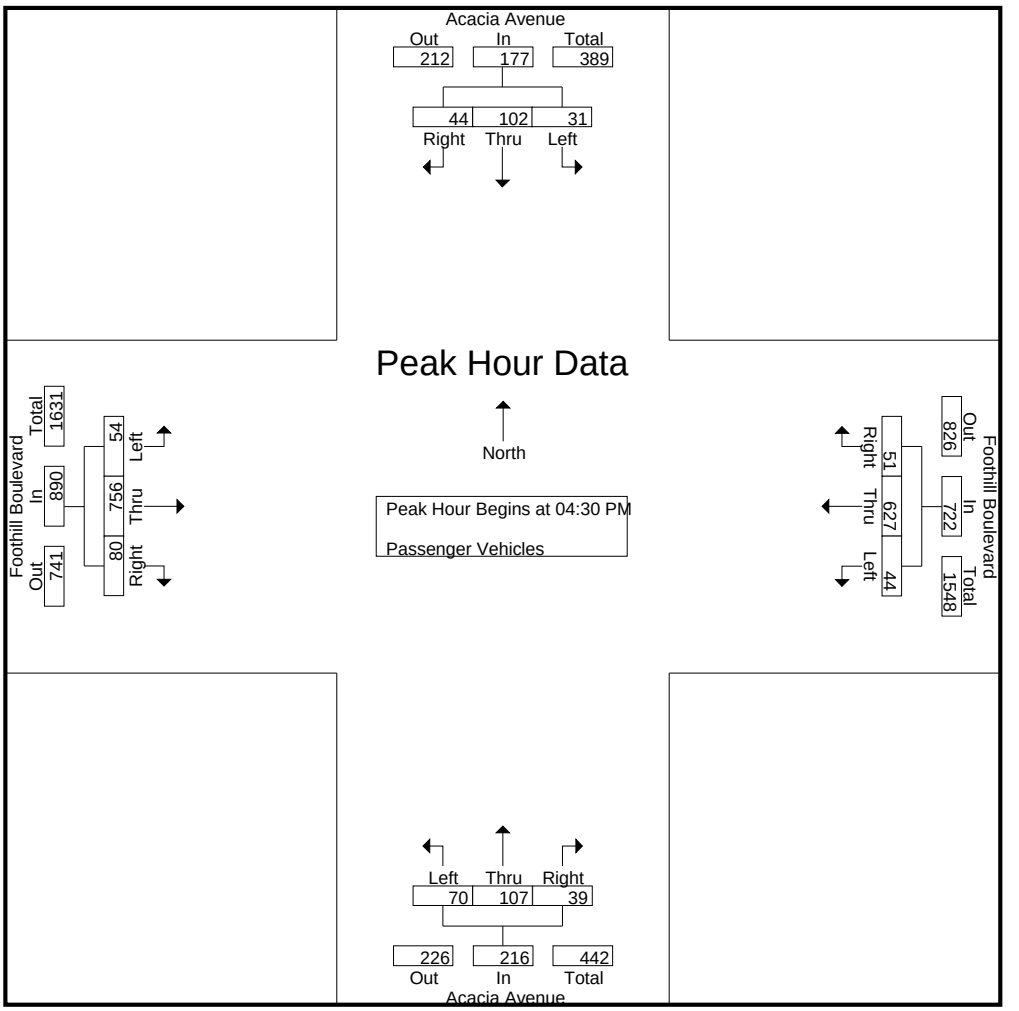
City of Rialto
N/S: Acacia Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RLT_Aca_Fh PM
Site Code : 10826066
Start Date : 1/27/2026
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.	7	26	10	43	12	138	8	158	13	21	11	45	9	189	**25**	223
+15 mins.	5	**32**	**13**	**50**	12	153	15	180	13	27	7	47	**17**	189	16	222
+30 mins.	**12**	20	9	41	7	157	10	174	**27**	**36**	**12**	**75**	14	**195**	19	**228**
+45 mins.	7	24	12	43	**13**	**179**	**18**	**210**	17	23	9	49	14	183	20	217
Total Volume	31	102	44	177	44	627	51	722	70	107	39	216	54	756	80	890
% App. Total	17.5	57.6	24.9		6.1	86.8	7.1		32.4	49.5	18.1		6.1	84.9	9	
PHF	.646	.797	.846	.885	.846	.876	.708	.860	.648	.743	.813	.720	.794	.969	.800	.976

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City of Rialto
N/S: Acacia Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RLT_Aca_Fh PM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	2	1	4	0	0	0	0	0	1	0	1	5
04:15 PM	0	0	0	0	0	3	1	4	0	0	0	0	1	4	0	5	9
04:30 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	3	0	3	7
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	2	9	2	13	0	0	0	0	1	9	0	10	23
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	2	5
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	5	1	6	13
Grand Total	0	0	0	0	2	16	2	20	0	0	0	0	1	14	1	16	36
Apprch %	0	0	0		10	80	10		0	0	0		6.2	87.5	6.2		
Total %	0	0	0	0	5.6	44.4	5.6	55.6	0	0	0	0	2.8	38.9	2.8	44.4	

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	0	**3**	0	**3**	**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	0	1	1
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	1	6	0	7	0	0	0	0	0	6	0	6	13
% App. Total	0	0	0		14.3	85.7	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.438	.000	.000	.000	.000	.000	.500	.000	.500	.464

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City of Rialto
N/S: Acacia Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RLT_Aca_Fh PM
Site Code : 10826066
Start Date : 1/27/2026
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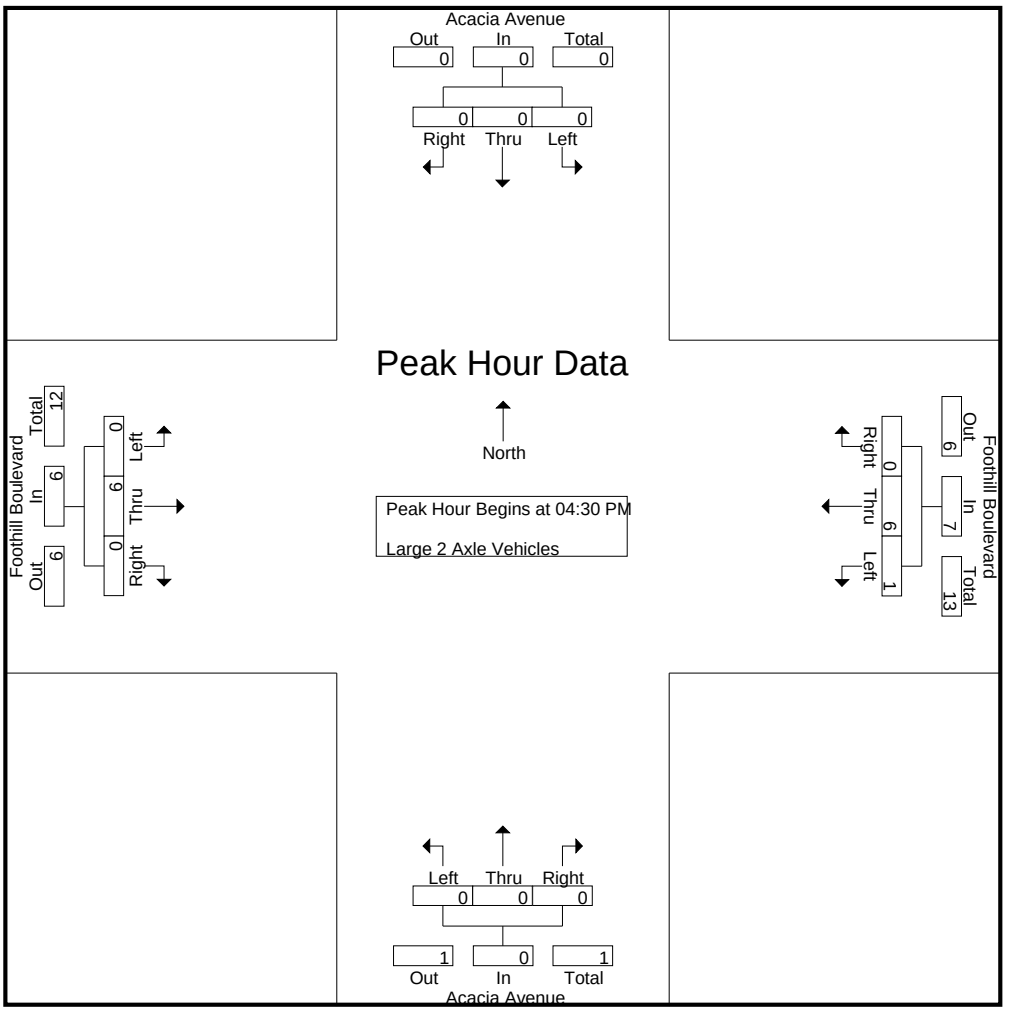

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	0	**3**	0	**3**
+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	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	1	6	0	7	0	0	0	0	0	6	0	6
% App. Total	0	0	0		14.3	85.7	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.438	.000	.000	.000	.000	.000	.500	.000	.500

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City of Rialto
N/S: Acacia Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RLT_Aca_Fh PM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

Groups Printed- 3 Axle Vehicles

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	1	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	1	1	0	2	1	3	5
Grand Total	0	0	0	0	0	2	1	3	0	0	1	1	0	2	1	3	7
Apprch %	0	0	0		0	66.7	33.3		0	0	100		0	66.7	33.3		
Total %	0	0	0	0	0	28.6	14.3	42.9	0	0	14.3	14.3	0	28.6	14.3	42.9	

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	0	**1**	**1**	**3**
Total Volume	0	0	0	0	0	2	1	3	0	0	1	1	0	0	1	1	5
% App. Total	0	0	0		0	66.7	33.3		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.250	.250	.000	.000	.250	.250	.417

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City of Rialto
N/S: Acacia Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RLT_Aca_Fh PM
Site Code : 10826066
Start Date : 1/27/2026
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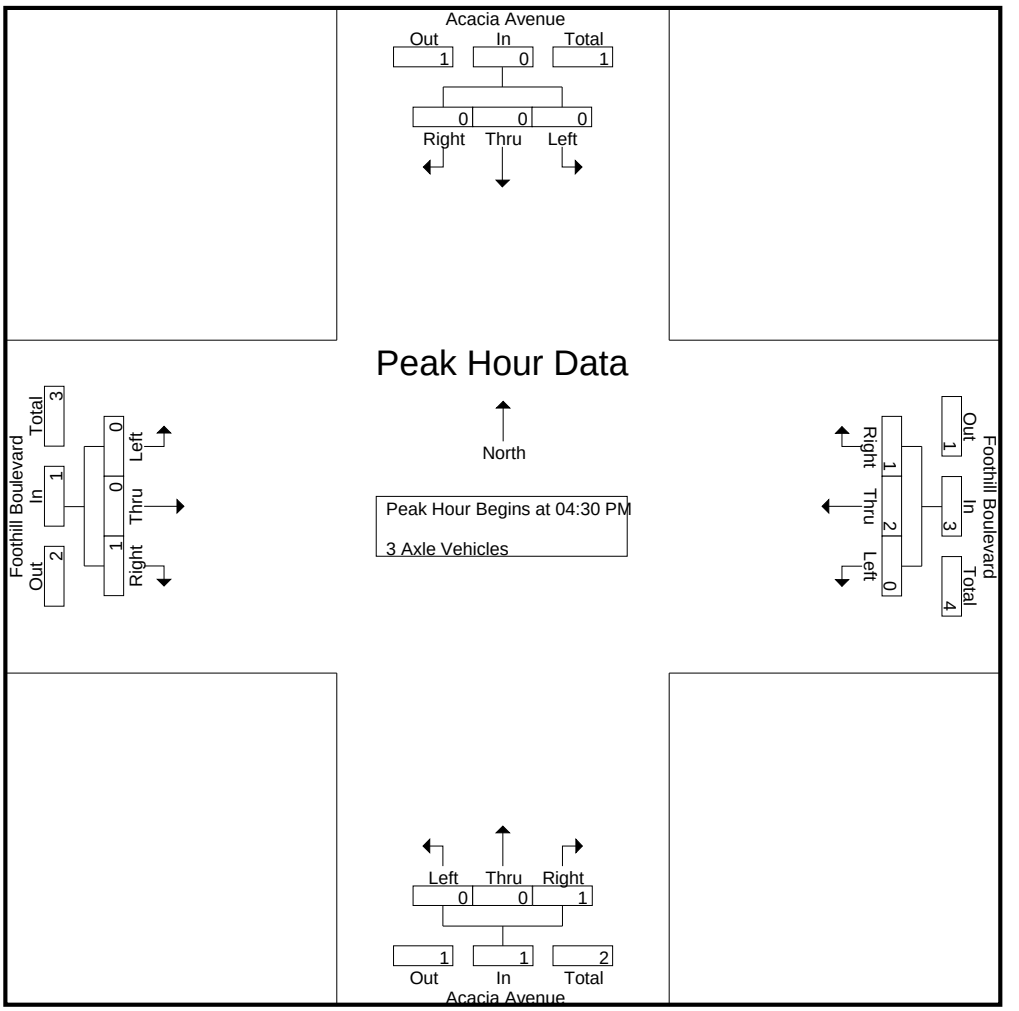

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	0	**1**	**1**
Total Volume	0	0	0	0	0	2	1	3	0	0	1	1	0	0	1	1
% App. Total	0	0	0		0	66.7	33.3		0	0	100		0	0	100	
PHF	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.250	.250	.000	.000	.250	.250

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City of Rialto
N/S: Acacia Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RLT_Aca_Fh PM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

Groups Printed- 4+ Axle Trucks

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	66.7	0	66.7	0	0	0	0	0	33.3	0	33.3	

	Acacia Avenue Southbound				Foothill Boulevard Westbound				Acacia Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Rialto
N/S: Acacia Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RLT_Aca_Fh PM
Site Code : 10826066
Start Date : 1/27/2026
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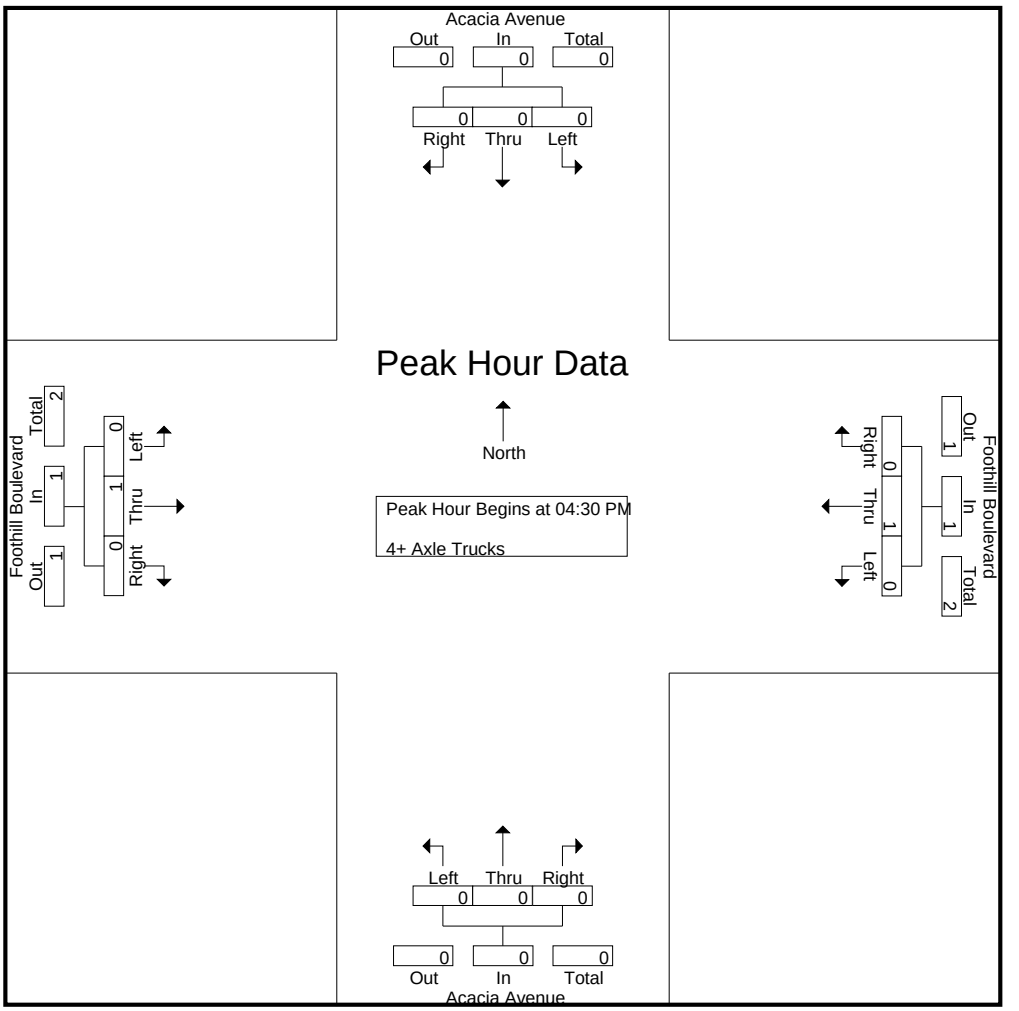

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Rialto
N/S: Driveway 1
E/W: Foothill Boulevard
Weather: Clear

File Name : 02_RLT_DW1_Fh AM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

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

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
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	99	0	99	0	0	0	0	0	79	1	80	179
07:15 AM	0	0	0	0	0	110	0	110	0	0	0	0	0	127	0	127	237
07:30 AM	0	0	0	0	0	180	0	180	0	0	0	0	0	165	1	166	346
07:45 AM	0	0	0	0	0	217	0	217	0	0	0	0	0	183	1	184	401
Total	0	0	0	0	0	606	0	606	0	0	0	0	0	554	3	557	1163
08:00 AM	0	0	0	0	0	158	2	160	0	0	0	0	1	192	0	193	353
08:15 AM	0	0	0	0	0	143	0	143	0	0	0	0	0	134	0	134	277
08:30 AM	0	0	0	0	0	135	0	135	0	0	1	1	0	144	1	145	281
08:45 AM	0	0	0	0	1	143	0	144	0	0	1	1	0	145	0	145	290
Total	0	0	0	0	1	579	2	582	0	0	2	2	1	615	1	617	1201
Grand Total	0	0	0	0	1	1185	2	1188	0	0	2	2	1	1169	4	1174	2364
Apprch %	0	0	0		0.1	99.7	0.2		0	0	100		0.1	99.6	0.3		
Total %	0	0	0	0	0	50.1	0.1	50.3	0	0	0.1	0.1	0	49.5	0.2	49.7	
Passenger Vehicles	0	0	0	0	1	1146	2	1149	0	0	2	2	1	1123	4	1128	2279
% Passenger Vehicles	0	0	0	0	100	96.7	100	96.7	0	0	100	100	100	96.1	100	96.1	96.4
Large 2 Axle Vehicles	0	0	0	0	0	28	0	28	0	0	0	0	0	40	0	40	68
% Large 2 Axle Vehicles	0	0	0	0	0	2.4	0	2.4	0	0	0	0	0	3.4	0	3.4	2.9
3 Axle Vehicles	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0.3	0	0.3	0.3
4+ Axle Trucks	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
% 4+ Axle Trucks	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0	0.3	0	0.3	0.4

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	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	0	0	0	0	0	180	0	180	0	0	0	0	0	165	**1**	166	346
07:45 AM	0	0	0	0	0	**217**	0	**217**	0	0	0	0	0	183	1	184	**401**
08:00 AM	0	0	0	0	0	158	**2**	160	0	0	0	0	**1**	**192**	0	**193**	353
08:15 AM	0	0	0	0	0	143	0	143	0	0	0	0	0	134	0	134	277
Total Volume	0	0	0	0	0	698	2	700	0	0	0	0	1	674	2	677	1377
% App. Total	0	0	0		0	99.7	0.3		0	0	0		0.1	99.6	0.3		
PHF	.000	.000	.000	.000	.000	.804	.250	.806	.000	.000	.000	.000	.250	.878	.500	.877	.858

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City of Rialto
N/S: Driveway 1
E/W: Foothill Boulevard
Weather: Clear

File Name : 02_RLT_DW1_Fh AM
Site Code : 10826066
Start Date : 1/27/2026
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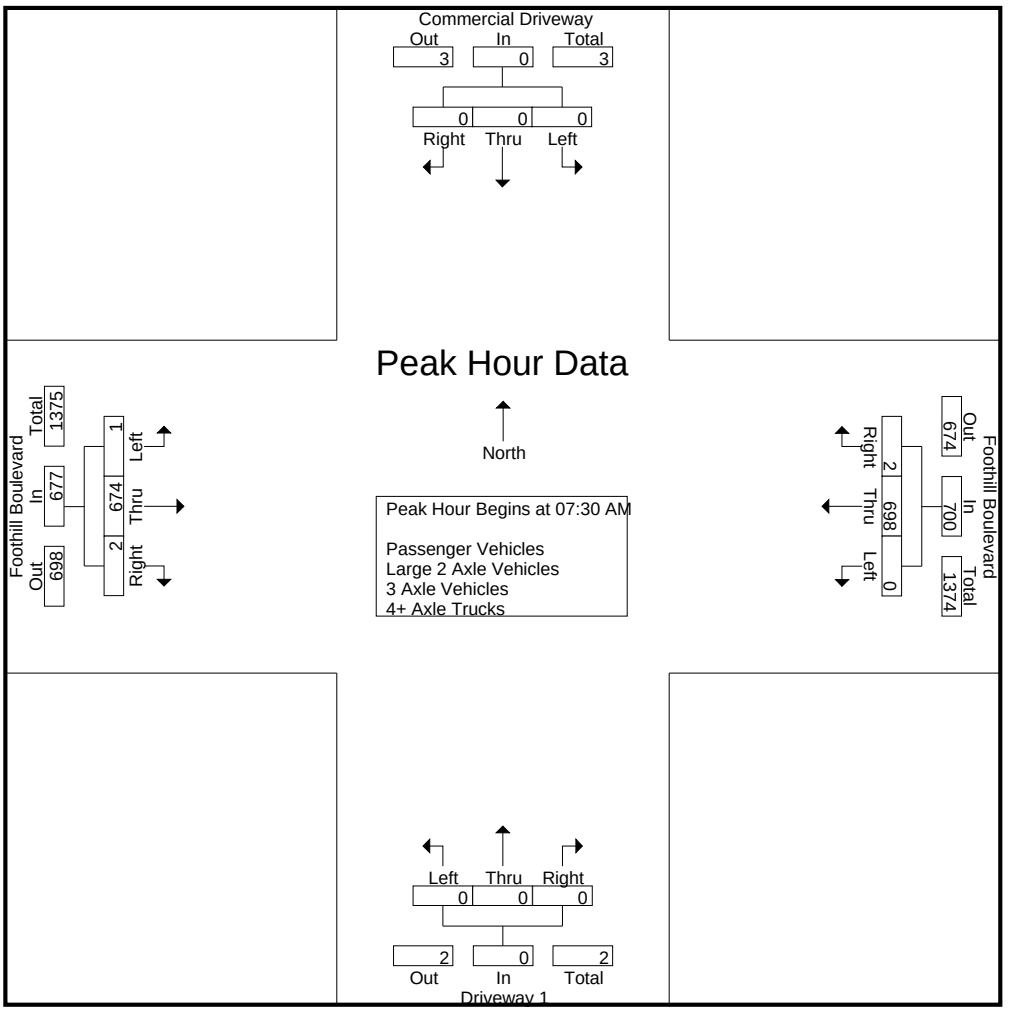

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				08:00 AM				07:30 AM			
+0 mins.	0	0	0	0	0	180	0	180	0	0	0	0	0	165	**1**	166
+15 mins.	0	0	0	0	0	**217**	0	**217**	0	0	0	0	0	183	1	184
+30 mins.	0	0	0	0	0	158	**2**	160	0	0	**1**	**1**	**1**	**192**	0	**193**
+45 mins.	0	0	0	0	0	143	0	143	0	0	1	1	0	134	0	134
Total Volume	0	0	0	0	0	698	2	700	0	0	2	2	1	674	2	677
% App. Total	0	0	0		0	99.7	0.3		0	0	100		0.1	99.6	0.3	
PHF	.000	.000	.000	.000	.000	.804	.250	.806	.000	.000	.500	.500	.250	.878	.500	.877

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City of Rialto
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E/W: Foothill Boulevard
Weather: Clear

File Name : 02_RLT_DW1_Fh AM
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Groups Printed- Passenger Vehicles

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
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	93	0	93	0	0	0	0	0	76	1	77	170
07:15 AM	0	0	0	0	0	106	0	106	0	0	0	0	0	120	0	120	226
07:30 AM	0	0	0	0	0	172	0	172	0	0	0	0	0	157	1	158	330
07:45 AM	0	0	0	0	0	212	0	212	0	0	0	0	0	177	1	178	390
Total	0	0	0	0	0	583	0	583	0	0	0	0	0	530	3	533	1116
08:00 AM	0	0	0	0	0	154	2	156	0	0	0	0	1	184	0	185	341
08:15 AM	0	0	0	0	0	140	0	140	0	0	0	0	0	131	0	131	271
08:30 AM	0	0	0	0	0	130	0	130	0	0	1	1	0	138	1	139	270
08:45 AM	0	0	0	0	1	139	0	140	0	0	1	1	0	140	0	140	281
Total	0	0	0	0	1	563	2	566	0	0	2	2	1	593	1	595	1163
Grand Total	0	0	0	0	1	1146	2	1149	0	0	2	2	1	1123	4	1128	2279
Apprch %	0	0	0		0.1	99.7	0.2		0	0	100		0.1	99.6	0.4		
Total %	0	0	0	0	0	50.3	0.1	50.4	0	0	0.1	0.1	0	49.3	0.2	49.5	

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	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	172	0	172	0	0	0	0	0	157	**1**	158	330
07:45 AM	0	0	0	0	0	**212**	0	**212**	0	0	0	0	0	177	1	178	**390**
08:00 AM	0	0	0	0	0	154	**2**	156	0	0	0	0	**1**	**184**	0	**185**	341
08:15 AM	0	0	0	0	0	140	0	140	0	0	0	0	0	131	0	131	271
Total Volume	0	0	0	0	0	678	2	680	0	0	0	0	1	649	2	652	1332
% App. Total	0	0	0		0	99.7	0.3		0	0	0		0.2	99.5	0.3		
PHF	.000	.000	.000	.000	.000	.800	.250	.802	.000	.000	.000	.000	.250	.882	.500	.881	.854

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City of Rialto
N/S: Driveway 1
E/W: Foothill Boulevard
Weather: Clear

File Name : 02_RLT_DW1_Fh AM
Site Code : 10826066
Start Date : 1/27/2026
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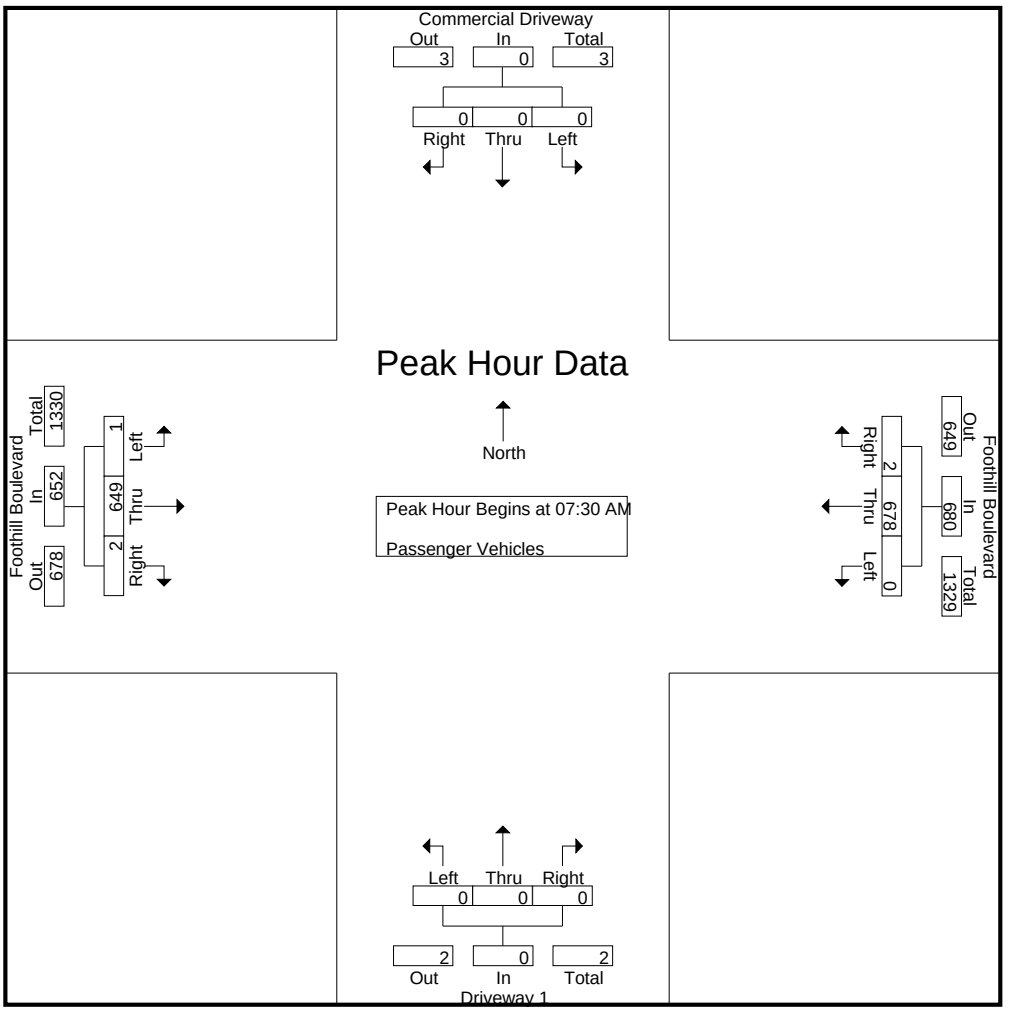

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	172	0	172	0	0	0	0	0	157	**1**	158
+15 mins.	0	0	0	0	0	**212**	0	**212**	0	0	0	0	0	177	1	178
+30 mins.	0	0	0	0	0	154	**2**	156	0	0	0	0	**1**	**184**	0	**185**
+45 mins.	0	0	0	0	0	140	0	140	0	0	0	0	0	131	0	131
Total Volume	0	0	0	0	0	678	2	680	0	0	0	0	1	649	2	652
% App. Total	0	0	0		0	99.7	0.3		0	0	0		0.2	99.5	0.3	
PHF	.000	.000	.000	.000	.000	.800	.250	.802	.000	.000	.000	.000	.250	.882	.500	.881

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City of Rialto
N/S: Driveway 1
E/W: Foothill Boulevard
Weather: Clear

File Name : 02_RLT_DW1_Fh AM
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Groups Printed- Large 2 Axle Vehicles

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
07:30 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	13
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total	0	0	0	0	0	18	0	18	0	0	0	0	0	20	0	20	38
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	10
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	20	0	20	30
Grand Total	0	0	0	0	0	28	0	28	0	0	0	0	0	40	0	40	68
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	41.2	0	41.2	0	0	0	0	0	58.8	0	58.8	

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	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	**7**	0	**7**	0	0	0	0	0	6	0	6	**13**
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**8**	0	**8**	10
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total Volume	0	0	0	0	0	16	0	16	0	0	0	0	0	23	0	23	39
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.571	.000	.571	.000	.000	.000	.000	.000	.719	.000	.719	.750

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City of Rialto
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File Name : 02_RLT_DW1_Fh AM
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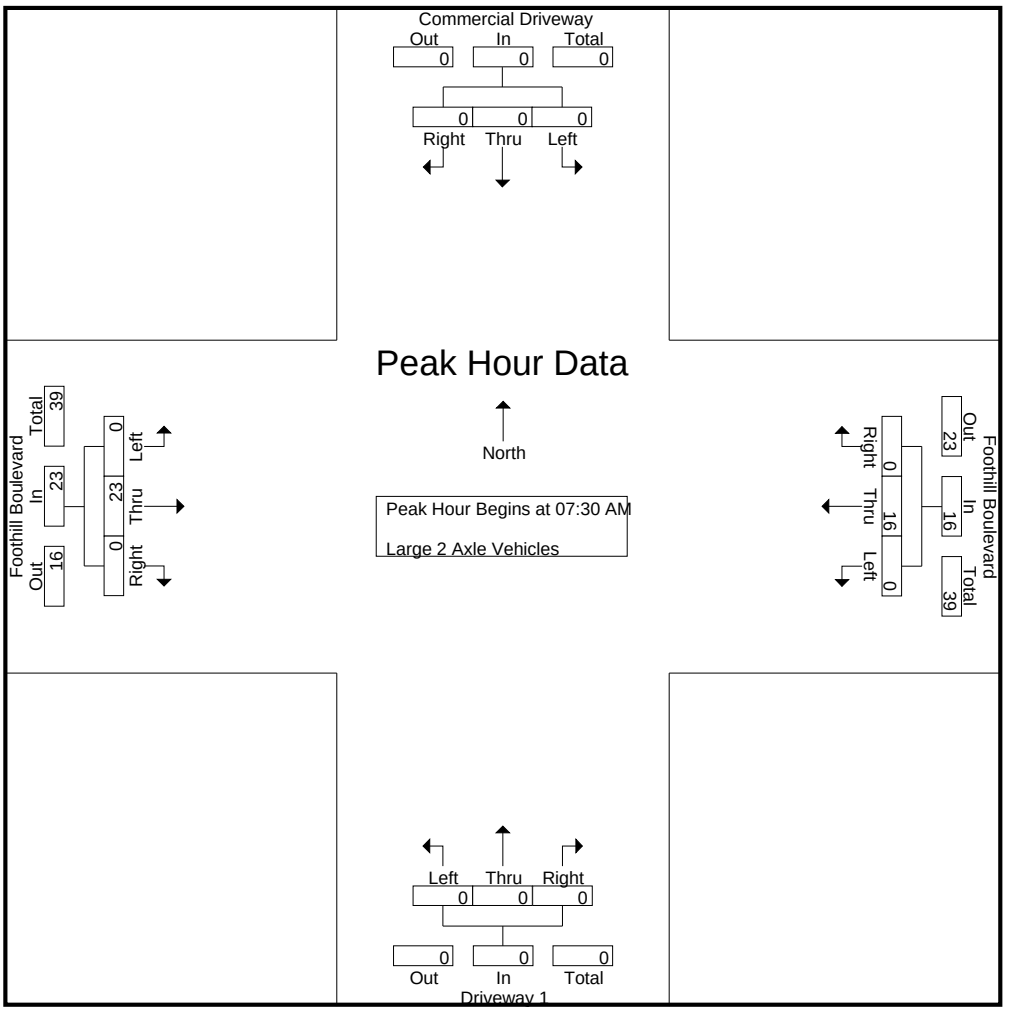

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	6	0	6
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**8**	0	**8**
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	16	0	16	0	0	0	0	0	23	0	23
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.571	.000	.571	.000	.000	.000	.000	.000	.719	.000	.719

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City of Rialto
N/S: Driveway 1
E/W: Foothill Boulevard
Weather: Clear

File Name : 02_RLT_DW1_Fh AM
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Page No : 1

Groups Printed- 3 Axle Vehicles

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Grand Total	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	57.1	0	57.1	0	0	0	0	0	42.9	0	42.9	

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	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	0	0	0	0	**1**	0	**1**	**1**
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Rialto
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File Name : 02_RLT_DW1_Fh AM
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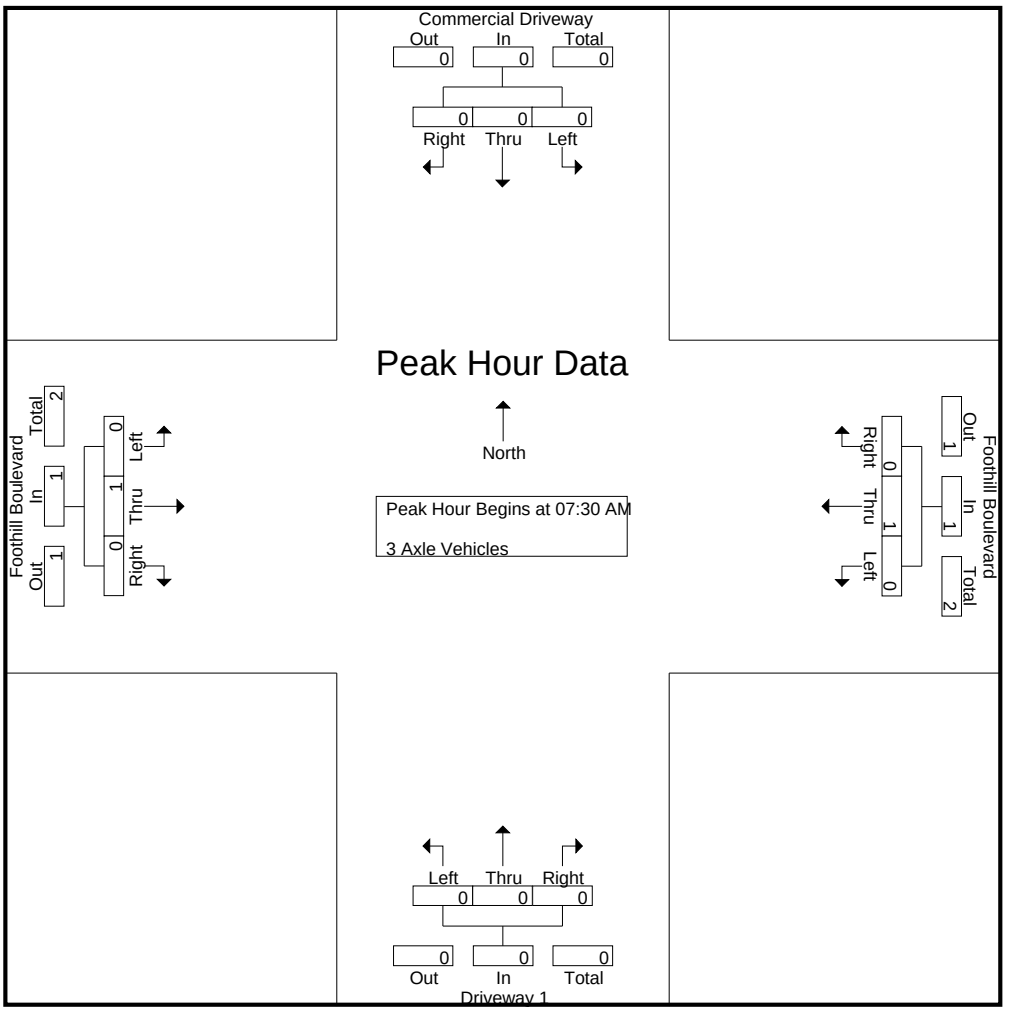

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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Weather: Clear

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Groups Printed- 4+ Axle Trucks

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	70	0	70	0	0	0	0	0	30	0	30	

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	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	1	0	1	0	0	0	0	0	**1**	0	**1**	**2**
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	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Rialto
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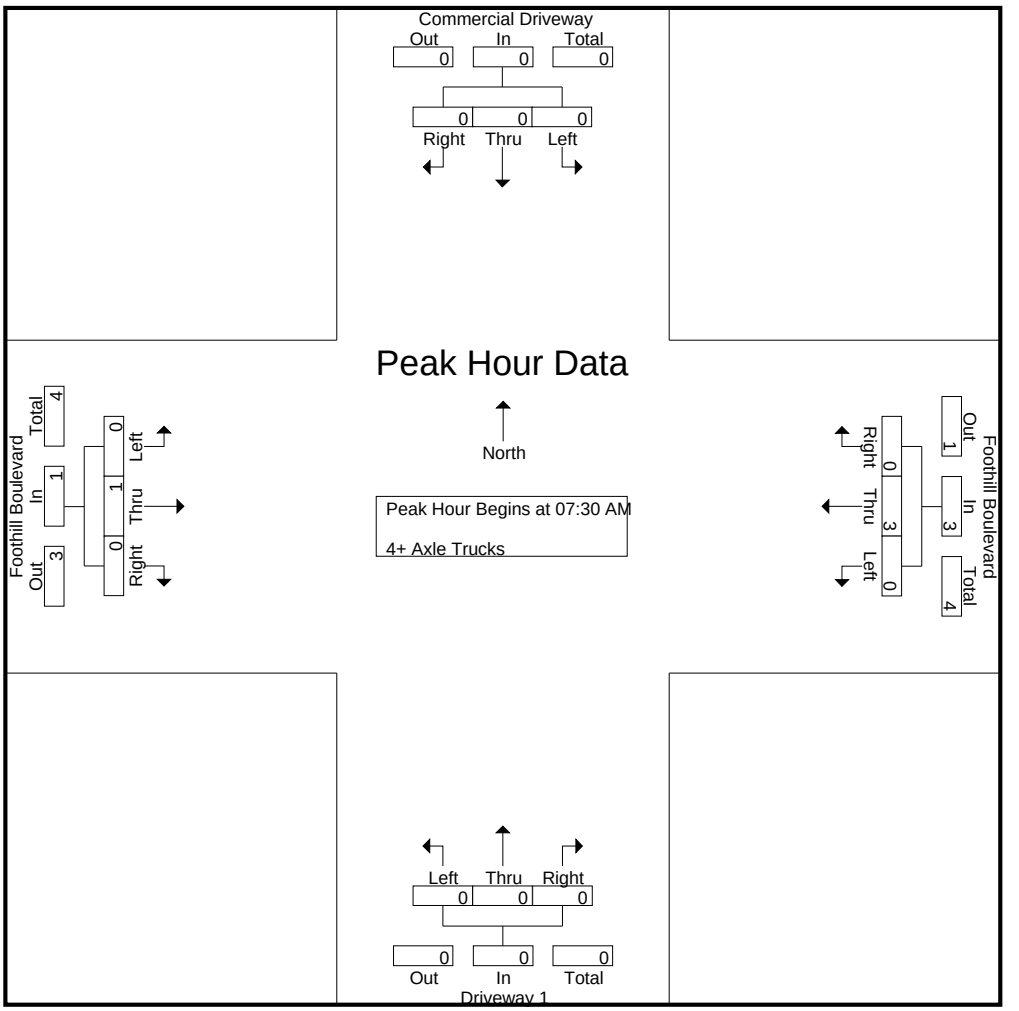

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250

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City of Rialto
N/S: Driveway 1
E/W: Foothill Boulevard
Weather: Clear

File Name : 02_RLT_DW1_Fh PM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

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

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	183	0	184	2	0	0	2	0	228	1	229	415
04:15 PM	0	0	0	0	0	169	1	170	0	0	2	2	0	199	1	200	372
04:30 PM	0	0	0	0	0	161	1	162	0	0	2	2	0	227	6	233	397
04:45 PM	0	0	0	0	0	178	0	178	0	0	2	2	0	223	5	228	408
Total	0	0	0	0	1	691	2	694	2	0	6	8	0	877	13	890	1592
05:00 PM	1	0	1	2	2	196	0	198	0	0	2	2	0	235	2	237	439
05:15 PM	0	0	1	1	0	210	0	210	0	0	3	3	0	219	4	223	437
05:30 PM	0	0	0	0	0	164	0	164	1	0	2	3	0	189	2	191	358
05:45 PM	0	0	0	0	0	176	0	176	0	0	1	1	0	222	3	225	402
Total	1	0	2	3	2	746	0	748	1	0	8	9	0	865	11	876	1636
Grand Total	1	0	2	3	3	1437	2	1442	3	0	14	17	0	1742	24	1766	3228
Apprch %	33.3	0	66.7		0.2	99.7	0.1		17.6	0	82.4		0	98.6	1.4		
Total %	0	0	0.1	0.1	0.1	44.5	0.1	44.7	0.1	0	0.4	0.5	0	54	0.7	54.7	
Passenger Vehicles	1	0	2	3	3	1428	2	1433	3	0	14	17	0	1729	23	1752	3205
% Passenger Vehicles	100	0	100	100	100	99.4	100	99.4	100	0	100	100	0	99.3	95.8	99.2	99.3
Large 2 Axle Vehicles	0	0	0	0	0	5	0	5	0	0	0	0	0	10	1	11	16
% Large 2 Axle Vehicles	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0.6	4.2	0.6	0.5
3 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0.1

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	161	**1**	162	0	0	2	2	0	227	**6**	233	397
04:45 PM	0	0	0	0	0	178	0	178	0	0	2	2	0	223	5	228	408
05:00 PM	**1**	0	**1**	**2**	**2**	196	0	198	0	0	2	2	0	**235**	2	**237**	**439**
05:15 PM	0	0	1	1	0	**210**	0	**210**	0	0	**3**	**3**	0	219	4	223	437
Total Volume	1	0	2	3	2	745	1	748	0	0	9	9	0	904	17	921	1681
% App. Total	33.3	0	66.7		0.3	99.6	0.1		0	0	100		0	98.2	1.8		
PHF	.250	.000	.500	.375	.250	.887	.250	.890	.000	.000	.750	.750	.000	.962	.708	.972	.957

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City of Rialto
N/S: Driveway 1
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File Name : 02_RLT_DW1_Fh PM
Site Code : 10826066
Start Date : 1/27/2026
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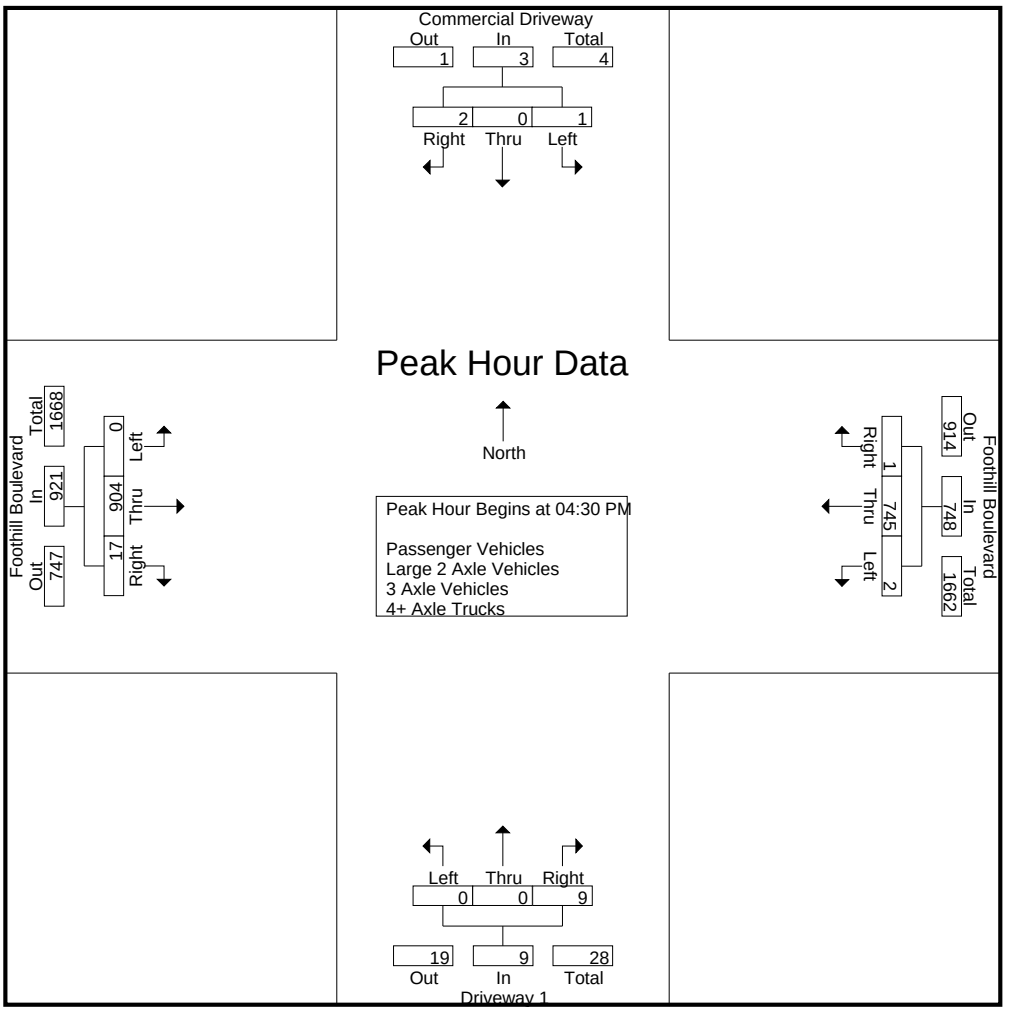

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:45 PM				04:30 PM			
+0 mins.	0	0	0	0	0	178	0	178	0	0	2	2	0	227	**6**	233
+15 mins.	0	0	0	0	**2**	196	0	198	0	0	2	2	0	223	5	228
+30 mins.	**1**	0	**1**	**2**	0	**210**	0	**210**	0	0	**3**	**3**	0	**235**	2	**237**
+45 mins.	0	0	1	1	0	164	0	164	**1**	0	2	3	0	219	4	223
Total Volume	1	0	2	3	2	748	0	750	1	0	9	10	0	904	17	921
% App. Total	33.3	0	66.7		0.3	99.7	0		10	0	90		0	98.2	1.8	
PHF	.250	.000	.500	.375	.250	.890	.000	.893	.250	.000	.750	.833	.000	.962	.708	.972

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City of Rialto
N/S: Driveway 1
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Weather: Clear

File Name : 02_RLT_DW1_Fh PM
Site Code : 10826066
Start Date : 1/27/2026
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Groups Printed- Passenger Vehicles

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	183	0	184	2	0	0	2	0	228	1	229	415
04:15 PM	0	0	0	0	0	167	1	168	0	0	2	2	0	198	1	199	369
04:30 PM	0	0	0	0	0	160	1	161	0	0	2	2	0	224	6	230	393
04:45 PM	0	0	0	0	0	177	0	177	0	0	2	2	0	218	5	223	402
Total	0	0	0	0	1	687	2	690	2	0	6	8	0	868	13	881	1579
05:00 PM	1	0	1	2	2	196	0	198	0	0	2	2	0	235	2	237	439
05:15 PM	0	0	1	1	0	208	0	208	0	0	3	3	0	218	3	221	433
05:30 PM	0	0	0	0	0	163	0	163	1	0	2	3	0	187	2	189	355
05:45 PM	0	0	0	0	0	174	0	174	0	0	1	1	0	221	3	224	399
Total	1	0	2	3	2	741	0	743	1	0	8	9	0	861	10	871	1626
Grand Total	1	0	2	3	3	1428	2	1433	3	0	14	17	0	1729	23	1752	3205
Apprch %	33.3	0	66.7		0.2	99.7	0.1		17.6	0	82.4		0	98.7	1.3		
Total %	0	0	0.1	0.1	0.1	44.6	0.1	44.7	0.1	0	0.4	0.5	0	53.9	0.7	54.7	

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	160	**1**	161	0	0	2	2	0	224	**6**	230	393
04:45 PM	0	0	0	0	0	177	0	177	0	0	2	2	0	218	5	223	402
05:00 PM	**1**	0	**1**	**2**	**2**	196	0	198	0	0	2	2	0	**235**	2	**237**	**439**
05:15 PM	0	0	1	1	0	**208**	0	**208**	0	0	**3**	**3**	0	218	3	221	433
Total Volume	1	0	2	3	2	741	1	744	0	0	9	9	0	895	16	911	1667
% App. Total	33.3	0	66.7		0.3	99.6	0.1		0	0	100		0	98.2	1.8		
PHF	.250	.000	.500	.375	.250	.891	.250	.894	.000	.000	.750	.750	.000	.952	.667	.961	.949

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City of Rialto
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File Name : 02_RLT_DW1_Fh PM
Site Code : 10826066
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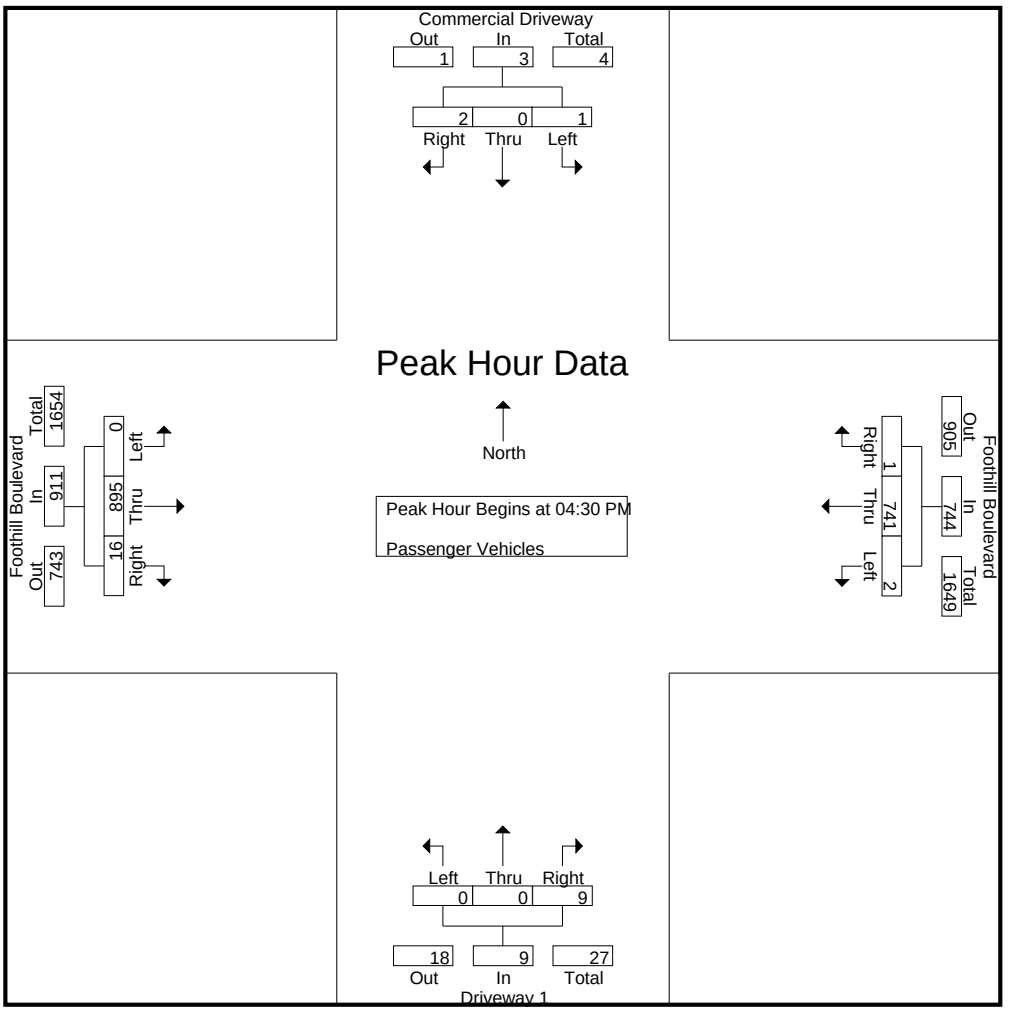

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	160	**1**	161	0	0	2	2	0	224	**6**	230
+15 mins.	0	0	0	0	0	177	0	177	0	0	2	2	0	218	5	223
+30 mins.	**1**	0	**1**	**2**	**2**	196	0	198	0	0	2	2	0	**235**	2	**237**
+45 mins.	0	0	1	1	0	**208**	0	**208**	0	0	**3**	**3**	0	218	3	221
Total Volume	1	0	2	3	2	741	1	744	0	0	9	9	0	895	16	911
% App. Total	33.3	0	66.7		0.3	99.6	0.1		0	0	100		0	98.2	1.8	
PHF	.250	.000	.500	.375	.250	.891	.250	.894	.000	.000	.750	.750	.000	.952	.667	.961

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City of Rialto
N/S: Driveway 1
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Weather: Clear

File Name : 02_RLT_DW1_Fh PM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
Grand Total	0	0	0	0	0	5	0	5	0	0	0	0	0	10	1	11	16
Apprch %	0	0	0		0	100	0		0	0	0		0	90.9	9.1		
Total %	0	0	0	0	0	31.2	0	31.2	0	0	0	0	0	62.5	6.2	68.8	

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	3	0	3	**4**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	7	1	8	9
% App. Total	0	0	0		0	100	0		0	0	0		0	87.5	12.5		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.438	.250	.500	.563

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City of Rialto
N/S: Driveway 1
E/W: Foothill Boulevard
Weather: Clear

File Name : 02_RLT_DW1_Fh PM
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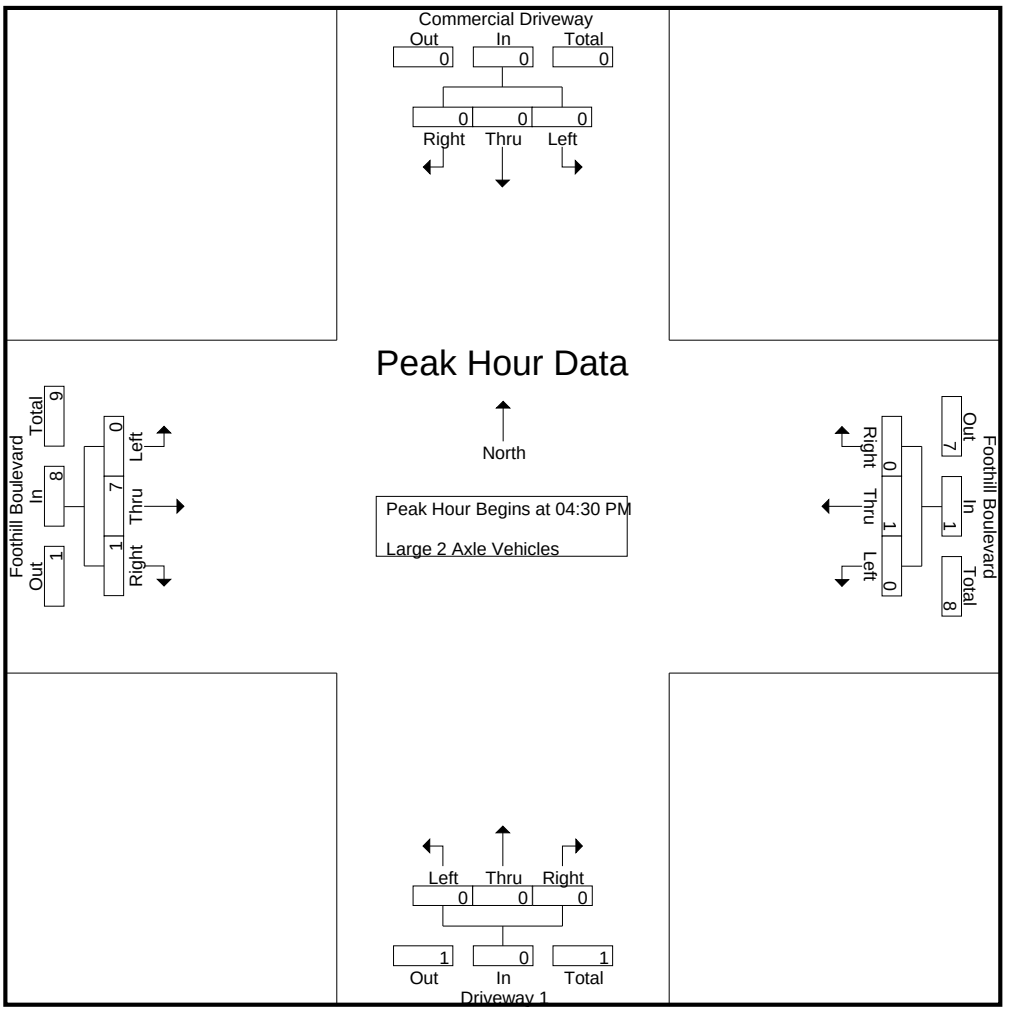

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	7	1	8
% App. Total	0	0	0		0	100	0		0	0	0		0	87.5	12.5	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.438	.250	.500

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City of Rialto
N/S: Driveway 1
E/W: Foothill Boulevard
Weather: Clear

File Name : 02_RLT_DW1_Fh PM
Site Code : 10826066
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Groups Printed- 3 Axle Vehicles

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**2**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.375

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City of Rialto
N/S: Driveway 1
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File Name : 02_RLT_DW1_Fh PM
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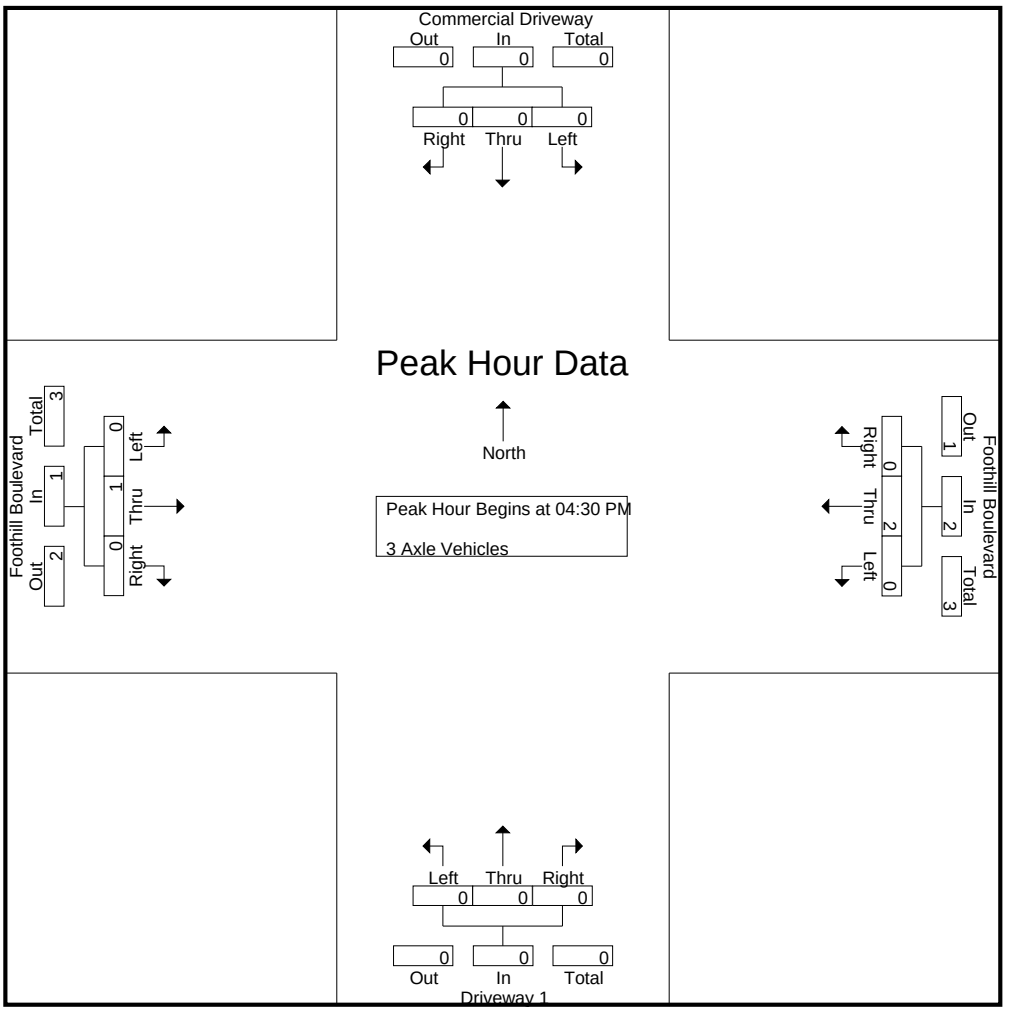

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Rialto
N/S: Driveway 1
E/W: Foothill Boulevard
Weather: Clear

File Name : 02_RLT_DW1_Fh PM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

Groups Printed- 4+ Axle Trucks

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	66.7	0	66.7	0	0	0	0	0	33.3	0	33.3	

	Commercial Driveway Southbound				Foothill Boulevard Westbound				Driveway 1 Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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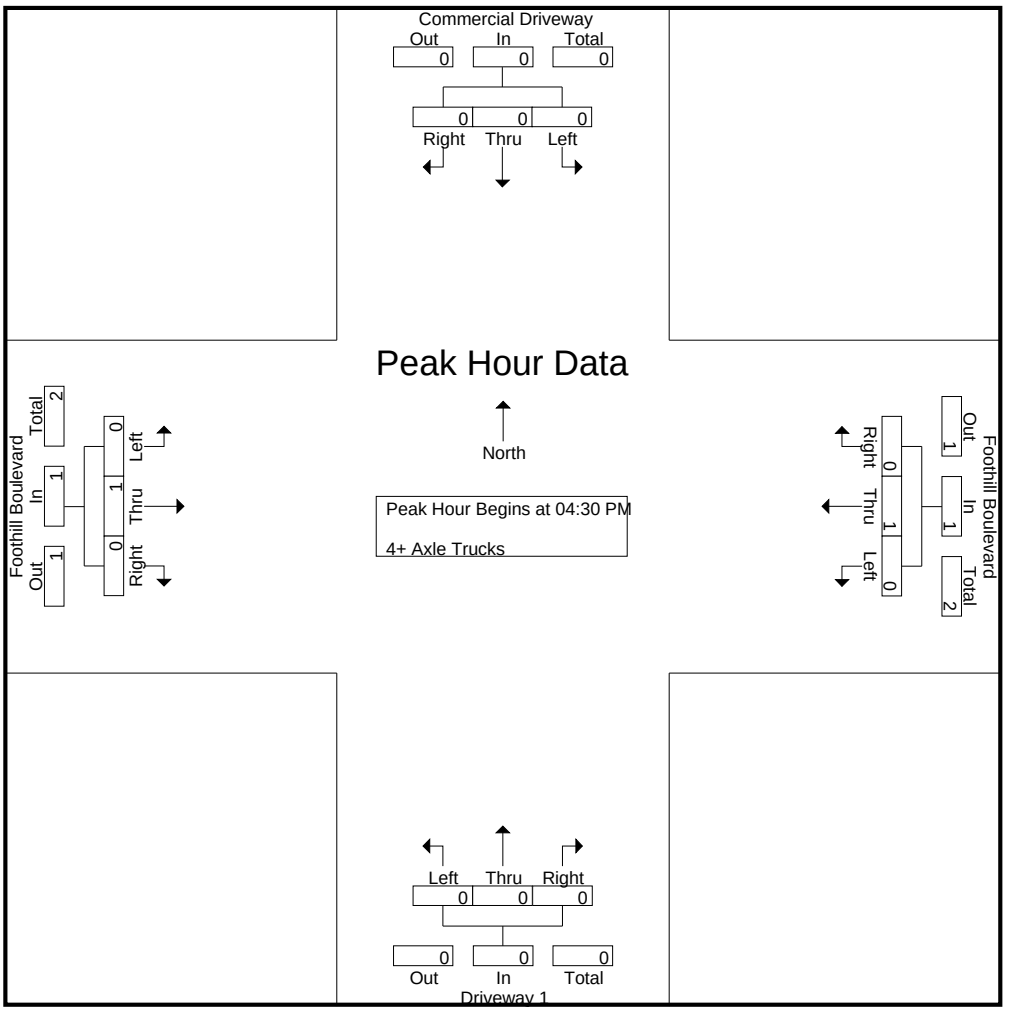
City of Rialto
N/S: Driveway 1
E/W: Foothill Boulevard
Weather: Clear

File Name : 02_RLT_DW1_Fh PM
Site Code : 10826066
Start Date : 1/27/2026
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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City of Rialto
N/S: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al AM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

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

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	27	0	27	0	20	20	0	0	0	47
07:15 AM	36	0	36	0	42	42	0	1	1	79
07:30 AM	75	0	75	3	60	63	0	0	0	138
07:45 AM	50	0	50	2	72	74	2	2	4	128
Total	188	0	188	5	194	199	2	3	5	392
08:00 AM	45	0	45	5	58	63	0	2	2	110
08:15 AM	30	0	30	1	58	59	0	3	3	92
08:30 AM	35	0	35	6	36	42	0	1	1	78
08:45 AM	41	0	41	4	39	43	0	1	1	85
Total	151	0	151	16	191	207	0	7	7	365
Grand Total	339	0	339	21	385	406	2	10	12	757
Apprch %	100	0		5.2	94.8		16.7	83.3		
Total %	44.8	0	44.8	2.8	50.9	53.6	0.3	1.3	1.6	
Passenger Vehicles	333	0	333	21	383	404	2	10	12	749
% Passenger Vehicles	98.2	0	98.2	100	99.5	99.5	100	100	100	98.9
Large 2 Axle Vehicles	3	0	3	0	2	2	0	0	0	5
% Large 2 Axle Vehicles	0.9	0	0.9	0	0.5	0.5	0	0	0	0.7
3 Axle Vehicles	1	0	1	0	0	0	0	0	0	1
% 3 Axle Vehicles	0.3	0	0.3	0	0	0	0	0	0	0.1
4+ Axle Trucks	2	0	2	0	0	0	0	0	0	2
% 4+ Axle Trucks	0.6	0	0.6	0	0	0	0	0	0	0.3

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley 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	**75**	0	**75**	3	60	63	0	0	0	**138**
07:45 AM	50	0	50	2	**72**	**74**	**2**	2	**4**	128
08:00 AM	45	0	45	**5**	58	63	0	2	2	110
08:15 AM	30	0	30	1	58	59	0	**3**	3	92
Total Volume	200	0	200	11	248	259	2	7	9	468
% App. Total	100	0		4.2	95.8		22.2	77.8		
PHF	.667	.000	.667	.550	.861	.875	.250	.583	.563	.848

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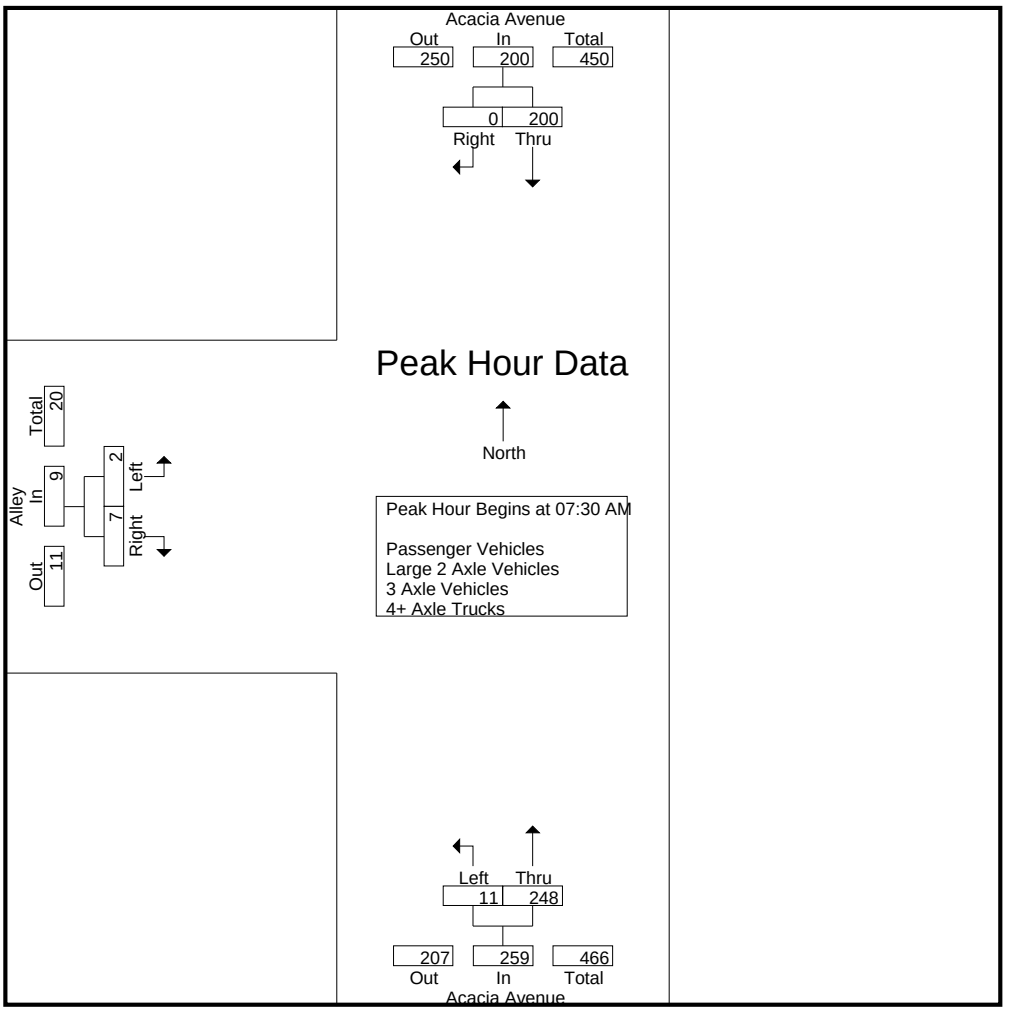
City of Rialto
N/S: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al AM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 2



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

	07:15 AM			07:30 AM			07:45 AM		
+0 mins.	36	0	36	3	60	63	**2**	2	**4**
+15 mins.	**75**	0	**75**	2	**72**	**74**	0	2	2
+30 mins.	50	0	50	**5**	58	63	0	**3**	3
+45 mins.	45	0	45	1	58	59	0	1	1
Total Volume	206	0	206	11	248	259	2	8	10
% App. Total	100	0		4.2	95.8		20	80	
PHF	.687	.000	.687	.550	.861	.875	.250	.667	.625

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City of Rialto
N/S: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al AM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

Groups Printed- Passenger Vehicles

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	27	0	27	0	19	19	0	0	0	46
07:15 AM	35	0	35	0	41	41	0	1	1	77
07:30 AM	71	0	71	3	60	63	0	0	0	134
07:45 AM	50	0	50	2	72	74	2	2	4	128
Total	183	0	183	5	192	197	2	3	5	385
08:00 AM	45	0	45	5	58	63	0	2	2	110
08:15 AM	30	0	30	1	58	59	0	3	3	92
08:30 AM	34	0	34	6	36	42	0	1	1	77
08:45 AM	41	0	41	4	39	43	0	1	1	85
Total	150	0	150	16	191	207	0	7	7	364
Grand Total	333	0	333	21	383	404	2	10	12	749
Apprch %	100	0		5.2	94.8		16.7	83.3		
Total %	44.5	0	44.5	2.8	51.1	53.9	0.3	1.3	1.6	

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley 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	**71**	0	**71**	3	60	63	0	0	0	**134**
07:45 AM	50	0	50	2	**72**	**74**	**2**	2	**4**	128
08:00 AM	45	0	45	**5**	58	63	0	2	2	110
08:15 AM	30	0	30	1	58	59	0	**3**	3	92
Total Volume	196	0	196	11	248	259	2	7	9	464
% App. Total	100	0		4.2	95.8		22.2	77.8		
PHF	.690	.000	.690	.550	.861	.875	.250	.583	.563	.866

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City of Rialto
N/S: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al AM
Site Code : 10826066
Start Date : 1/27/2026
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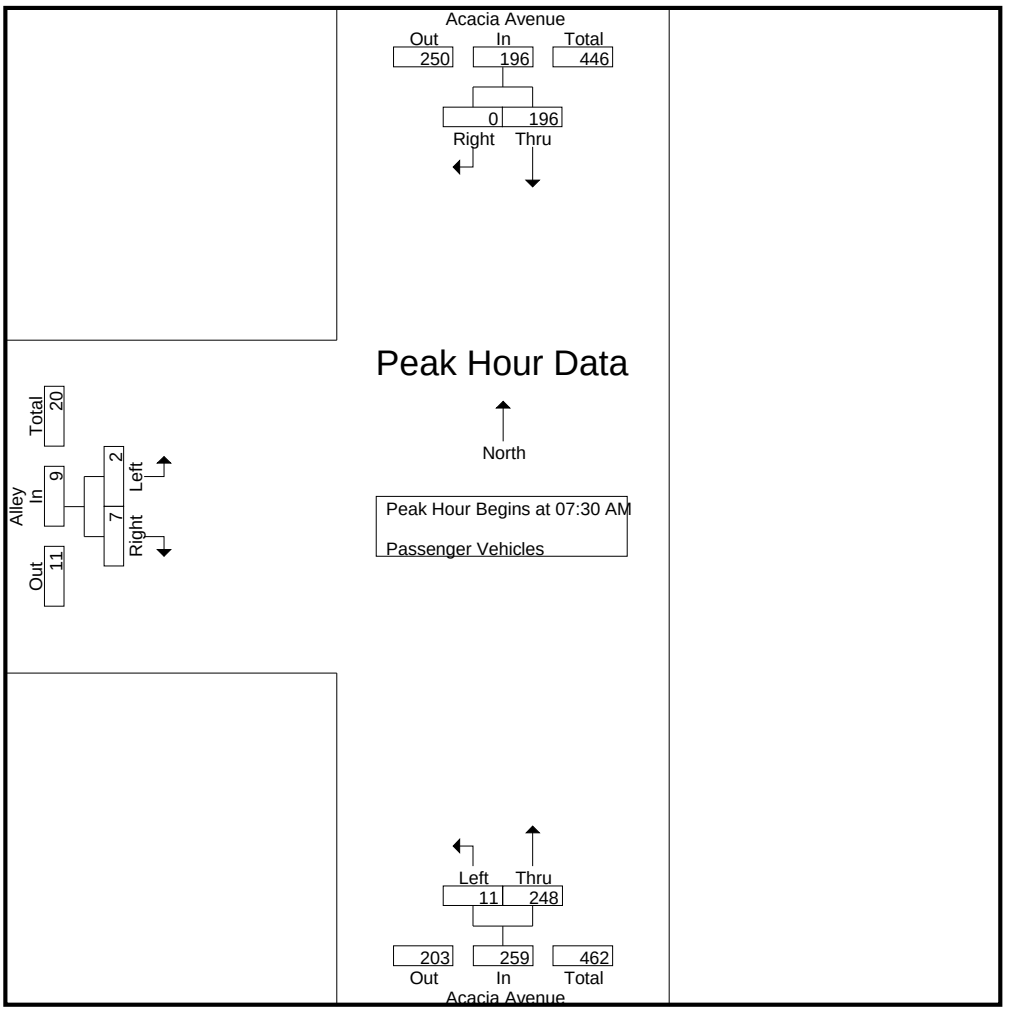

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**71**	0	**71**	3	60	63	0	0	0
+15 mins.	50	0	50	2	**72**	**74**	**2**	2	**4**
+30 mins.	45	0	45	**5**	58	63	0	2	2
+45 mins.	30	0	30	1	58	59	0	**3**	3
Total Volume	196	0	196	11	248	259	2	7	9
% App. Total	100	0		4.2	95.8		22.2	77.8	
PHF	.690	.000	.690	.550	.861	.875	.250	.583	.563

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City of Rialto
N/S: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al AM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	0	0	1
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	3	0	3	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	0	2	2	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	3	0	3	0	2	2	0	0	0	5
Apprch %	100	0		0	100		0	0		
Total %	60	0	60	0	40	40	0	0	0	

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley 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**	0	0	0	0	0	0	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	3	0	3	0	0	0	0	0	0	3
% 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: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al AM
Site Code : 10826066
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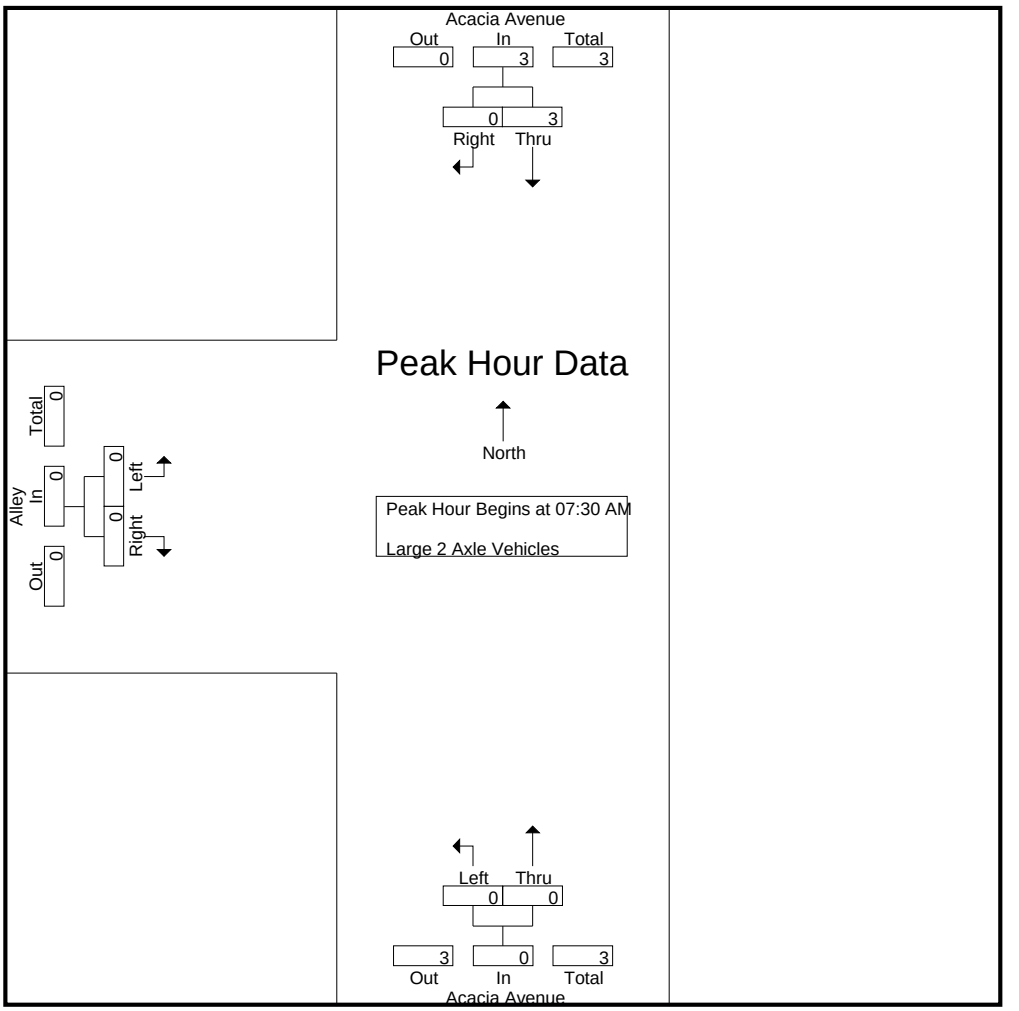

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**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.	0	0	0	0	0	0	0	0	0
Total Volume	3	0	3	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: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al AM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

Groups Printed- 3 Axle Vehicles

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
Grand Total	1	0	1	0	0	0	0	0	0	1
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley 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	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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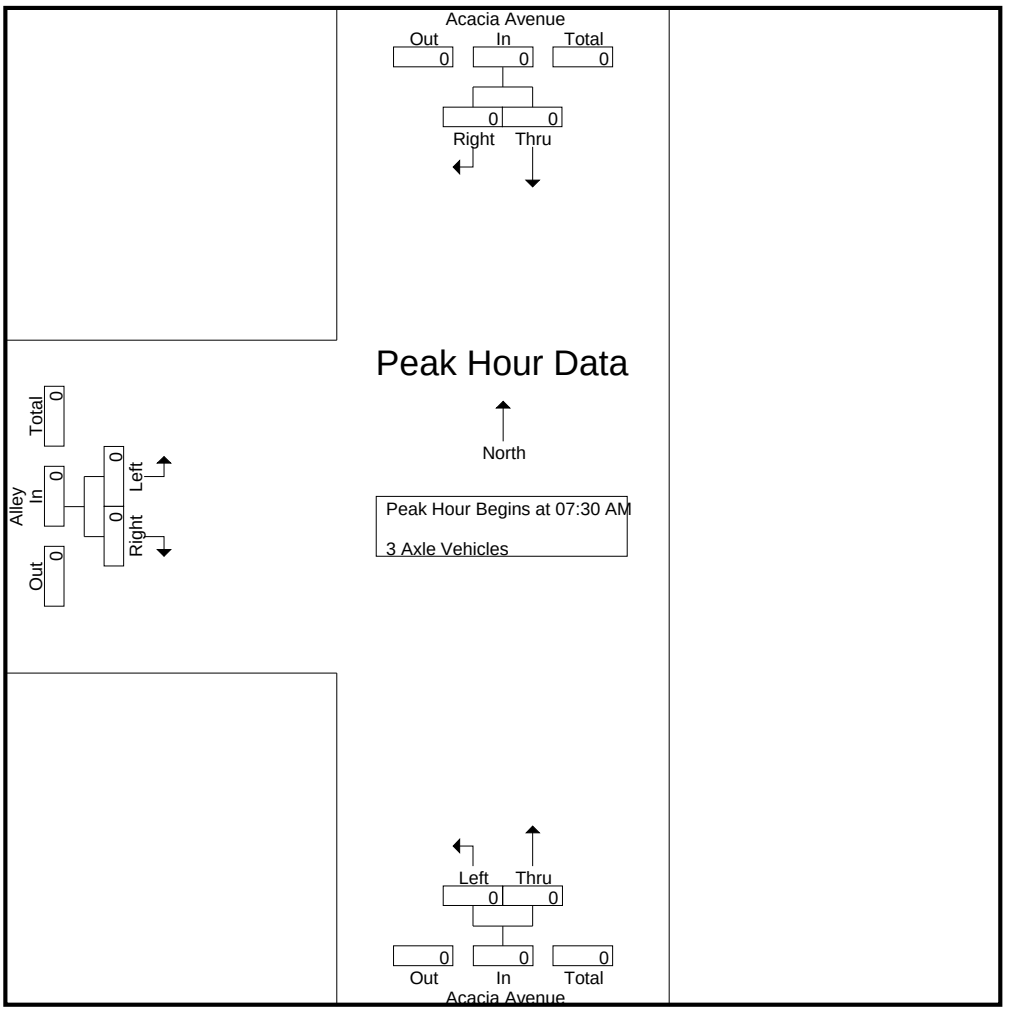
City of Rialto
N/S: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al AM
Site Code : 10826066
Start Date : 1/27/2026
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.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Rialto
N/S: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al AM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

Groups Printed- 4+ Axle Trucks

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	1	0	0	0	0	0	0	1
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	2	0	2	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	2	0	0	0	0	0	0	2
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley 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	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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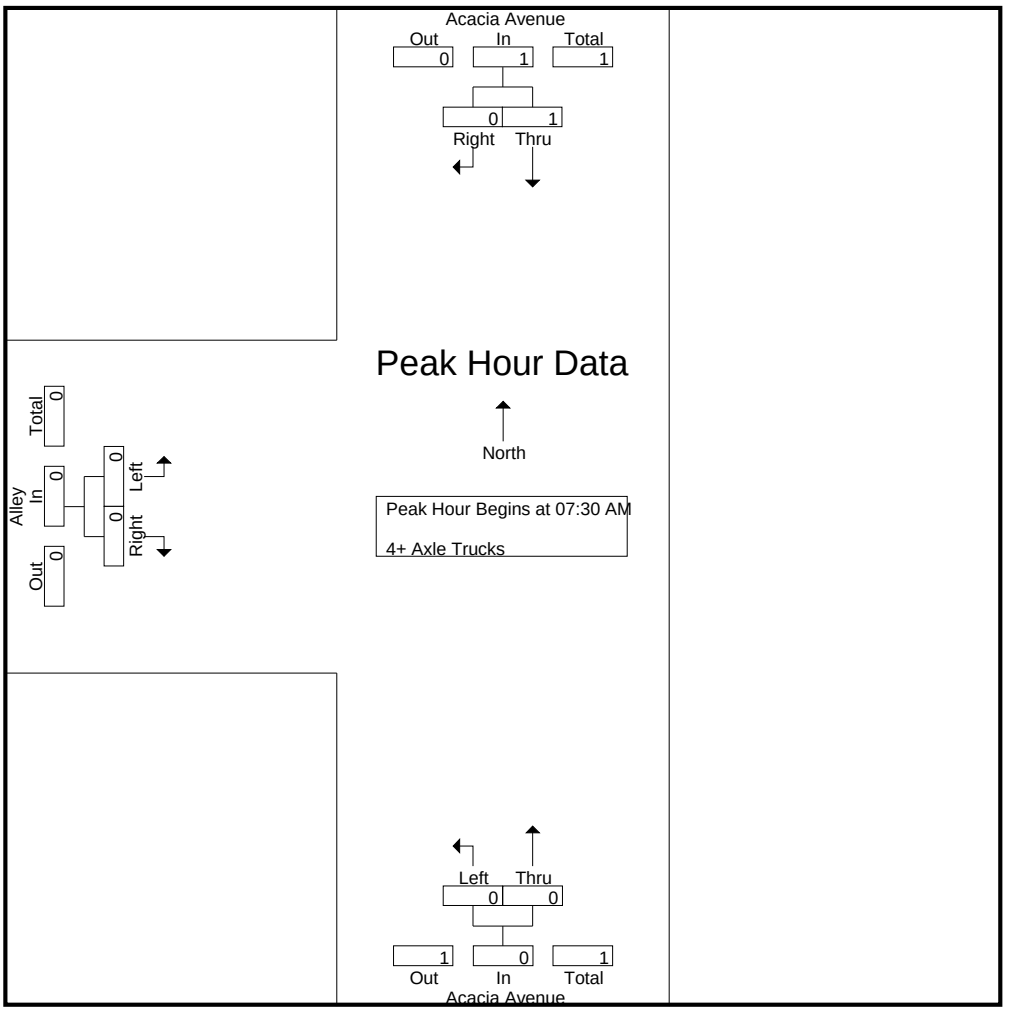
City of Rialto
N/S: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al AM
Site Code : 10826066
Start Date : 1/27/2026
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.	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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(951) 268-6268

City of Rialto
N/S: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al PM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

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

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	44	1	45	4	45	49	2	4	6	100
04:15 PM	37	0	37	5	44	49	1	4	5	91
04:30 PM	54	0	54	4	37	41	0	5	5	100
04:45 PM	48	0	48	3	38	41	5	3	8	97
Total	183	1	184	16	164	180	8	16	24	388
05:00 PM	45	0	45	6	49	55	2	5	7	107
05:15 PM	47	0	47	4	47	51	1	4	5	103
05:30 PM	40	0	40	4	42	46	3	3	6	92
05:45 PM	37	0	37	3	40	43	3	7	10	90
Total	169	0	169	17	178	195	9	19	28	392
Grand Total	352	1	353	33	342	375	17	35	52	780
Apprch %	99.7	0.3		8.8	91.2		32.7	67.3		
Total %	45.1	0.1	45.3	4.2	43.8	48.1	2.2	4.5	6.7	
Passenger Vehicles	349	1	350	33	341	374	17	35	52	776
% Passenger Vehicles	99.1	100	99.2	100	99.7	99.7	100	100	100	99.5
Large 2 Axle Vehicles	2	0	2	0	0	0	0	0	0	2
% Large 2 Axle Vehicles	0.6	0	0.6	0	0	0	0	0	0	0.3
3 Axle Vehicles	1	0	1	0	1	1	0	0	0	2
% 3 Axle Vehicles	0.3	0	0.3	0	0.3	0.3	0	0	0	0.3
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley 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 04:30 PM										
04:30 PM	**54**	0	**54**	4	37	41	0	**5**	5	100
04:45 PM	48	0	48	3	38	41	**5**	3	**8**	97
05:00 PM	45	0	45	**6**	**49**	**55**	2	5	7	**107**
05:15 PM	47	0	47	4	47	51	1	4	5	103
Total Volume	194	0	194	17	171	188	8	17	25	407
% App. Total	100	0		9	91		32	68		
PHF	.898	.000	.898	.708	.872	.855	.400	.850	.781	.951

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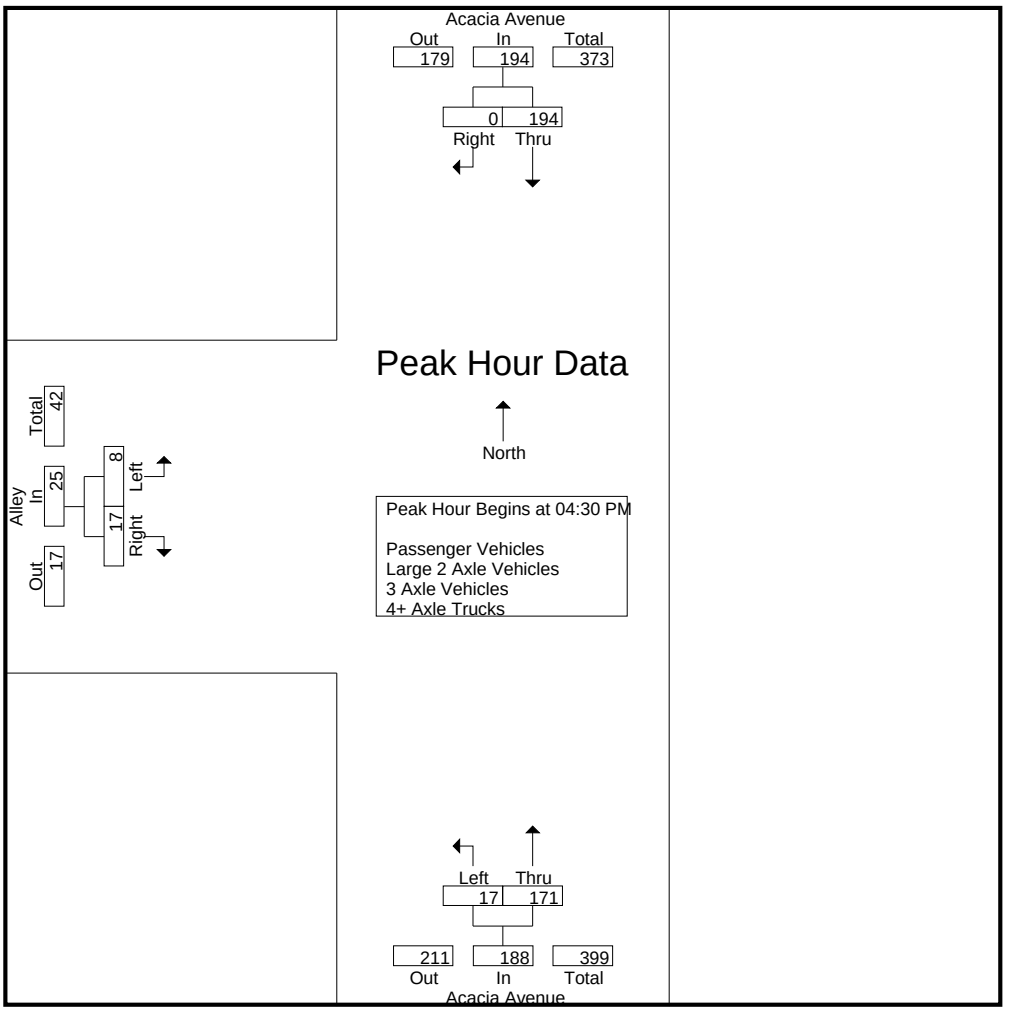
City of Rialto
N/S: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al PM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 2



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

	04:30 PM			05:00 PM			05:00 PM		
+0 mins.	**54**	0	**54**	**6**	**49**	**55**	2	5	7
+15 mins.	48	0	48	4	47	51	1	4	5
+30 mins.	45	0	45	4	42	46	**3**	3	6
+45 mins.	47	0	47	3	40	43	3	**7**	**10**
Total Volume	194	0	194	17	178	195	9	19	28
% App. Total	100	0		8.7	91.3		32.1	67.9	
PHF	.898	.000	.898	.708	.908	.886	.750	.679	.700

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City of Rialto
N/S: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al PM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

Groups Printed- Passenger Vehicles

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	44	1	45	4	45	49	2	4	6	100
04:15 PM	37	0	37	5	44	49	1	4	5	91
04:30 PM	53	0	53	4	37	41	0	5	5	99
04:45 PM	48	0	48	3	38	41	5	3	8	97
Total	182	1	183	16	164	180	8	16	24	387
05:00 PM	45	0	45	6	49	55	2	5	7	107
05:15 PM	46	0	46	4	46	50	1	4	5	101
05:30 PM	39	0	39	4	42	46	3	3	6	91
05:45 PM	37	0	37	3	40	43	3	7	10	90
Total	167	0	167	17	177	194	9	19	28	389
Grand Total	349	1	350	33	341	374	17	35	52	776
Apprch %	99.7	0.3		8.8	91.2		32.7	67.3		
Total %	45	0.1	45.1	4.3	43.9	48.2	2.2	4.5	6.7	

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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	**53**	0	**53**	4	37	41	0	**5**	5	99
04:45 PM	48	0	48	3	38	41	**5**	3	**8**	97
05:00 PM	45	0	45	**6**	**49**	**55**	2	5	7	**107**
05:15 PM	46	0	46	4	46	50	1	4	5	101
Total Volume	192	0	192	17	170	187	8	17	25	404
% App. Total	100	0		9.1	90.9		32	68		
PHF	.906	.000	.906	.708	.867	.850	.400	.850	.781	.944

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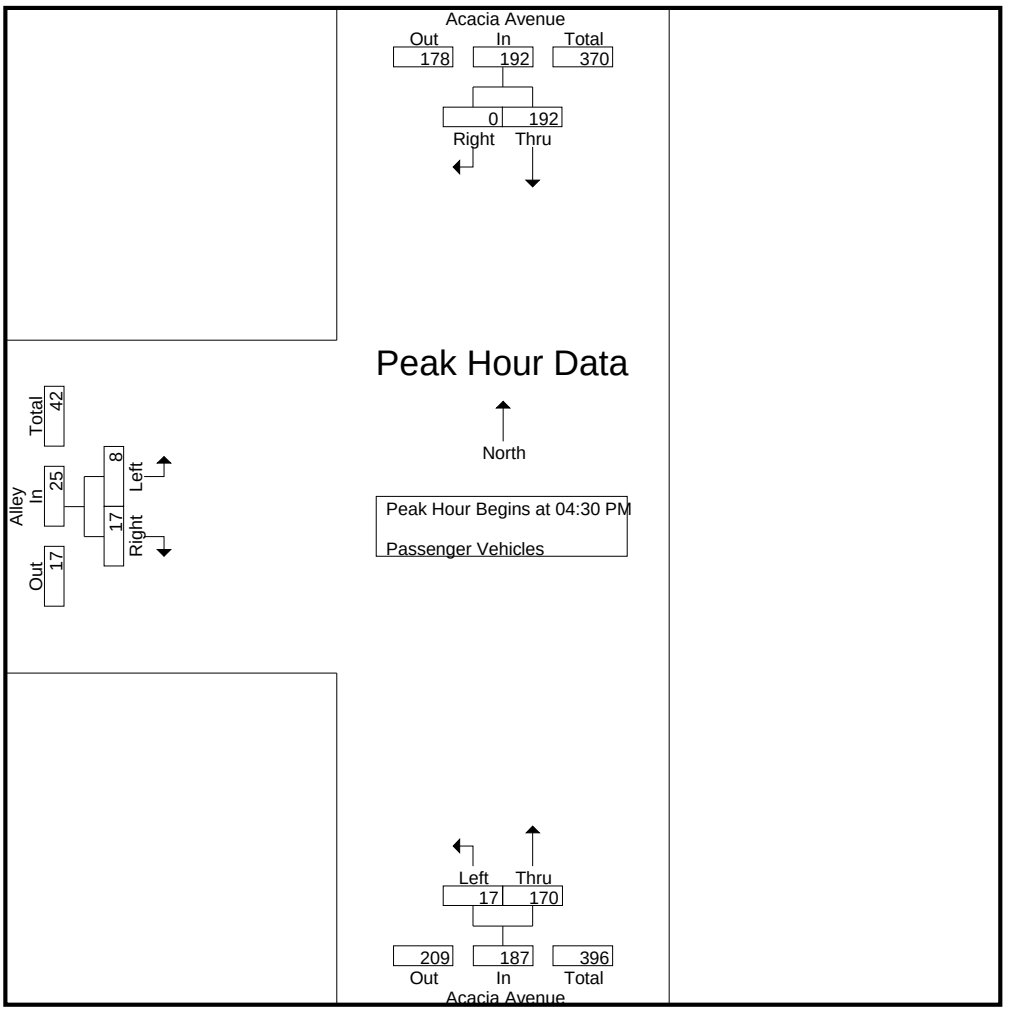
City of Rialto
N/S: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al PM
Site Code : 10826066
Start Date : 1/27/2026
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		
+0 mins.	**53**	0	**53**	4	37	41	0	**5**	5
+15 mins.	48	0	48	3	38	41	**5**	3	**8**
+30 mins.	45	0	45	**6**	**49**	**55**	2	5	7
+45 mins.	46	0	46	4	46	50	1	4	5
Total Volume	192	0	192	17	170	187	8	17	25
% App. Total	100	0		9.1	90.9		32	68	
PHF	.906	.000	.906	.708	.867	.850	.400	.850	.781

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City of Rialto
N/S: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al PM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
Grand Total	2	0	2	0	0	0	0	0	0	2
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**1**	0	**1**	0	0	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
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
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E/W: Alley
Weather: Clear

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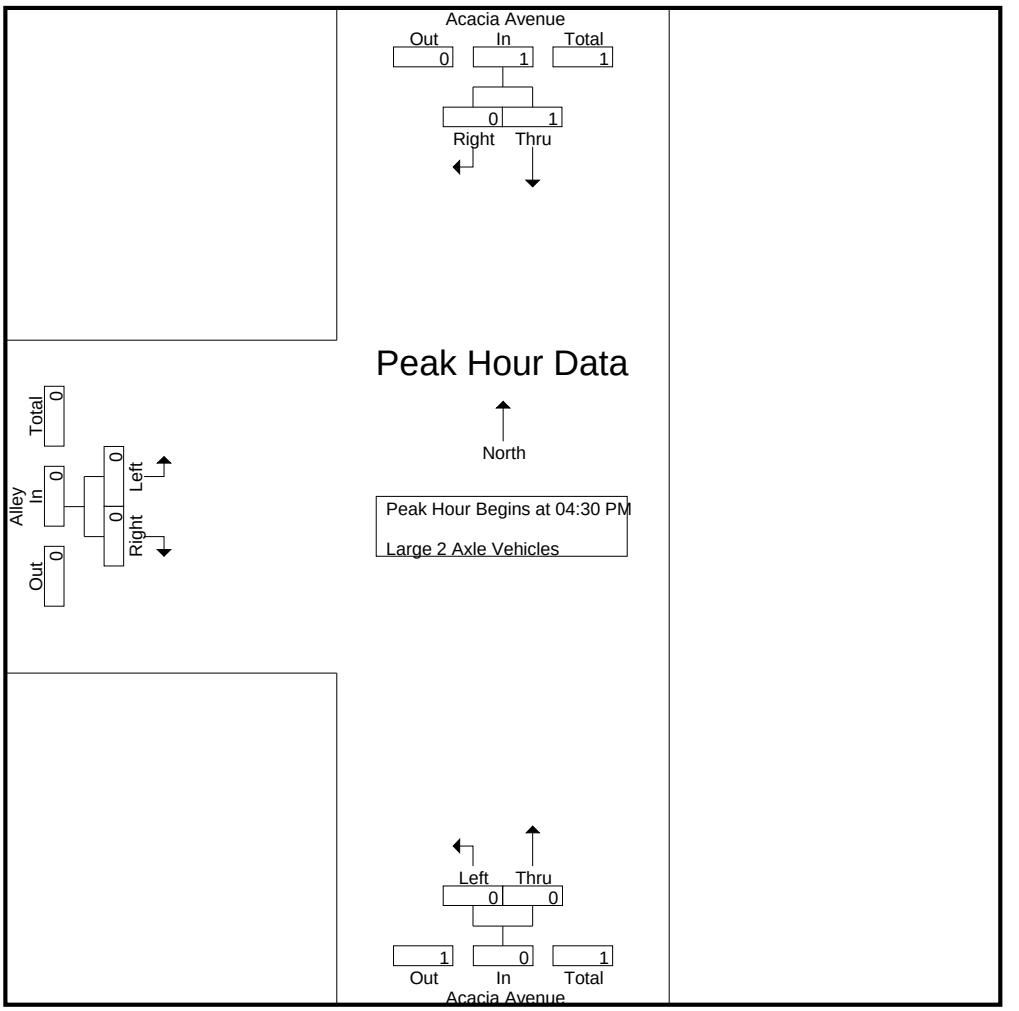

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Rialto
N/S: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al PM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

Groups Printed- 3 Axle Vehicles

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	1	1	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	1	1	0	0	0	2
Grand Total	1	0	1	0	1	1	0	0	0	2
Apprch %	100	0		0	100		0	0		
Total %	50	0	50	0	50	50	0	0	0	

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	**1**	0	**1**	0	**1**	**1**	0	0	0	**2**
Total Volume	1	0	1	0	1	1	0	0	0	2
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000	.250

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City of Rialto
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E/W: Alley
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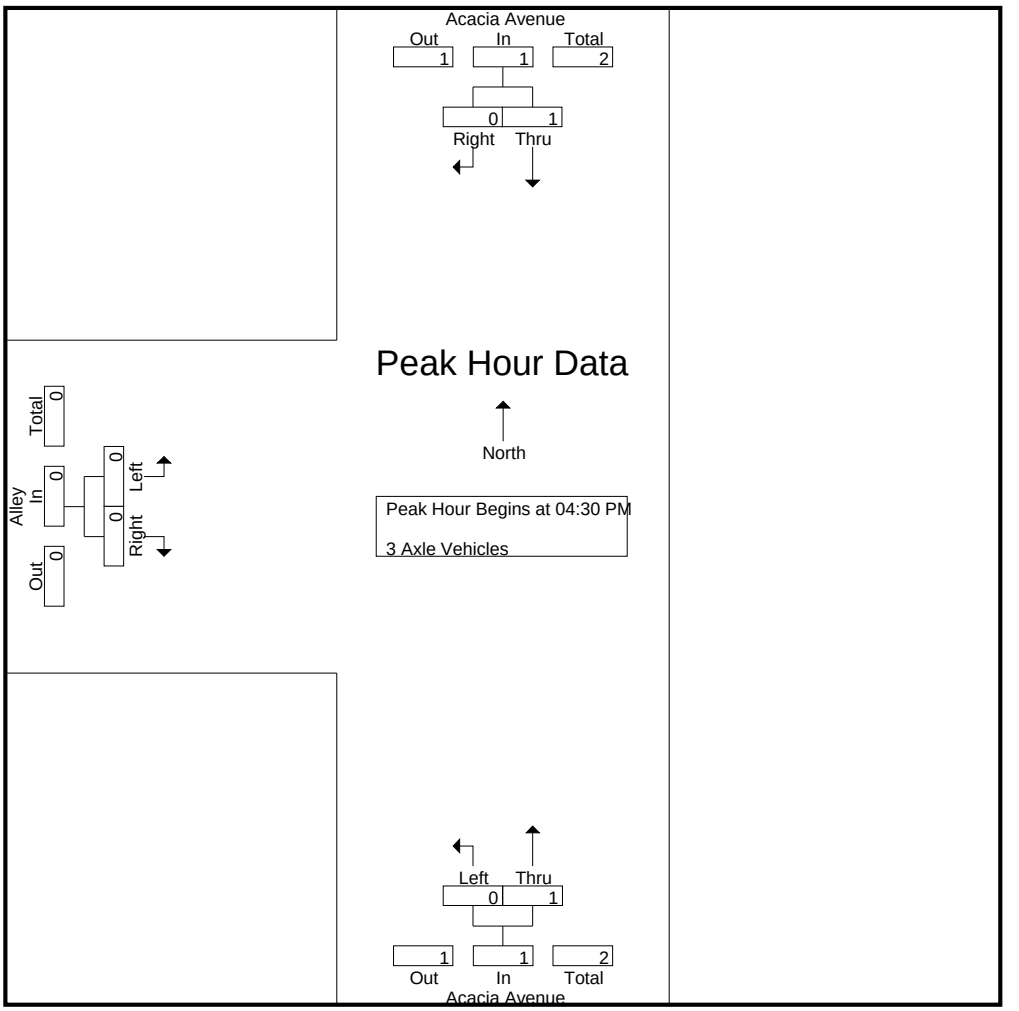

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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City of Rialto
N/S: Acacia Avenue
E/W: Alley
Weather: Clear

File Name : 03_RLT_Aca_Al PM
Site Code : 10826066
Start Date : 1/27/2026
Page No : 1

Groups Printed- 4+ Axle Trucks

	Acacia Avenue Southbound			Acacia Avenue Northbound			Alley Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

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

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City of Rialto
N/S: Acacia Avenue
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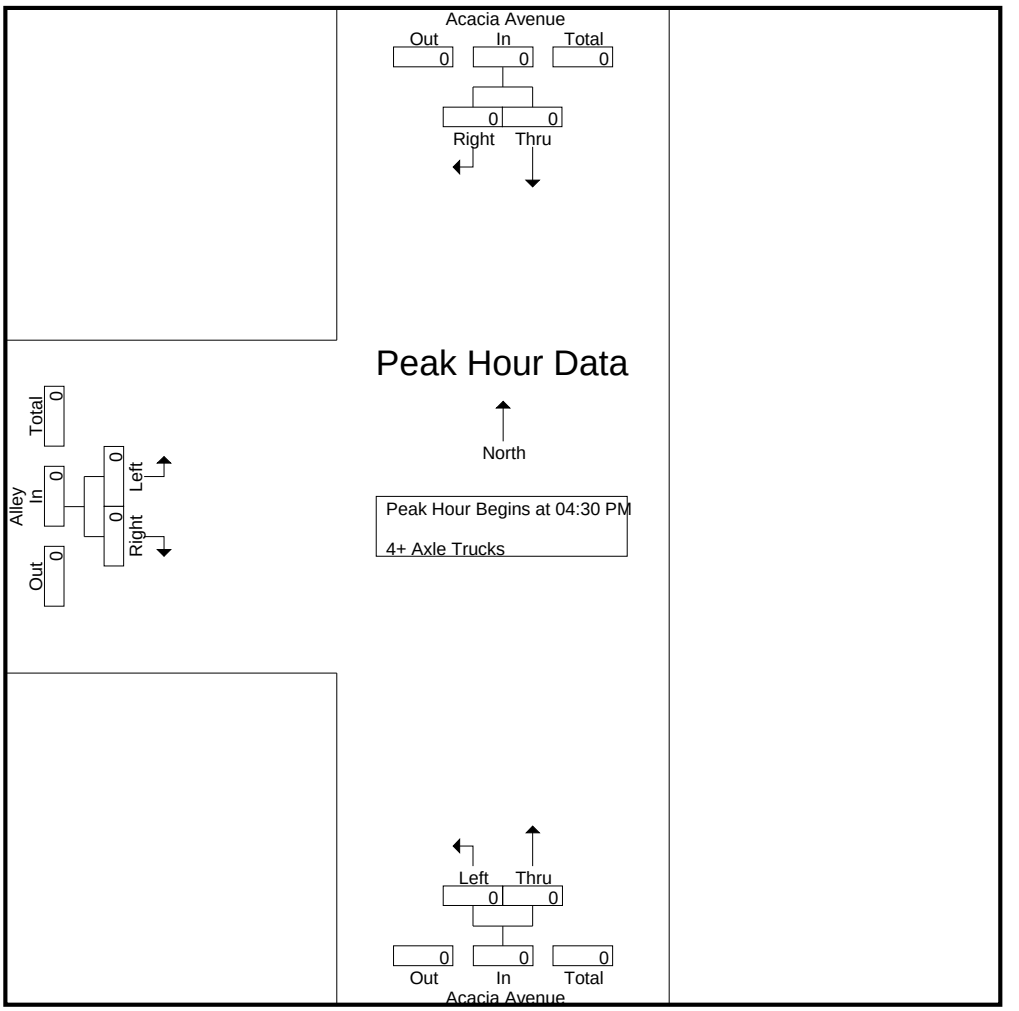

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Counts Unlimited, Inc

PO Box 1178
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Phone: 951-268-6268
email: counts@countsunlimited.com

City of Rialto
Foothill Boulevard
B/ Sycamore Avenue - Acacia Avenue
24 Hour Directional Classification Count

RLT001
Site Code: 108-26066

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/27/26	0	63	5	1	0	1	0	0	0	0	0	0	0	70
01:00	0	42	4	2	0	0	0	0	1	0	0	0	0	49
02:00	**1**	37	6	0	0	0	0	0	**3**	0	0	0	0	47
03:00	1	29	5	1	0	0	0	0	2	0	0	0	0	38
04:00	0	64	9	1	0	0	0	0	0	0	0	0	0	74
05:00	1	108	20	3	1	0	0	0	0	0	0	0	0	133
06:00	0	154	45	4	1	**4**	0	**1**	2	0	0	0	0	211
07:00	0	455	77	**12**	7	1	0	0	3	0	0	0	0	555
08:00	1	**504**	91	10	4	2	0	0	0	0	0	0	0	**612**
09:00	0	396	100	5	0	1	0	1	1	0	0	0	0	504
10:00	1	444	**115**	5	5	1	0	1	1	0	0	0	0	573
11:00	0	460	113	6	**11**	0	0	1	2	0	0	0	0	593
12 PM	**2**	522	131	6	**9**	**5**	0	0	1	0	0	0	0	676
13:00	1	562	108	5	8	1	0	0	2	0	0	0	0	687
14:00	1	636	138	13	5	1	0	0	3	0	0	0	0	797
15:00	0	708	140	**16**	8	1	0	0	**4**	0	0	0	0	877
16:00	0	720	**161**	7	7	0	**1**	0	0	0	0	0	0	**896**
17:00	1	**736**	124	5	3	2	0	0	0	0	0	0	0	871
18:00	0	609	93	5	0	0	0	0	1	0	0	0	0	708
19:00	1	450	77	6	3	0	0	0	2	0	0	0	0	539
20:00	0	321	57	4	0	0	0	0	0	0	0	0	0	382
21:00	0	258	28	6	0	1	0	0	1	0	0	0	0	294
22:00	0	166	27	5	0	0	0	0	0	0	0	0	0	198
23:00	0	106	9	1	0	0	0	0	2	0	0	0	0	118
Total	11	8550	1683	129	72	21	1	4	31	0	0	0	0	10502
Percent	0.1%	81.4%	16.0%	1.2%	0.7%	0.2%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	02:00	08:00	10:00	07:00	11:00	06:00		06:00	02:00					08:00
Vol.	1	504	115	12	11	4		1	3					612
PM Peak	12:00	17:00	16:00	15:00	12:00	12:00	16:00		15:00					16:00
Vol.	2	736	161	16	9	5	1		4					896
Grand Total	11	8550	1683	129	72	21	1	4	31	0	0	0	0	10502
Percent	0.1%	81.4%	16.0%	1.2%	0.7%	0.2%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of Rialto
Foothill Boulevard
B/ Sycamore Avenue - Acacia Avenue
24 Hour Directional Classification Count

RLT001
Site Code: 108-26066

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/27/26	0	64	5	1	0	0	0	0	2	0	0	0	0	72
01:00	0	31	1	1	0	1	0	0	0	0	0	0	0	34
02:00	0	40	6	1	0	0	0	0	0	0	0	0	0	47
03:00	0	45	5	1	0	1	0	0	1	0	0	0	0	53
04:00	0	91	16	2	0	1	0	0	1	0	0	0	0	111
05:00	0	135	32	4	2	0	0	0	3	0	0	0	0	176
06:00	**1**	171	41	12	0	2	0	0	1	0	0	0	0	228
07:00	1	**479**	104	**14**	5	2	0	**1**	2	0	0	0	0	**608**
08:00	0	457	105	10	6	2	0	0	**4**	0	0	0	0	584
09:00	0	445	89	4	3	**3**	0	1	4	0	0	0	0	549
10:00	0	431	97	4	**9**	0	0	0	1	0	0	0	0	542
11:00	0	429	**132**	6	7	2	0	0	3	0	0	0	0	579
12 PM	0	489	116	4	**6**	**1**	0	**1**	1	0	0	0	0	618
13:00	0	506	119	7	2	0	0	0	**3**	0	0	0	0	637
14:00	0	552	113	**13**	4	1	0	1	1	0	0	0	0	685
15:00	**1**	589	**142**	4	3	0	0	1	1	0	0	0	0	741
16:00	1	585	104	5	3	1	0	0	0	0	0	0	0	699
17:00	0	**632**	107	5	2	1	0	0	2	0	0	0	0	**749**
18:00	0	474	80	4	1	0	0	0	0	0	0	0	0	559
19:00	1	343	50	3	1	1	0	0	0	0	0	0	0	399
20:00	0	244	47	2	1	0	0	0	1	0	0	0	0	295
21:00	0	173	26	2	0	0	0	0	0	0	0	0	0	201
22:00	0	112	13	1	0	0	0	0	2	0	0	0	0	128
23:00	0	67	5	0	0	1	0	0	1	0	0	0	0	74
Total	5	7584	1555	110	55	20	0	5	34	0	0	0	0	9368
Percent	0.1%	81.0%	16.6%	1.2%	0.6%	0.2%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	11:00	07:00	10:00	09:00		07:00	08:00					07:00
Vol.	1	479	132	14	9	3		1	4					608
PM Peak	15:00	17:00	15:00	14:00	12:00	12:00		12:00	13:00					17:00
Vol.	1	632	142	13	6	1		1	3					749
Grand Total	5	7584	1555	110	55	20	0	5	34	0	0	0	0	9368
Percent	0.1%	81.0%	16.6%	1.2%	0.6%	0.2%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	

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City of Rialto
Foothill Boulevard
B/ Sycamore Avenue - Acacia Avenue
24 Hour Directional Classification Count

RLT001
Site Code: 108-26066

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/27/26	0	127	10	2	0	1	0	0	2	0	0	0	0	142
01:00	0	73	5	3	0	1	0	0	1	0	0	0	0	83
02:00	**1**	77	12	1	0	0	0	0	3	0	0	0	0	94
03:00	1	74	10	2	0	1	0	0	3	0	0	0	0	91
04:00	0	155	25	3	0	1	0	0	1	0	0	0	0	185
05:00	1	243	52	7	3	0	0	0	3	0	0	0	0	309
06:00	1	325	86	16	1	**6**	0	1	3	0	0	0	0	439
07:00	1	934	181	**26**	12	3	0	1	**5**	0	0	0	0	1163
08:00	1	**961**	196	20	10	4	0	0	4	0	0	0	0	**1196**
09:00	0	841	189	9	3	4	0	**2**	5	0	0	0	0	1053
10:00	1	875	212	9	14	1	0	1	2	0	0	0	0	1115
11:00	0	889	**245**	12	**18**	2	0	1	5	0	0	0	0	1172
12 PM	**2**	1011	247	10	**15**	**6**	0	**1**	2	0	0	0	0	1294
13:00	1	1068	227	12	10	1	0	0	**5**	0	0	0	0	1324
14:00	1	1188	251	**26**	9	2	0	1	4	0	0	0	0	1482
15:00	1	1297	**282**	20	11	1	0	1	5	0	0	0	0	1618
16:00	1	1305	265	12	10	1	**1**	0	0	0	0	0	0	1595
17:00	1	**1368**	231	10	5	3	0	0	2	0	0	0	0	**1620**
18:00	0	1083	173	9	1	0	0	0	1	0	0	0	0	1267
19:00	2	793	127	9	4	1	0	0	2	0	0	0	0	938
20:00	0	565	104	6	1	0	0	0	1	0	0	0	0	677
21:00	0	431	54	8	0	1	0	0	1	0	0	0	0	495
22:00	0	278	40	6	0	0	0	0	2	0	0	0	0	326
23:00	0	173	14	1	0	1	0	0	3	0	0	0	0	192
Total	16	16134	3238	239	127	41	1	9	65	0	0	0	0	19870
Percent	0.1%	81.2%	16.3%	1.2%	0.6%	0.2%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	02:00	08:00	11:00	07:00	11:00	06:00		09:00	07:00					08:00
Vol.	1	961	245	26	18	6		2	5					1196
PM Peak	12:00	17:00	15:00	14:00	12:00	12:00	16:00	12:00	13:00					17:00
Vol.	2	1368	282	26	15	6	1	1	5					1620
Grand Total	16	16134	3238	239	127	41	1	9	65	0	0	0	0	19870
Percent	0.1%	81.2%	16.3%	1.2%	0.6%	0.2%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	

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City of Rialto
Acacia Avenue
B/ Elm Court - Foothill Boulevard
24 Hour Directional Classification Count

RLT002
Site Code: 108-26066

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/27/26	0	17	0	0	0	0	0	0	0	0	0	0	0	17
01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	25	5	0	0	0	0	0	0	0	0	0	0	30
05:00	0	32	11	0	0	0	0	0	0	0	0	0	0	43
06:00	0	75	8	0	0	0	0	0	1	0	0	0	0	84
07:00	0	186	28	**1**	0	0	0	0	0	0	0	0	0	215
08:00	0	**193**	33	0	0	0	0	0	0	0	0	0	0	**226**
09:00	0	110	22	0	1	0	0	0	**2**	0	0	0	0	135
10:00	0	130	20	0	**2**	0	0	0	0	0	0	0	0	152
11:00	**1**	121	**35**	0	2	**1**	0	0	1	0	0	0	0	161
12 PM	0	125	20	0	0	0	0	0	0	0	0	0	0	145
13:00	0	141	33	**3**	**2**	0	0	0	0	0	0	0	0	179
14:00	0	218	**36**	2	0	0	0	0	0	0	0	0	0	**256**
15:00	0	**226**	24	0	2	0	0	0	**1**	0	0	0	0	253
16:00	0	191	36	0	0	0	0	0	0	0	0	0	0	227
17:00	0	206	36	0	0	**1**	0	0	0	0	0	0	0	243
18:00	0	179	21	0	1	0	0	0	0	0	0	0	0	201
19:00	0	101	13	0	0	0	0	0	0	0	0	0	0	114
20:00	0	95	8	0	0	0	0	0	0	0	0	0	0	103
21:00	0	63	5	0	0	0	0	0	0	0	0	0	0	68
22:00	0	43	6	0	0	0	0	0	0	0	0	0	0	49
23:00	0	25	3	0	0	0	0	0	0	0	0	0	0	28
Total	1	2525	404	6	10	2	0	0	5	0	0	0	0	2953
Percent	0.0%	85.5%	13.7%	0.2%	0.3%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	11:00	07:00	10:00	11:00			09:00					08:00
Vol.	1	193	35	1	2	1			2					226
PM Peak		15:00	14:00	13:00	13:00	17:00			15:00					14:00
Vol.		226	36	3	2	1			1					256
Grand Total	1	2525	404	6	10	2	0	0	5	0	0	0	0	2953
Percent	0.0%	85.5%	13.7%	0.2%	0.3%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

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City of Rialto
Acacia Avenue
B/ Elm Court - Foothill Boulevard
24 Hour Directional Classification Count

RLT002
Site Code: 108-26066

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/27/26	0	13	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
03:00	0	4	1	0	0	0	0	0	1	0	0	0	0	6
04:00	0	22	1	0	**1**	0	0	0	0	0	0	0	0	24
05:00	0	39	6	0	0	0	0	0	1	0	0	0	0	46
06:00	0	43	10	0	1	0	0	0	1	0	0	0	0	55
07:00	0	**176**	20	2	0	0	0	0	**2**	0	0	0	0	**200**
08:00	0	157	21	**3**	0	**1**	0	0	0	0	0	0	0	182
09:00	0	89	22	0	0	0	0	0	0	0	0	0	0	111
10:00	0	125	23	0	1	0	0	0	0	0	0	0	0	149
11:00	0	148	**25**	0	1	0	0	0	1	0	0	0	0	175
12 PM	**1**	139	26	0	**2**	**1**	0	0	0	0	0	0	0	169
13:00	0	184	36	0	1	0	0	0	**1**	0	0	0	0	222
14:00	0	210	45	**4**	0	0	0	0	0	0	0	0	0	259
15:00	0	**226**	**46**	0	1	0	0	0	0	0	0	0	0	**273**
16:00	0	216	42	1	1	0	0	0	0	0	0	0	0	260
17:00	1	212	28	0	1	1	0	0	0	0	0	0	0	243
18:00	0	186	28	0	0	1	0	0	0	0	0	0	0	215
19:00	0	148	26	0	1	0	0	0	0	0	0	0	0	175
20:00	0	125	10	0	0	0	0	0	0	0	0	0	0	135
21:00	0	80	10	0	0	0	0	0	0	0	0	0	0	90
22:00	0	48	6	0	0	0	0	0	0	0	0	0	0	54
23:00	0	27	1	0	0	0	0	0	0	0	0	0	0	28
Total	2	2638	433	10	11	4	0	0	7	0	0	0	0	3105
Percent	0.1%	85.0%	13.9%	0.3%	0.4%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	11:00	08:00	04:00	08:00			07:00					07:00
Vol.		176	25	3	1	1			2					200
PM Peak	12:00	15:00	15:00	14:00	12:00	12:00			13:00					15:00
Vol.	1	226	46	4	2	1			1					273
Grand Total	2	2638	433	10	11	4	0	0	7	0	0	0	0	3105
Percent	0.1%	85.0%	13.9%	0.3%	0.4%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

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Acacia Avenue
B/ Elm Court - Foothill Boulevard
24 Hour Directional Classification Count

RLT002
Site Code: 108-26066

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/27/26	0	30	0	0	0	0	0	0	0	0	0	0	0	30
01:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
02:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
03:00	0	16	1	0	0	0	0	0	1	0	0	0	0	18
04:00	0	47	6	0	1	0	0	0	0	0	0	0	0	54
05:00	0	71	17	0	0	0	0	0	1	0	0	0	0	89
06:00	0	118	18	0	1	0	0	0	**2**	0	0	0	0	139
07:00	0	**362**	48	**3**	0	0	0	0	2	0	0	0	0	**415**
08:00	0	350	54	3	0	**1**	0	0	0	0	0	0	0	408
09:00	0	199	44	0	1	0	0	0	2	0	0	0	0	246
10:00	0	255	43	0	**3**	0	0	0	0	0	0	0	0	301
11:00	**1**	269	**60**	0	3	1	0	0	2	0	0	0	0	336
12 PM	**1**	264	46	0	2	1	0	0	0	0	0	0	0	314
13:00	0	325	69	3	**3**	0	0	0	**1**	0	0	0	0	401
14:00	0	428	**81**	**6**	0	0	0	0	0	0	0	0	0	515
15:00	0	**452**	70	0	3	0	0	0	1	0	0	0	0	**526**
16:00	0	407	78	1	1	0	0	0	0	0	0	0	0	487
17:00	1	418	64	0	1	**2**	0	0	0	0	0	0	0	486
18:00	0	365	49	0	1	1	0	0	0	0	0	0	0	416
19:00	0	249	39	0	1	0	0	0	0	0	0	0	0	289
20:00	0	220	18	0	0	0	0	0	0	0	0	0	0	238
21:00	0	143	15	0	0	0	0	0	0	0	0	0	0	158
22:00	0	91	12	0	0	0	0	0	0	0	0	0	0	103
23:00	0	52	4	0	0	0	0	0	0	0	0	0	0	56
Total	3	5163	837	16	21	6	0	0	12	0	0	0	0	6058
Percent	0.0%	85.2%	13.8%	0.3%	0.3%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	11:00	07:00	10:00	08:00			06:00					07:00
Vol.	1	362	60	3	3	1			2					415
PM Peak	12:00	15:00	14:00	14:00	13:00	17:00			13:00					15:00
Vol.	1	452	81	6	3	2			1					526
Grand Total	3	5163	837	16	21	6	0	0	12	0	0	0	0	6058
Percent	0.0%	85.2%	13.8%	0.3%	0.3%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

APPENDIX C

PCE WORKSHEETS

Existing Peak Hour Volumes - Classification Counts

1 **Acacia Avenue at Foothill Blvd**

	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	66	0	0	0	0	0.0%	0	0.0	66	70	0	0	0	0	0.0%	0	0.0	70
NT	143	0	0	0	0	0.0%	0	0.0	143	107	0	0	0	0	0.0%	0	0.0	107
NR	47	0	0	0	0	0.0%	0	0.0	47	39	0	1	0	1	2.5%	2	2.0	41
SL	30	1	0	1	2	6.3%	5	2.5	35	31	0	0	0	0	0.0%	0	0.0	31
ST	135	1	0	0	1	0.7%	2	2.0	137	102	0	0	0	0	0.0%	0	0.0	102
SR	77	1	0	0	1	1.3%	2	2.0	79	44	0	0	0	0	0.0%	0	0.0	44
EL	31	0	0	0	0	0.0%	0	0.0	31	54	0	0	0	0	0.0%	0	0.0	54
ET	565	13	0	0	13	2.2%	20	1.5	585	756	6	0	1	7	0.9%	12	1.7	768
ER	55	3	0	1	4	6.8%	8	2.0	63	80	0	1	0	1	1.2%	2	2.0	82
WL	29	0	0	0	0	0.0%	0	0.0	29	44	1	0	0	1	2.2%	2	2.0	46
WT	532	16	1	3	20	3.6%	35	1.8	567	627	6	2	1	9	1.4%	16	1.8	643
WR	20	4	1	0	5	20.0%	8	1.6	28	51	0	1	0	1	1.9%	2	2.0	53
									1,810									2,041
North Leg Volumes																		
Approach	242	3	0	1	4		9		251	177	0	0	0	0		0		177
Depart	194	4	1	0	5		8		202	212	0	1	0	1		2		214
Total	436	7	1	1	9	2.0%	17	1.9	453	389	0	1	0	1	0.3%	2	2.0	391
South Leg Volumes																		
Approach	256	0	0	0	0		0		256	216	0	1	0	1		2		218
Depart	219	4	0	1	5		10		229	226	1	1	0	2		4		230
Total	475	4	0	1	5	1.0%	10	2.0	485	442	1	2	0	3	0.7%	6	2.0	448
East Leg Volumes																		
Approach	581	20	2	3	25		43		624	722	7	3	1	11		20		742
Depart	642	14	0	1	15		25		667	826	6	1	1	8		14		840
Total	1,223	34	2	4	40	3.2%	68	1.7	1,291	1,548	13	4	2	19	1.2%	34	1.8	1,582
West Leg Volumes																		
Approach	651	16	0	1	17		28		679	890	6	1	1	8		14		904
Depart	675	17	1	3	21		37		712	741	6	2	1	9		16		757
Total	1,326	33	1	4	38	2.8%	65	1.7	1,391	1,631	12	3	2	17	1.0%	30	1.8	1,661
All Legs																		
Approach	1,730	39	2	5	46		80		1,810	2,005	13	5	2	20		36		2,041
Depart	1,730	39	2	5	46		80		1,810	2,005	13	5	2	20		36		2,041
Total	3,460	78	4	10	92	2.6%	160	1.7	3,620	4,010	26	10	4	40	1.0%	72	1.8	4,082

Existing Peak Hour Volumes - Classification Counts

2 **Drwy 1 at Foothill Blvd**

	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	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NR	0	0	0	0	0	0.0%	0	0.0	0	9	0	0	0	0	0.0%	0	0.0	9
SL	0	0	0	0	0	0.0%	0	0.0	0	1	0	0	0	0	0.0%	0	0.0	1
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	2	0	0	0	0	0.0%	0	0.0	2
EL	1	0	0	0	0	0.0%	0	0.0	1	0	0	0	0	0	0.0%	0	0.0	0
ET	649	23	1	1	25	3.7%	40	1.6	689	895	7	1	1	9	1.0%	16	1.8	911
ER	2	0	0	0	0	0.0%	0	0.0	2	16	1	0	0	1	5.9%	2	2.0	18
WL	0	0	0	0	0	0.0%	0	0.0	0	2	0	0	0	0	0.0%	0	0.0	2
WT	678	16	1	3	20	2.9%	35	1.8	713	741	1	2	1	4	0.5%	9	2.3	750
WR	2	0	0	0	0	0.0%	0	0.0	2	1	0	0	0	0	0.0%	0	0.0	1
									1,407									1,694
North Leg Volumes																		
Approach	0	0	0	0	0		0		0	3	0	0	0	0		0		3
Depart	3	0	0	0	0		0		3	1	0	0	0	0		0		1
Total	3	0	0	0	0	0.0%	0	0.0	3	4	0	0	0	0	0.0%	0	0.0	4
South Leg Volumes																		
Approach	0	0	0	0	0		0		0	9	0	0	0	0		0		9
Depart	2	0	0	0	0		0		2	18	1	0	0	1		2		20
Total	2	0	0	0	0	0.0%	0	0.0	2	27	1	0	0	1	3.6%	2	2.0	29
East Leg Volumes																		
Approach	680	16	1	3	20		35		715	744	1	2	1	4		9		753
Depart	649	23	1	1	25		40		689	905	7	1	1	9		16		921
Total	1,329	39	2	4	45	3.3%	75	1.7	1,404	1,649	8	3	2	13	0.8%	25	1.9	1,674
West Leg Volumes																		
Approach	652	23	1	1	25		40		692	911	8	1	1	10		18		929
Depart	678	16	1	3	20		35		713	743	1	2	1	4		9		752
Total	1,330	39	2	4	45	3.3%	75	1.7	1,405	1,654	9	3	2	14	0.8%	27	1.9	1,681
All Legs																		
Approach	1,332	39	2	4	45		75		1,407	1,667	9	3	2	14		27		1,694
Depart	1,332	39	2	4	45		75		1,407	1,667	9	3	2	14		27		1,694
Total	2,664	78	4	8	90	3.3%	150	1.7	2,814	3,334	18	6	4	28	0.8%	54	1.9	3,388

Existing Peak Hour Volumes - Classification Counts

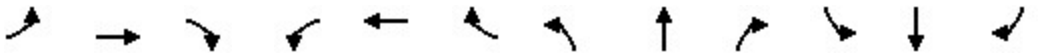
3 **Drwy 2 at Acacia Ave**

	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	11	0	0	0	0	0.0%	0	0.0	11	17	0	0	0	0	0.0%	0	0.0	17
NT	248	0	0	0	0	0.0%	0	0.0	248	170	0	1	0	1	0.6%	2	2.0	172
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	196	3	0	1	4	2.0%	8	2.0	204	192	1	1	0	2	1.0%	4	2.0	196
SR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
EL	2	0	0	0	0	0.0%	0	0.0	2	8	0	0	0	0	0.0%	0	0.0	8
ET	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ER	7	0	0	0	0	0.0%	0	0.0	7	17	0	0	0	0	0.0%	0	0.0	17
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
									472									410
North Leg Volumes																		
Approach	196	3	0	1	4		8		204	192	1	1	0	2		4		196
Depart	250	0	0	0	0		0		250	178	0	1	0	1		2		180
Total	446	3	0	1	4	0.9%	8	2.0	454	370	1	2	0	3	0.8%	6	2.0	376
South Leg Volumes																		
Approach	259	0	0	0	0		0		259	187	0	1	0	1		2		189
Depart	203	3	0	1	4		8		211	209	1	1	0	2		4		213
Total	462	3	0	1	4	0.9%	8	2.0	470	396	1	2	0	3	0.8%	6	2.0	402
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	0	0	0	0		0		9	25	0	0	0	0		0		25
Depart	11	0	0	0	0		0		11	17	0	0	0	0		0		17
Total	20	0	0	0	0	0.0%	0	0.0	20	42	0	0	0	0	0.0%	0	0.0	42
All Legs																		
Approach	464	3	0	1	4		8		472	404	1	2	0	3		6		410
Depart	464	3	0	1	4		8		472	404	1	2	0	3		6		410
Total	928	6	0	2	8	0.9%	16	2.0	944	808	2	4	0	6	0.7%	12	2.0	820

	ROADWAY SEGMENT	Direction													
	Foothill Blvd (West of Acacia Ave)	EB/WB													
	Name		Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
1	Class		1	1	2	2	2	3	4	4	5	6	5	6	6	
	Factor		1	1	1.5	1.5	1.5	2	3	3	3	3	3	3	3	
	Total Non-PCE		16	16134	3238	239	127	41	1	9	65	0	0	0	0	19,870
	Total PCE		16	16134	4857	358.5	190.5	82	3	27	195	0	0	0	0	21,863
	Acacia Ave (South of Foothill Blvd)	NB/SB														
	Name		Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
2	Class		1	1	2	2	2	3	4	4	5	6	5	6	6	
	Factor		1	1	1.5	1.5	1.5	2	3	3	3	3	3	3	3	
	Total Non-PCE		3	5163	837	16	21	6	0	0	12	0	0	0	0	6,058
	Total PCE		3	5163	1255.5	24	31.5	12	0	0	36	0	0	0	0	6,525

APPENDIX D

INTERSECTION ANALYSIS WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	585	63	29	567	28	66	143	47	35	137	79
Future Volume (veh/h)	32	585	63	29	567	28	66	143	47	35	137	79
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	37	672	72	36	700	35	80	172	57	42	163	94
Peak Hour Factor	0.87	0.87	0.87	0.81	0.81	0.81	0.83	0.83	0.83	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	1270	135	63	931	47	237	492	151	137	505	269
Arrive On Green	0.04	0.27	0.27	0.04	0.27	0.27	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	4687	498	1781	3444	172	344	964	296	159	990	527
Grp Volume(v), veh/h	37	487	257	36	361	374	309	0	0	299	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1781	1781	1777	1839	1603	0	0	1676	0	0
Q Serve(g_s), s	1.5	8.9	9.1	1.5	13.7	13.7	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	8.9	9.1	1.5	13.7	13.7	7.4	0.0	0.0	7.3	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.09	0.26		0.18	0.14		0.31
Lane Grp Cap(c), veh/h	64	922	482	63	480	497	879	0	0	911	0	0
V/C Ratio(X)	0.58	0.53	0.53	0.57	0.75	0.75	0.35	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	182	1458	763	182	761	788	879	0	0	911	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.9	22.8	22.8	34.9	24.6	24.6	10.6	0.0	0.0	10.6	0.0	0.0
Incr Delay (d2), s/veh	7.9	0.5	0.9	7.9	2.4	2.3	1.1	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.5	3.7	0.8	5.8	6.0	2.9	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	23.3	23.8	42.8	27.0	26.9	11.7	0.0	0.0	11.6	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	B			B		
Approach Vol, veh/h		781			771			309			299	
Approach Delay, s/veh		24.4			27.7			11.7			11.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.0	7.1	24.4		42.0	7.2	24.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		37.5	7.5	31.5		37.5	7.5	31.5				
Max Q Clear Time (g_c+I1), s		9.4	3.5	11.1		9.3	3.5	15.7				
Green Ext Time (p_c), s		2.1	0.0	4.9		2.0	0.0	4.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	689	2	0	713	2	0	0	0	0	0	0
Future Vol, veh/h	0	689	2	0	713	2	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	81	81	81	25	25	25	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	783	2	0	880	2	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	393	-	-	441
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	518	0	0	564
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	518	-	-	564
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	7	11	248	204	0
Future Vol, veh/h	2	7	11	248	204	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	88	88	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	13	13	282	304	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	611	304	304	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	307	-	-	-	-	-
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	457	735	1256	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	452	735	1256	-	-	-
Mov Cap-2 Maneuver	452	-	-	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	746	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.72	0.34	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	76	-	645	-	-
HCM Lane V/C Ratio	0.01	-	0.025	-	-
HCM Ctrl Dly (s/v)	7.9	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	768	82	46	643	53	70	107	41	32	102	44
Future Volume (veh/h)	54	768	82	46	643	53	70	107	41	32	102	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	55	784	84	53	748	62	97	149	57	36	116	50
Peak Hour Factor	0.98	0.98	0.98	0.86	0.86	0.86	0.72	0.72	0.72	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1383	147	80	978	81	274	407	143	161	496	197
Arrive On Green	0.05	0.30	0.30	0.04	0.29	0.29	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1781	4685	499	1781	3322	275	439	850	299	217	1038	413
Grp Volume(v), veh/h	55	568	300	53	400	410	303	0	0	202	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1781	1781	1777	1821	1589	0	0	1668	0	0
Q Serve(g_s), s	2.3	10.5	10.6	2.2	15.2	15.2	3.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	10.5	10.6	2.2	15.2	15.2	8.4	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.15	0.32		0.19	0.18		0.25
Lane Grp Cap(c), veh/h	81	1005	526	80	523	536	824	0	0	855	0	0
V/C Ratio(X)	0.68	0.57	0.57	0.66	0.76	0.77	0.37	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	204	1490	779	204	778	797	824	0	0	855	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.9	22.1	22.2	34.9	23.9	23.9	12.2	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	9.4	0.5	1.0	9.1	2.6	2.6	1.3	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.0	4.3	1.1	6.4	6.6	3.2	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.2	22.6	23.1	44.0	26.5	26.4	13.5	0.0	0.0	12.0	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	B			B		
Approach Vol, veh/h		923			863			303			202	
Approach Delay, s/veh		24.1			27.5			13.5			12.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0	7.8	26.4		40.0	7.9	26.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		35.5	8.5	32.5		35.5	8.5	32.5				
Max Q Clear Time (g_c+I1), s		10.4	4.2	12.6		6.9	4.3	17.2				
Green Ext Time (p_c), s		2.0	0.0	5.8		1.2	0.0	4.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	22.9
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	911	20	0	754	1	0	0	9	0	0	2
Future Vol, veh/h	0	911	20	0	754	1	0	0	9	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	89	89	89	75	75	75	38	38	38
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	939	21	0	847	1	0	0	12	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	480	-	-	424
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	455	0	0	578
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	455	-	-	578
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	13.12	11.28
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	455	-	-	-	-	578
HCM Lane V/C Ratio	0.026	-	-	-	-	0.009
HCM Ctrl Dly (s/v)	13.1	-	-	-	-	11.3
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0

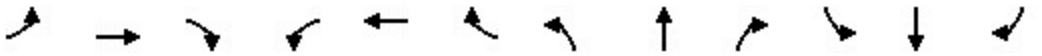
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	17	17	172	196	0
Future Vol, veh/h	8	17	17	172	196	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	86	86	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	22	20	200	218	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	457	218	218	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	240	-	-	-	-	-
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	561	822	1352	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	552	822	1352	-	-	-
Mov Cap-2 Maneuver	552	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	800	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.3	0.69	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	162	-	711	-	-
HCM Lane V/C Ratio	0.015	-	0.045	-	-
HCM Ctrl Dly (s/v)	7.7	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	597	64	30	578	29	67	146	48	36	140	81
Future Volume (veh/h)	33	597	64	30	578	29	67	146	48	36	140	81
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	38	686	74	37	714	36	81	176	58	43	167	96
Peak Hour Factor	0.87	0.87	0.87	0.81	0.81	0.81	0.83	0.83	0.83	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	1287	138	64	944	48	234	491	150	136	502	266
Arrive On Green	0.04	0.27	0.27	0.04	0.27	0.27	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	4683	501	1781	3442	173	341	968	295	159	991	526
Grp Volume(v), veh/h	38	497	263	37	368	382	315	0	0	306	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1780	1781	1777	1839	1605	0	0	1675	0	0
Q Serve(g_s), s	1.6	9.2	9.3	1.5	14.0	14.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	9.2	9.3	1.5	14.0	14.1	7.6	0.0	0.0	7.6	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.09	0.26		0.18	0.14		0.31
Lane Grp Cap(c), veh/h	65	936	489	64	487	504	874	0	0	904	0	0
V/C Ratio(X)	0.58	0.53	0.54	0.58	0.76	0.76	0.36	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	181	1449	758	181	756	783	874	0	0	904	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.1	22.8	22.8	35.1	24.6	24.6	10.9	0.0	0.0	10.9	0.0	0.0
Incr Delay (d2), s/veh	8.0	0.5	0.9	8.0	2.4	2.3	1.2	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.6	3.8	0.8	5.9	6.1	3.1	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.1	23.3	23.7	43.1	27.0	26.9	12.1	0.0	0.0	11.9	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	B			B		
Approach Vol, veh/h		798			787			315			306	
Approach Delay, s/veh		24.4			27.7			12.1			11.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.0	7.2	24.8		42.0	7.2	24.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		37.5	7.5	31.5		37.5	7.5	31.5				
Max Q Clear Time (g_c+I1), s		9.6	3.5	11.3		9.6	3.6	16.1				
Green Ext Time (p_c), s		2.1	0.0	5.0		2.0	0.0	4.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	22.1
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	703	2	0	727	2	0	0	0	0	0	0
Future Vol, veh/h	0	703	2	0	727	2	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	81	81	81	25	25	25	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	799	2	0	898	2	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	401	-	-	450
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	512	0	0	556
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	512	-	-	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-	-	-

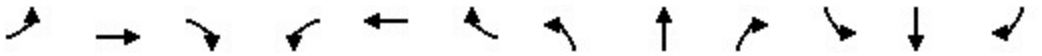
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	7	11	253	208	0
Future Vol, veh/h	2	7	11	253	208	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	88	88	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	13	13	288	310	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	623	310	310	0	-	0
Stage 1	310	-	-	-	-	-
Stage 2	313	-	-	-	-	-
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	450	730	1250	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	444	730	1250	-	-	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.78	0.33	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	75	-	639	-	-
HCM Lane V/C Ratio	0.01	-	0.025	-	-
HCM Ctrl Dly (s/v)	7.9	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	783	84	47	656	54	71	109	42	33	104	45
Future Volume (veh/h)	55	783	84	47	656	54	71	109	42	33	104	45
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	56	799	86	55	763	63	99	151	58	38	118	51
Peak Hour Factor	0.98	0.98	0.98	0.86	0.86	0.86	0.72	0.72	0.72	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	1399	150	81	991	82	273	403	142	164	488	195
Arrive On Green	0.05	0.30	0.30	0.05	0.30	0.30	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1781	4683	501	1781	3323	274	441	848	299	225	1028	410
Grp Volume(v), veh/h	56	580	305	55	408	418	308	0	0	207	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1780	1781	1777	1821	1588	0	0	1663	0	0
Q Serve(g_s), s	2.3	10.8	10.9	2.3	15.6	15.6	3.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	10.8	10.9	2.3	15.6	15.6	8.6	0.0	0.0	5.1	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.15	0.32		0.19	0.18		0.25
Lane Grp Cap(c), veh/h	82	1017	532	81	530	543	818	0	0	847	0	0
V/C Ratio(X)	0.68	0.57	0.57	0.68	0.77	0.77	0.38	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	203	1480	774	203	773	792	818	0	0	847	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.1	22.1	22.2	35.1	23.9	23.9	12.5	0.0	0.0	11.6	0.0	0.0
Incr Delay (d2), s/veh	9.6	0.5	1.0	9.5	2.9	2.8	1.3	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.2	4.5	1.2	6.6	6.8	3.3	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.7	22.6	23.2	44.6	26.7	26.7	13.8	0.0	0.0	12.3	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	B			B		
Approach Vol, veh/h		941			881			308			207	
Approach Delay, s/veh		24.1			27.8			13.8			12.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0	7.9	26.8		40.0	7.9	26.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		35.5	8.5	32.5		35.5	8.5	32.5				
Max Q Clear Time (g_c+I1), s		10.6	4.3	12.9		7.1	4.3	17.6				
Green Ext Time (p_c), s		2.0	0.0	5.9		1.3	0.0	4.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.1
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	929	20	0	769	1	0	0	9	0	0	2
Future Vol, veh/h	0	929	20	0	769	1	0	0	9	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	89	89	89	75	75	75	38	38	38
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	958	21	0	864	1	0	0	12	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	489	-	-	433
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	449	0	0	571
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	449	-	-	571
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	13.24	11.36
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	449	-	-	-	-	571
HCM Lane V/C Ratio	0.027	-	-	-	-	0.009
HCM Ctrl Dly (s/v)	13.2	-	-	-	-	11.4
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0

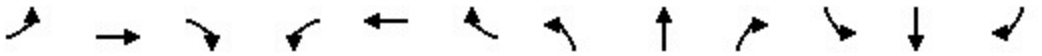
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	17	17	175	200	0
Future Vol, veh/h	8	17	17	175	200	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	86	86	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	22	20	203	222	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	465	222	222	0	-	0
Stage 1	222	-	-	-	-	-
Stage 2	243	-	-	-	-	-
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	555	817	1347	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	546	817	1347	-	-	-
Mov Cap-2 Maneuver	546	-	-	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	797	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.35	0.68	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	159	-	705	-	-
HCM Lane V/C Ratio	0.015	-	0.045	-	-
HCM Ctrl Dly (s/v)	7.7	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	613	64	63	560	29	100	147	48	36	142	81
Future Volume (veh/h)	33	613	64	63	560	29	100	147	48	36	142	81
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	38	705	74	78	691	36	120	177	58	43	169	96
Peak Hour Factor	0.87	0.87	0.87	0.81	0.81	0.81	0.83	0.83	0.83	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	1167	122	100	921	48	302	429	130	136	509	267
Arrive On Green	0.04	0.25	0.25	0.06	0.27	0.27	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	4697	489	1781	3436	179	461	839	254	158	996	523
Grp Volume(v), veh/h	38	509	270	78	357	370	355	0	0	308	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1782	1781	1777	1838	1555	0	0	1677	0	0
Q Serve(g_s), s	1.5	9.7	9.8	3.2	13.5	13.5	1.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	9.7	9.8	3.2	13.5	13.5	9.0	0.0	0.0	7.6	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.10	0.34		0.16	0.14		0.31
Lane Grp Cap(c), veh/h	65	846	443	100	476	493	860	0	0	913	0	0
V/C Ratio(X)	0.58	0.60	0.61	0.78	0.75	0.75	0.41	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	182	1462	765	182	763	789	860	0	0	913	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.8	24.4	24.4	34.2	24.6	24.6	10.9	0.0	0.0	10.6	0.0	0.0
Incr Delay (d2), s/veh	7.9	0.7	1.4	12.0	2.4	2.3	1.5	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.8	4.1	1.7	5.7	5.9	3.5	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.7	25.1	25.8	46.2	27.0	26.9	12.4	0.0	0.0	11.6	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	B			B		
Approach Vol, veh/h		817			805			355			308	
Approach Delay, s/veh		26.1			28.8			12.4			11.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.0	8.6	22.7		42.0	7.2	24.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		37.5	7.5	31.5		37.5	7.5	31.5				
Max Q Clear Time (g_c+I1), s		11.0	5.2	11.8		9.6	3.5	15.5				
Green Ext Time (p_c), s		2.5	0.0	5.1		2.1	0.0	4.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.0
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	685	35	0	743	2	0	0	34	0	0	0
Future Vol, veh/h	0	685	35	0	743	2	0	0	34	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	81	81	81	25	25	25	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	778	40	0	917	2	0	0	136	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	409	-	-	460
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	506	0	0	548
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	506	-	-	548
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	14.72	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	506	-	-	-	-	-
HCM Lane V/C Ratio	0.269	-	-	-	-	-
HCM Ctrl Dly (s/v)	14.7	-	-	-	-	0
HCM Lane LOS	B	-	-	-	-	A
HCM 95th %tile Q(veh)	1.1	-	-	-	-	-

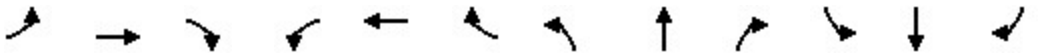
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	9	13	253	208	35
Future Vol, veh/h	36	9	13	253	208	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	88	88	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	16	15	288	310	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	654	337	363	0	-	0
Stage 1	337	-	-	-	-	-
Stage 2	317	-	-	-	-	-
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	432	706	1196	-	-	-
Stage 1	723	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	425	706	1196	-	-	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.43	0.39	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	88	-	462	-	-
HCM Lane V/C Ratio	0.012	-	0.174	-	-
HCM Ctrl Dly (s/v)	8	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	783	84	66	637	54	88	109	42	33	104	45
Future Volume (veh/h)	55	783	84	66	637	54	88	109	42	33	104	45
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	56	799	86	77	741	63	122	151	58	38	118	51
Peak Hour Factor	0.98	0.98	0.98	0.86	0.86	0.86	0.72	0.72	0.72	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	1326	142	99	970	82	312	373	131	166	494	197
Arrive On Green	0.05	0.28	0.28	0.06	0.29	0.29	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1781	4683	501	1781	3315	282	512	778	274	226	1031	411
Grp Volume(v), veh/h	56	580	305	77	397	407	331	0	0	207	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1780	1781	1777	1820	1564	0	0	1668	0	0
Q Serve(g_s), s	2.3	10.9	11.0	3.2	15.1	15.1	4.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	10.9	11.0	3.2	15.1	15.1	9.5	0.0	0.0	5.0	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.15	0.37		0.18	0.18		0.25
Lane Grp Cap(c), veh/h	82	964	504	99	520	533	815	0	0	856	0	0
V/C Ratio(X)	0.68	0.60	0.61	0.77	0.76	0.76	0.41	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	204	1493	781	204	779	798	815	0	0	856	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.8	23.0	23.0	34.5	23.9	23.9	12.4	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	9.5	0.6	1.2	12.0	2.5	2.5	1.5	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.2	4.5	1.7	6.3	6.5	3.5	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.3	23.6	24.2	46.6	26.4	26.4	13.9	0.0	0.0	12.0	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	B			B		
Approach Vol, veh/h		941			881			331			207	
Approach Delay, s/veh		25.0			28.1			13.9			12.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0	8.6	25.5		40.0	7.9	26.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		35.5	8.5	32.5		35.5	8.5	32.5				
Max Q Clear Time (g_c+I1), s		11.5	5.2	13.0		7.0	4.3	17.1				
Green Ext Time (p_c), s		2.2	0.0	5.9		1.3	0.0	4.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.5
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	910	39	0	769	1	0	0	27	0	0	2
Future Vol, veh/h	0	910	39	0	769	1	0	0	27	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	89	89	89	75	75	75	38	38	38
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	938	40	0	864	1	0	0	36	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	489	-	-	433
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	449	0	0	571
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	449	-	-	571
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	13.72	11.36
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	449	-	-	-	-	571
HCM Lane V/C Ratio	0.08	-	-	-	-	0.009
HCM Ctrl Dly (s/v)	13.7	-	-	-	-	11.4
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	-	0

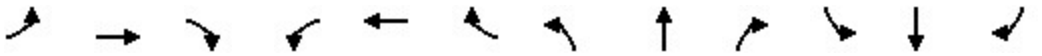
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	17	17	175	200	20
Future Vol, veh/h	25	17	17	175	200	20
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	78	78	86	86	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	22	20	203	222	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	476	233	244	0	-	0
Stage 1	233	-	-	-	-	-
Stage 2	243	-	-	-	-	-
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	547	806	1322	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	538	806	1322	-	-	-
Mov Cap-2 Maneuver	538	-	-	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	797	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.34	0.69	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	159	-	622	-	-
HCM Lane V/C Ratio	0.015	-	0.087	-	-
HCM Ctrl Dly (s/v)	7.8	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	619	64	30	590	29	67	146	48	36	140	81
Future Volume (veh/h)	33	619	64	30	590	29	67	146	48	36	140	81
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	38	711	74	37	728	36	81	176	58	43	167	96
Peak Hour Factor	0.87	0.87	0.87	0.81	0.81	0.81	0.83	0.83	0.83	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	1309	135	64	958	47	233	488	149	135	499	265
Arrive On Green	0.04	0.28	0.28	0.04	0.28	0.28	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1781	4701	486	1781	3446	170	341	968	296	159	991	526
Grp Volume(v), veh/h	38	513	272	37	375	389	315	0	0	306	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1783	1781	1777	1840	1605	0	0	1675	0	0
Q Serve(g_s), s	1.6	9.5	9.6	1.5	14.4	14.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	9.5	9.6	1.5	14.4	14.4	7.7	0.0	0.0	7.7	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.09	0.26		0.18	0.14		0.31
Lane Grp Cap(c), veh/h	65	948	497	64	494	511	870	0	0	900	0	0
V/C Ratio(X)	0.58	0.54	0.55	0.58	0.76	0.76	0.36	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	180	1441	755	180	752	779	870	0	0	900	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.3	22.8	22.8	35.3	24.6	24.6	11.1	0.0	0.0	11.1	0.0	0.0
Incr Delay (d2), s/veh	8.0	0.5	0.9	8.0	2.4	2.4	1.2	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.7	4.0	0.8	6.1	6.3	3.1	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.3	23.3	23.8	43.3	27.0	27.0	12.2	0.0	0.0	12.1	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	B			B		
Approach Vol, veh/h		823			801			315			306	
Approach Delay, s/veh		24.4			27.7			12.2			12.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.0	7.2	25.2		42.0	7.2	25.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		37.5	7.5	31.5		37.5	7.5	31.5				
Max Q Clear Time (g_c+I1), s		9.7	3.5	11.6		9.7	3.6	16.4				
Green Ext Time (p_c), s		2.1	0.0	5.2		2.0	0.0	4.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	22.2
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	725	2	0	739	2	0	0	0	0	0	0
Future Vol, veh/h	0	725	2	0	739	2	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	81	81	81	25	25	25	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	824	2	0	912	2	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	413	-	-	457
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	503	0	0	550
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	503	-	-	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-	-	-

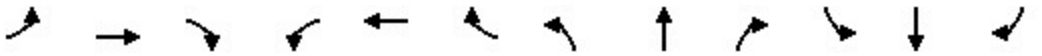
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	7	11	253	208	0
Future Vol, veh/h	2	7	11	253	208	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	88	88	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	13	13	288	310	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	623	310	310	0	-	0
Stage 1	310	-	-	-	-	-
Stage 2	313	-	-	-	-	-
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	450	730	1250	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	444	730	1250	-	-	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.78	0.33	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	75	-	639	-	-
HCM Lane V/C Ratio	0.01	-	0.025	-	-
HCM Ctrl Dly (s/v)	7.9	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	802	84	47	678	54	71	109	42	33	104	45
Future Volume (veh/h)	55	802	84	47	678	54	71	109	42	33	104	45
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	56	818	86	55	788	63	99	151	58	38	118	51
Peak Hour Factor	0.98	0.98	0.98	0.86	0.86	0.86	0.72	0.72	0.72	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	1432	150	81	1015	81	271	399	141	163	484	193
Arrive On Green	0.05	0.30	0.30	0.05	0.30	0.30	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1781	4695	491	1781	3333	266	442	848	299	225	1028	410
Grp Volume(v), veh/h	56	592	312	55	420	431	308	0	0	207	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1782	1781	1777	1822	1589	0	0	1664	0	0
Q Serve(g_s), s	2.3	11.0	11.1	2.3	16.2	16.2	3.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	11.0	11.1	2.3	16.2	16.2	8.8	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.15	0.32		0.19	0.18		0.25
Lane Grp Cap(c), veh/h	82	1038	543	81	541	555	811	0	0	840	0	0
V/C Ratio(X)	0.69	0.57	0.57	0.68	0.78	0.78	0.38	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	201	1467	768	201	766	785	811	0	0	840	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.5	22.1	22.1	35.5	23.9	23.9	12.8	0.0	0.0	11.9	0.0	0.0
Incr Delay (d2), s/veh	9.8	0.5	1.0	9.6	3.3	3.2	1.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.3	4.6	1.2	6.9	7.1	3.4	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.2	22.5	23.0	45.1	27.2	27.1	14.1	0.0	0.0	12.6	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	B			B		
Approach Vol, veh/h		960			906			308			207	
Approach Delay, s/veh		24.0			28.2			14.1			12.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0	7.9	27.5		40.0	8.0	27.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		35.5	8.5	32.5		35.5	8.5	32.5				
Max Q Clear Time (g_c+I1), s		10.8	4.3	13.1		7.2	4.3	18.2				
Green Ext Time (p_c), s		2.0	0.0	6.0		1.3	0.0	4.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.4
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	948	20	0	791	1	0	0	9	0	0	2
Future Vol, veh/h	0	948	20	0	791	1	0	0	9	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	89	89	89	75	75	75	38	38	38
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	977	21	0	889	1	0	0	12	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	499	-	-	445
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	442	0	0	561
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	442	-	-	561
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	13.36	11.48
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	442	-	-	-	-	561
HCM Lane V/C Ratio	0.027	-	-	-	-	0.009
HCM Ctrl Dly (s/v)	13.4	-	-	-	-	11.5
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0

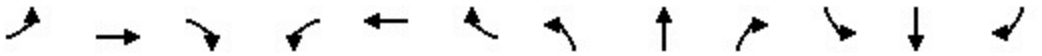
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	17	17	175	200	0
Future Vol, veh/h	8	17	17	175	200	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	86	86	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	22	20	203	222	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	465	222	222	0	-	0
Stage 1	222	-	-	-	-	-
Stage 2	243	-	-	-	-	-
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	555	817	1347	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	546	817	1347	-	-	-
Mov Cap-2 Maneuver	546	-	-	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	797	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.35	0.68	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	159	-	705	-	-
HCM Lane V/C Ratio	0.015	-	0.045	-	-
HCM Ctrl Dly (s/v)	7.7	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	635	64	63	572	29	100	147	48	36	142	81
Future Volume (veh/h)	33	635	64	63	572	29	100	147	48	36	142	81
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	38	730	74	78	706	36	120	177	58	43	169	96
Peak Hour Factor	0.87	0.87	0.87	0.81	0.81	0.81	0.83	0.83	0.83	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	1190	120	100	936	48	300	427	129	136	506	266
Arrive On Green	0.04	0.25	0.25	0.06	0.27	0.27	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	4714	475	1781	3440	175	462	840	254	158	996	523
Grp Volume(v), veh/h	38	526	278	78	364	378	355	0	0	308	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1785	1781	1777	1839	1556	0	0	1677	0	0
Q Serve(g_s), s	1.5	10.1	10.2	3.2	13.9	13.9	1.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	10.1	10.2	3.2	13.9	13.9	9.1	0.0	0.0	7.6	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.10	0.34		0.16	0.14		0.31
Lane Grp Cap(c), veh/h	65	859	450	100	483	500	856	0	0	908	0	0
V/C Ratio(X)	0.58	0.61	0.62	0.78	0.75	0.75	0.41	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	181	1453	762	181	759	785	856	0	0	908	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.0	24.4	24.4	34.3	24.6	24.6	11.1	0.0	0.0	10.8	0.0	0.0
Incr Delay (d2), s/veh	7.9	0.7	1.4	12.0	2.4	2.3	1.5	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.9	4.3	1.7	5.8	6.1	3.5	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.9	25.1	25.8	46.3	27.0	26.9	12.6	0.0	0.0	11.8	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	B			B		
Approach Vol, veh/h		842			820			355			308	
Approach Delay, s/veh		26.1			28.8			12.6			11.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.0	8.7	23.1		42.0	7.2	24.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		37.5	7.5	31.5		37.5	7.5	31.5				
Max Q Clear Time (g_c+I1), s		11.1	5.2	12.2		9.6	3.5	15.9				
Green Ext Time (p_c), s		2.5	0.0	5.2		2.1	0.0	4.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.1
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	707	35	0	755	2	0	0	34	0	0	0
Future Vol, veh/h	0	707	35	0	755	2	0	0	34	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	81	81	81	25	25	25	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	803	40	0	932	2	0	0	136	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	422	-	-	467
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	496	0	0	542
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	496	-	-	542
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	14.97	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	496	-	-	-	-	-
HCM Lane V/C Ratio	0.274	-	-	-	-	-
HCM Ctrl Dly (s/v)	15	-	-	-	-	0
HCM Lane LOS	B	-	-	-	-	A
HCM 95th %tile Q(veh)	1.1	-	-	-	-	-

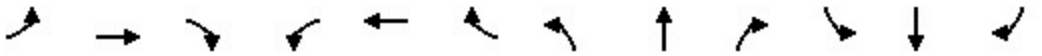
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	9	13	253	208	35
Future Vol, veh/h	36	9	13	253	208	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	88	88	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	16	15	288	310	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	654	337	363	0	-	0
Stage 1	337	-	-	-	-	-
Stage 2	317	-	-	-	-	-
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	432	706	1196	-	-	-
Stage 1	723	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	425	706	1196	-	-	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.43	0.39	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	88	-	462	-	-
HCM Lane V/C Ratio	0.012	-	0.174	-	-
HCM Ctrl Dly (s/v)	8	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	802	84	66	659	54	88	109	42	33	104	45
Future Volume (veh/h)	55	802	84	66	659	54	88	109	42	33	104	45
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	56	818	86	77	766	63	122	151	58	38	118	51
Peak Hour Factor	0.98	0.98	0.98	0.86	0.86	0.86	0.72	0.72	0.72	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	1358	142	99	994	82	309	369	130	164	490	195
Arrive On Green	0.05	0.29	0.29	0.06	0.30	0.30	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1781	4695	491	1781	3325	273	512	778	274	226	1032	411
Grp Volume(v), veh/h	56	592	312	77	409	420	331	0	0	207	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1782	1781	1777	1821	1564	0	0	1669	0	0
Q Serve(g_s), s	2.3	11.2	11.3	3.2	15.7	15.7	4.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	11.2	11.3	3.2	15.7	15.7	9.6	0.0	0.0	5.1	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.15	0.37		0.18	0.18		0.25
Lane Grp Cap(c), veh/h	82	985	515	99	531	545	808	0	0	849	0	0
V/C Ratio(X)	0.68	0.60	0.61	0.77	0.77	0.77	0.41	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	202	1479	774	202	772	791	808	0	0	849	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.2	22.9	22.9	34.9	23.9	23.9	12.7	0.0	0.0	11.7	0.0	0.0
Incr Delay (d2), s/veh	9.6	0.6	1.2	12.0	2.9	2.9	1.5	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.3	4.7	1.7	6.6	6.8	3.6	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.8	23.5	24.1	46.9	26.8	26.7	14.3	0.0	0.0	12.4	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	B			B		
Approach Vol, veh/h		960			906			331			207	
Approach Delay, s/veh		24.9			28.5			14.3			12.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0	8.7	26.1		40.0	7.9	26.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		35.5	8.5	32.5		35.5	8.5	32.5				
Max Q Clear Time (g_c+I1), s		11.6	5.2	13.3		7.1	4.3	17.7				
Green Ext Time (p_c), s		2.2	0.0	6.0		1.3	0.0	4.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.7
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	929	39	0	791	1	0	0	27	0	0	2
Future Vol, veh/h	0	929	39	0	791	1	0	0	27	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	89	89	89	75	75	75	38	38	38
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	958	40	0	889	1	0	0	36	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	499	-	-	445
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	442	0	0	561
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	442	-	-	561
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	13.86	11.48
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	442	-	-	-	-	561
HCM Lane V/C Ratio	0.081	-	-	-	-	0.009
HCM Ctrl Dly (s/v)	13.9	-	-	-	-	11.5
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	17	17	175	200	20
Future Vol, veh/h	25	17	17	175	200	20
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	78	78	86	86	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	22	20	203	222	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	476	233	244	0	-	0
Stage 1	233	-	-	-	-	-
Stage 2	243	-	-	-	-	-
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	547	806	1322	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	538	806	1322	-	-	-
Mov Cap-2 Maneuver	538	-	-	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	797	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.34	0.69	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	159	-	622	-	-
HCM Lane V/C Ratio	0.015	-	0.087	-	-
HCM Ctrl Dly (s/v)	7.8	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

APPENDIX E

CUMULATIVE PROJECTS INFORMATION

TOTAL CUMULATIVE PROJECTS TRAFFIC

AM Peak Hour

			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Acacia Avenue at Foothill Boulevard		0	0	0	0	0	0	0	22	0	0	12	0
2	Project Driveway 1 at Foothill Boulevard		0	0	0	0	0	0	0	22	0	0	12	0
3	Project Driveway 2 at Acacia Avenue		0	0	0	0	0	0	0	0	0	0	0	0
4		0	0	0	0	0	0	0	0	0	0	0	0	0
5		0	0	0	0	0	0	0	0	0	0	0	0	0
6		0	0	0	0	0	0	0	0	0	0	0	0	0
7		0	0	0	0	0	0	0	0	0	0	0	0	0
8		0	0	0	0	0	0	0	0	0	0	0	0	0
9		0	0	0	0	0	0	0	0	0	0	0	0	0
10		0	0	0	0	0	0	0	0	0	0	0	0	0
11		0	0	0	0	0	0	0	0	0	0	0	0	0
12		0	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Acacia Avenue at Foothill Boulevard		0	0	0	0	0	0	0	19	0	0	22	0
2	Project Driveway 1 at Foothill Boulevard		0	0	0	0	0	0	0	19	0	0	22	0
3	Project Driveway 2 at Acacia Avenue		0	0	0	0	0	0	0	0	0	0	0	0
4		0	0	0	0	0	0	0	0	0	0	0	0	0
5		0	0	0	0	0	0	0	0	0	0	0	0	0
6		0	0	0	0	0	0	0	0	0	0	0	0	0
7		0	0	0	0	0	0	0	0	0	0	0	0	0
8		0	0	0	0	0	0	0	0	0	0	0	0	0
9		0	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells		Yellow cells calculate

Int. #:	1	Acacia Avenue at Foothill Boulevard

Mirror distribution? N 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	0	0	0	0	0	0	4	0	0	9	0
AM Out		0	0	0	0	0	0	0	18	0	0	3	0
AM Tot		0	0	0	0	0	0	0	22	0	0	12	0
PM In		0	0	0	0	0	0	0	4	0	0	17	0
PM Out		0	0	0	0	0	0	0	15	0	0	5	0
PM Tot		0	0	0	0	0	0	0	19	0	0	22	0

Zone #	1	N warehouse and retail | 7,8

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								2%				
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%
AM Out											2%	
PM In	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	207	0	0	0	0	0	0	0	4	0	0	0	0
AM Out	158	0	0	0	0	0	0	0	0	0	0	3	0
PM In	189	0	0	0	0	0	0	0	4	0	0	0	0
PM Out	232	0	0	0	0	0	0	0	0	0	0	5	0

Zone #	2	NW Warehouse | 1

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											2%	
N	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
AM Out								2%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	63	0	0	0	0	0	0	0	0	0	0	1	0
AM Out	19	0	0	0	0	0	0	0	0	0	0	0	0
PM In	29	0	0	0	0	0	0	0	0	0	0	1	0
PM Out	73	0	0	0	0	0	0	0	1	0	0	0	0

Int. #:	1	Acacia Avenue at Foothill Boulevard
Zone #	3	W residential | 2,3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											30%	
N	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	30%	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	5	0
AM Out	54	0	0	0	0	0	0	0	16	0	0	0	0
PM In	44	0	0	0	0	0	0	0	0	0	0	13	0
PM Out	33	0	0	0	0	0	0	0	10	0	0	0	0

Zone #	4	SW Warehouse | 4,5

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											5%	
N	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
AM Out								5%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	5%	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	1	0
AM Out	3	0	0	0	0	0	0	0	0	0	0	0	0
PM In	6	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	14	0	0	0	0	0	0	0	1	0	0	0	0

Zone #	5	SW Retail | 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											5%	
N	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
AM Out								5%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	41	0	0	0	0	0	0	0	0	0	0	2	0
AM Out	33	0	0	0	0	0	0	0	2	0	0	0	0
PM In	59	0	0	0	0	0	0	0	0	0	0	3	0
PM Out	59	0	0	0	0	0	0	0	3	0	0	0	0

Enter only in blue cells		Yellow cells calculate

Int. #:	2	Project Driveway 1 at Foothill Boulevard

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	0	0	0	4	0	0	9	0
AM Out		0	0	0	0	0	0	0	18	0	0	3	0
AM Tot		0	0	0	0	0	0	0	22	0	0	12	0
PM In		0	0	0	0	0	0	0	4	0	0	17	0
PM Out		0	0	0	0	0	0	0	15	0	0	5	0
PM Tot		0	0	0	0	0	0	0	19	0	0	22	0

Zone #	1	N warehouse and retail | 7,8

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								2%				
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%
AM Out											2%	
PM In	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	207	0	0	0	0	0	0	0	4	0	0	0	0
AM Out	158	0	0	0	0	0	0	0	0	0	0	3	0
PM In	189	0	0	0	0	0	0	0	4	0	0	0	0
PM Out	232	0	0	0	0	0	0	0	0	0	0	5	0

Zone #	2	NW Warehouse | 1

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											2%	
N	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
AM Out								2%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	63	0	0	0	0	0	0	0	0	0	0	1	0
AM Out	19	0	0	0	0	0	0	0	0	0	0	0	0
PM In	29	0	0	0	0	0	0	0	0	0	0	1	0
PM Out	73	0	0	0	0	0	0	0	1	0	0	0	0

Int. #:	2	Project Driveway 1 at Foothill Boulevard

Zone #	3	W residential | 2,3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											30%	
N	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	30%	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	5	0
AM Out	54	0	0	0	0	0	0	0	16	0	0	0	0
PM In	44	0	0	0	0	0	0	0	0	0	0	13	0
PM Out	33	0	0	0	0	0	0	0	10	0	0	0	0

Zone #	4	SW Warehouse | 4,5

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											5%	
N	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
AM Out								5%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	5%	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	1	0
AM Out	3	0	0	0	0	0	0	0	0	0	0	0	0
PM In	6	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	14	0	0	0	0	0	0	0	1	0	0	0	0

Zone #	5	SW Retail | 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											5%	
N	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
AM Out								5%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	41	0	0	0	0	0	0	0	0	0	0	2	0
AM Out	33	0	0	0	0	0	0	0	2	0	0	0	0
PM In	59	0	0	0	0	0	0	0	0	0	0	3	0
PM Out	59	0	0	0	0	0	0	0	3	0	0	0	0

Int. #:	3	Project Driveway 2 at Acacia Avenue

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	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	N warehouse and retail | 7,8

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%
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	207	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	158	0	0	0	0	0	0	0	0	0	0	0	0
PM In	189	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	232	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	NW Warehouse | 1

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	63	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	19	0	0	0	0	0	0	0	0	0	0	0	0
PM In	29	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	73	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	3	Project Driveway 2 at Acacia Avenue
Zone #	3	W residential | 2,3

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	18	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	54	0	0	0	0	0	0	0	0	0	0	0	0
PM In	44	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	33	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	4	SW Warehouse | 4,5

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	3	0	0	0	0	0	0	0	0	0	0	0	0
PM In	6	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	14	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	5	SW Retail | 6

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	41	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	33	0	0	0	0	0	0	0	0	0	0	0	0
PM In	59	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	59	0	0	0	0	0	0	0	0	0	0	0	0