

APPENDIX I1
TRAFFIC ANALYSIS

EUCLID MIXED-USE SPECIFIC PLAN

TRAFFIC ANALYSIS

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CCI	Construction Cost Index
CMP	Congestion Management Program
DIF	Development Impact Fee
E+P	Existing Plus Project
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
NCHRP	National Cooperative Highway Research Program
PCE	Passenger Car Equivalent
PHF	Peak Hour Factor
Project	Euclid Mixed-Use Specific Plan
SBCTA	San Bernardino County Transportation Authority
SBTAM	San Bernardino Transportation Analysis Model
SCAQMD	South Coast Air Quality Management District
TA	Traffic Analysis
TOP	The Ontario Plan
v/c	Volume to Capacity
vphgpl	Vehicles per Hour Green per Lane

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1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for Euclid Mixed-Use Specific Plan (“Project”), which is bounded by Euclid Avenue (SR-83) to the west, Schaefer Avenue to the north, Ontario Ranch Road/Edison Avenue to the south, and Sultana Avenue to the east within the City of Ontario, as shown on Exhibit 1-1. The purpose of this TA is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and where necessary recommend improvements to achieve acceptable operations consistent with General Plan level of service goals and policies. This traffic study has been prepared in accordance with the County of San Bernardino’s [Traffic Impact Study Guidelines](#) and consultation with City staff during the traffic study scoping process. (1) The City approved Project Traffic Study Scoping agreement is provided in Appendix 1.1 of this TA.

1.1 PROJECT OVERVIEW

Exhibit 1-1 illustrates the location map for the proposed Project and Exhibit 1-2 shows the proposed land use plan. The proposed Project is to consist of the following uses:

1. Planning Area 1 (Business Park): 135,841 square feet of business park uses fronting Euclid Avenue (SR-83) and 399,135 square feet of warehousing use
2. Planning Area 2 (Business Park): 55,537 square feet of business park uses fronting Euclid Avenue (SR-83) and 450,784 square feet of warehousing use
3. Planning Area 3A (Mixed Use): 122,898 square feet of warehousing use and 30,225 square feet of commercial retail use (10,000 square feet of fast-food restaurant use without drive-through window, 10,000 square feet of fast-food restaurant with drive-through window, and 10,225 square feet of retail space)
4. Planning Area 3B (Mixed Use): 466 multifamily residential dwelling units
5. Planning Area 4 (Truck/Trailer Parking): 7.4 acres
6. Planning area 5 (Truck/Trailer Parking): 4.8 acres

Note that Planning Area 3B and portions of Planning Areas 2 and 3A, shown as “Future Development” on Exhibit 1-2, are not controlled by the Project Applicant. Project Buildout is anticipated in Year 2027. Access to the proposed Project would be provided to the surrounding roadways of Schaefer Avenue to the north, Euclid Avenue to the west, Edison Avenue to the south, and Sultana Avenue to the east.

Regional access to the Project site is available from the SR-60 Freeway via Euclid Avenue and the I-15 Freeway via Cantu Galleano Road. Exhibit 1-3 depicts the location of the proposed Project in relation to the existing roadway network and the study area intersections.

The proposed Project, not including the Future Development uses, is anticipated to generate 2,228 two-way trip-ends per day in actual vehicles, with 212 actual AM peak hour trips and 218 actual PM peak hour trips.

EXHIBIT 1-1: LOCATION MAP

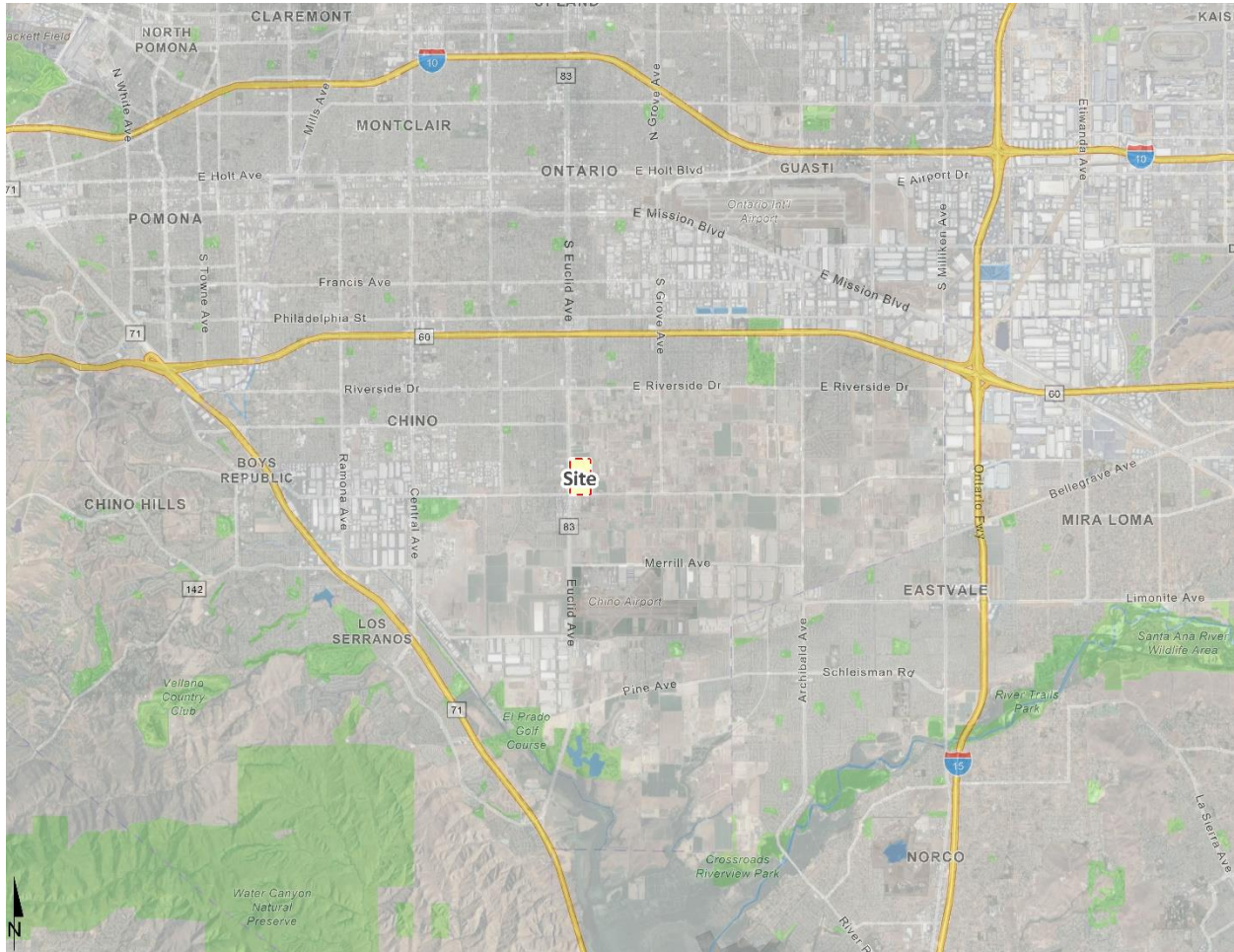


EXHIBIT 1-2: PRELIMINARY LAND USE PLAN

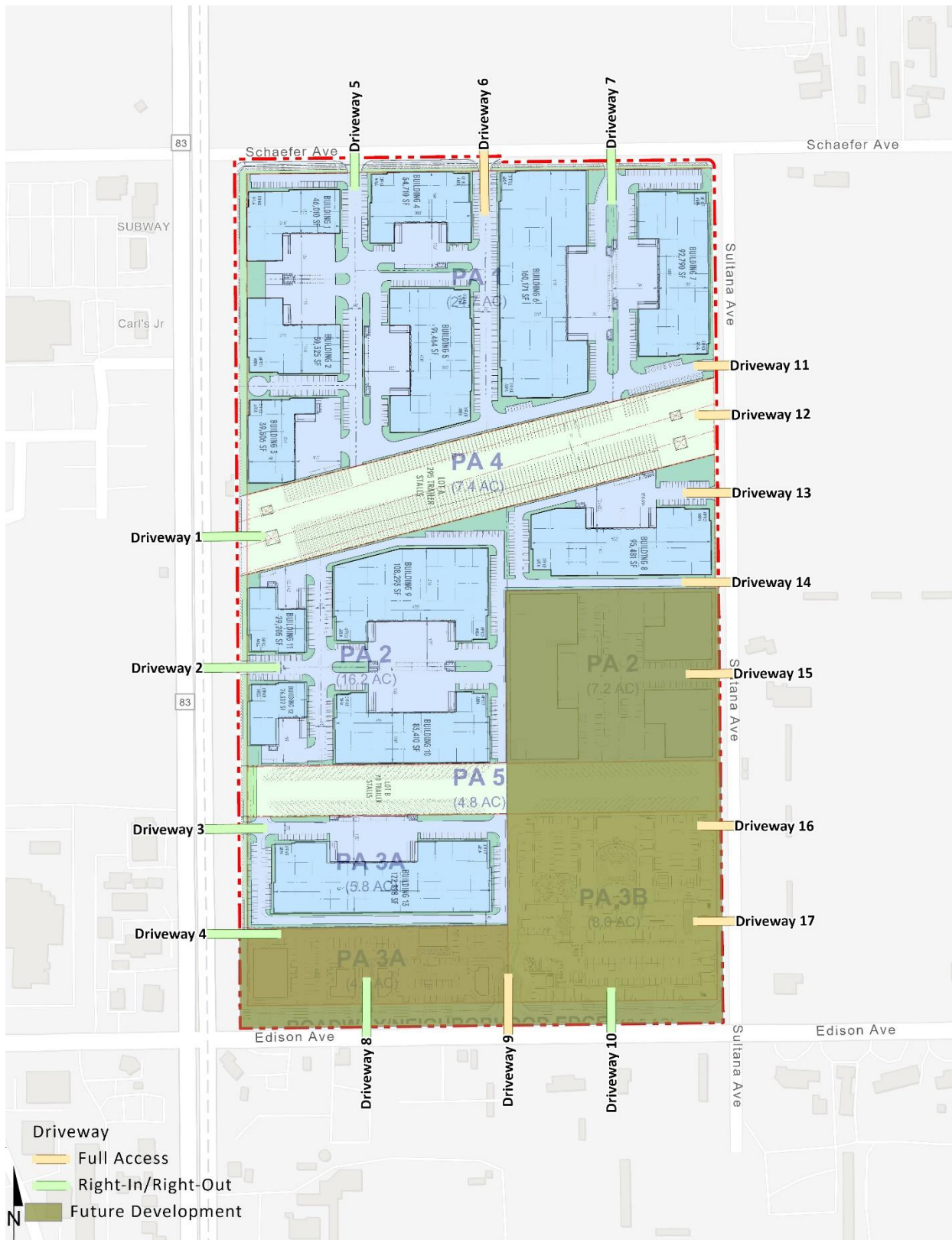
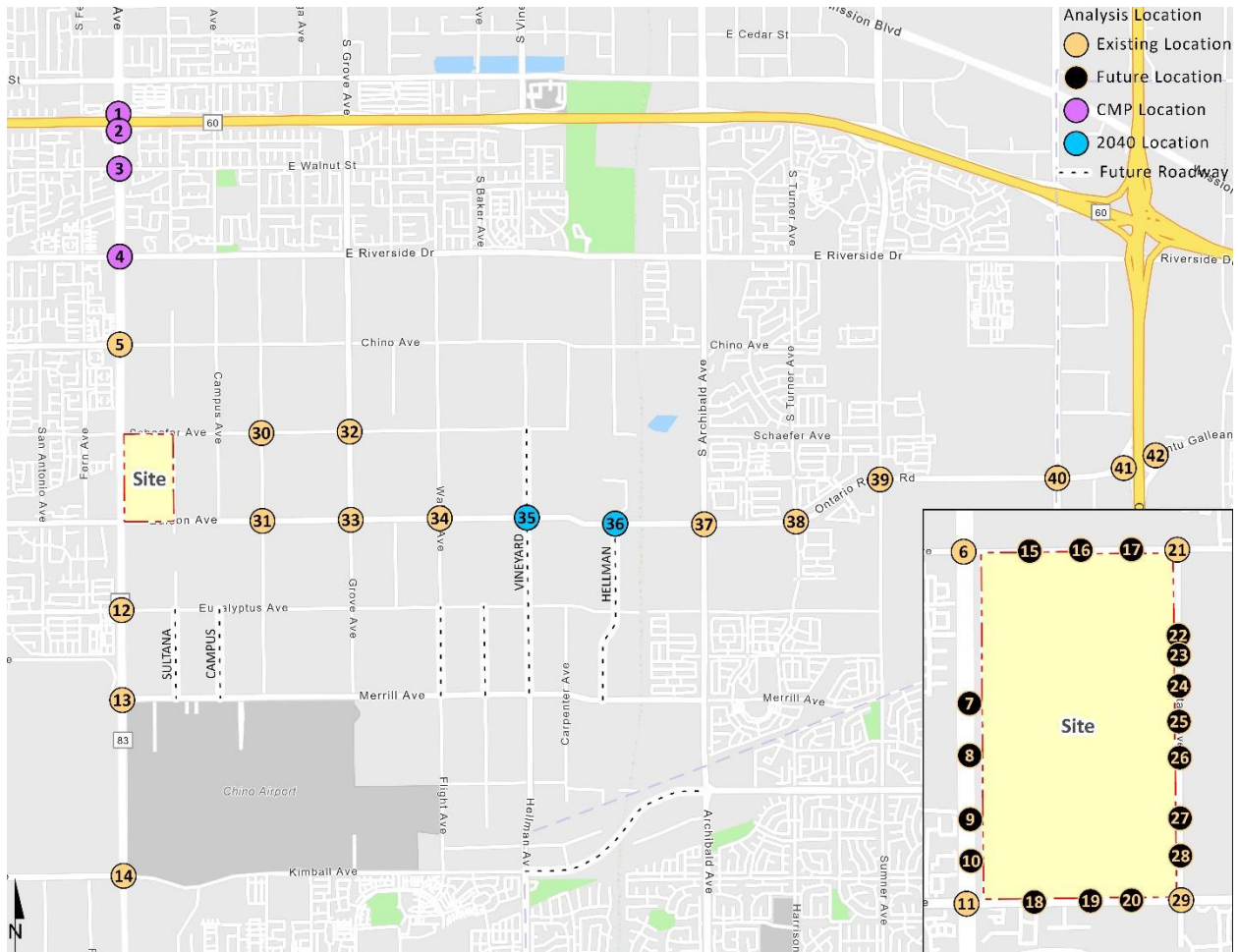


EXHIBIT 1-3: STUDY AREA



In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for the following land uses have been utilized (2):

- Industrial Park (ITE Land Use Code 130)
- Warehousing (ITE Land Use Code 150)
- Multifamily (Low-Rise) Housing (ITE Land Use Code 220)
- Strip Retail (<40,000 square feet) (ITE Land Use Code 822)

The ITE Trip Generation Manual does not currently have any trip generation rates for a truck/trailer parking lot, as such, trip generation estimates for the proposed project have been developed using data collected at other facilities with operations similar to those proposed. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.2 ANALYSIS SCENARIOS

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

- Existing (2022)
- Existing plus Project (E+P)
- Opening Year Cumulative (2027) Without Project
- Opening Year Cumulative (2027) With Project
- Horizon Year (2050) Without Project
- Horizon Year (2050) With Project

Note that the area shown previously on Exhibit 1-2 as "Future Development" will only be evaluated for E+P and Horizon Year (2050) traffic conditions only (not to be included for Opening Year Cumulative conditions).

1.3.1 EXISTING (2022) CONDITIONS

Information for Existing (2022) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

1.3.2 E+P CONDITIONS

The E+P analysis determines traffic deficiencies that would occur on the existing roadway system with the addition of Project traffic. E+P traffic conditions have been evaluated in order to determine any potential off-site improvements.

1.3.3 OPENING YEAR CUMULATIVE (2027) CONDITIONS

The Opening Year Cumulative conditions analysis determines the potential near-term cumulative circulation system deficiencies. To account for background traffic growth, traffic associated with other known cumulative development projects in conjunction with an ambient growth factor from Existing conditions of 2% per year (compounded annually) are included for Opening Year Cumulative (2027) traffic conditions. The total growth factor for Opening Year Cumulative (2027) traffic conditions is 10.4% (or 1.02^5 years). Opening Year Cumulative traffic conditions have been evaluated for the proposed Project. This comprehensive list was compiled from information provided by the City of Ontario and other near-by agencies.

1.3.4 HORIZON YEAR (2050) CONDITIONS

Traffic projections for Horizon Year (2050) conditions were derived from the San Bernardino County Transportation Analysis Model (SBTAM) using accepted procedures for model forecast refinement and smoothing and is based on the currently adopted The Ontario Plan (TOP) 2050 General Plan Update. The Horizon Year conditions analysis will be utilized to determine if improvements funded through regional transportation mitigation fee programs can accommodate the long-range cumulative traffic at the target Level of Service (LOS) identified in the City of Ontario (lead agency) General Plan. Each of the applicable transportation fee programs are discussed in more detail in Section 8 *Local and Regional Funding Mechanisms*.

1.3 STUDY AREA

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

The following 42 study area intersections shown on Exhibit 1-3 and listed in Table 1-1 were selected for this TA based on consultation with City of Ontario staff. The "50 peak hour trip" criterion utilized by the City of Ontario is consistent with the methodology employed by the County of San Bernardino, and generally represents a minimum number of trips at which a typical intersection would have the potential to be affected by a given development proposal. Although each intersection may have unique operating characteristics, this traffic engineering rule of thumb is a widely utilized tool for estimating a potential area of influence (i.e., study area). Other analysis intersections, within the adjacent cities were not selected for evaluation as the Project is anticipated to contribute less than 50 peak hour trips.

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation. Study area intersections that are identified as CMP facilities in the County of San Bernardino per the San Bernardino County Transportation Authority (SBCTA) CMP are indicated in Table 1-1. (3)

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

# Intersection	# Intersection
1 Euclid Av. (SR-83) & SR-60 WB Ramps	22 Sultana Av. & Driveway 11
2 Euclid Av. (SR-83) & SR-60 EB Ramps	23 Sultana Av. & Driveway 12
3 Euclid Av. (SR-83) & Walnut Av.	24 Sultana Av. & Driveway 13
4 Euclid Av. (SR-83) & Riverside Dr.	25 Sultana Av. & Driveway 14
5 Euclid Av. (SR-83) & Chino Av.	26 Sultana Av. & Driveway 15
6 Euclid Av. (SR-83) & Schaefer Av.	27 Sultana Av. & Driveway 16
7 Euclid Av. (SR-83) & Driveway 1	28 Sultana Av. & Driveway 17
8 Euclid Av. (SR-83) & Driveway 2	29 Sultana Av. & Edison Av.
9 Euclid Av. (SR-83) & Driveway 3	30 Bon View Av. & Schaefer Av.
10 Euclid Av. (SR-83) & Driveway 4	31 Bon View Av. & Edison Av.
11 Euclid Av. (SR-83) & Edison Av.	32 Grove Av. & Schaefer Av.
12 Euclid Av. (SR-83) & Eucalyptus Av.	33 Grove Av. & Edison Av.
13 Euclid Av. (SR-83) & Merrill Av.	34 Walker Av. & Edison Av.
14 Euclid Av. (SR-83) & Kimball Av.	35 Vineyard Av. & Edison Av.
15 Driveway 5 & Schaefer Av.	36 Hellman Av. & Edison Av.
16 Driveway 6 & Schaefer Av.	37 Archibald Av. & Edison Av.
17 Driveway 7 & Schaefer Av.	38 Turner Av. & Ontario Ranch Rd.
18 Driveway 8 & Edison Av.	39 Haven Av. & Ontario Ranch Rd.
19 Driveway 9 & Edison Av.	40 Hamner Av. & Ontario Ranch Rd.
20 Driveway 10 & Edison Av.	41 I-15 SB Ramps & Cantu Galleano Ranch Rd.
21 Sultana Av. & Schaefer Av.	42 I-15 NB Ramps & Cantu Galleano Ranch Rd.

1.4 DEFICIENCIES

This section provides a summary of deficiencies by analysis scenario. Section 2 *Methodologies* provides information on the methodologies used in the analysis and Section 3 *Area Conditions*, Section 5 *E+P Traffic Conditions*, Section 6 *Opening Year Cumulative (2027) Conditions*, and Section 7 *Horizon Year (2050) Traffic Conditions* includes the detailed analysis. A summary of Level of Service (LOS) results for all analysis scenarios is presented in Table 1-2.

1.5.1 EXISTING (2022) CONDITIONS

The following study area intersection is currently operating at an unacceptable LOS during the peak hours:

- Grove Avenue & Edison Avenue (#33) – LOS F PM peak hour only

1.5.2 E+P CONDITIONS

the following additional study area intersections are anticipated to operate at an unacceptable LOS during the peak hours under E+P traffic conditions, in addition to the intersections identified under Existing (2022) traffic conditions:

- Driveway 9 & Edison Avenue (#19) – LOS F AM peak hour only
- Bon View Avenue & Edison Avenue (#31) – LOS F AM and PM peak hours
- Grove Avenue & Edison Avenue (#33) – LOS F AM and PM peak hours
- Walker Avenue & Edison Avenue (#34) – LOS F AM and PM peak hours

1.5.3 OPENING YEAR CUMULATIVE (2027) CONDITIONS

The following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours under Opening Year Cumulative (2027) Without Project traffic conditions:

- Euclid Avenue (SR-83) & SR-60 Westbound Ramps (#1) – LOS F PM peak hour only
- Euclid Avenue (SR-83) & SR-60 Eastbound Ramps (#2) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Riverside Drive (#4) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Chino Avenue (#5) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Schaefer Avenue (#6) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Edison Avenue (#11) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Eucalyptus Avenue (#12) – LOS F AM peak hour only
- Euclid Avenue (SR-83) & Merrill Avenue (#13) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & Merrill Avenue (#14) – LOS F PM peak hour only
- Bon View Avenue & Edison Avenue (#31) – LOS F AM and PM peak hour
- Grove Avenue & Schaefer Avenue (#32) – LOS F AM and PM peak hour
- Grove Avenue & Edison Avenue (#33) – LOS F AM and PM peak hour
- Walker Avenue & Edison Avenue (#34) – LOS F AM and PM peak hour
- Archibald Avenue & Edison Avenue (#37) – LOS F AM and PM peak hour

TABLE 1-2: SUMMARY OF LOS

# Intersection	Existing		E+P		2027 Without Project		2027 With Project		2050 Without Project		2050 With Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1 Euclid Av. (SR-83) & SR-60 WB Ramps	●	●	●	●	●	●	●	●	●	●	●	●
2 Euclid Av. (SR-83) & SR-60 EB Ramps	●	●	●	●	●	●	●	●	●	●	●	●
3 Euclid Av. (SR-83) & Walnut Av.	●	●	●	●	●	●	●	●	●	●	●	●
4 Euclid Av. (SR-83) & Riverside Dr.	●	●	●	●	●	●	●	●	●	●	●	●
5 Euclid Av. (SR-83) & Chino Av.	●	●	●	●	●	●	●	●	●	●	●	●
6 Euclid Av. (SR-83) & Schaefer Av.	●	●	●	●	●	●	●	●	●	●	●	●
7 Euclid Av. (SR-83) & Driveway 1	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
8 Euclid Av. (SR-83) & Driveway 2	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
9 Euclid Av. (SR-83) & Driveway 3	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
10 Euclid Av. (SR-83) & Driveway 4	N/A	N/A	●	●	N/A	N/A	N/A	N/A	N/A	N/A	●	●
11 Euclid Av. (SR-83) & Edison Av.	●	●	●	●	●	●	●	●	●	●	●	●
12 Euclid Av. (SR-83) & Eucalyptus Av.	●	●	●	●	●	●	●	●	●	●	●	●
13 Euclid Av. (SR-83) & Merrill Av.	●	●	●	●	●	●	●	●	●	●	●	●
14 Euclid Av. (SR-83) & Kimball Av.	●	●	●	●	●	●	●	●	●	●	●	●
15 Driveway 5 & Schaefer Av.	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
16 Driveway 6 & Schaefer Av.	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
17 Driveway 7 & Schaefer Av.	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
18 Driveway 8 & Edison Av.	N/A	N/A	●	●	N/A	N/A	N/A	N/A	N/A	N/A	●	●
19 Driveway 9 & Edison Av.	N/A	N/A	●	●	N/A	N/A	N/A	N/A	N/A	N/A	●	●
20 Driveway 10 & Edison Av.	N/A	N/A	●	●	N/A	N/A	N/A	N/A	N/A	N/A	●	●
21 Sultana Av. & Schaefer Av.	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
22 Sultana Av. & Driveway 11	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
23 Sultana Av. & Driveway 12	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
24 Sultana Av. & Driveway 13	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
25 Sultana Av. & Driveway 14	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
26 Sultana Av. & Driveway 15	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
27 Sultana Av. & Driveway 16	N/A	N/A	●	●	N/A	N/A	N/A	N/A	N/A	N/A	●	●
28 Sultana Av. & Driveway 17	N/A	N/A	●	●	N/A	N/A	N/A	N/A	N/A	N/A	●	●
29 Sultana Av. & Edison Av.	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
30 Bon View Av. & Schaefer Av.	●	●	●	●	●	●	●	●	●	●	●	●
31 Bon View Av. & Edison Av.	●	●	●	●	●	●	●	●	●	●	●	●
32 Grove Av. & Schaefer Av.	●	●	●	●	●	●	●	●	●	●	●	●
33 Grove Av. & Edison Av.	●	●	●	●	●	●	●	●	●	●	●	●
34 Walker Av. & Edison Av.	●	●	●	●	●	●	●	●	●	●	●	●
35 Vineyard Av. & Edison Av.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	●	●	●	●
36 Hellman Av. & Edison Av.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	●	●	●	●
37 Archibald Av. & Edison Av.	●	●	●	●	●	●	●	●	●	●	●	●
38 Turner Av. & Ontario Ranch Rd.	●	●	●	●	●	●	●	●	●	●	●	●
39 Haven Av. & Ontario Ranch Rd.	●	●	●	●	●	●	●	●	●	●	●	●
40 Hamner Av. & Ontario Ranch Rd.	●	●	●	●	●	●	●	●	●	●	●	●
41 I-15 SB Ramps & Cantu Galleano Ranch Rd.	●	●	●	●	●	●	●	●	●	●	●	●
42 I-15 NB Ramps & Cantu Galleano Ranch Rd.	●	●	●	●	●	●	●	●	●	●	●	●

● = A - E ● = F

The following additional study area intersections anticipated to operate at an unacceptable LOS during the peak hours with the addition of Project traffic under Opening Year Cumulative (2027) With Project traffic conditions:

- Euclid Avenue (SR-83) & SR-60 Westbound Ramps (#1) – LOS E AM peak hour

1.5.4 HORIZON YEAR (2050) CONDITIONS

The following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours under Horizon Year (2050) Without Project traffic conditions:

- Euclid Avenue (SR-83) & SR-60 Westbound Ramps (#1) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & SR-60 Eastbound Ramps (#2) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & Riverside Drive (#4) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & Chino Avenue (#5) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & Schaefer Avenue (#6) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & Edison Avenue (#11) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & Eucalyptus Avenue (#12) – LOS F AM peak hour only
- Euclid Avenue (SR-83) & Merrill Avenue (#13) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & Merrill Avenue (#14) – LOS F AM and PM peak hour
- Bon View Avenue & Edison Avenue (#31) – LOS F AM and PM peak hour
- Grove Avenue & Schaefer Avenue (#32) – LOS F AM and PM peak hour
- Grove Avenue & Edison Avenue (#33) – LOS F AM and PM peak hour
- Walker Avenue & Edison Avenue (#34) – LOS F AM and PM peak hour
- Vineyard Avenue & Edison Avenue (#35) – LOS F AM and PM peak hour
- Hellman Avenue & Edison Avenue (#36) – LOS F AM and PM peak hour
- Archibald Avenue & Edison Avenue (#37) – LOS F AM and PM peak hour
- Haven Avenue & Ontario Ranch Road (#39) – LOS F AM and PM peak hour
- Hamner Avenue & Ontario Ranch Road (#40) – LOS F AM and PM peak hour

The following additional study area intersections anticipated to operate at an unacceptable LOS during the peak hours with the addition of Project traffic under Horizon Year (2050) With Project traffic conditions:

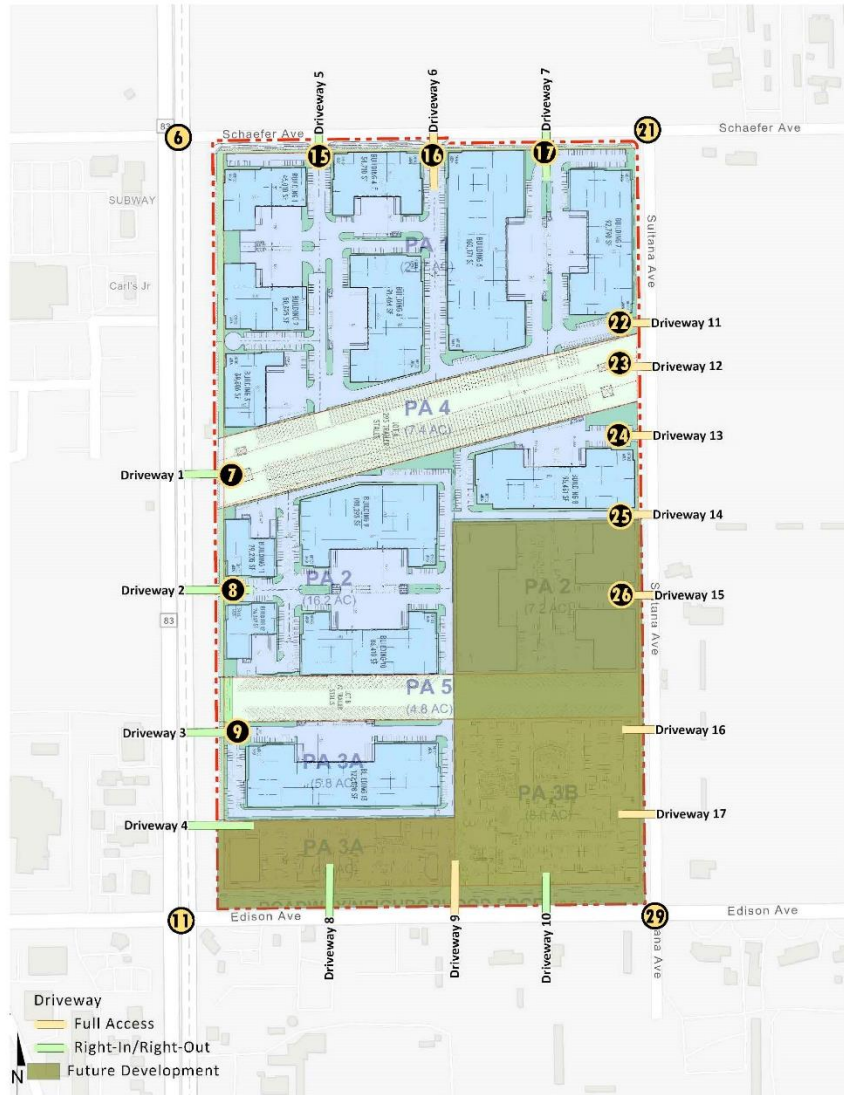
- Driveway 9 & Edison Avenue (#19) – LOS F AM and PM peak hours

1.5 RECOMMENDATIONS

1.5.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

The following recommendations are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed Project. The site adjacent recommendations are shown on Exhibit 1-4. The City of Ontario will be installing continuous two-way left turn lanes on Sultana Avenue and Schaefer Avenue along the Project’s frontages and are shown on Exhibit 1-4. The site adjacent queuing analysis worksheets are provided in Appendix 1.2.

EXHIBIT 1-4: SITE ACCESS RECOMMENDATIONS (1 OF 2)



7	Euclid Av. (SR-83) & Driveway 1	8	Euclid Av. (SR-83) & Driveway 2	9	Euclid Av. (SR-83) & Driveway 3	15	Driveway 5 & Schaefer Av.

- = Existing Intersection Analysis Location
- = Future Intersection Analysis Location
- = Stop Sign
- = Existing Lane
- = Two-way Left Turn Lane
- = Lane Improvement

EXHIBIT 1-4: SITE ACCESS RECOMMENDATIONS (2 OF 2)

16	Driveway 6 & Schaefer Av.	17	Driveway 7 & Schaefer Av.	21	Sultana Av. & Schaefer Av.	22	Sultana Av. & Driveway 11	23	Sultana Av. & Driveway 12

- = Stop Sign
- = Existing Lane
- = Two-way Left Turn Lane
- = Lane Improvement
- = Minimum Turn Pocket Length

Recommendation 1 – Euclid Avenue (SR-83) & Driveway 1 (#7) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the westbound approach and a right turn lane (Project driveway).

Recommendation 2 – Euclid Avenue (SR-83) & Driveway 2 (#8) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the westbound approach and a right turn lane (Project driveway).

Recommendation 3 – Euclid Avenue (SR-83) & Driveway 3 (#9) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the westbound approach and a right turn lane (Project driveway).

Recommendation 4 – Driveway 5 & Schaefer Avenue (#15) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the northbound approach and a right turn lane (Project driveway).

It should be noted, the City intends to install a two-way left-turn lane along Schaefer Avenue along the Project's frontage. As such, the two-way left-turn lane has been shown on Exhibit 1-4.

Recommendation 5 – Driveway 6 & Schaefer Avenue (#16) – The following improvements are necessary to accommodate site access:

- Project to construct a stop control on the northbound approach and a shared left-right turn lane (Project driveway).
- Project to construct a westbound left turn lane with a minimum of 100-feet of storage.

It should be noted, the City intends to install a two-way left-turn lane along Schaefer Avenue along the Project's frontage. As such, the two-way left-turn lane has been shown on Exhibit 1-4.

Recommendation 6 – Driveway 7 & Schaefer Avenue (#17) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the northbound approach and a right turn lane (Project driveway).

It should be noted, the City intends to install a two-way left-turn lane along Schaefer Avenue along the Project's frontage. As such, the two-way left-turn lane has been shown on Exhibit 1-4.

Recommendation 7 – Sultana Avenue & Schaefer Avenue (#21) – The following improvements are necessary to accommodate site access:

- Project to construct a stop control on the northbound approach and a shared left-right turn lane (Project driveway).
- Project to construct a westbound left turn lane within a two-way left-turn lane.

It should be noted, the City intends to install a two-way left-turn lane along Schaefer Avenue along the Project's frontage. As such, the two-way left-turn lane has been shown on Exhibit 1-4.

Recommendation 8 – Sultana Avenue & Driveway 11 (#22) – The following improvements are necessary to accommodate site access:

- Project to construct a stop control on the eastbound approach and a shared left-right turn lane (Project driveway).
- Project to construct a northbound left turn lane within a two-way left-turn lane.

It should be noted, the City intends to install a two-way left-turn lane along Sultana Avenue along the Project's frontage. As such, the two-way left-turn lane has been shown on Exhibit 1-4.

Recommendation 9 – Sultana Avenue & Driveway 12 (#23) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the eastbound approach and a shared left-right turn lane (Project driveway).
- Project to construct a northbound left turn lane within a two-way left-turn lane.

It should be noted, the City intends to install a two-way left-turn lane along Sultana Avenue along the Project's frontage. As such, the two-way left-turn lane has been shown on Exhibit 1-4.

Recommendation 10 – Sultana Avenue & Driveway 13 (#24) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the eastbound approach and a shared left-right turn lane (Project driveway).
- Project to construct a northbound left turn lane within a two-way left-turn lane.

It should be noted, the City intends to install a two-way left-turn lane along Sultana Avenue along the Project's frontage. As such, the two-way left-turn lane has been shown on Exhibit 1-4.

Recommendation 11 – Sultana Avenue & Driveway 14 (#25) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the eastbound approach and a shared left-right turn lane (Project driveway).
- Project to construct a northbound left turn lane within a two-way left-turn lane.

It should be noted, the City intends to install a two-way left-turn lane along Sultana Avenue along the Project's frontage. As such, the two-way left-turn lane has been shown on Exhibit 1-4.

Recommendation 12 – Sultana Avenue & Driveway 15 (#26) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the eastbound approach and a shared left-right turn lane (Project driveway).
- Project to construct a northbound left turn lane within a two-way left-turn lane.

It should be noted, the City intends to install a two-way left-turn lane along Sultana Avenue along the Project's frontage. As such, the two-way left-turn lane has been shown on Exhibit 1-4.

Recommendation 13 – Sultana Avenue & Edison Avenue (#29) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the southbound approach, a left turn lane with a minimum of 325-feet of storage, and a right turn lane.
- Project to construct an eastbound left turn lane with a minimum of 100-feet of storage.

It should be noted, the City intends to install a two-way left-turn lane along Sultana Avenue along the Project's frontage. As such, the two-way left-turn lane has been shown on Exhibit 1-4.

Recommendation 14 – Schaefer Avenue– Schaefer Avenue is an east-west oriented roadway located along the Project's northern boundary. Project to construct Schaefer Avenue from Euclid Avenue to Sultana Avenue at its ultimate half-width as a 4-lane collector (108-foot ultimate right-of-way) in compliance with the circulation recommendations found in City of Ontario General Plan. It should be noted, the City intends to install a two-way left-turn lane along Schaefer Avenue along the Project's frontage.

Recommendation 15 – Sultana Avenue – Sultana Avenue is a north-south oriented roadway located on the Project's eastern boundary. Project to construct Sultana Avenue from Schaefer Avenue to the northern boundary of PA 2 at its ultimate half-width plus 12-feet of pavement on the east side (northbound direction) to facilitate site access, in compliance with the circulation recommendations found in City of Ontario General Plan. It should be noted, the City intends to install a two-way left-turn lane along Sultana Avenue along the Project's frontage.

Recommendation 16 – Euclid Avenue – Euclid Avenue is a north-south oriented roadway located on the Project's western boundary. Project to construct Euclid Avenue from Schaefer Avenue to driveway 4 at its ultimate half-width as a Principal Arterial (8-lanes, 124-foot right-of-way) in compliance with the circulation recommendations found in City of Ontario General Plan.

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

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

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

1.5.2 OFF-SITE RECOMMENDATIONS

A summary of the off-site intersection improvements is provided in Table 1-3. For those improvements listed in Table 1-3 and not constructed as part of the Project, the Project Applicant's responsibility for the Project's contributions towards deficient intersections is fulfilled through

payment of fees or fair share that would be assigned to construction of the identified recommended improvements.

If any analyzed intersections and roadway improvements fall outside the jurisdiction of the City, the City does not have the authority to construct or demand the construction of such improvements. For this reason, the payment of fair-share fees for the improvements identified in this section are considered infeasible and therefore results in a significant and unavoidable impact.

TABLE 1-3: SUMMARY OF IMPROVEMENTS BY ANALYSIS SCENARIO (1 OF 4)

#	Intersection Location	Jurisdiction	Existing (2022)	E+P	2027 Without Project	2027 With Project	2050 Without Project	2050 With Project	Improvements in DIF?¹	DIF Project #	Project Responsibility	Estimated Cost²,³,⁴	Project Fair Share %⁴	Fair Share Cost⁵		
1	Euclid Av. (SR-83) & SR-60 WB Ramps	Ontario, Caltrans	None	None	Add 2nd NB left turn lane	Same	Same	Same	Yes	ST-107	Fees	\$0	1.3%	\$0		
									No		Fair Share				\$45,475	\$598
									Total		\$45,475				\$598	
2	Euclid Av. (SR-83) & SR-60 EB Ramps	Ontario, Caltrans	None	None	Add EB right turn lane Add 2nd SB left turn lane	Same Same	Same Same	Same Same	Yes	ST-107	Fees	\$0	2.4%	\$0		
									Yes		Fees				\$0	\$0
									Total		\$0				\$0	
4	Euclid Av. (SR-83) & Riverside Dr.	Caltrans, Chino, Ontario	None	None	EB right turn lane Restripe the northbound approach to provide a left turn lane, two through lanes, and one shared through-right	Same Same	Same Same	Same Same	No		Fair Share	\$90,950	1.8%	\$1,627		
									No		Fair Share				\$45,475	\$814
									No		Fair Share				\$327,420	\$5,859
									No		Fair Share				\$327,420	\$5,859
									No		Fair Share				\$90,950	\$1,627
									No		Fair Share				\$90,950	\$1,627
									No		Fair Share				\$90,950	\$1,627
Total		\$1,064,115	\$19,041													
5	Euclid Av. (SR-83) & Chino Av.	Caltrans, Chino, Ontario	None	None	Add 3rd NB through lane Add 3rd SB through lane Add WB left turn lane	Same Same Same	Same Same Same	Same Same Same	Yes	ST-012	Fees	\$0	2.1%	\$0		
									Yes		Fees				\$0	\$0
									No		Fair Share				\$90,950	\$1,942
									No		Fair Share				\$90,950	\$1,942
									No		Fair Share				\$90,950	\$1,942
Total		\$272,850	\$5,826													
6	Euclid Av. (SR-83) & Schaefer Av.	Caltrans, Chino, Ontario	None	None	Add 3rd NB through lane Add 3rd SB through lane Add 2nd NB left turn lane Add 2nd SB left turn lane	Same Same Same Same	Same Same Same Same	Same Same Same Same	Yes	ST-012	Fees	\$0	3.8%	\$0		
									Yes		Fees				\$0	\$0
									No		Fair Share				\$90,950	\$3,413
									No		Fair Share				\$90,950	\$3,413
									No		Fair Share				\$90,950	\$3,413
Total		\$272,850	\$10,240													
11	Euclid Av. (SR-83) & Edison Av.	Caltrans, Chino, Ontario	None	None	Add WB right turn lane Add 3rd NB through lane Add 3rd SB through lane	Same Same Same	Same Same Same	Same Same Same	No		Fair Share	\$90,950	1.9%	\$1,684		
									Yes		Fees				\$0	\$0
									Yes		Fees				\$0	\$0
									No		Fair Share				\$90,950	\$1,684
									No		Fair Share				\$90,950	\$1,684
									No		Fair Share				\$327,420	\$6,063
									No		Fair Share				\$327,420	\$6,063
									No		Fair Share				\$90,950	\$1,684
									Yes		Fees				\$0	\$0
No	Fair Share	\$136,425	\$2,526													
Total		\$1,155,065	\$21,390													
12	Euclid Av. (SR-83) & Eucalyptus Av.	Caltrans, Chino, Ontario	None	None	Add 3rd NB through lane Add 3rd SB through lane	Same Same	Same Same	Same Same	Yes	ST-012	Fees	\$0	2.1%	\$0		
									Yes		Fees				\$0	\$0
									No		Fair Share				\$90,950	\$1,950
									No		Fair Share				\$90,950	\$1,950
Total		\$181,900	\$3,899													

TABLE 1-3: SUMMARY OF IMPROVEMENTS BY ANALYSIS SCENARIO (2 OF 4)

13 Euclid Av. (SR-83) & Merrill Av.	Caltrans, Chino, Ontario	None	None	Add WB left turn lane	Same	Same	Same	No	Fair Share	\$90,950	1.1%	\$987	
				Add WB right turn lane	Same	Same	Same	No	Fair Share	\$90,950		\$987	
				Modify the traffic signal to implement overlap phasing for the WB right turn lane	Same	Same			No	Fair Share	\$136,425		\$1,480
				Add 3rd NB through lane	Same	Same	Same		No	Fair Share	\$327,420		\$3,552
				Add 3rd SB through lane	Same	Same	Same		Yes	ST-012 Fees	\$0		\$0
				Add EB left turn lane			Same		No	Fair Share	\$90,950		\$987
				Add 2nd WB left turn lane			Same		No	Fair Share	\$90,950		\$987
				Modify the traffic signal to implement overlap phasing for the NB right turn lane			Same		No	Fair Share	\$136,425		\$1,480
									Total	\$964,070		\$10,458	
14 Euclid Av. (SR-83) & Kimball Av.	Caltrans, Chino	None	None	Add 3rd NB through lane	Same	Same	Same	No	Fair Share	\$327,420	1.0%	\$3,412	
				Add 3rd SB through lane	Same	Same	Same	No	Fair Share	\$327,420		\$3,412	
				Add 2nd WB left turn lane	Same	Same	Same	No	Fair Share	\$90,950		\$948	
				Modify the traffic signal to implement overlap phasing for the WB right turn lane	Same	Same	Same	No	Fair Share	\$136,425		\$1,422	
									Total	\$882,215		\$9,193	
19 Driveway 9 & Edison Av.	Ontario	None	Install a Traffic Signal	Same	Same	Same	Same	No	Construct	\$0	2.6%	\$0	
									Total:	\$0		\$0	
30 Bon View Av. & Schaefer Av.	Ontario	None	None	None	None	None	Install a Traffic Signal	No	Fair Share	\$250,000	5.9%	\$14,663	
									Total:	\$250,000		\$14,663	
31 Bon View Av. & Edison Av.	Ontario	None	Install a Traffic Signal	Same	Same	Same	Same	No	Construct	\$0	4.0%	\$0	
				Add NB left turn lane			Same	No	Fair Share	\$90,950		\$3,632	
				Add SB left turn lane			Same	No	Fair Share	\$90,950		\$3,632	
				Add EB left turn lane			Same	No	Fair Share	\$90,950		\$3,632	
				Add 2nd EB through lane			Same	Yes	ST-007 Fees	\$0		\$0	
				Add 3rd EB through lane			Same	Yes	ST-007 Fees	\$0		\$0	
				Add WB left turn lane			Same	No	Fair Share	\$90,950		\$3,632	
				Add 2nd WB through lane			Same	Yes	ST-007 Fees	\$0		\$0	
		Add 3rd WB through lane			Same	Yes	ST-007 Fees	\$0		\$0			
									Total	\$363,800		\$14,528	
32 Grove Av. & Schaefer Av.	Ontario	None	None	Install a Traffic Signal	Same	Same	Same	No	Fair Share	\$250,000	1.7%	\$4,264	
				Add NB left turn lane			Same	No	Fair Share	\$90,950		\$1,551	
				Add 2nd NB through lane			Same	Yes	ST-013 Fees	\$0		\$0	
				Add SB left turn lane			Same	No	Fair Share	\$90,950		\$1,551	
				Add 2nd SB through lane			Same	Yes	ST-013 Fees	\$0		\$0	
				Add EB left turn lane			Same	No	Fair Share	\$90,950		\$1,551	
				Add 2nd EB through lane			Same	Yes	ST-020 Fees	\$0		\$0	
				Add WB left turn lane			Same	No	Fair Share	\$90,950		\$1,551	
		Add 2nd WB through lane			Same	Yes	ST-020 Fees	\$0		\$0			
									Total	\$613,800		\$10,470	

TABLE 1-3: SUMMARY OF IMPROVEMENTS BY ANALYSIS SCENARIO (3 OF 4)

33 Grove Av. & Edison Av.	Ontario	Install a												
		Traffic Signal	Same	Same	Same	Same	Same	No		Fair Share	\$250,000	2.9%	\$7,169	
				Add NB left turn lane	Same	Same	Same	Same	No		Fair Share	\$90,950		\$2,608
				Add 2nd NB through lane	Same	Same	Same	Same	Yes	ST-013	Fees	\$0		\$0
				Add SB left turn lane	Same	Same	Same	Same	No		Fair Share	\$90,950		\$2,608
				Add 2nd SB through lane	Same	Same	Same	Same	Yes	ST-013	Fees	\$0		\$0
				Add EB left turn lane	Same	Same	Same	Same	No		Fair Share	\$90,950		\$2,608
				Add WB left turn lane	Same	Same	Same	Same	No		Fair Share	\$90,950		\$2,608
						Add 2nd EB through lane	Same	Same	Yes	ST-007	Fees	\$0		\$0
						Add 3rd EB through lane	Same	Same	Yes	ST-007	Fees	\$0		\$0
						Add 2nd WB through lane	Same	Same	Yes	ST-007	Fees	\$0		\$0
						Add 3rd WB through lane	Same	Same	Yes	ST-007	Fees	\$0		\$0
						Add WB right turn lane	Same	Same	No		Fair Share	\$90,950		\$2,608
											Total	\$704,750		\$20,208
34 Walker Av. & Edison Av.	Ontario	Install a												
		None	Traffic Signal	Same	Same	Same	Same	No		Fair Share	\$250,000	2.6%	\$6,546	
				Add EB left turn lane	Same	Same	Same	Same	No		Fair Share	\$90,950		\$2,381
				Add 2nd EB through lane	Same	Same	Same	Same	Yes	ST-007	Fees	\$0		\$0
				Add WB left turn lane	Same	Same	Same	Same	No		Fair Share	\$90,950		\$2,381
				Add 2nd WB through lane	Same	Same	Same	Same	Yes	ST-008	Fees	\$0		\$0
				Add NB left turn lane	Same	Same	Same	Same	No		Fair Share	\$90,950		\$2,381
				Add SB left turn lane	Same	Same	Same	Same	No		Fair Share	\$90,950		\$2,381
						Add 3rd EB through lane	Same	Same	No		Fair Share	\$327,420		\$8,573
						Add 3rd WB through lane	Same	Same	No		Fair Share	\$327,420		\$8,573
						Add 4th EB through lane	Same	Same	No		Fair Share	\$327,420		\$8,573
						Add 4th WB through lane	Same	Same	No		Fair Share	\$327,420		\$8,573
											Total	\$1,923,480		\$50,363
		35 Vineyard Av. & Edison Av.	Ontario	None	None	None	None	Add 2nd EB through lane	Same	Yes	ST-008	Fees	\$0	2.0%
						Add 3rd EB through lane	Same	Yes	ST-009	Fees	\$0		\$0	
						Add 2nd WB through lane	Same	Yes	ST-009	Fees	\$0		\$0	
						Add 3rd WB through lane	Same	Yes	ST-009	Fees	\$0		\$0	
						Add NB left turn lane	Same	No		Fair Share	\$90,950		\$1,787	
						Add SB left turn lane	Same	No		Fair Share	\$90,950		\$1,787	
						Install a Traffic Signal	Same	No		Fair Share	\$454,750		\$8,936	
										Total	\$636,650		\$12,510	
36 Hellman Av. & Edison Av.	Ontario	None	None	None	None	Add 2nd EB through lane	Same	Yes	ST-009	Fees	\$0	1.9%	\$0	
						Add 3rd EB through lane	Same	Yes	ST-009	Fees	\$0		\$0	
						Add 2nd WB through lane	Same	Yes	ST-009	Fees	\$0		\$0	
						Add 3rd WB through lane	Same	Yes	ST-009	Fees	\$0		\$0	
						Add NB left turn lane	Same	No		Fair Share	\$90,950		\$1,704	
						Add NB shared through-right lane	Same	No		Fair Share	\$327,420		\$6,134	
						Add SB left turn lane	Same	No		Fair Share	\$90,950		\$1,704	
						Add SB shared through-right lane	Same	No		Fair Share	\$327,420		\$6,134	
						Add EB left turn lane	Same	No		Fair Share	\$90,950		\$1,704	
						Add WB left turn lane	Same	No		Fair Share	\$90,950		\$1,704	
								Total	\$1,018,640		\$19,083			

TABLE 1-3: SUMMARY OF IMPROVEMENTS BY ANALYSIS SCENARIO (4 OF 4)

37 Archibald Av. & Edison Av.	Ontario	None	None	Add 2nd WB through lane	Same	Same	Same	Yes	ST-010	Fees	\$0	2.2%	\$0
				Add 2nd NB left turn lane	Same	Same	Same	No		Fair Share	\$90,950	\$1,980	
				Add 3rd NB through lane	Same	Same	Same	Yes	ST-002	Fees	\$0	\$0	
						Add 3rd SB through lane	Same	Yes	ST-001	Fees	\$0	\$0	
						Add 3rd EB through lane	Same	Yes	ST-010	Fees	\$0	\$0	
						Add 4th EB through lane	Same	Yes	ST-010	Fees	\$0	\$0	
						Add 3rd WB through lane	Same	Yes	ST-010	Fees	\$0	\$0	
						Add 4th WB through lane	Same	Yes	ST-010	Fees	\$0	\$0	
						Add 2nd SB left turn lane	Same	No		Fair Share	\$90,950	\$1,980	
						modify the traffic signal to implement overlap phasing for the SB right turn lane	Same	No		Fair Share	\$136,425	\$2,970	
Total											\$318,325		\$6,931
38 Turner Av. & Ontario Ranch Rd.	Ontario	None	None	None	None	Add 3rd EB through lane	Same	Yes	ST-010	Fees	\$0	2.6%	\$0
						Add 3rd WB through lane	Same	Yes	ST-010	Fees	\$0	\$0	
						Total							
39 Haven Av. & Ontario Ranch Rd.	Ontario	None	None	None	None	Add 2nd NB through lane	Same	Yes	ST-014	Fees	\$0	2.4%	\$0
						Add 2nd SB through lane	Same	Yes	ST-014	Fees	\$0	\$0	
						Total							
40 Hamner Av. & Ontario Ranch Rd.	Ontario, Eastvale	None	None	None	None	modify the traffic signal to extend the cycle length to 130 seconds	Same	No		Fair Share	\$136,425	1.7%	\$2,384
						Add 3rd WB through lane	Same	No		Fair Share	\$327,420	\$5,721	
						Add EB right turn lane	Same	No		Fair Share	\$90,950	\$1,589	
						Modify the traffic signal to implement overlap phasing for the NB and EB right turn lanes	Same	No		Fair Share	\$136,425	\$2,384	
						Add 3rd SB through lane	Same	No		Fair Share	\$327,420	\$5,721	
						Add 4th WB through lane	Same	No		Fair Share	\$327,420	\$5,721	
Total											\$1,346,060	\$23,519	
Total Cost for Improvements											\$12,014,045		\$252,921
Total Project Fair Share Contribution to the City of Ontario (non-DIF/other)											⁶	\$186,267	
Total Project Fair Share Contribution to the City of Chino											⁷	\$54,021	
Total Project Fair Share Contribution to the City of Eastvale											⁸	\$12,634	

¹ Improvements included in City of Ontario DIF program for local, regional and specific plan components.

² Costs have been estimated using the data provided in Appendix "G" of the CMP (2003 Update) for preliminary construction costs.

³ Appendix "G" costs escalated by a factor of 1.819 per City direction except Traffic Signals.

⁴ Program improvements constructed by project may be eligible for fee credit, at discretion of City. See Table 8-2 for Fair Share Calculations.

⁵ Rough order of magnitude cost estimate.

⁶ Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections wholly or partially within the City of Ontario.

⁷ Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections wholly or partially within the City of Chino.

⁸ Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections wholly or partially within the City of Eastvale.

2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with City of Ontario's Traffic Study Guidelines.

2.1 LEVEL OF SERVICE

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

2.2 INTERSECTION CAPACITY ANALYSIS

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

2.2.1 SIGNALIZED INTERSECTIONS

The City of Ontario requires signalized intersection operations analysis based on the methodology described in the HCM. (4) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), $V/C \leq 1.0$	Level of Service, $V/C \leq 1.0^1$
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F

Source: HCM, 6th Edition

¹ If V/C is greater than 1.0 then LOS is F per HCM.

Consistent with Appendix B of the San Bernardino County CMP, the following saturation flow rates, in vehicles per hour green per lane (vphgpl), will be utilized in the traffic analysis for signalized intersections:

Existing, E+P, and Opening Year Cumulative Traffic Conditions:

- Exclusive through: 1800 vphgpl
- Exclusive left: 1700 vphgpl
- Exclusive right: 1800 vphgpl
- Exclusive dual left: 1600 vphgpl
- Exclusive triple left: 1500 vphgpl

Horizon Year Traffic Conditions:

- Exclusive through: 1900 vphgpl
- Exclusive left: 1800 vphgpl
- Exclusive right: 1900 vphgpl
- Exclusive dual left: 1700 vphgpl
- Exclusive triple left: 1600 vphgpl

The traffic modeling and signal timing optimization software package Synchro (Version 11) has been utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

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

2.2.2 UNSIGNALIZED INTERSECTIONS

The City of Ontario requires the operations of unsignalized intersections be evaluated using the methodology described in the HCM. (4) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0 ¹
Little or no delays.	0 to 10.00	A
Short traffic delays.	10.01 to 15.00	B
Average traffic delays.	15.01 to 25.00	C
Long traffic delays.	25.01 to 35.00	D
Very long traffic delays.	35.01 to 50.00	E
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F

Source: HCM, 6th Edition

¹ If V/C is greater than 1.0 then LOS is F per HCM.

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

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

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (5) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics. For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Urban warrants have been used as posted speed limits on the major roadways with unsignalized intersections are 40 miles per hour or below and rural warrants have been used where speeds exceed 40 miles per hour.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. Similarly, the speed limit has been used as the basis for determining the use of Urban and Rural warrants.

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

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

#	Intersection
16	Driveway 6 & Schaefer Av.
19	Driveway 9 & Edison Av.
21	Sultana Av. & Schaefer Av.
22	Sultana Av. & Driveway 11
23	Sultana Av. & Driveway 12
24	Sultana Av. & Driveway 13
25	Sultana Av. & Driveway 14
26	Sultana Av. & Driveway 15
27	Sultana Av. & Driveway 16
28	Sultana Av. & Driveway 17
29	Sultana Av. & Edison Av.
30	Bon View Av. & Schaefer Av.
31	Bon View Av. & Edison Av.
32	Grove Av. & Schaefer Av.
33	Grove Av. & Edison Av.
34	Walker Av. & Edison Av.
35	Vineyard Av. & Edison Av.
36	Hellman Av. & Edison Av.

Although unsignalized, traffic signal warrants have not been evaluated at the intersections of Driveway 1, Driveway 2, Driveway 3, and Driveway 4 on Euclid Avenue, Driveway 5 and Driveway 7 on Schaefer Avenue, Driveway 8 and Driveway 10 on Edison Avenue, and Driveway 11, Driveway 12, Driveway 13, Driveway 14, Driveway 15, Driveway 16, and Driveway 17 on Sultana Avenue since these intersections are anticipated to have restricted access (right-in/right-out only) and would therefore not be suitable locations for installing a traffic signal.

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 *E+P Traffic Conditions*, Section 6 *Opening Year Cumulative (2027) Conditions*, and Section 7 *Horizon Year (2050) Traffic Conditions* of this report. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 QUEUING ANALYSIS

Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the freeway ramp intersections at the SR-60 Freeway at the Euclid Avenue interchange and at the I-15 Freeway at the Cantu Galleano Road interchange. Specifically, the off-ramp queuing analysis is utilized to identify any potential queuing and “spill back” onto the SR-60 and I-15 Freeway mainlines from the off-ramps.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the intersections with traffic added from the proposed Project. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. The footnote from the Synchro output sheets indicates if the 95th percentile cycle exceeds capacity. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely be exceeded and the queues shown with the footnote are acceptable for the design of storage bays. The 95th percentile queue is derived from the average queue plus 1.65 standard deviations. The 95th percentile queue is not necessarily ever observed it is simply based on statistical calculations.

2.5 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

Minimum Acceptable LOS and associated definitions of intersection deficiencies has been obtained from each of the applicable surrounding jurisdictions.

2.5.1 CITY OF ONTARIO

Per the Ontario Plan’s Policy M-1, the City of Ontario utilizes a minimum acceptable LOS of LOS E, where feasible. (6)

2.5.2 CITY OF EASTVALE

The City of Eastvale General Plan Policy C-10 sets a standard of LOS C with LOS D as acceptable in commercial and employment areas and at intersections of any combination of major highways, urban arterials, secondary highways, or freeway ramps. (7) Based on this criterion, where feasible, LOS D is the minimum acceptable LOS at each of the study intersections within the City of Eastvale.

2.5.3 CITY OF CHINO

According to the City of Chino’s General Plan Objective TRA-1.2/Policy P1, LOS D is the minimum acceptable condition that should be maintained during the peak commute hours, where feasible. (8)

2.5.4 CALTRANS

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway System facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. (9) If an existing State highway facility is operating at less than this target LOS, the existing LOS should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways and intersections

is LOS D. Consistent with the City of Ontario LOS threshold of LOS D and in excess of the City of Ontario stated LOS threshold of LOS E, LOS D will be used as the target LOS.

2.5.5 CMP

The CMP definition of deficiency is based on maintaining a level of service standard of LOS E or better, where feasible, except where an existing LOS F condition is identified in the CMP document. However, in an effort to overstate as opposed to understate potential deficiencies, LOS D has been utilized for the CMP intersections for the purposes of this analysis, unless the intersection is located in the City of Ontario (which uses LOS E). (3)

2.6 DEFICIENCY CRITERIA

To determine whether the addition of project traffic at a study intersection would result in a traffic deficiency, the following will be utilized:

- When the Without Project condition is at or better than LOS D (or LOS E for CMP intersections and intersections located in the City of Ontario) (i.e., acceptable LOS), and project-generated traffic causes deterioration below LOS D/LOS E (i.e., unacceptable LOS), a deficiency is deemed to occur.

When the Without Project condition is already below LOS D/LOS E (i.e., unacceptable LOS), the Project will be responsible for improving its deficiency to acceptable levels of service. Thus, for intersections operating at unacceptable LOS during either the AM and/or PM peak hour, improvements have been identified to improve the deficiencies of the Project to an intersection LOS that is equal to or better than Without Project conditions (see Table 2-4).

The Project's contribution to a deficiency can be reduced if the Project is required to implement or fund its fair share of improvements designed to alleviate its contribution to the deficient condition.

In the event that an intersection is operating at or is forecast to operate at a deficient LOS, the CMP guidelines have defined a series of steps to be completed to determine the Project's contribution to the deficiency of intersections, which has been applied to both CMP and non-CMP study area intersections. The steps are as follows:

- Determine the improvements necessary to achieve an acceptable service level,
- Calculate the Project's share in the future traffic volume projections for the peak hours,
- Estimate the cost to implement recommended improvements, and
- Calculate the Project's fair-share contribution to improve the Project's traffic deficiencies

TABLE 2-4: DEFICIENCY CRITERIA

Without Project Level of Service	Level of Service	Deficient?	Improvement Required?
City of Ontario			
A	A-D	No	No
B	B-D	No	No
C	C-D	No	No
D	D-E	No	No
E	E	No	No
A-E	F	Yes	Yes, bring LOS to E or better
F	F	Yes	Yes, bring LOS to E or better
City of Eastvale, City of Chino			
A	A-D	No	No
B	B-D	No	No
C	C-D	No	No
D	D	No	No
A-D	E or F	Yes	Yes, bring LOS to D or better
E	E	Yes	Yes, bring LOS to D or better
E	F	Yes	Yes, bring LOS to D or better
F	F	Yes	Yes, bring LOS to D or better

2.7 PROJECT FAIR SHARE CALCULATION METHODOLOGY

In cases where this TA identifies that the Project would contribute additional traffic volumes to traffic deficiencies, Project fair share costs of improvements necessary to address deficiencies have been identified. The Project’s fair share cost of improvements is determined based on the following equation, which is the ratio of Project traffic to new traffic, and new traffic is total future (Opening Year) traffic less existing baseline traffic:

$$\text{Project Fair Share \%} = \frac{\text{Project AM/PM Traffic}}{(2050 \text{ With Project AM/PM Total Traffic} - \text{Existing AM/PM Traffic})}$$

The project fair share percentage has been calculated for both the AM peak hour and PM peak hour and the highest of the two has been selected. The Project fair share contribution calculations are presented in Section 8 *Local and Regional Funding Mechanisms* of this TA. The cost of implementing the improvements shown in Table 1-3 have been estimated based on the preliminary construction cost estimates found in Appendix G of the San Bernardino County CMP in conjunction with a total cost escalation factor of 1.82 to more closely approximate current (2023) costs. These cost estimates have been utilized in conjunction with the Project fair share percentages to determine the Project’s fair share cost of the recommended improvements (see Table 7-2). These estimates are a rough order of magnitude only as they are intended only for discussion purposes and do not imply any legal responsibility or formula for contributions or physical improvements.

If any analyzed intersections and roadway improvements fall outside of the jurisdiction of the City, the City does not have the authority to construct or demand the construction of such improvements. For this reason, the payment of fair share fees for the improvements identified in Table 1-3 is considered infeasible and therefore results in a significant and unavoidable impact for those locations outside of the City.

3 AREA CONDITIONS

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

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the agreement with City of Ontario staff (Appendix 1.1), the study area includes a total of 42 existing and future intersections as shown previously on Exhibit 1-3. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 CITY OF ONTARIO GENERAL PLAN CIRCULATION ELEMENT

The 2050 Ontario Plan circulation element is shown on Exhibit 3-2. The study area roadways that are classified as 8-lane Other Principal Arterials are identified as having four lanes of travel in each direction. The following study area roadways within the City of Ontario are classified as 8-lane Other Principal Arterials:

- Euclid Avenue
- Edison Avenue

The study area roadways that are classified as 6-lane Other Principal Arterials are identified as having three lanes of travel in each direction and a 14-foot curbed or painted median. The following study area roadways within the City of Ontario are classified as 6-lane Other Principal Arterials:

- Archibald Avenue
- Vineyard Avenue
- Hamner Avenue

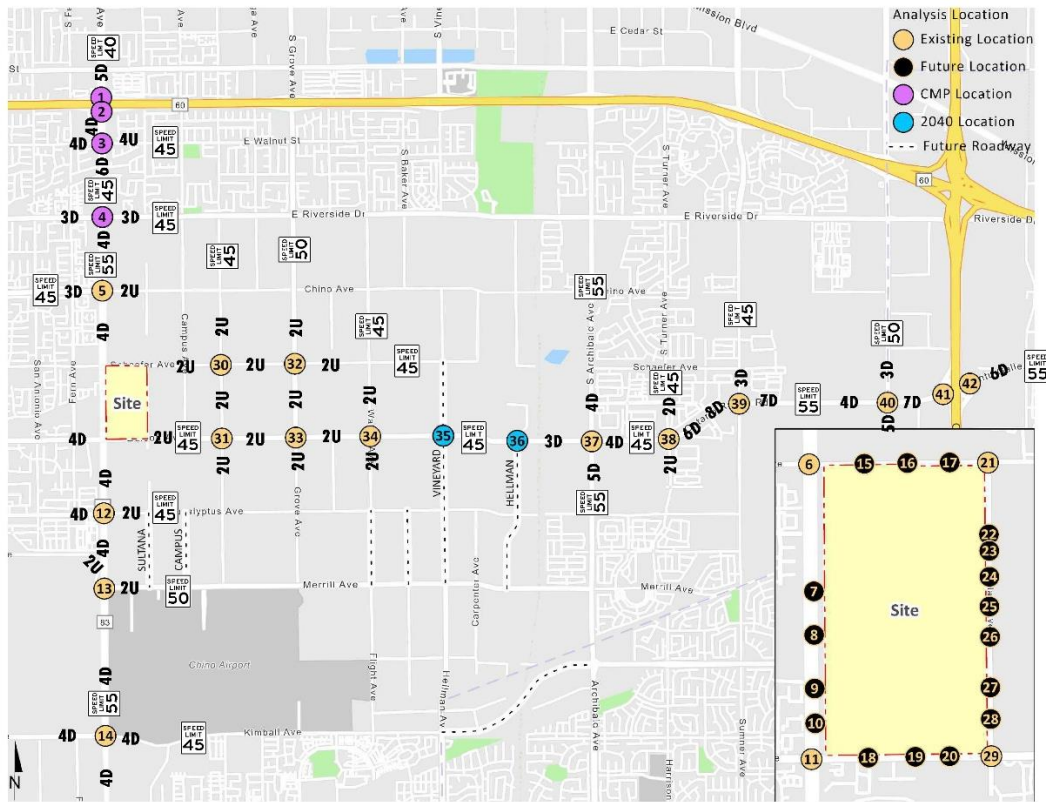
The study area roadways that are classified as 4-lane Other Principal Arterials are identified as having two lanes of travel in each direction. The following study area roadways within the City of Ontario are classified as 4-lane Other Principal Arterials:

- Grove Avenue
- Haven Avenue, south of Riverside Drive

The study area roadway that is classified as a 6-lane Minor Arterial is identified as having three lanes of travel in each direction. The following study area roadway within the City of Ontario is classified as a 6-lane Minor Arterial:

- Riverside Drive

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS (PAGE 1 OF 2)



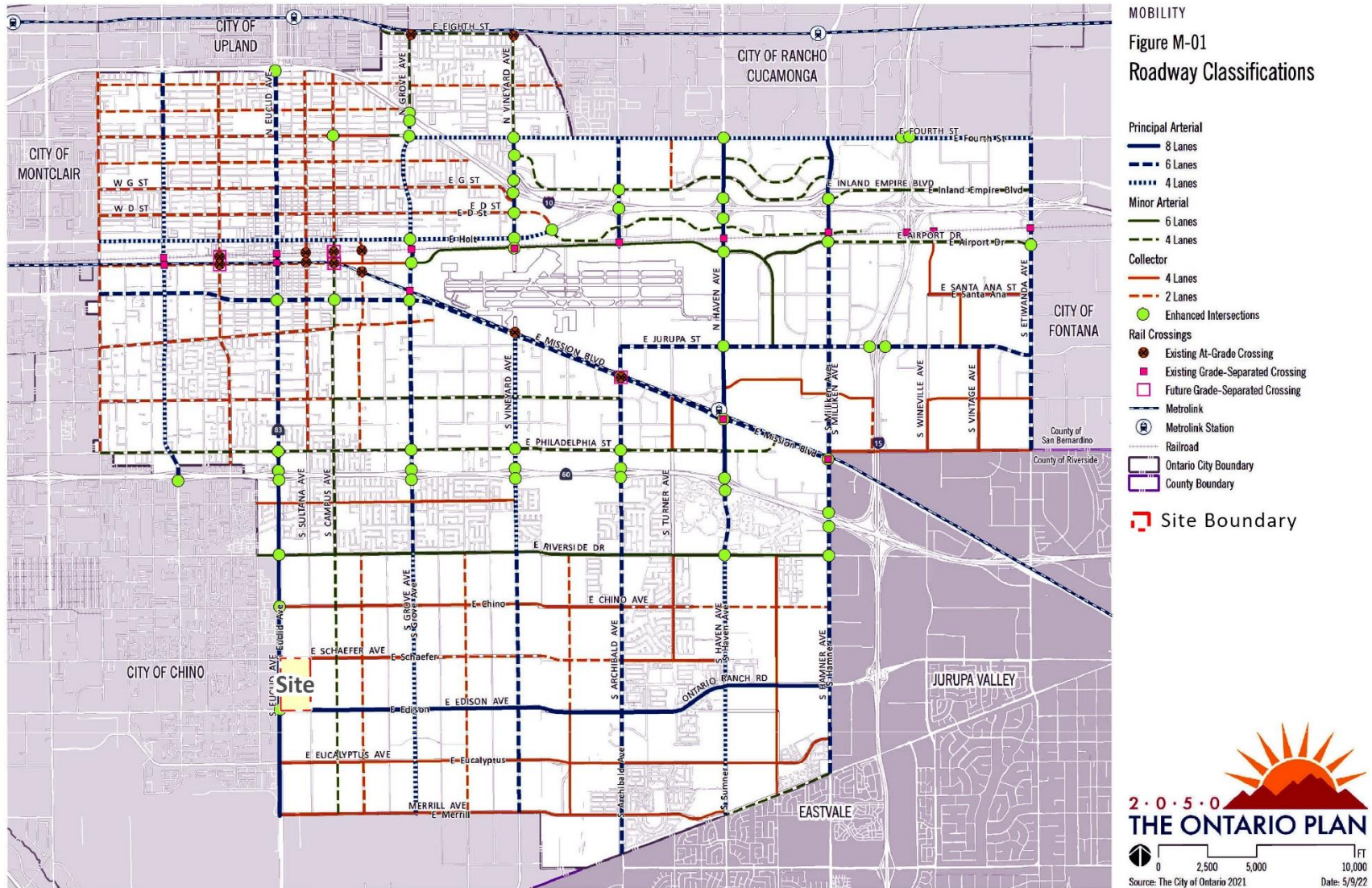
1	Euclid Av. (SR-83) & SR-60 WB Ramps	2	Euclid Av. (SR-83) & SR-60 EB Ramps	3	Euclid Av. (SR-83) & Walnut Av.	4	Euclid Av. (SR-83) & Riverside Dr.	5	Euclid Av. (SR-83) & Chino Av.
[Diagram: Euclid Av. (SR-83) & SR-60 WB Ramps]		[Diagram: Euclid Av. (SR-83) & SR-60 EB Ramps]		[Diagram: Euclid Av. (SR-83) & Walnut Av.]		[Diagram: Euclid Av. (SR-83) & Riverside Dr.]		[Diagram: Euclid Av. (SR-83) & Chino Av.]	
6	Euclid Av. (SR-83) & Schaefer Av.	7	Euclid Av. (SR-83) & Driveway 1	8	Euclid Av. (SR-83) & Driveway 2	9	Euclid Av. (SR-83) & Driveway 3	10	Euclid Av. (SR-83) & Driveway 4
[Diagram: Euclid Av. (SR-83) & Schaefer Av.]		Future Intersection		Future Intersection		Future Intersection		Future Intersection	
11	Euclid Av. (SR-83) & Edison Av.	12	Euclid Av. (SR-83) & Eucalyptus Av.	13	Euclid Av. (SR-83) & Merrill Av.	14	Euclid Av. (SR-83) & Kimball Av.	15	Driveway 5 & Schaefer Av.
[Diagram: Euclid Av. (SR-83) & Edison Av.]		[Diagram: Euclid Av. (SR-83) & Eucalyptus Av.]		[Diagram: Euclid Av. (SR-83) & Merrill Av.]		[Diagram: Euclid Av. (SR-83) & Kimball Av.]		Future Intersection	

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS (PAGE 2 OF 2)

16	Driveway 6 & Schaefer Av.	17	Driveway 7 & Schaefer Av.	18	Driveway 8 & Edison Av.	19	Driveway 9 & Edison Av.	20	Driveway 10 & Edison Av.
	Future Intersection		Future Intersection		Future Intersection		Future Intersection		Future Intersection
21	Sultana Av. & Schaefer Av.	22	Sultana Av. & Driveway 11	23	Sultana Av. & Driveway 12	24	Sultana Av. & Driveway 13	25	Sultana Av. & Driveway 14
	Future Intersection		Future Intersection		Future Intersection		Future Intersection		Future Intersection
26	Sultana Av. & Driveway 15	27	Sultana Av. & Driveway 16	28	Sultana Av. & Driveway 17	29	Sultana Av. & Edison Av.	30	Bon View Av. & Schaefer Av.
	Future Intersection		Future Intersection		Future Intersection		Future Intersection		
31	Bon View Av. & Edison Av.	32	Grove Av. & Schaefer Av.	33	Grove Av. & Edison Av.	34	Walker Av. & Edison Av.	35	Vineyard Av. & Edison Av.
									2040 Location
36	Heliman Av. & Edison Av.	37	Archibald Av. & Edison Av.	38	Turner Av. & Ontario Ranch Rd.	39	Haven Av. & Ontario Ranch Rd.	40	Hamner Av. & Ontario Ranch Rd.
	2040 Location								
41	I-15 SB Ramps & Cantu Galleano Ranch Rd.	42	I-15 NB Ramps & Cantu Galleano Ranch Rd.						

= Traffic Signal
 = Stop Sign
4 = Number of Lanes
D = Divided
U = Undivided
 = Existing Lane
 = Free Right Turn

EXHIBIT 3-2: CITY OF ONTARIO 2050 GENERAL PLAN CIRCULATION ELEMENT



The study area roadways that are classified as Collector Streets are identified as having two to four lanes of travel in each direction. The following study area roadways within the City of Ontario are classified as Collector Streets:

- Walnut Avenue
- Chino Avenue
- Schaefer Avenue
- Eucalyptus Avenue
- Merrill Avenue
- Bon View Avenue
- Walker Avenue
- Hellman Avenue
- Turner Avenue

3.3 BICYCLE & PEDESTRIAN FACILITIES

Exhibit 3-3 illustrates the 2050 Ontario Plan bicycle facilities. Existing pedestrian facilities within the study area are shown on Exhibit 3-4. As shown on Exhibit 3-4, there are limited pedestrian facilities in the vicinity of the Project site. Field observations and traffic counts conducted in 2022 indicate light pedestrian and bicycle activity within the study area.

3.4 TRANSIT SERVICE

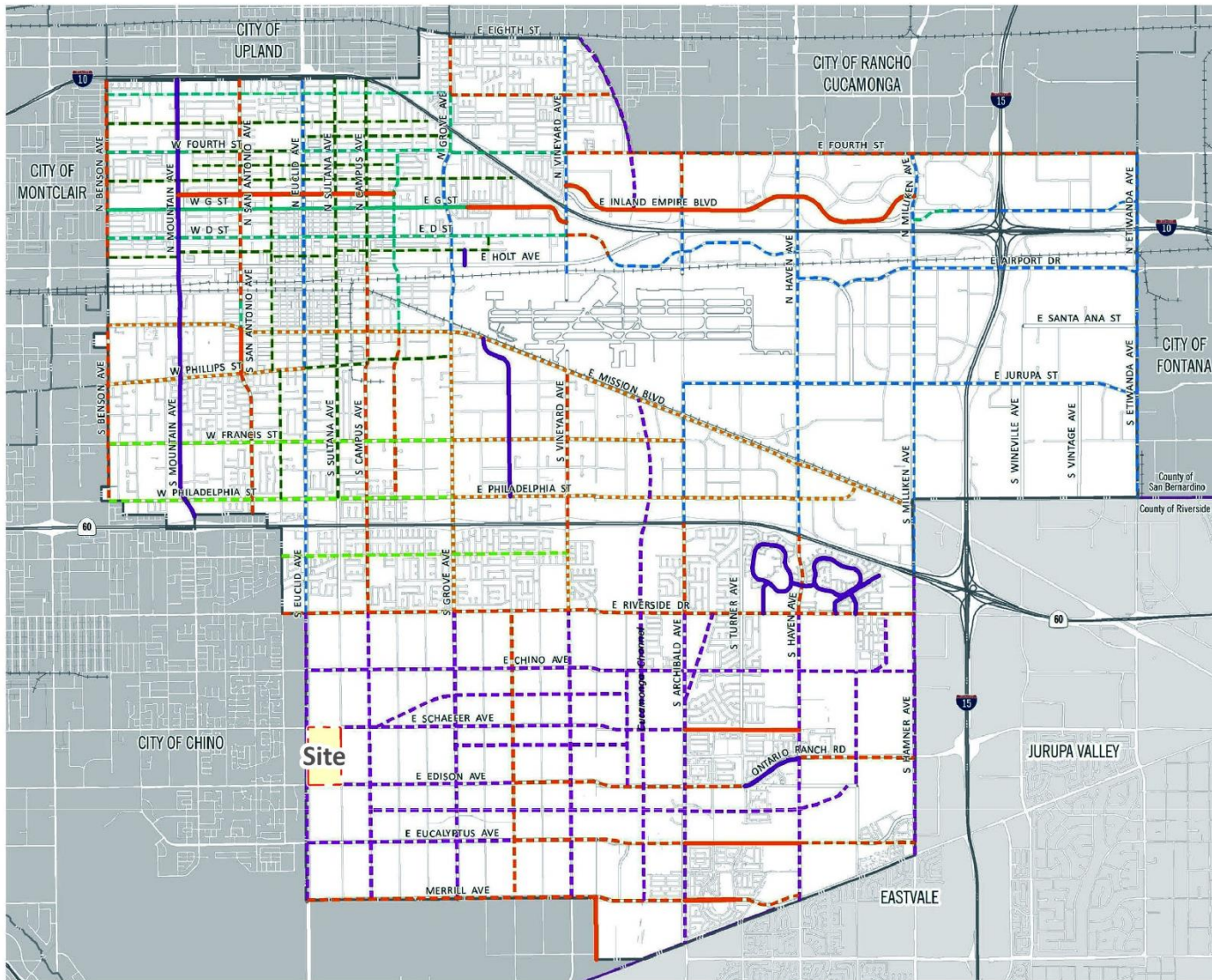
Exhibit 3-5 shows the 2050 Ontario Plan transit facilities. The study area within the City of Ontario is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County. Exhibit 3-6 shows the existing transit facilities, which indicates that Omnitrans Route 83 could potentially serve the Project site. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. As such, it is recommended that the applicant work in conjunction with Omnitrans to potentially provide bus service to the site.

3.5 EXISTING (2022) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in 2022. The following peak hours were selected for analysis:

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

EXHIBIT 3-3: CITY OF ONTARIO 2050 BICYCLE FACILITIES



MOBILITY
 Figure M-02
 Multipurpose Trails & Bikeways

- Ontario City Boundary
- County Boundary
- Rail Network
- Existing Trail & Bike Network**
- Multipurpose Trail (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)
- Proposed Trail & Bike Network**
- Multipurpose Trail (Class I)
- Bike Lane (Class II)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)/Bike Route (Class III)
- Bike Boulevard (Class III)
- Bike Route (Class III)
- Additional Studies Required
- Site Boundary



EXHIBIT 3-4: EXISTING PEDESTRIAN FACILITIES

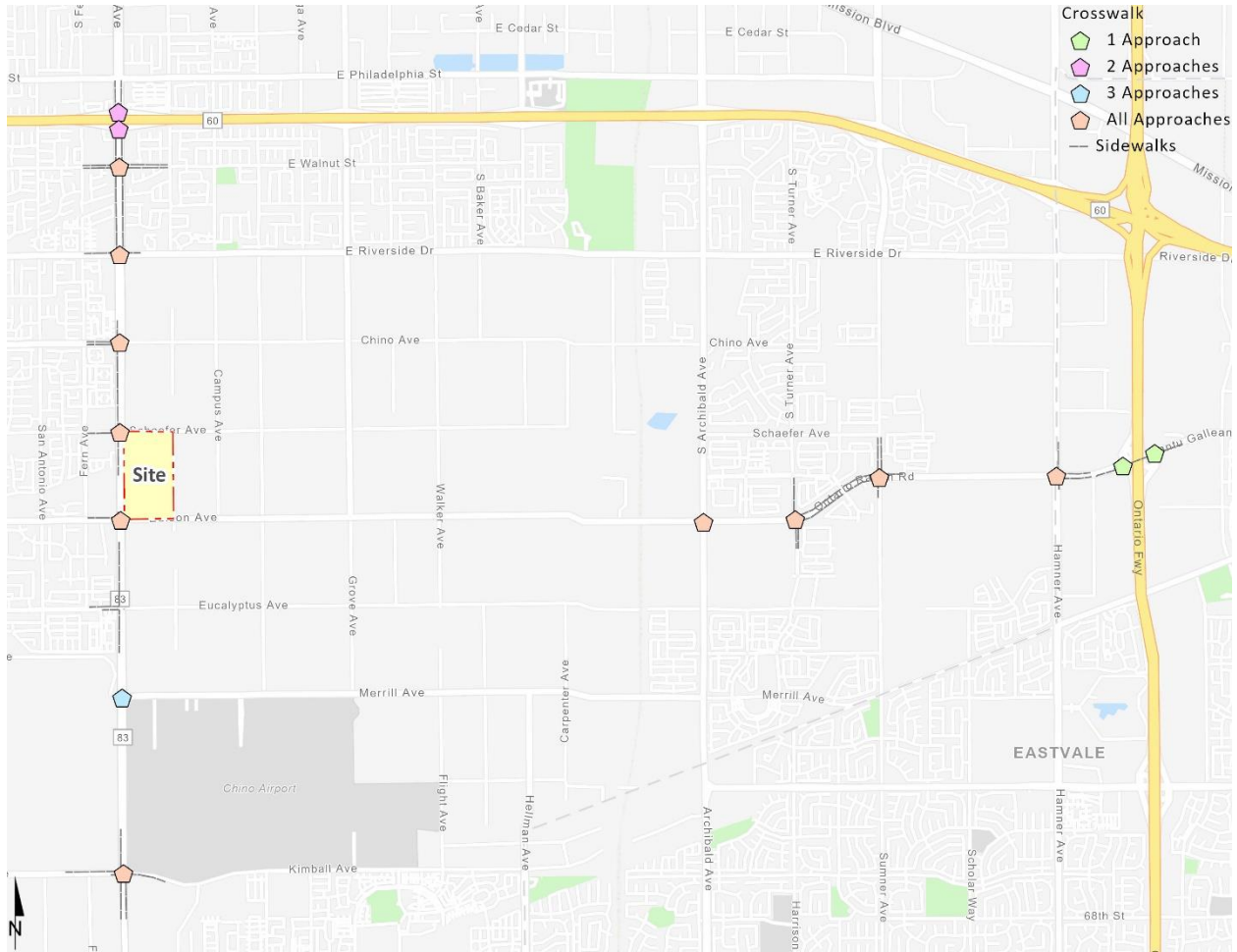


EXHIBIT 3-5: CITY OF ONTARIO 2050 GENERAL PLAN TRANSIT ROUTES

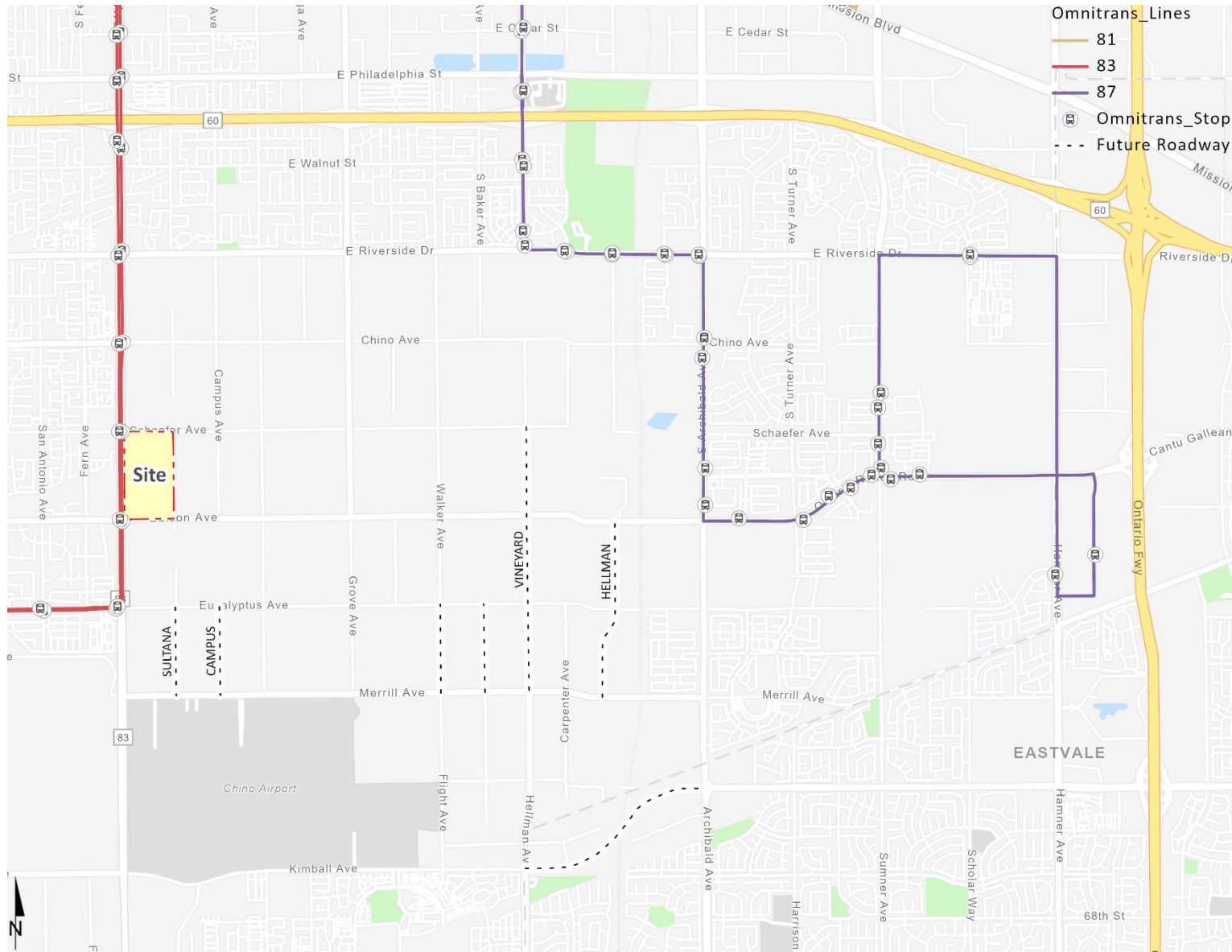
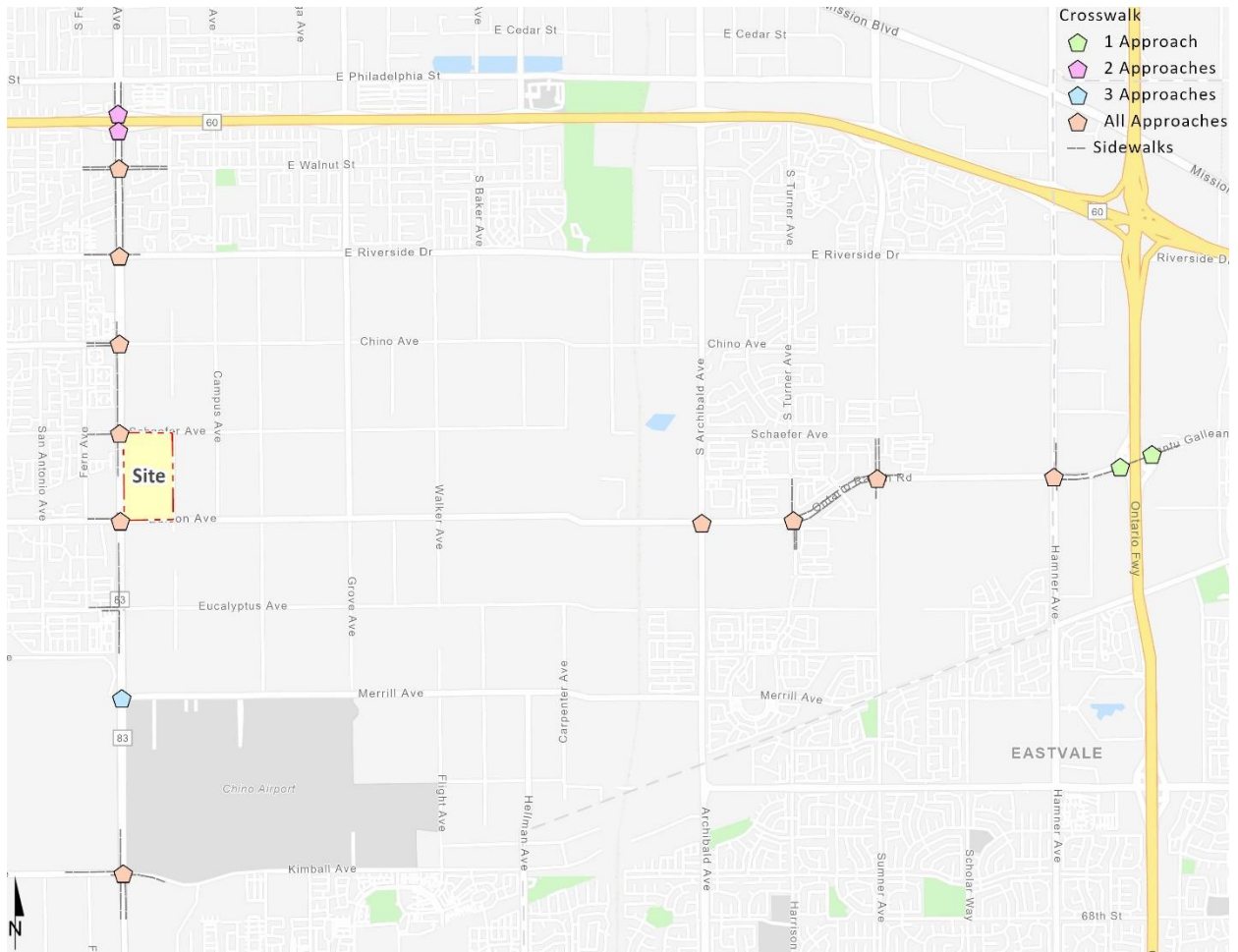


EXHIBIT 3-6: EXISTING TRANSIT FACILITIES



The 2022 weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. As such, no additional adjustments were made to the traffic counts to establish the baseline condition. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

Existing weekday ADT volumes are shown on Exhibit 3-7. Where actual 24-hour tube count data was not available, Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

$$\text{Weekday PM Peak Hour (Approach Volume + Exit Volume)} \times 11.38 = \text{Leg Volume}$$

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 8.79 percent. As such, the above equation utilizing a factor of 11.38 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of 8.79 percent (i.e., $1/0.0879 = 11.38$) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. Existing weekday and weekend peak hour intersection volumes, in actual vehicles, are also shown on Exhibit 3-7.

3.6 INTERSECTION OPERATIONS ANALYSIS

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

- Grove Avenue & Edison Avenue (#33) – LOS F PM peak hour only

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

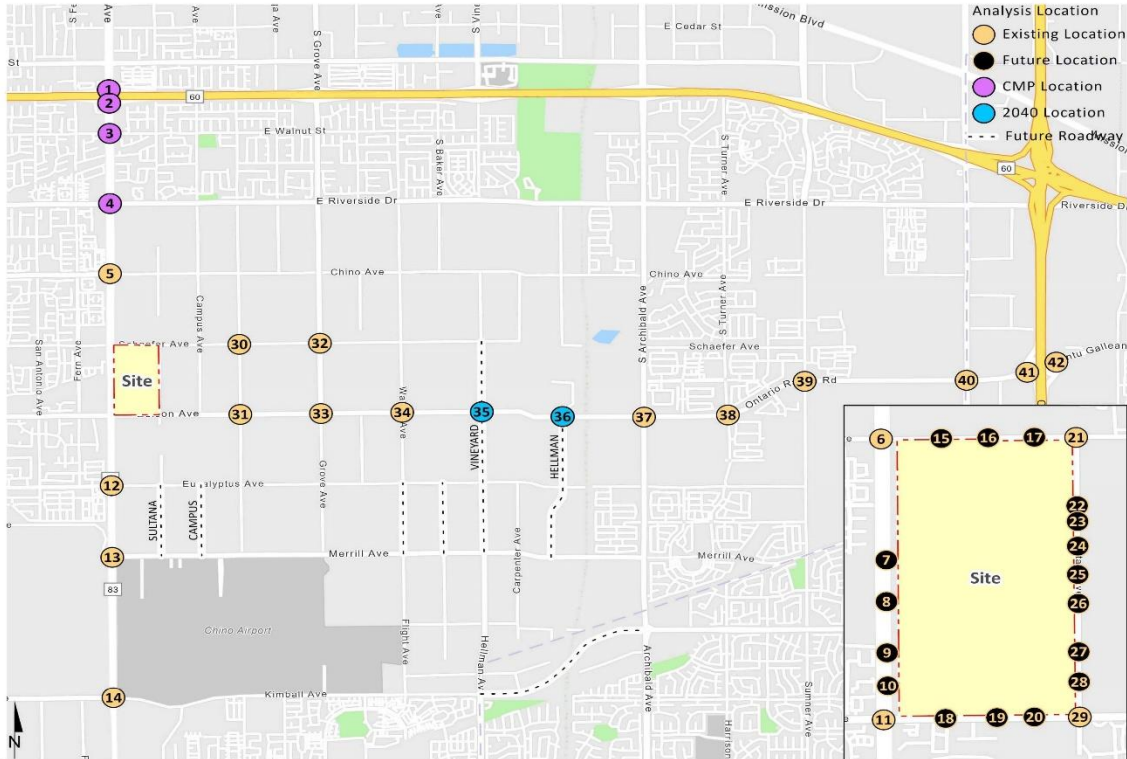
3.7 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. The following intersections currently meet a traffic signal warrant under Existing (2022) traffic conditions:

- Bon View Avenue & Edison Avenue (#31)
- Grove Avenue & Schaefer Avenue (#32)
- Grove Avenue & Edison Avenue (#33)
- Walker Avenue & Edison Avenue (#34)

Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

EXHIBIT 3-7: EXISTING (2022) TRAFFIC VOLUMES (PAGE 1 OF 2)



1	2	3	4	5
Euclid Av. (SR-83) & SR-60 WB Ramps 27,250 320(424) 839(822) 362(337) 4(6) 348(453) 213(241) 799(812) 9,050 26,500 7,650	Euclid Av. (SR-83) & SR-60 EB Ramps 26,500 832(946) 355(329) 374(259) 0(3) 309(197) 7,600 638(794) 460(337) 25,900 5,200	Euclid Av. (SR-83) & Walnut Av. 24,750 56(116) 799(767) 174(250) 153(138) 365(218) 85(60) 87(99) 826(788) 26(66) 13,650 31,300 13,200	Euclid Av. (SR-83) & Riverside Dr. 19,750 111(151) 680(613) 216(99) 88(66) 451(369) 190(130) 31(39) 535(680) 77(145) 14,500 18,800 13,600	Euclid Av. (SR-83) & Chino Av. 18,850 80(62) 745(663) 52(52) 62(72) 172(407) 41(37) 69(44) 272(119) 89(72) 29(25) 540(762) 99(184) 10,000 19,850 8,200
6	7	8	9	10
Euclid Av. (SR-83) & Schaefer Av. 19,550 125(102) 749(674) 31(29) 5(30) 3(67) 2(34) 142(224) 51(253) 69(123) 59(57) 545(661) 22(28) 4,850 17,950 9,300	Euclid Av. (SR-83) & Driveway 1 15,150 759(764) 504(569) 15,150 15,150	Euclid Av. (SR-83) & Driveway 2 15,150 759(764) 504(569) 15,150 15,150	Euclid Av. (SR-83) & Driveway 3 15,150 759(764) 504(569) 15,150 15,150	Euclid Av. (SR-83) & Driveway 4 15,150 759(764) 15,150
11	12	13	14	15
Euclid Av. (SR-83) & Edison Av. 17,600 124(105) 586(604) 49(55) 58(54) 351(185) 52(26) 85(158) 129(392) 71(128) 100(72) 504(569) 22(30) 8,250 22,950 11,850	Euclid Av. (SR-83) & Eucalyptus Av. 20,650 29(47) 734(936) 19(36) 20(8) 136(21) 23(5) 52(30) 19(127) 123(176) 140(83) 591(759) 9(17) 2,450 25,800 450	Euclid Av. (SR-83) & Merrill Av. 25,800 51(8) 695(923) 134(186) 115(138) 49(0) 173(100) 6(3) 4(18) 3(8) 12(1) 619(718) 76(127) 6,500 21,350 21,350	Euclid Av. (SR-83) & Kimball Av. 20,500 285(130) 437(416) 133(467) 280(139) 932(355) 82(45) 70(254) 226(806) 26(28) 35(59) 360(397) 26(160) 22,450 12,550 18,550	Driveway 5 & Schaefer Av. 4,850 10(131) 104(310) 4,850

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

TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2022) CONDITIONS

# Intersection	Traffic Control ²	Delay ¹ (secs.)		Level of Service		Acceptable LOS
		AM	PM	AM	PM	
1 Euclid Av. (SR-83) & SR-60 WB Ramps	TS	27.1	18.1	C	B	D
2 Euclid Av. (SR-83) & SR-60 EB Ramps	TS	29.7	16.8	C	B	D
3 Euclid Av. (SR-83) & Walnut Av.	TS	29.0	23.9	C	C	D
4 Euclid Av. (SR-83) & Riverside Dr.	TS	41.9	36.5	D	D	E
5 Euclid Av. (SR-83) & Chino Av.	TS	33.5	28.8	C	C	E
6 Euclid Av. (SR-83) & Schaefer Av.	TS	16.0	21.0	B	C	E
7 Euclid Av. (SR-83) & Driveway 1		Future Intersection				E
8 Euclid Av. (SR-83) & Driveway 2		Future Intersection				E
9 Euclid Av. (SR-83) & Driveway 3		Future Intersection				E
10 Euclid Av. (SR-83) & Driveway 4		Future Intersection				E
11 Euclid Av. (SR-83) & Edison Av.	TS	27.3	20.3	C	C	E
12 Euclid Av. (SR-83) & Eucalyptus Av.	TS	13.8	10.8	B	B	E
13 Euclid Av. (SR-83) & Merrill Av.	TS	21.9	17.2	C	B	E
14 Euclid Av. (SR-83) & Kimball Av.	TS	30.0	41.4	C	D	E
15 Driveway 5 & Schaefer Av.		Future Intersection				E
16 Driveway 6 & Schaefer Av.		Future Intersection				E
17 Driveway 7 & Schaefer Av.		Future Intersection				E
18 Driveway 8 & Edison Av.		Future Intersection				E
19 Driveway 9 & Edison Av.		Future Intersection				E
20 Driveway 10 & Edison Av.		Future Intersection				E
21 Sultana Av. & Schaefer Av.		Future Intersection				E
22 Sultana Av. & Driveway 11		Future Intersection				E
23 Sultana Av. & Driveway 12		Future Intersection				E
24 Sultana Av. & Driveway 13		Future Intersection				E
25 Sultana Av. & Driveway 14		Future Intersection				E
26 Sultana Av. & Driveway 15		Future Intersection				E
27 Sultana Av. & Driveway 16		Future Intersection				E
28 Sultana Av. & Driveway 17		Future Intersection				E
29 Sultana Av. & Edison Av.		Future Intersection				E
30 Bon View Av. & Schaefer Av.	AWS	11.5	13.8	B	B	E
31 Bon View Av. & Edison Av.	AWS	21.2	28.6	C	D	E
32 Grove Av. & Schaefer Av.	AWS	16.3	19.2	C	C	E
33 Grove Av. & Edison Av.	AWS	39.0	52.1	E	F	E
34 Walker Av. & Edison Av.	AWS	29.2	49.8	D	E	E
35 Vineyard Av. & Edison Av.		Future Intersection				E
36 Hellman Av. & Edison Av.		Future Intersection				E
37 Archibald Av. & Edison Av.	TS	25.0	25.0	C	C	E
38 Turner Av. & Ontario Ranch Rd.	TS	14.7	12.0	B	B	E
39 Haven Av. & Ontario Ranch Rd.	TS	21.4	22.3	C	C	E
40 Hamner Av. & Ontario Ranch Rd.	TS	20.7	24.2	C	C	D
41 I-15 SB Ramps & Cantu Galleano Ranch Rd.	TS	9.2	12.3	A	B	D
42 I-15 NB Ramps & Cantu Galleano Ranch Rd.	TS	13.3	11.7	B	B	D

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

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

² TS = Traffic Signal; AWS = All-way Stop

3.8 OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the off-ramps at the SR-60 Freeway at the Euclid Avenue interchange and the I-15 freeway at the Cantu Galleano Ranch Road interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the SR-60 or I-15 Freeway mainline. Queuing analysis findings are presented in Table 3-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 3-2, there are no movements that are currently experiencing queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows. Worksheets for Existing (2022) traffic conditions off-ramp queuing analysis are provided in Appendix 3.4.

TABLE 3-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR EXISTING (2022) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet) ³		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM
Euclid Av. & SR-60 WB Ramps	WBL	350	376 ³	370 ³	Yes	Yes
	WBL/T/R	1,415	379	381	Yes	Yes
	WBR	350	209	175	Yes	Yes
Euclid Av. & SR-60 EB Ramps	EBL	900	382	274	Yes	Yes
	EBL/R	1,290	472 ²	234	Yes	Yes
I-15 SB Ramps & Cantu Galleano Ranch Rd.	SBL	1,435	127	156	Yes	Yes
	SBL/R	550	319	469	Yes	Yes
	SBR	455	289	423	Yes	Yes
I-15 NB Ramps & Cantu Galleano Ranch Rd.	NBL	1,615	149	125	Yes	Yes
	NBL/R	585	52	48	Yes	Yes

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

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

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

3.9 IMPROVEMENTS

Improvement strategies have been identified at intersections that have been identified as deficient under Existing (2022) traffic conditions in an effort to achieve an acceptable LOS (i.e., LOS D or better).

3.9.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

The effectiveness of the recommended improvement strategies to address Existing (2022) traffic deficiencies are presented on Table 3-3. Worksheets for Existing (2022) Conditions, with improvements, HCM calculation worksheets are provided in Appendix 3.5.

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

	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service		Acceptable LOS			
		Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM				
		L	T	R	L	T	R	L	T	R	L	T	R								
33 Grove Av. & Edison Av.																					
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	39.0	52.1	E	F	E
With Improvements:	TS	0	1	0	0	1	0	0	1	0	0	1	0	8.1	9.2	A	A				

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).
¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
 L = Left; T = Through; R = Right; **1** = Improvement
² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
³ AWS = All-way Stop; **TS** = Traffic Signal

3.9.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 3-2, there are no peak hour queuing issues at the SR-60 Freeway and I-15 Freeway study area interchanges. As such, no improvements have been identified.

4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. A preliminary land use plan for the proposed Project is shown previously on Exhibit 1-2. The proposed Project is to consist of the following uses:

1. Planning Area 1 (Business Park): 135,841 square feet of business park uses fronting Euclid Avenue (SR-83) and 399,135 square feet of warehousing use
2. Planning Area 2 (Business Park): 55,537 square feet of business park uses fronting Euclid Avenue (SR-83) and 450,784 square feet of warehousing use
3. Planning Area 3A (Mixed Use): 122,898 square feet of warehousing use and 30,225 square feet of commercial retail use (10,000 square feet of fast-food restaurant use without drive-through window, 10,000 square feet of fast-food restaurant with drive-through window, and 10,225 square feet of retail space)
4. Planning Area 3B (Mixed Use): 466 multifamily residential dwelling units
5. Planning Area 4 (Truck/Trailer Parking): 7.4 acres
6. Planning area 5 (Truck/Trailer Parking): 4.8 acres

A summary of the land uses is provided in Table 4-1. Note that the Multifamily (Low-Rise) Residential, Strip Retail, Fast-Food Without Drive-Through Window, Fast-Food With Drive-Through Window, and portions of the Truck/Trailer Parking Lot and Warehousing Uses, shown as "Future Development" on Exhibit 1-2, are not controlled by the Project Applicant. Project Buildout is anticipated in Year 2027. Access to the proposed Project would be provided to the surrounding roadways of Schaefer Avenue to the north, Euclid Avenue to the west, Edison Avenue to the south, and Sultana Avenue to the east.

4.1 PROJECT TRIP GENERATION

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

In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the ITE Trip Generation Manual (11th Edition, 2021) was used to estimate the trip generation. For purposes of this analysis, the following land use codes and vehicle mixes have been utilized:

- ITE land use code 130 (Industrial Park) have been used to derive site specific trip generation estimates for up to 191,378 square feet along the Euclid Avenue (SR-83) frontage. The vehicle mix has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

TABLE 4-1: PROJECT TRIP GENERATION RATES

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
Warehousing ³	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars (AM=88.2%, PM=83.3%, Daily=64.9%)			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (AM=1.97%, PM=2.79%, Daily=5.86%)			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks (AM=2.44%, PM=3.46%, Daily=7.27%)			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks (AM=7.39%, PM=10.45%, Daily=21.97%)			0.007	0.006	0.013	0.010	0.009	0.019	0.376
Industrial Park ³	TSF	130	0.275	0.065	0.340	0.075	0.265	0.340	3.370
Passenger Cars (AM=88.2%, PM=88.2%, Daily=83.1%)			0.257	0.043	0.300	0.060	0.240	0.300	2.800
2-Axle Trucks (AM=2.0%, PM=2.0%, Daily=2.8%)			0.003	0.004	0.007	0.003	0.004	0.007	0.095
3-Axle Trucks (AM=2.4%, PM=2.4%, Daily=3.5%)			0.004	0.005	0.008	0.003	0.005	0.008	0.118
4+-Axle Trucks (AM=7.4%, PM=7.4%, Daily=10.6%)			0.011	0.014	0.025	0.010	0.016	0.025	0.357
Trailer Yard ⁴	Acres	--	0.227	0.222	0.449	0.111	0.111	0.222	5.586
Passenger Cars			0.000	0.556	0.556	0.333	0.000	0.333	4.000
2-Axle Trucks			0.111	0.047	0.159	0.111	0.000	0.111	6.268
3-Axle Trucks			0.111	0.000	0.111	0.000	0.333	0.333	8.717
4+-Axle Trucks			0.003	0.000	0.003	0.000	0.009	0.009	0.281
Multifamily (Low-Rise) Residential	DU	220	0.10	0.30	0.40	0.32	0.19	0.51	6.74
Strip Retail (<40,000 SF)	TSF	822	1.42	0.94	2.36	3.30	3.29	6.59	54.45
Fast-Food Without Drive-Through Window	TSF	933	25.04	18.14	43.18	16.61	16.60	33.21	450.49
Fast-Food With Drive-Through Window	TSF	934	22.751	21.859	44.610	17.176	15.854	33.030	467.480
Passenger Car Equivalent (PCE) Trip Generation Rates⁶									
Warehousing ³	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (PCE = 1.5)			0.003	0.002	0.005	0.005	0.003	0.008	0.150
3-Axle Trucks (PCE = 2.0)			0.004	0.004	0.008	0.006	0.006	0.012	0.248
4+-Axle Trucks (PCE = 3.0)			0.021	0.017	0.038	0.030	0.026	0.056	1.127
Industrial Park ³	TSF	130	0.275	0.065	0.340	0.075	0.265	0.340	3.370
Passenger Cars			0.257	0.043	0.300	0.060	0.240	0.300	2.800
2-Axle Trucks (PCE = 1.5)			0.005	0.006	0.010	0.004	0.006	0.010	0.143
3-Axle Trucks (PCE = 2.0)			0.007	0.009	0.017	0.006	0.010	0.017	0.236
4+-Axle Trucks (PCE = 3.0)			0.034	0.041	0.075	0.029	0.047	0.075	1.070
Trailer Yard ⁴	Acres	--	0.227	0.222	0.449	0.111	0.111	0.222	5.586
Passenger Cars			0.000	0.556	0.556	0.333	0.000	0.333	4.000
2-Axle Trucks (PCE = 1.5)			0.167	0.071	0.238	0.167	0.000	0.167	9.402
3-Axle Trucks (PCE = 2.0)			0.222	0.000	0.222	0.000	0.667	0.667	17.434
4+-Axle Trucks (PCE = 3.0)			0.009	0.000	0.009	0.000	0.028	0.028	0.844

¹ Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² TSF = thousand square feet; DU - Dwelling Units

³ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

⁴ Trip generation rates based on empirical data of existing surveyed sites.

- ITE land use code 150 (Warehousing) has been used to derive site specific trip generation estimates for up to 972,817 square feet. A warehouse is primarily devoted to the storage of materials but may also include office and maintenance areas. The vehicle mix has been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- ITE land use code 220 (Multifamily Low-Rise Residential) has been used to derive site specific trip generation estimates for up to 466 dwelling units.
- ITE land use code 822 (Strip Retail), ITE land use code 933 (Fast-Food Restaurant Without Drive-Through Window), and ITE land use code 934 (Fast-Food Restaurant With Drive-Through Window) have been used to derive site specific trip generation estimates for up to 30,225 square feet of commercial retail use.
- The ITE Trip Generation Manual does not currently have any trip generation rates for a truck/trailer parking lot, as such, trip generation estimates for the proposed project have been developed using data collected at other facilities with operations similar to those proposed. Table A-1 in Appendix 1.1 summarizes the count data collected at 2 existing facilities located at 5087 Patterson Avenue in the City of Perris and 14769 San Bernardino Avenue in the City of Fontana. The actual driveway counts have been attached to this assessment for each of these facilities in Attachment A. In other words, this traffic analysis will conservatively assume the truck/trailer parking lot will be an independent use that does not specifically serve the adjacent warehouse use.

Refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage is comprised of 3 different truck types: 2-axle, 3-axle, and 4+-axle trucks. Passenger Car Equivalent (PCE) factors were applied to the trip generation rates for heavy trucks (large 2-axes, 3-axes, 4+-axes). 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 purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in County's Guidelines.

As the Project is proposed to include shopping center and restaurant uses, pass-by percentages have been obtained from the ITE Trip Generation Manual (11th Edition, 2021). (10) Pass-by trips account for trips that are currently on the existing roadway network that would stop by uses within the proposed Project on their way to their ultimate destination. Pass-by trip reductions will be accounted for off-site intersections but will be added back to applicable commercial serving driveways to ensure access analysis accounts for all trips. Patrons of the uses may also visit other uses on-site, including the restaurants, and retail uses, without leaving the site. The ITE Trip Generation Handbook has been utilized to determine the internal capture for the applicable mix of uses.

Internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. In other words, trips may be made between individual retail uses on-site and can be made either by walking or using internal roadways without using external streets. As the trip generation for the site was conservatively estimated based on individual land uses (commercial and restaurant uses) as opposed to the average ITE Shopping Center rate, an internal capture reduction was applied to recognize the interactions that would occur between the various complementary land uses. In addition, the Project includes uses that would likely interact with the restaurant and shopping center uses.

The internal capture is based on the National Cooperative Highway Research Program's (NCHRP Report 684) internal capture trip capture estimation tool. The NCHRP internal capture estimation tool is based on the methodology outlined in the ITE Trip Generation Handbook. These internal capture worksheets are attached to this scoping agreement.

The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project, including the Future Development uses, in actual vehicles and PCE are shown in Table 4-2 and Table 4-3, respectively. As shown in Table 4-2, the buildout of the proposed Project is anticipated to generate 8,820 two-way trip-ends per day in actual vehicles, with 864 actual AM peak hour trips and 732 actual PM peak hour trips. For the purposes of the operations analysis, the PCE trip generation shown in Table 4-3 has been utilized.

The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project, not including the Future Development uses, in actual vehicles and PCE are shown in Table 4-4 and Table 4-5, respectively. As shown in Table 4-4, the proposed Project, not including the Future Development uses, is anticipated to generate 2,228 two-way trip-ends per day in actual vehicles, with 212 actual AM peak hour trips and 218 actual PM peak hour trips. For the purposes of the operations analysis, the PCE trip generation shown in Table 4-5 has been utilized.

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern is heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system. Since the distribution patterns is influence by the type of land use, separate distribution patterns have been evaluated for the residential, non-residential, and industrial (passenger cars and trucks) uses. The Project trip distribution patterns are shown on the following Exhibits:

- Exhibit 4-1: Project (Residential) Trip Distribution
 - Exhibit 4-2: Project (Residential) Detailed Site Trip Distribution
- Exhibit 4-3: Project (Retail) Trip Distribution
 - Exhibit 4-4: Project (Retail) Detailed Site Trip Distribution
- Exhibit 4-5: Project (Business Park – Passenger Cars) Trip Distribution
 - Exhibit 4-6: Project (Business Park - Passenger Cars) Detailed Inbound Site Trip Distribution
 - Exhibit 4-7: Project (Business Park – Passenger Cars) Detailed Outbound Site Trip Distribution
- Exhibit 4-8: Project (Business Park - Trucks) Trip Distribution
 - Exhibit 4-9: Project (Business Park - Trucks) Detailed Inbound Site Trip Distribution
 - Exhibit 4-10: Project (Business Park – Trucks) Detailed Outbound Site Trip Distribution

TABLE 4-2: PROJECT TRIP GENERATION SUMMARY (ACTUAL)

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Truck/Trailer Parking Lot	12.2 Acres							
Passenger Cars:		0	7	7	4	0	4	50
2-axle Trucks:		1	1	2	1	0	1	76
3-axle Trucks:		1	0	1	0	4	4	106
4+-axle Trucks:		0	0	0	0	0	0	4
Total Truck Trips (Actual Vehicles):		2	1	3	1	4	5	186
Truck Parking Lot Total Trips (Actual Vehicles)²		2	8	10	5	4	9	236
Warehousing	972.817 TSF							
Passenger Cars:		117	29	146	33	112	145	1,080
2-axle Trucks:		2	1	3	3	2	5	98
3-axle Trucks:		2	2	4	3	3	6	122
4+-axle Trucks:		7	5	12	10	9	19	366
Total Truck Trips (Actual Vehicles):		11	8	19	16	14	30	586
Warehousing Total Trips (Actual Vehicles)²		128	37	165	49	126	175	1,666
Business Park	191.378 TSF							
Passenger Cars:		49	8	57	11	46	57	536
2-axle Trucks:		1	1	2	0	1	1	18
3-axle Trucks:		1	1	2	1	1	2	24
4+-axle Trucks:		2	3	5	2	3	5	68
Total Truck Trips (Actual Vehicles):		4	5	9	3	5	8	110
Business Park Total Trips (Actual Vehicles)²		53	13	66	14	51	65	646
Multifamily (Low-Rise) Residential	466 DU	45	142	187	150	88	238	3,142
Internal Capture		-3	-29	-32	-33	-21	-54	-714
Residential Total Trips		42	113	155	117	67	184	2,428
Fast-food Without Drive-Through	10.000 TSF	250	181	431	166	166	332	4,506
Fast-food With Drive-Through	10.000 TSF	228	219	447	172	159	331	4,676
Internal Capture		-29	-3	-32	-28	-41	-69	-956
Pass-by Reduction (50% - AM; 55% - PM/Daily)		-199	-199	-398	-156	-156	-312	-4,524
Restaurant Total Trips		250	198	448	154	128	282	3,702
Strip Retail	10.225 TSF	14	10	24	34	34	68	558
Internal Capture		-2	-2	-4	-20	-19	-39	-322
Pass-by Reduction (40% - PM/Daily)		0	0	0	-6	-6	-12	-94
Retail Total Trips		12	8	20	8	9	17	142
Passenger Cars		470	363	833	327	362	689	7,938
Trucks		17	14	31	20	23	43	882
Total Trips (Actual Vehicles)²		487	377	864	347	385	732	8,820

¹ TSF = thousand square feet; DU = Dwelling Units

² Total Trips = Passenger Cars + Truck Trips.

TABLE 4-3: PROJECT TRIP GENERATION SUMMARY (PCE)

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Truck/Trailer Parking Lot	12.2 Acres							
Passenger Cars:		0	7	7	4	0	4	50
2-axle Trucks:		2	1	3	2	0	2	116
3-axle Trucks:		3	0	3	0	8	8	214
4+-axle Trucks:		0	0	0	0	0	0	10
Total Truck Trips (PCE):		5	1	6	2	8	10	340
Truck Parking Lot Total Trips (PCE)²		5	8	13	6	8	14	390
Warehousing	972.817 TSF							
Passenger Cars:		117	29	146	33	112	145	1,080
2-axle Trucks:		3	2	5	4	3	7	146
3-axle Trucks:		4	4	8	6	6	12	242
4+-axle Trucks:		20	16	36	29	26	55	1,096
Total Truck Trips (PCE):		27	22	49	39	35	74	1,484
Warehousing Total Trips (PCE)²		144	51	195	72	147	219	2,564
Business Park	191.378 TSF							
Passenger Cars:		49	8	57	11	46	57	536
2-axle Trucks:		1	1	2	1	1	2	28
3-axle Trucks:		1	2	3	1	2	3	46
4+-axle Trucks:		6	8	14	5	9	14	206
Total Truck Trips (PCE):		8	11	19	7	12	19	280
Business Park Total Trips (PCE)²		57	19	76	18	58	76	816
Multifamily (Low-Rise) Residential	466 DU	45	142	187	150	88	238	3,142
Internal Capture		-3	-29	-32	-33	-21	-54	-714
Residential Total Trips		42	113	155	117	67	184	2,428
Fast-food Without Drive-Through	10.000 TSF	250	181	431	166	166	332	4,506
Fast-food With Drive-Through	10.000 TSF	228	219	447	172	159	331	4,676
Internal Capture		-29	-3	-32	-28	-41	-69	-956
Pass-by Reduction (50% - AM; 55% - PM/Daily)		-199	-199	-398	-156	-156	-312	-4,524
Restaurant Total Trips		250	198	448	154	128	282	3,702
Strip Retail	10.225 TSF	14	10	24	34	34	68	558
Internal Capture		-2	-2	-4	-20	-19	-39	-322
Pass-by Reduction (40% - PM/Daily)		0	0	0	-6	-6	-12	-94
Retail Total Trips		12	8	20	8	9	17	142
Passenger Cars		470	363	833	327	362	689	7,938
Trucks		40	34	74	48	55	103	2,104
Total Trips (PCE)²		510	397	907	375	417	792	10,042

¹ TSF = thousand square feet; DU = Dwelling Units

² Total Trips = Passenger Cars + Truck Trips.

TABLE 4-4: PROJECT TRIP GENERATION SUMMARY (ACTUAL)

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Truck/Trailer Parking Lot	10.1 Acres							
Passenger Cars:		0	6	6	3	0	3	40
2-axle Trucks:		1	0	1	1	0	1	64
3-axle Trucks:		1	0	1	0	3	3	88
4+-axle Trucks:		0	0	0	0	0	0	4
Total Truck Trips (Actual Vehicles):		2	0	2	1	3	4	156
Truck Parking Lot Total Trips (Actual Vehicles)²		2	6	8	4	3	7	196
Warehousing	809.217 TSF							
Passenger Cars:		97	24	121	28	94	122	898
2-axle Trucks:		2	1	3	2	2	4	82
3-axle Trucks:		2	2	4	2	3	5	102
4+-axle Trucks:		6	4	10	8	7	15	304
Total Truck Trips (Actual Vehicles):		10	7	17	12	12	24	488
Warehousing Total Trips (Actual Vehicles)²		107	31	138	40	106	146	1,386
Business Park	191.378 TSF							
Passenger Cars:		49	8	57	11	46	57	536
2-axle Trucks:		1	1	2	0	1	1	18
3-axle Trucks:		1	1	2	1	1	2	24
4+-axle Trucks:		2	3	5	2	3	5	68
Total Truck Trips (Actual Vehicles):		4	5	9	3	5	8	110
Business Park Total Trips (Actual Vehicles)²		53	13	66	14	51	65	646
Passenger Cars		146	38	184	42	140	182	1,474
Trucks		16	12	28	16	20	36	754
Total Trips (Actual Vehicles)²		162	50	212	58	160	218	2,228

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

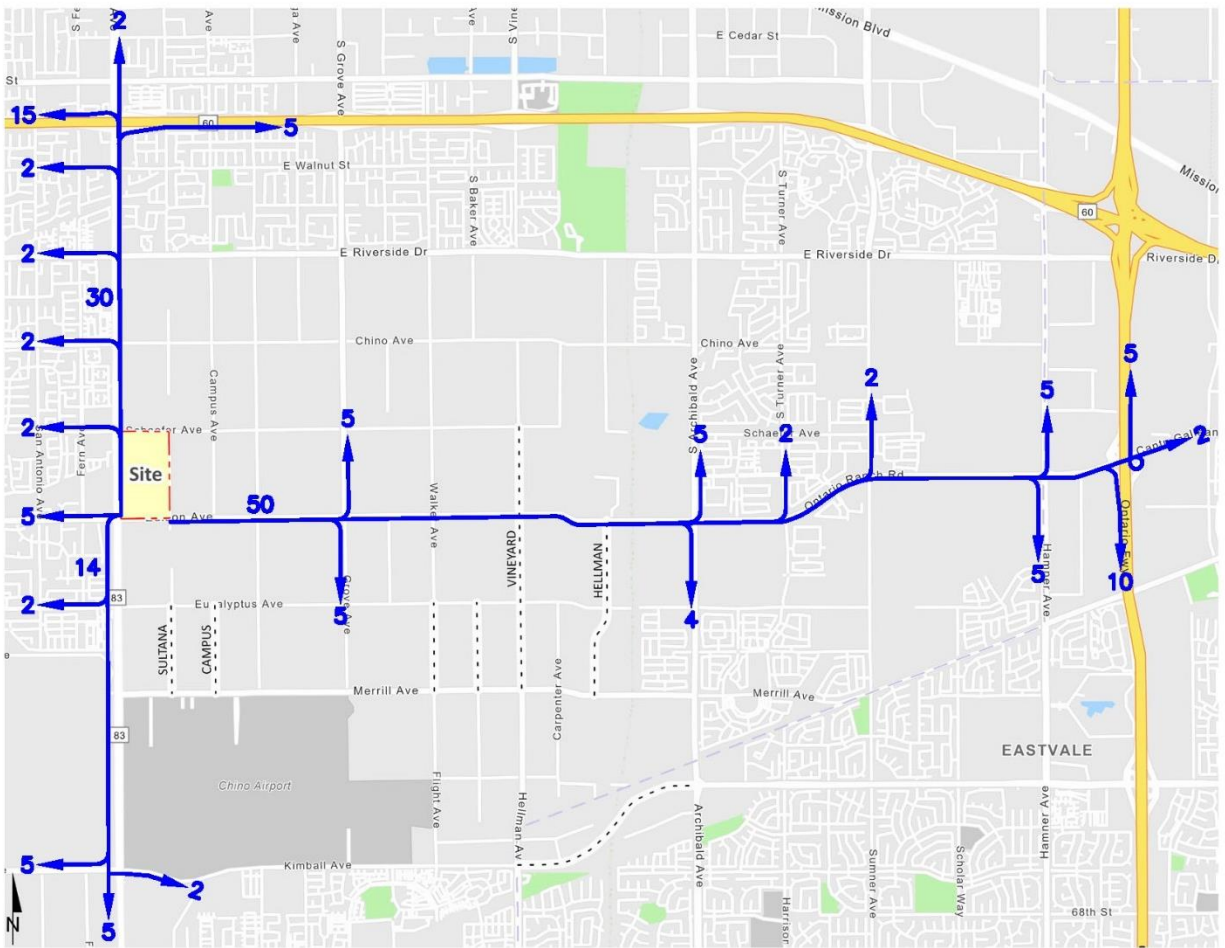
TABLE 4-5: PROJECT TRIP GENERATION SUMMARY (PCE)

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Truck/Trailer Parking Lot	10.1 Acres							
Passenger Cars:		0	6	6	3	0	3	40
2-axle Trucks:		2	1	3	2	0	2	96
3-axle Trucks:		2	0	2	0	7	7	176
4+-axle Trucks:		0	0	0	0	0	0	10
Total Truck Trips (PCE):		4	1	5	2	7	9	282
Truck Parking Lot Total Trips (PCE)²		4	7	11	5	7	12	322
Warehousing	809.217 TSF							
Passenger Cars:		97	24	121	28	94	122	898
2-axle Trucks:		2	2	4	4	2	6	122
3-axle Trucks:		3	3	6	5	5	10	201
4+-axle Trucks:		17	13	30	24	21	45	912
Total Truck Trips (PCE):		22	18	40	33	28	61	1,235
Warehousing Total Trips (PCE)²		119	42	161	61	122	183	2,133
Business Park	191.378 TSF							
Passenger Cars:		49	8	57	11	46	57	536
2-axle Trucks:		1	1	2	1	1	2	28
3-axle Trucks:		1	2	3	1	2	3	46
4+-axle Trucks:		6	8	14	5	9	14	206
Total Truck Trips (PCE):		8	11	19	7	12	19	280
Business Park Total Trips (PCE)²		57	19	76	18	58	76	816
Passenger Cars		146	38	184	42	140	182	1,474
Trucks		34	30	64	42	47	89	1,797
Total Trips (PCE)²		180	68	248	84	187	271	3,271

¹ TSF = thousand square feet

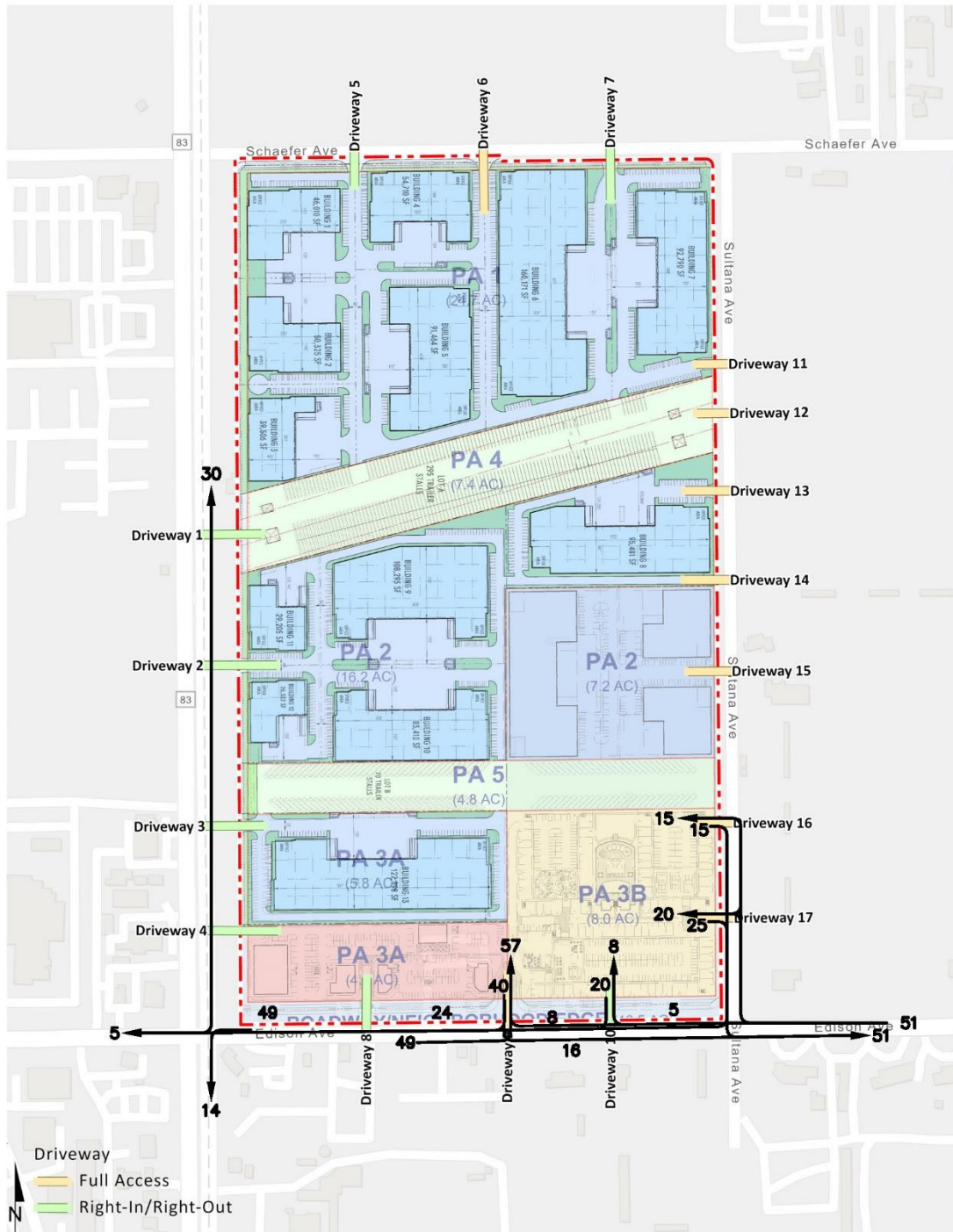
² Total Trips = Passenger Cars + Truck Trips.

EXHIBIT 4-1: PROJECT (RESIDENTIAL) TRIP DISTRIBUTION



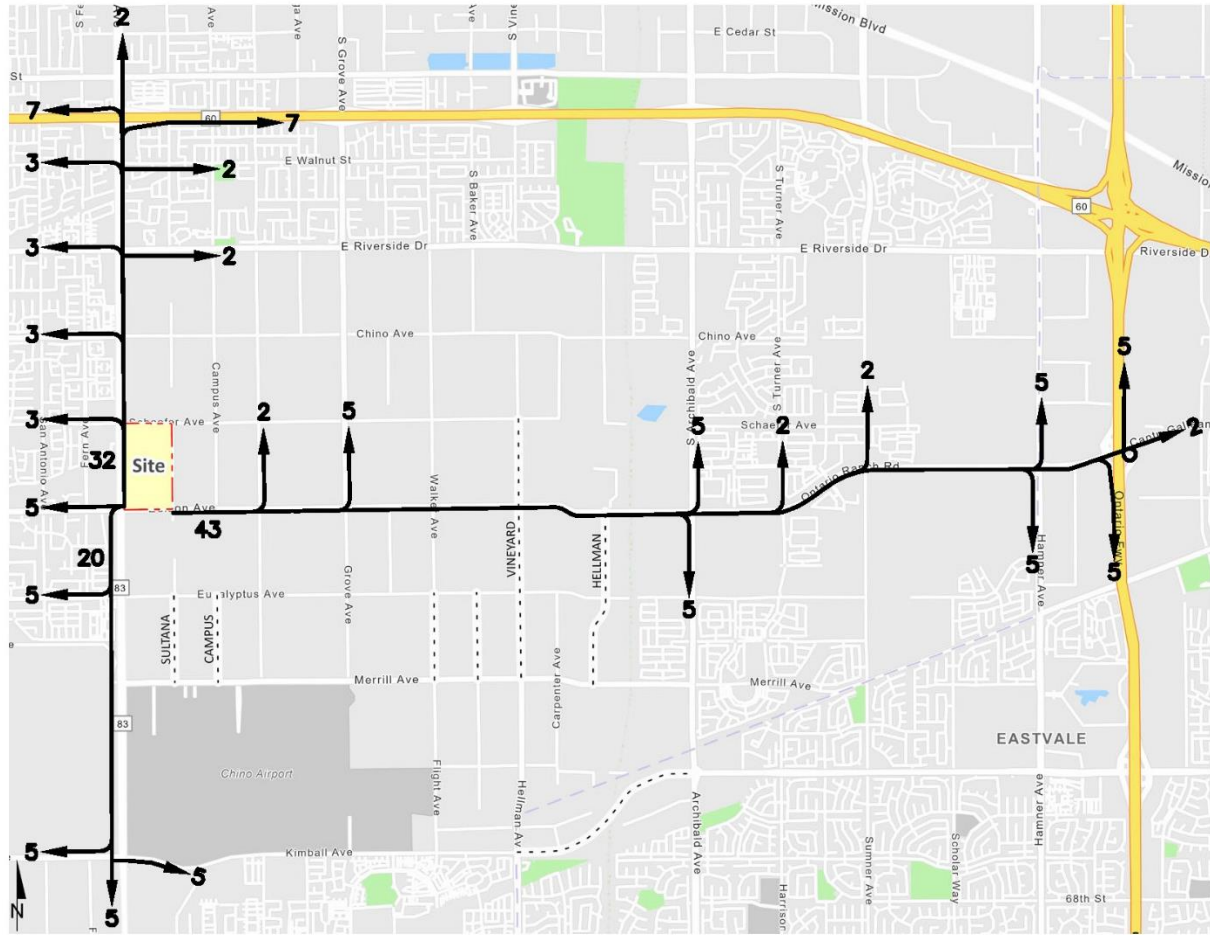
10 = Percent To/From Project

EXHIBIT 4-2: PROJECT (RESIDENTIAL) DETAILED SITE TRIP DISTRIBUTION



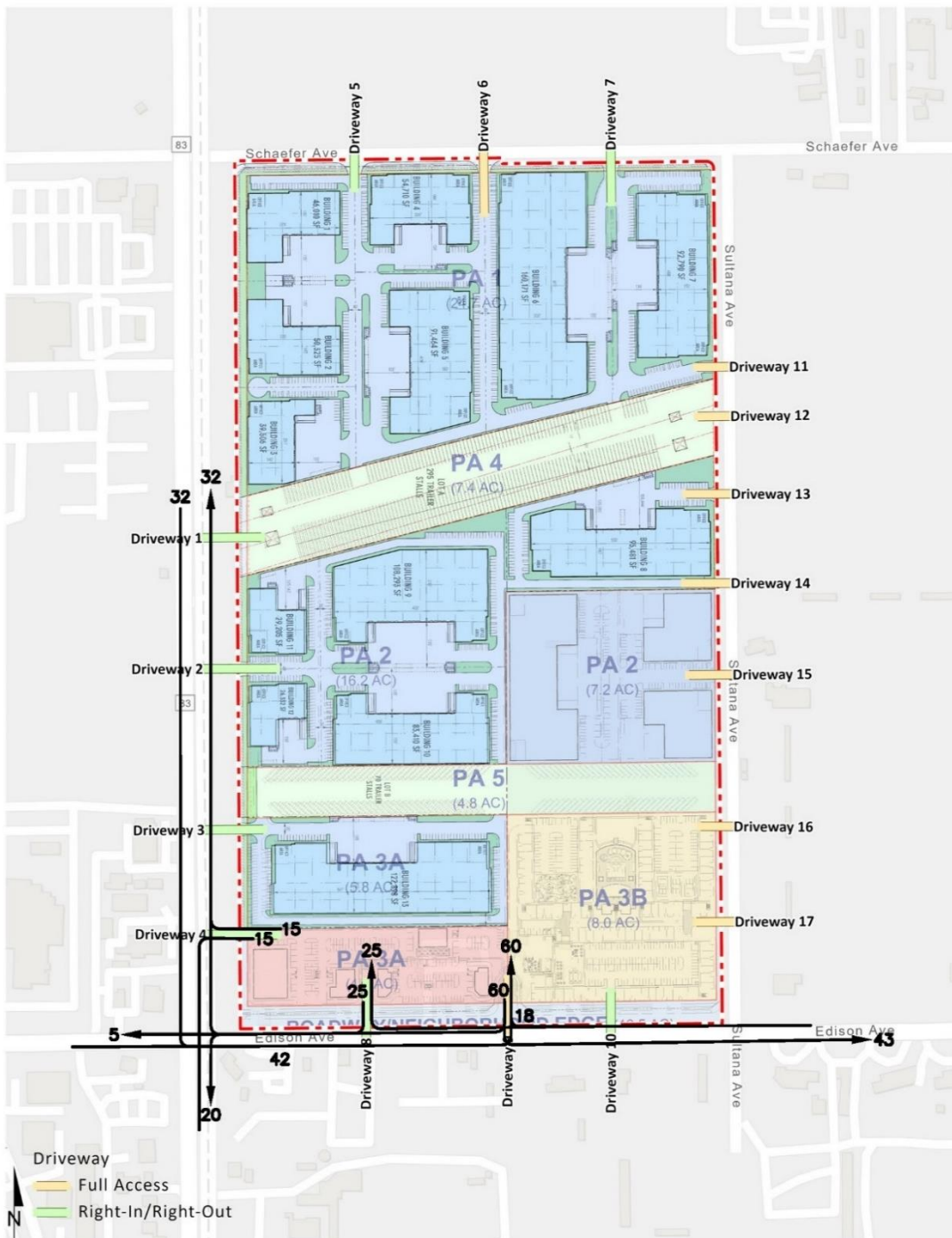
10 = Percent To/From Project

EXHIBIT 4-3: PROJECT (RETAIL) TRIP DISTRIBUTION



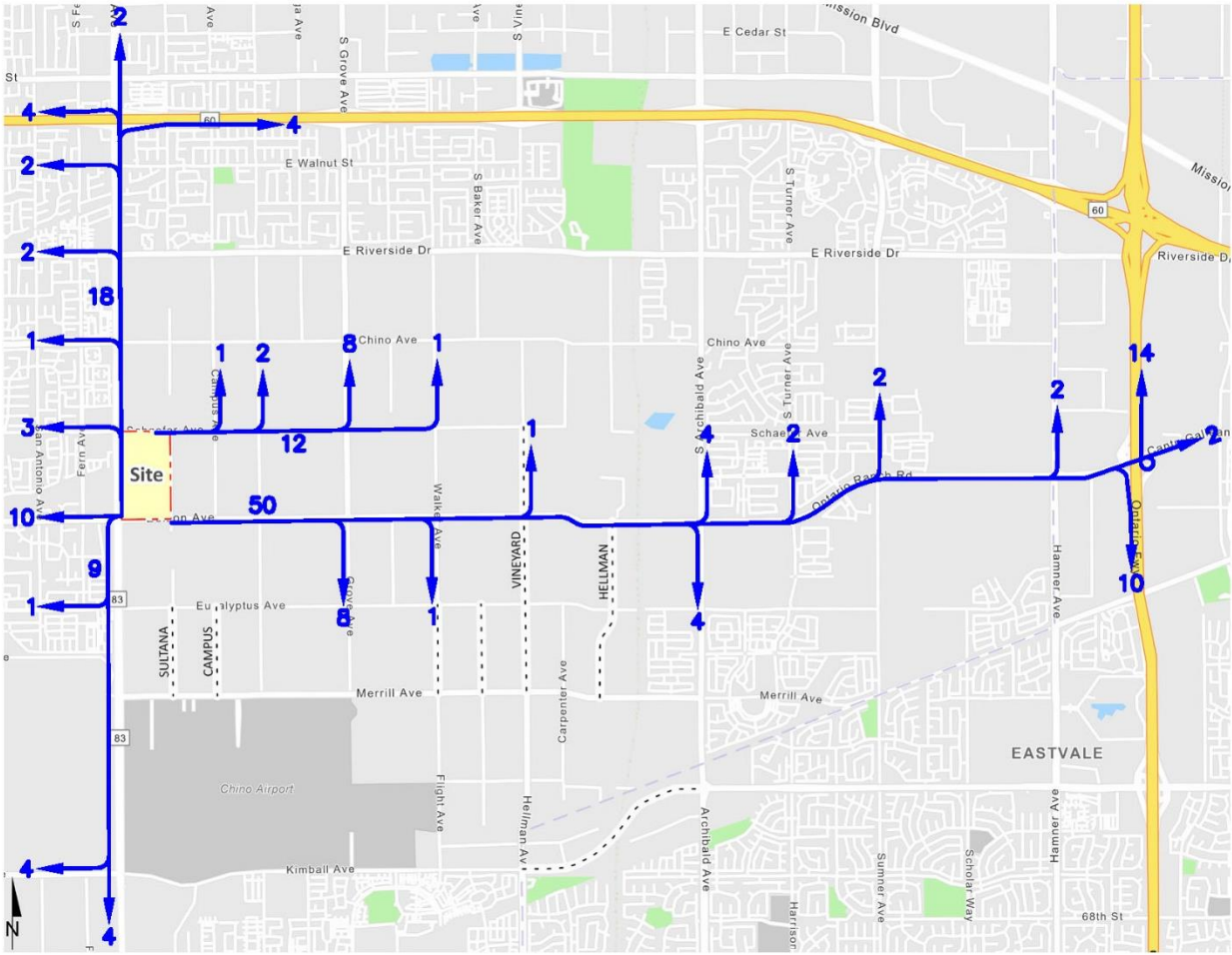
10 = Percent To/From Project

EXHIBIT 4-4: PROJECT (RETAIL) DETAILED SITE TRIP DISTRIBUTION



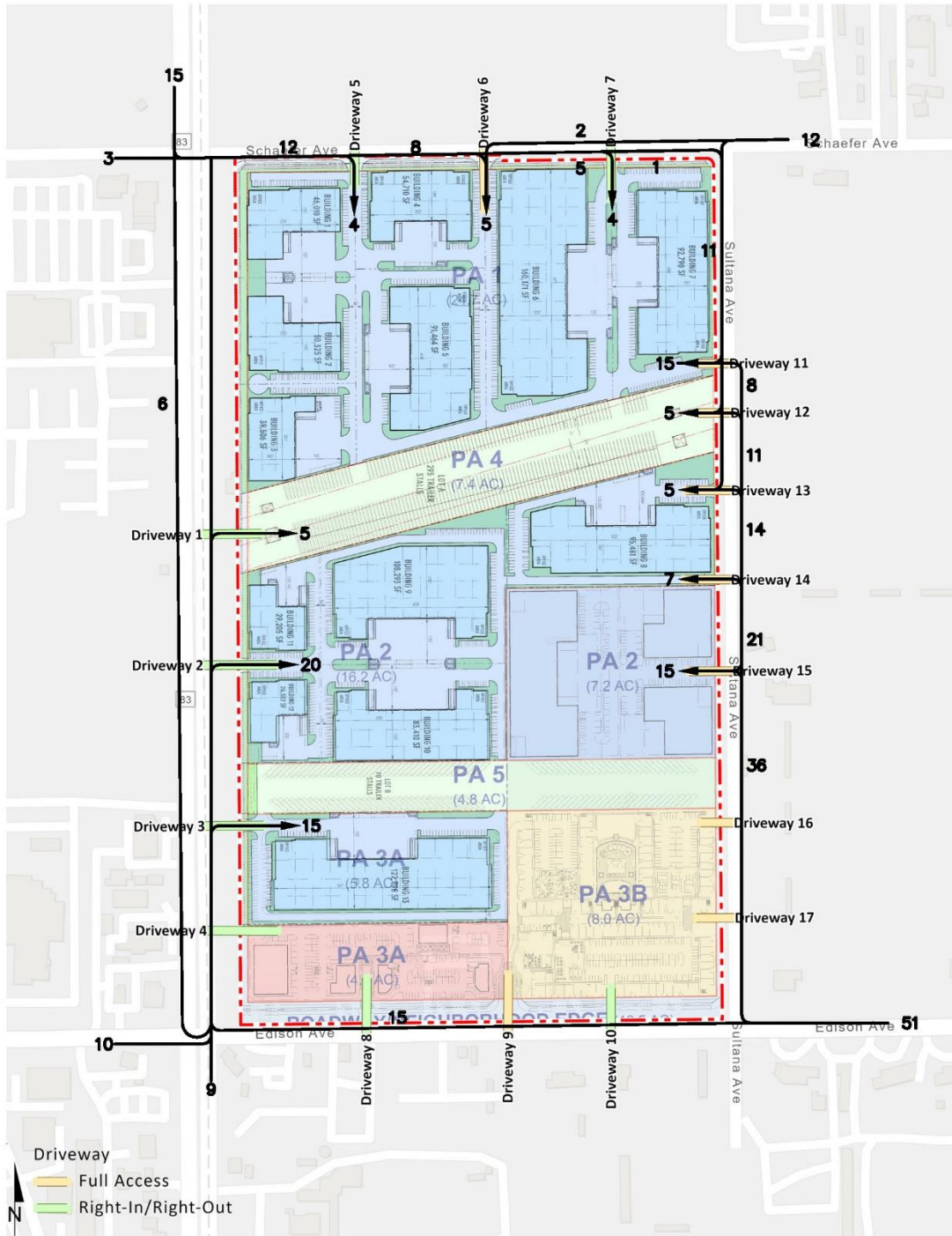
10 = Percent To/From Project

EXHIBIT 4-5: PROJECT (BUSINESS PARK - PASSENGER CARS) TRIP DISTRIBUTION



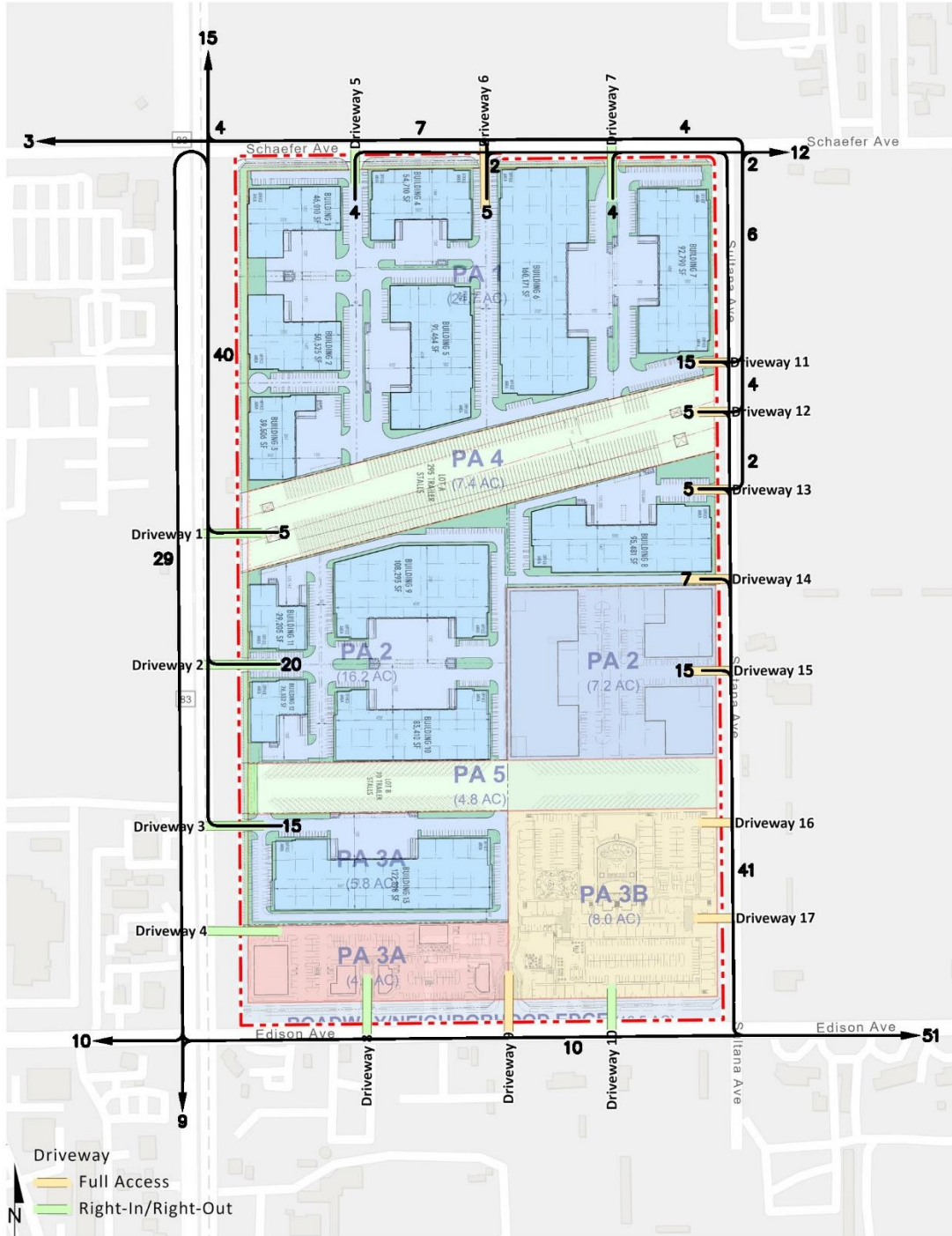
10 = Percent To/From Project

EXHIBIT 4-6: PROJECT (BUSINESS PARK - PASSENGER CARS) DETAILED INBOUND SITE TRIP DISTRIBUTION



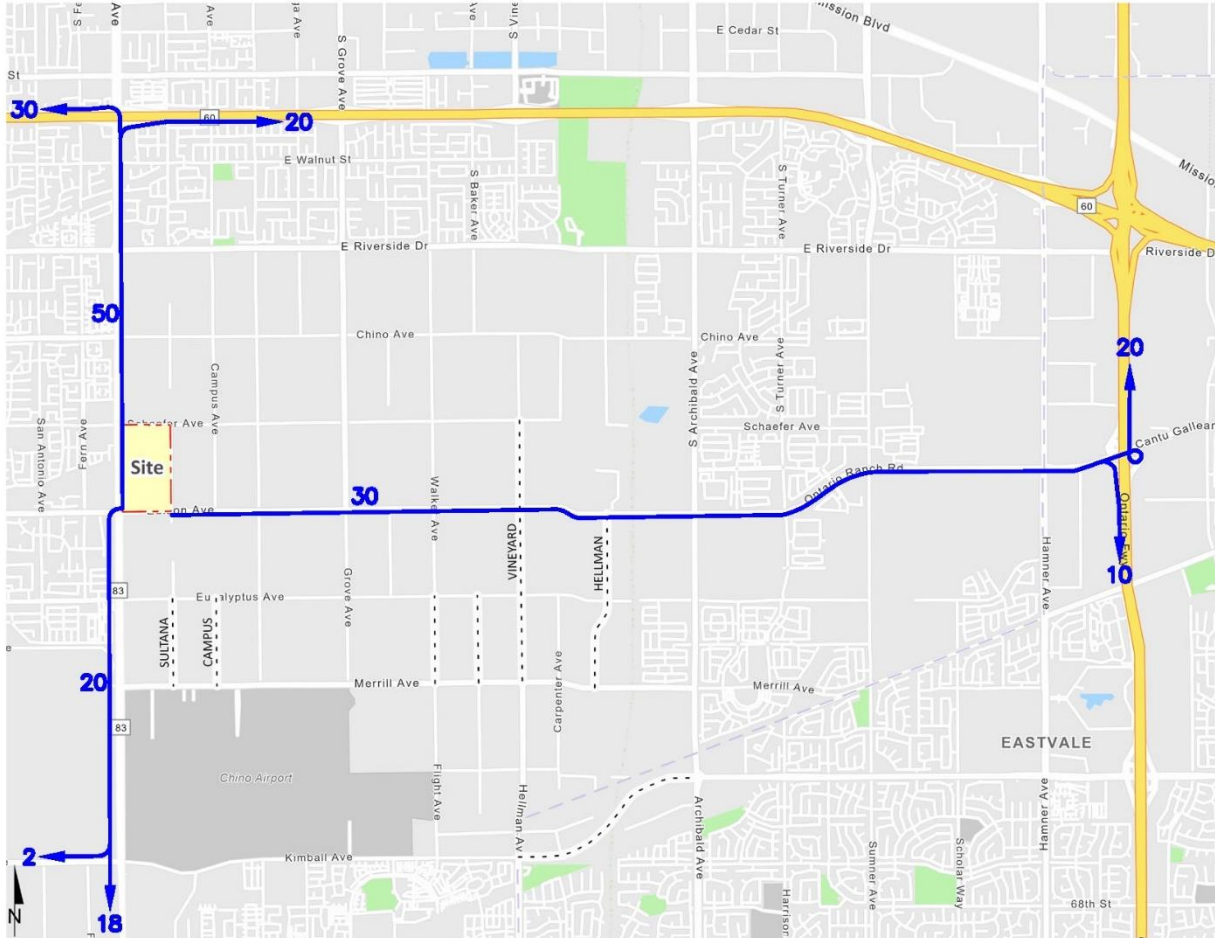
10 = Percent To/From Project

EXHIBIT 4-7: PROJECT (BUSINESS PARK - PASSENGER CARS) DETAILED OUTBOUND SITE TRIP DISTRIBUTION



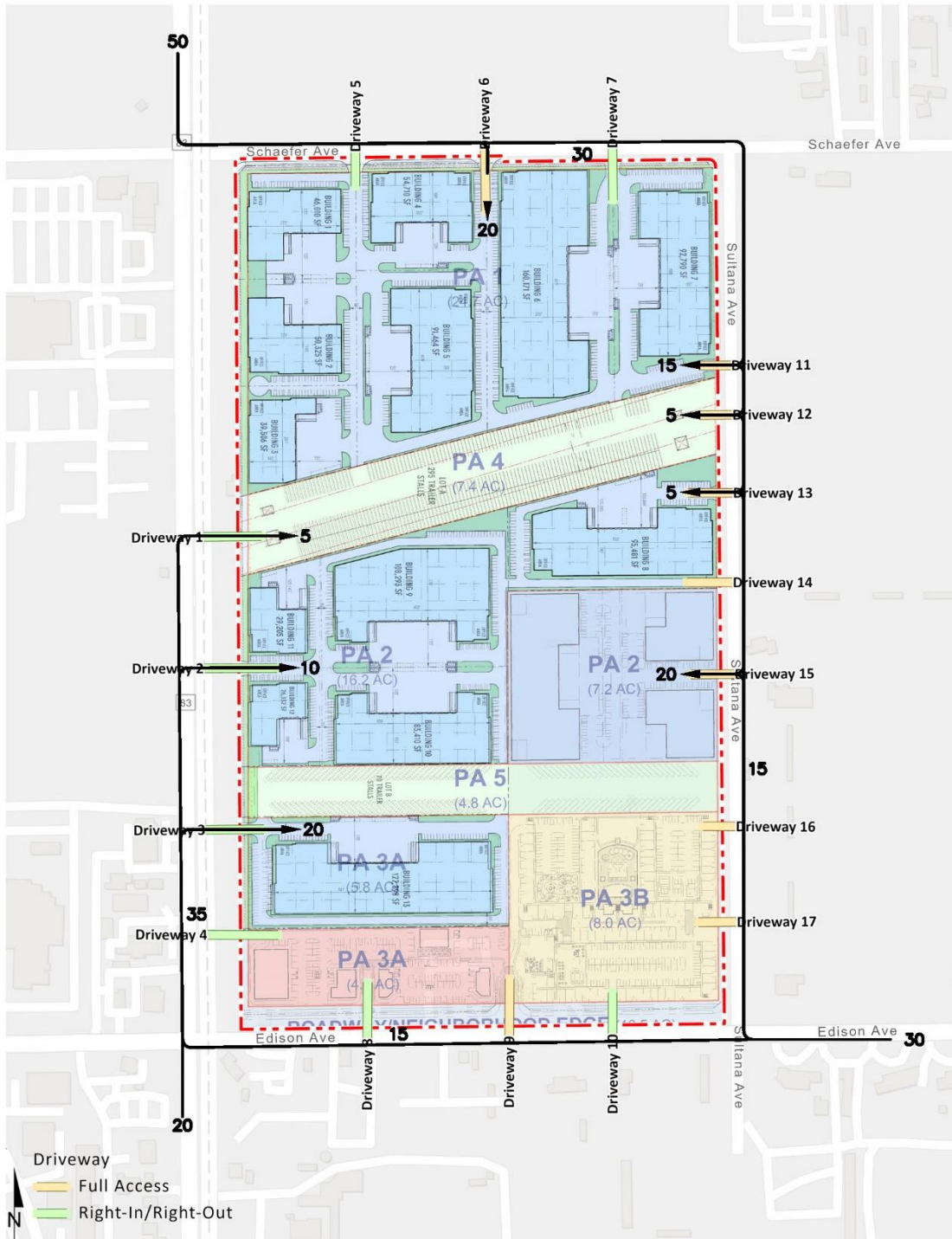
10 = Percent To/From Project

EXHIBIT 4-8: PROJECT (BUSINESS PARK - TRUCKS) TRIP DISTRIBUTION



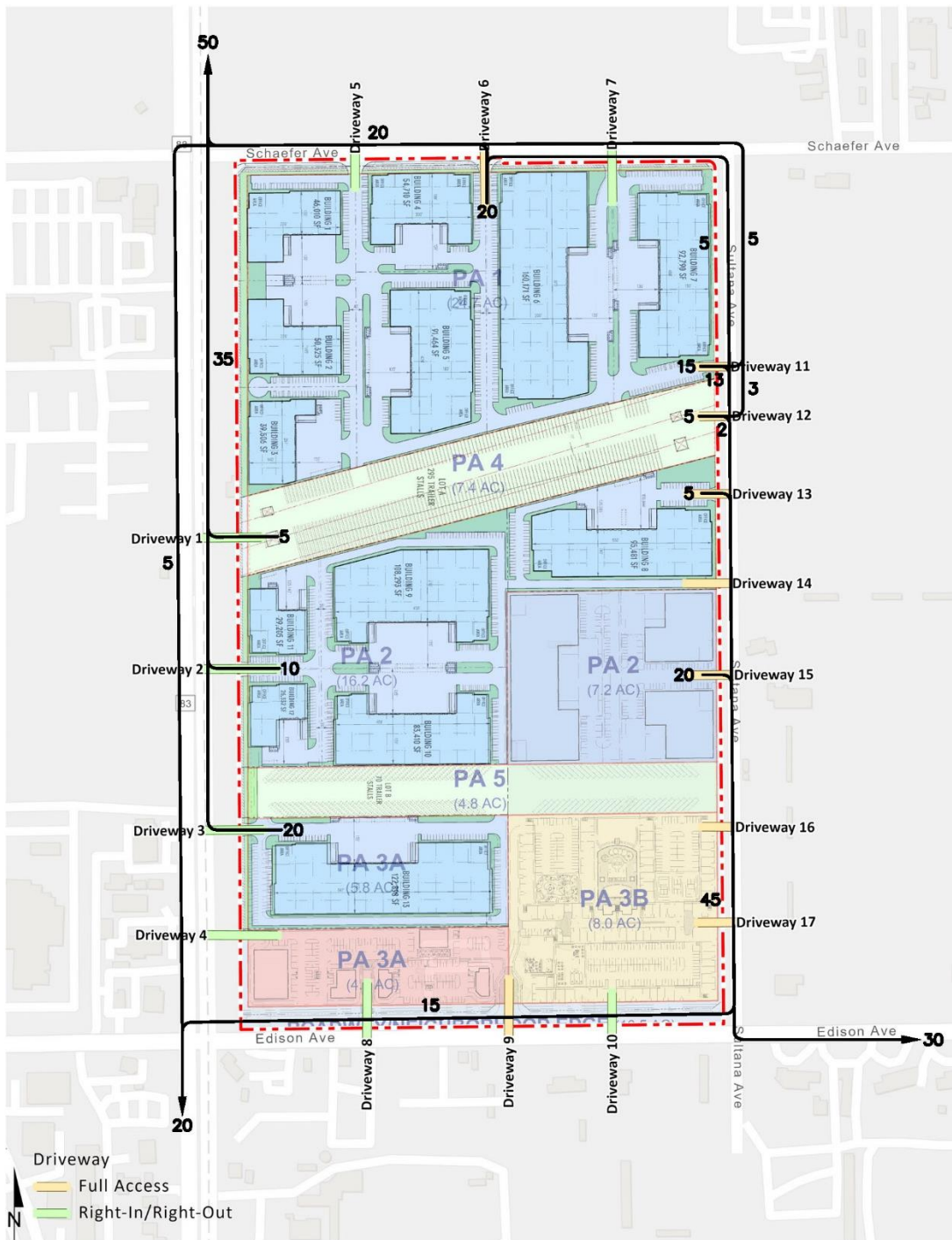
10 = Percent To/From Project

EXHIBIT 4-9: PROJECT (BUSINESS PARK - TRUCKS) DETAILED INBOUND SITE TRIP DISTRIBUTION



10 = Percent To/From Project

EXHIBIT 4-10: PROJECT (BUSINESS PARK - TRUCKS) DETAILED OUTBOUND SITE TRIP DISTRIBUTION



10 = Percent To/From Project

4.3 MODAL SPLIT

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

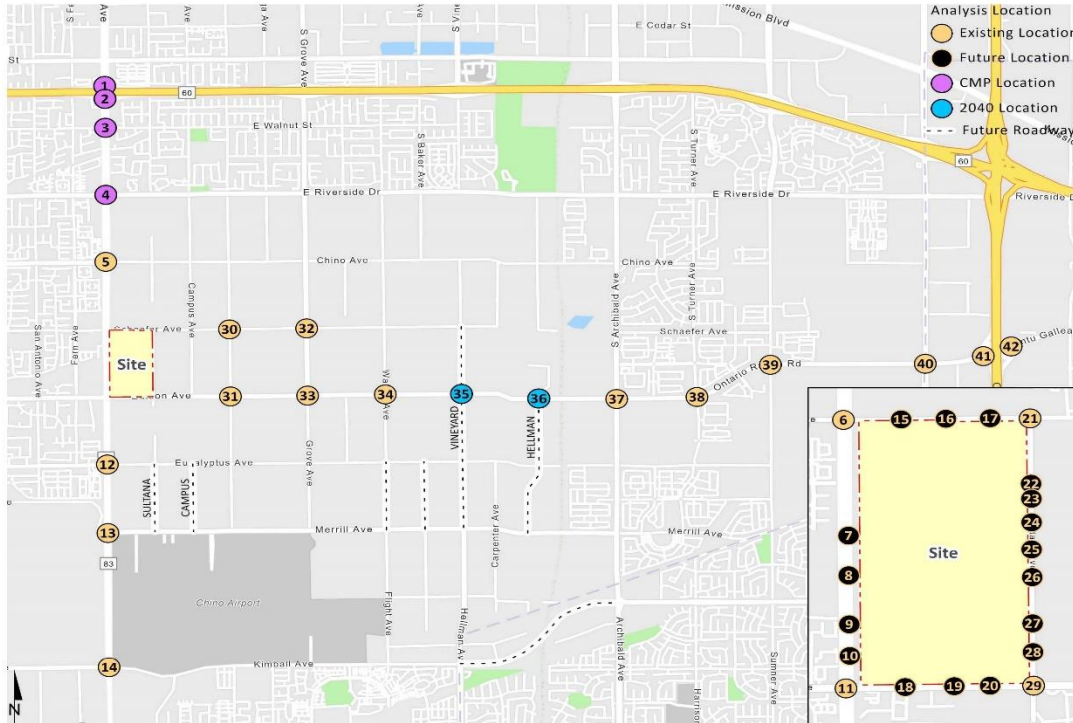
4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project weekday ADT and weekday peak hour intersection turning movement volumes, with Future Development uses and without Future Development uses, in actual vehicles, are shown on Exhibit 4-11 and Exhibit 4-12, respectively.

4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 2% per year, compounded annually, for 2027 traffic conditions. The total ambient growth is 10.41% for 2027 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in conjunction with traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. 2027 traffic volumes are provided in Section 6 of this report. The traffic generated by the proposed Project was then manually added to the base volume to determine With Project forecasts.

EXHIBIT 4-11: PROJECT ONLY TRAFFIC VOLUMES (WITH FUTURE DEVELOPMENT USES) (PAGE 1 OF 2)



1	2	3	4	5
Euclid Av. (SR-83) & SR-60 WB Ramps 150 500 950 300 300 1,750 100 2,050 100 2,300	Euclid Av. (SR-83) & SR-60 EB Ramps 950 500 1,750 300 1,750 200 2,050 100 2,300	Euclid Av. (SR-83) & Walnut Av. 1,750 200 2,050 100 2,300	Euclid Av. (SR-83) & Riverside Dr. 100 200 2,050 100 2,300	Euclid Av. (SR-83) & Chino Av. 2,300 200 2,300 2,300 2,500
150 500 950 300 300 1,750 100 2,050 100 2,300	950 500 1,750 300 1,750 200 2,050 100 2,300	1,750 200 2,050 100 2,300	100 200 2,050 100 2,300	2,300 200 2,300 2,300 2,500
6 Euclid Av. (SR-83) & Schaefer Av. 2,500 450 2,500 450 2,500 450 2,500 450 2,500	7 Euclid Av. (SR-83) & Driveway 1 2,750 150 2,750 150 2,750 400 2,750 450 2,750	8 Euclid Av. (SR-83) & Driveway 2 2,750 150 2,750 150 2,750 400 2,750 450 2,750	9 Euclid Av. (SR-83) & Driveway 3 2,750 450 2,750 450 2,750 450 2,750 450 2,750	10 Euclid Av. (SR-83) & Driveway 4 2,750 1,250 2,750 1,250 2,750 1,250 2,750 1,250 2,750
2,500 450 2,500 450 2,500 450 2,500 450 2,500	2,750 150 2,750 150 2,750 400 2,750 450 2,750	2,750 150 2,750 150 2,750 400 2,750 450 2,750	2,750 450 2,750 450 2,750 450 2,750 450 2,750	2,750 1,250 2,750 1,250 2,750 1,250 2,750 1,250 2,750
11 Euclid Av. (SR-83) & Edison Av. 2,700 3,200 1,450 250 1,200 400 1,200 400 1,200 400	12 Euclid Av. (SR-83) & Eucalyptus Av. 1,450 250 1,200 400 1,200 400 1,200 400 1,200 400	13 Euclid Av. (SR-83) & Merrill Av. 1,200 400 1,200 400 1,200 400 1,200 400 1,200 400	14 Euclid Av. (SR-83) & Kimball Av. 1,200 250 550 450 1,200 400 1,200 400 1,200 400	15 Driveway 5 & Schaefer Av. 450 250 550 450 1,200 400 1,200 400 1,200 400
2,700 3,200 1,450 250 1,200 400 1,200 400 1,200 400	1,450 250 1,200 400 1,200 400 1,200 400 1,200 400	1,200 400 1,200 400 1,200 400 1,200 400 1,200 400	1,200 250 550 450 1,200 400 1,200 400 1,200 400	450 250 550 450 1,200 400 1,200 400 1,200 400
2,700 3,200 1,450 250 1,200 400 1,200 400 1,200 400	1,450 250 1,200 400 1,200 400 1,200 400 1,200 400	1,200 400 1,200 400 1,200 400 1,200 400 1,200 400	1,200 250 550 450 1,200 400 1,200 400 1,200 400	450 250 550 450 1,200 400 1,200 400 1,200 400

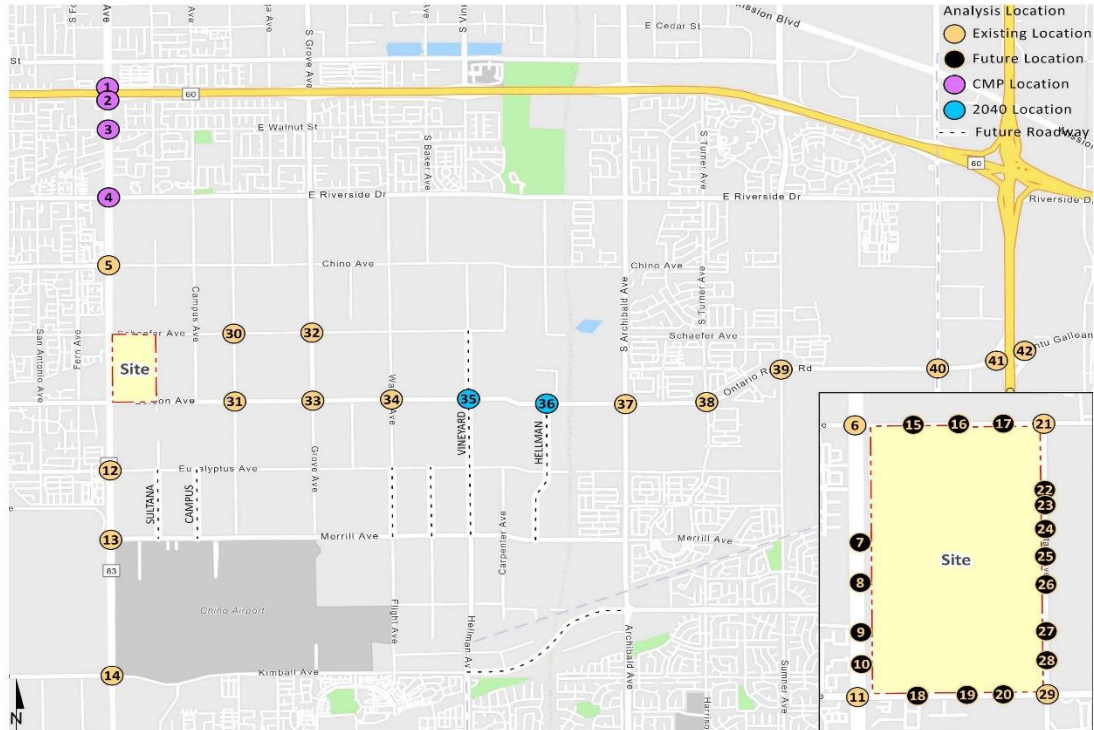
##(##) AM(PM) Peak Hour Intersection Volumes
 ## Average Daily Trips

EXHIBIT 4-11: PROJECT ONLY TRAFFIC VOLUMES (WITH FUTURE DEVELOPMENT USES) (PAGE 2 OF 2)

16	Driveway 6 & Schaefer Av.	17	Driveway 7 & Schaefer Av.	18	Driveway 8 & Edison Av.	19	Driveway 9 & Edison Av.	20	Driveway 10 & Edison Av.
	300		300	2,100	3,150	6,200	2,650	350	2,500
	15(15) → 8(5) ↓		10(17) → 7(2) ↓	102(75) ↓ 135(141) →	↑ 116(82) ↑ 70(29)	98(68) ↓ 212(188) ↓ -76(-46) →	↑ 87(68) ↑ 87(42)	23(13) ↓ 113(91) →	↑ 3(9) ↑ 151(96)
450	250	300	300	3,150	3,150	3,150	3,150	2,650	2,650
21	Sultana Av. & Schaefer Av.	22	Sultana Av. & Driveway 11	23	Sultana Av. & Driveway 12	24	Sultana Av. & Driveway 13	25	Sultana Av. & Driveway 14
	200	300	400	400	400	400	400	400	500
	4(16) → 7(8) ↓	1(4) ↓ 8(24) ↓	4(2) ↓ 1(4) ↓ 2(5) ↓	4(2) ↓ 1(4) ↓ 2(5) ↓	5(1) → 14(7) →	4(2) ↓ 1(3) ↓ 2(6) ↓	5(1) → 18(5) →	3(11) ↓ 12(3) → 23(7) →	13(37) ↓
300	300	400	400	150	400	150	400	100	500
26	Sultana Av. & Driveway 15	27	Sultana Av. & Driveway 16	28	Sultana Av. & Driveway 17	29	Sultana Av. & Edison Av.	30	Bon View Av. & Schaefer Av.
	500	950	1,250	1,250	1,900	1,900	4,000	100	150
	1(1) ↓ 15(47) ↓ 15(32) →	30(78) ↓ 11(7) ↓	41(85) ↓ 28(17) ↓	41(85) ↓ 28(17) ↓	11(29) → 69(38) →	8(7) ↓ 2(6) ↓ 111(85) →	62(95) ↓ ↑ 77(61) ↑ 147(99)	3(1) ↓ 5(3) ↓ 4(14) →	15(4) ↓
500	950	300	1,250	600	1,900	2,500	4,000	200	100
31	Bon View Av. & Edison Av.	32	Grove Av. & Schaefer Av.	33	Grove Av. & Edison Av.	34	Walker Av. & Edison Av.	35	Vineyard Av. & Edison Av.
	100	450	300	3,350	3,350	3,350	3,350	3,350	
	5(3) ↓ 4(3) → 169(178) →	13(4) ↓ 15(14) ↓ 4(13) → 0(2) →	15(14) ↓ 16(10) →	15(14) ↓ 16(10) → 144(152) → 9(16) ↓ 15(10) ↓	188(133) ↓	186(132) ↓	186(132) ↓	2(0) ↓ 0(2) → 143(148) →	185(132) ↓
4,000	150	300	3,950	250	3,350	3,350	3,350	3,350	3,350
36	Hellman Av. & Edison Av.	37	Archibald Av. & Edison Av.	38	Turner Av. & Ontario Ranch Rd.	39	Haven Av. & Ontario Ranch Rd.	40	Hammer Av. & Ontario Ranch Rd.
	3,350	400	2,550	150	2,400	150	2,250	350	1,600
	185(132) ↓	22(16) ↓ 18(17) → 107(115) → 18(17) ↓	141(100) ↓ 22(16) ↓	9(7) ↓ 7(7) ↓ 100(108) →	132(94) ↓	9(7) ↓ 7(7) ↓ 93(101) →	122(87) ↓	19(15) ↓ 17(13) → 60(77) → 16(10) ↓	88(58) ↓ 15(14) ↓
3,350	3,350	3,350	400	2,550	2,400	2,400	2,250	2,250	300
41	I-15 SB Ramps & Cantu Galleano Ranch Rd.	42	I-15 NB Ramps & Cantu Galleano Ranch Rd.						
	350	850	150						
	42(25) ↓ 32(44) → 28(33) ↓	47(34) ↓	9(7) ↓						
1,600	350	850	700						

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

EXHIBIT 4-12: PROJECT ONLY TRAFFIC VOLUMES (WITHOUT FUTURE DEVELOPMENT USES) (PAGE 1 OF 2)



1	2	3	4	5																				
Euclid Av. (SR-83) & SR-60 WB Ramps	Euclid Av. (SR-83) & SR-60 EB Ramps	Euclid Av. (SR-83) & Walnut Av.	Euclid Av. (SR-83) & Riverside Dr.	Euclid Av. (SR-83) & Chino Av.																				
Nominal	100	500	550	600																				
<table border="1"> <tr> <td>← 3(1)</td> <td>↑ 9(5)</td> </tr> <tr> <td>5(12)</td> <td>↓ 1(3)</td> </tr> </table>	← 3(1)	↑ 9(5)	5(12)	↓ 1(3)	<table border="1"> <tr> <td>← 12(6)</td> <td>↑ 6(14)</td> </tr> <tr> <td>11(6)</td> <td>↓ 4(10)</td> </tr> </table>	← 12(6)	↑ 6(14)	11(6)	↓ 4(10)	<table border="1"> <tr> <td>← 23(12)</td> <td>↑ 1(3)</td> </tr> <tr> <td>3(1)</td> <td>↓ 10(24)</td> </tr> </table>	← 23(12)	↑ 1(3)	3(1)	↓ 10(24)	<table border="1"> <tr> <td>← 26(13)</td> <td>↑ 1(3)</td> </tr> <tr> <td>3(1)</td> <td>↓ 11(27)</td> </tr> </table>	← 26(13)	↑ 1(3)	3(1)	↓ 11(27)	<table border="1"> <tr> <td>← 28(14)</td> <td>↑ 0(1)</td> </tr> <tr> <td>1(0)</td> <td>↓ 11(30)</td> </tr> </table>	← 28(14)	↑ 0(1)	1(0)	↓ 11(30)
← 3(1)	↑ 9(5)																							
5(12)	↓ 1(3)																							
← 12(6)	↑ 6(14)																							
11(6)	↓ 4(10)																							
← 23(12)	↑ 1(3)																							
3(1)	↓ 10(24)																							
← 26(13)	↑ 1(3)																							
3(1)	↓ 11(27)																							
← 28(14)	↑ 0(1)																							
1(0)	↓ 11(30)																							
150	300	550	550	600																				
6	7	8	9	10																				
Euclid Av. (SR-83) & Schaefer Av.	Euclid Av. (SR-83) & Driveway 1	Euclid Av. (SR-83) & Driveway 2	Euclid Av. (SR-83) & Driveway 3	Euclid Av. (SR-83) & Driveway 4																				
600	400	700	700	700																				
<table border="1"> <tr> <td>← 9(3)</td> <td>↑ 3(9)</td> </tr> <tr> <td>4(1)</td> <td>↓ 1(4)</td> </tr> </table>	← 9(3)	↑ 3(9)	4(1)	↓ 1(4)	<table border="1"> <tr> <td>← 20(44)</td> <td>↑ 3(8)</td> </tr> <tr> <td>11(41)</td> <td>↓ 17(55)</td> </tr> </table>	← 20(44)	↑ 3(8)	11(41)	↓ 17(55)	<table border="1"> <tr> <td>← 20(44)</td> <td>↑ 9(30)</td> </tr> <tr> <td>16(28)</td> <td>↓ 31(10)</td> </tr> </table>	← 20(44)	↑ 9(30)	16(28)	↓ 31(10)	<table border="1"> <tr> <td>← 20(44)</td> <td>↑ 8(25)</td> </tr> <tr> <td>38(13)</td> <td>↓ 25(10)</td> </tr> </table>	← 20(44)	↑ 8(25)	38(13)	↓ 25(10)	<table border="1"> <tr> <td>← 20(44)</td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </table>	← 20(44)			
← 9(3)	↑ 3(9)																							
4(1)	↓ 1(4)																							
← 20(44)	↑ 3(8)																							
11(41)	↓ 17(55)																							
← 20(44)	↑ 9(30)																							
16(28)	↓ 31(10)																							
← 20(44)	↑ 8(25)																							
38(13)	↓ 25(10)																							
← 20(44)																								
250	500	700	700	700																				
11	12	13	14	15																				
Euclid Av. (SR-83) & Edison Av.	Euclid Av. (SR-83) & Eucalyptus Av.	Euclid Av. (SR-83) & Merrill Av.	Euclid Av. (SR-83) & Kimball Av.	Driveway 5 & Schaefer Av.																				
650	350	250	250	400																				
<table border="1"> <tr> <td>← 4(14)</td> <td>↑ 24(9)</td> </tr> <tr> <td>15(4)</td> <td>↓ 2(3)</td> </tr> </table>	← 4(14)	↑ 24(9)	15(4)	↓ 2(3)	<table border="1"> <tr> <td>← 0(1)</td> <td>↑ 5(15)</td> </tr> <tr> <td>1(0)</td> <td>↓ 15(7)</td> </tr> </table>	← 0(1)	↑ 5(15)	1(0)	↓ 15(7)	<table border="1"> <tr> <td>← 5(15)</td> <td>↑ 15(7)</td> </tr> <tr> <td></td> <td></td> </tr> </table>	← 5(15)	↑ 15(7)			<table border="1"> <tr> <td>← 2(6)</td> <td>↑ 9(5)</td> </tr> <tr> <td>6(2)</td> <td>↓</td> </tr> </table>	← 2(6)	↑ 9(5)	6(2)	↓	<table border="1"> <tr> <td>← 5(14)</td> <td>↑ 2(6)</td> </tr> <tr> <td>20(11)</td> <td>↓ 6(2)</td> </tr> </table>	← 5(14)	↑ 2(6)	20(11)	↓ 6(2)
← 4(14)	↑ 24(9)																							
15(4)	↓ 2(3)																							
← 0(1)	↑ 5(15)																							
1(0)	↓ 15(7)																							
← 5(15)	↑ 15(7)																							
← 2(6)	↑ 9(5)																							
6(2)	↓																							
← 5(14)	↑ 2(6)																							
20(11)	↓ 6(2)																							
150	300	250	Nominal	400																				

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

EXHIBIT 4-12: PROJECT ONLY TRAFFIC VOLUMES (WITHOUT FUTURE DEVELOPMENT USES) (PAGE 2 OF 2)

16	Driveway 6 & Schaefer Av.	17	Driveway 7 & Schaefer Av.	18	Driveway 8 & Edison Av.	19	Driveway 9 & Edison Av.	20	Driveway 10 & Edison Av.
	300		300		300		300		300
	14(13) → 8(4) ↓		9(15) → 6(2) ↓		4(14) →		4(14) →		4(14) →
	← 2(7) 3(1) ↑		← 5(7)		← 26(12)		← 26(12)		← 26(12)
400	250	300	Nominal	300	300	300	300	300	300
21	Sultana Av. & Schaefer Av.	22	Sultana Av. & Driveway 11	23	Sultana Av. & Driveway 12	24	Sultana Av. & Driveway 13	25	Sultana Av. & Driveway 14
	200		300		350		350		350
	4(14) → 7(6) ↓		1(3) ↓ 6(21) ↓		1(3) ↓ 1(5) ↓		1(3) ↓ 2(5) ↓		3(10) ↓
	← 2(7) 1(3) ↑		← 13(5) 9(5) ↓		← 4(2) 12(24) ↓		← 4(2) 9(27) ↓		← 11(32)
300	300	350	350	100	350	100	350	100	450
26	Sultana Av. & Driveway 15	27	Sultana Av. & Driveway 16	28	Sultana Av. & Driveway 17	29	Sultana Av. & Edison Av.	30	Bon View Av. & Schaefer Av.
	450		800		800		800		1,000
	1(1) ↓ 13(41) ↓		2(66) ↓		2(66) ↓		2(3) ↓ 19(63) ↓		3(1) ↓ 13(4) ↓
	8(25) →		55(18) ↑		55(18) ↑		4(14) →		1(3) → 3(13) →
	← 24(9) 31(9) ↑		← 21(66)		← 21(66)		← 55(18) 24(9) ↓		Nominal
350	800	800	800	800	800	300	1,000	150	150
31	Bon View Av. & Edison Av.	32	Grove Av. & Schaefer Av.	33	Grove Av. & Edison Av.	34	Walker Av. & Edison Av.	35	Vineyard Av. & Edison Av.
	1,000		100		850		850		850
	23(77) →		3(11) → 0(1) →		20(66) → 3(11) ↓		20(65) → 0(1) ↓		0(1) → 19(63) →
	← 79(26)		← 1(0)		← 68(23)		← 66(22)		← 1(0) ← 65(22)
1,000	150	150	100	1,000	100	850	850	850	850
36	Hellman Av. & Edison Av.	37	Archibald Av. & Edison Av.	38	Turner Av. & Ontario Ranch Rd.	39	Haven Av. & Ontario Ranch Rd.	40	Hammer Av. & Ontario Ranch Rd.
	850		Nominal		700		Nominal		600
	19(63) →		6(2) ↓ 2(6) ↓ 16(52) → 2(6) ↓		1(3) ↓ 15(49) →		1(3) ↓ 15(47) →		1(3) ↓ 14(44) →
	← 65(22)		← 53(19)		← 3(1) ← 50(18)		← 3(1) ← 47(17)		← 3(1) ← 44(16)
850	850	850	Nominal	700	700	700	650	650	600
41	I-15 SB Ramps & Cantu Galleano Ranch Rd.	42	I-15 NB Ramps & Cantu Galleano Ranch Rd.						
	200		350		Nominal				
	8(26) → 5(17) ↓		1(3) → 8(24) ↓		← 3(1)				
	← 24(9)		← 18(6)		← 21(7)				
650	100	350	300						

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

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City of Ontario and the neighboring jurisdictions of the City of Chino and City of Eastvale. The cumulative projects listed are those that would generate traffic and would contribute traffic to study area intersections. Exhibit 4-13 illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown in Table 4-4. If applicable, the traffic generated by individual cumulative projects was manually added to the Without Project forecasts to ensure that traffic generated by the listed cumulative development projects in Table 4-4 are reflected as part of the background traffic. In an effort to conduct a conservative analysis, the cumulative projects are added in conjunction with the ambient growth identified in Section 4.5 *Background Traffic*. The Cumulative Only ADT and peak hour intersection turning movement volumes, in actual vehicles, are shown on Exhibit 4-14.

4.7 NEAR-TERM TRAFFIC CONDITIONS

The “buildup” approach combines existing traffic counts with a background ambient growth factor to forecast Opening Year Cumulative (2027) traffic conditions. An ambient growth factor accounts for background (area-wide) traffic increases that occur over time up to the year 2027 from the year 2022. Traffic volumes generated by the Project are then added to assess the near-term traffic conditions. The 2027 roadway networks are similar to the Existing conditions roadway network, with the exception of future driveways proposed to be developed by the Project.

The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Opening Year Cumulative (2027) Without Project
 - Existing 2022 counts
 - Ambient growth traffic (10.4%)
 - Cumulative Development Traffic

- Opening Year Cumulative (2027) With Project
 - Existing 2022 counts
 - Ambient growth traffic (10.4%)
 - Cumulative Development Traffic
 - Project (not including Future Development) traffic

EXHIBIT 4-13: CUMULATIVE DEVELOPMENT LOCATON MAP

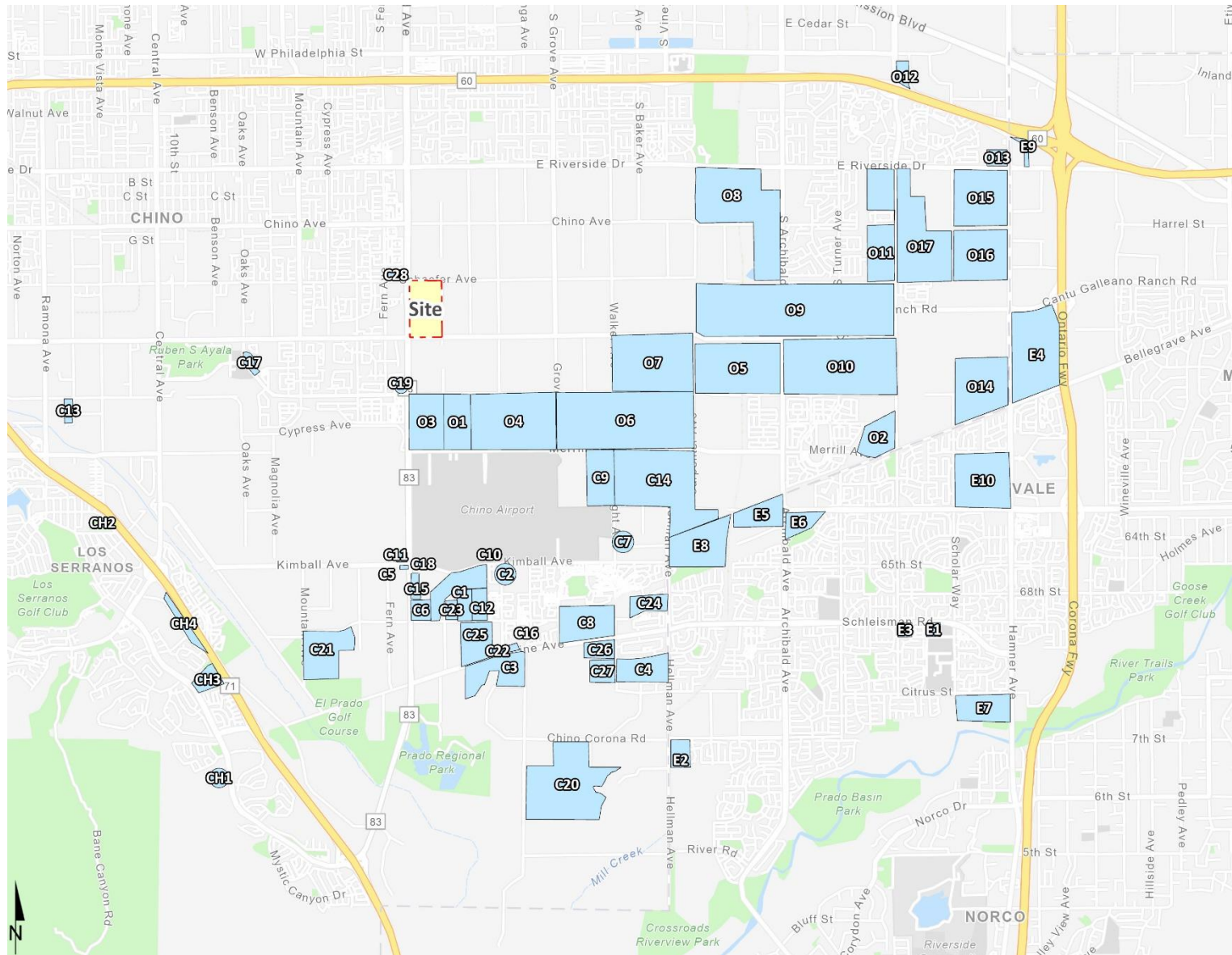
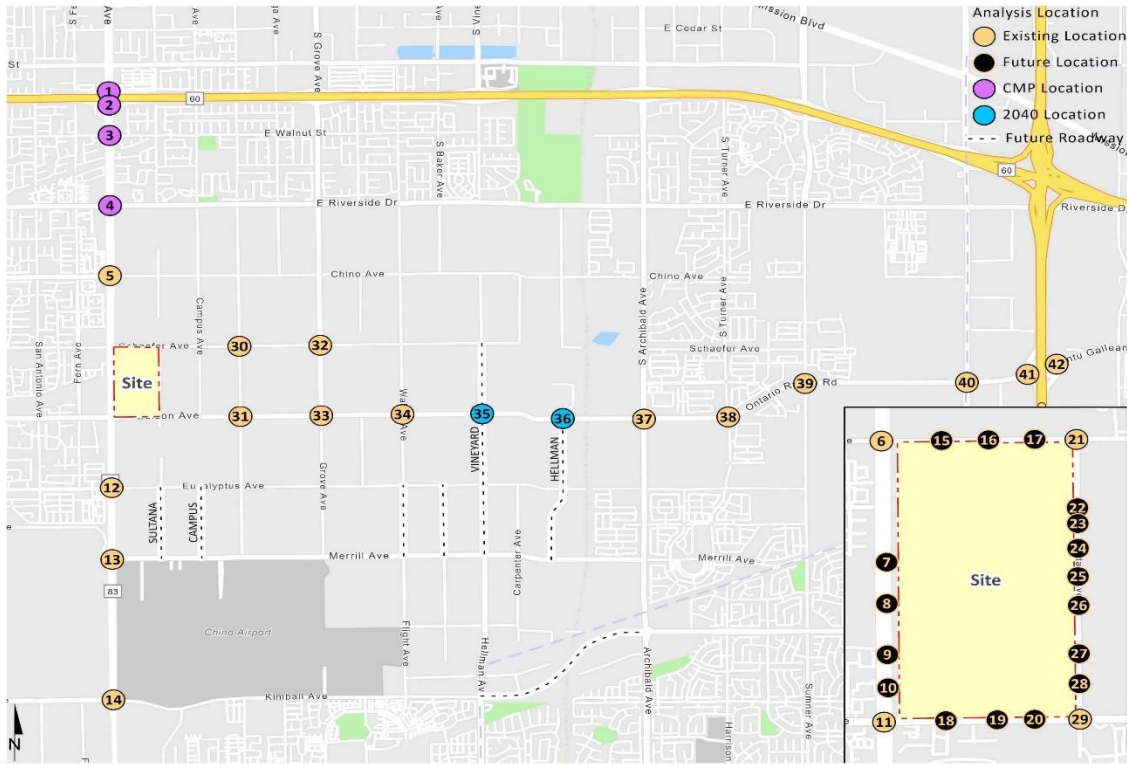


EXHIBIT 4-14: CUMULATIVE ONLY TRAFFIC VOLUMES (PAGE 1 OF 2)



<p>1 Euclid Av. (SR-83) & SR-60 WB Ramps</p> <p>700</p> <p>1,500</p> <p>← 36(20)</p> <p>↑ 148(87)</p> <p>189(492) →</p> <p>16(44) →</p> <p>4,850</p> <p>7,050</p>	<p>2 Euclid Av. (SR-83) & SR-60 EB Ramps</p> <p>7,050</p> <p>1,500</p> <p>← 184(107)</p> <p>468(236) ↓</p> <p>204(534) →</p> <p>67(159) →</p> <p>4,850</p> <p>13,450</p>	<p>3 Euclid Av. (SR-83) & Walnut Av.</p> <p>13,450</p> <p>350</p> <p>← 651(344)</p> <p>15(15) ↑</p> <p>14(34) ↓</p> <p>30(20) ↓</p> <p>272(692) →</p> <p>10(16) →</p> <p>550</p> <p>14,300</p>	<p>4 Euclid Av. (SR-83) & Riverside Dr.</p> <p>14,300</p> <p>550</p> <p>← 697(379)</p> <p>23(24) ↑</p> <p>26(92) ↓</p> <p>80(34) ↓</p> <p>296(742) →</p> <p>18(25) →</p> <p>1,350</p> <p>16,200</p>	<p>5 Euclid Av. (SR-83) & Chino Av.</p> <p>16,200</p> <p>350</p> <p>← 799(437)</p> <p>15(15) ↑</p> <p>13(33) ↓</p> <p>28(15) ↓</p> <p>341(857) →</p> <p>10(16) →</p> <p>500</p> <p>17,050</p>
<p>6 Euclid Av. (SR-83) & Schaefer Av.</p> <p>16,450</p> <p>550</p> <p>← 31(33)</p> <p>77(117) ↓</p> <p>22(23) ↓</p> <p>28(20) ↓</p> <p>42(58) →</p> <p>284(790) →</p> <p>3,000</p> <p>15,700</p>	<p>7 Euclid Av. (SR-83) & Driveway 1</p> <p>15,700</p> <p>← 779(396)</p> <p>325(847) →</p> <p>15,700</p>	<p>8 Euclid Av. (SR-83) & Driveway 2</p> <p>15,700</p> <p>← 779(396)</p> <p>325(847) →</p> <p>15,700</p>	<p>9 Euclid Av. (SR-83) & Driveway 3</p> <p>15,700</p> <p>← 779(396)</p> <p>325(847) →</p> <p>15,700</p>	<p>10 Euclid Av. (SR-83) & Driveway 4</p> <p>15,700</p> <p>← 779(396)</p> <p>300</p> <p>15,400</p>
<p>11 Euclid Av. (SR-83) & Edison Av.</p> <p>15,400</p> <p>6,700</p> <p>← 623(326)</p> <p>238(93) →</p> <p>94(47) →</p> <p>156(70) ↓</p> <p>52(180) ↑</p> <p>66(266) ↑</p> <p>4(4) ↓</p> <p>35(109) →</p> <p>273(667) →</p> <p>3(6) →</p> <p>5,700</p> <p>14,700</p>	<p>12 Euclid Av. (SR-83) & Eucalyptus Av.</p> <p>14,700</p> <p>3,900</p> <p>← 489(291)</p> <p>20(8) →</p> <p>18(12) →</p> <p>232(86) ↓</p> <p>63(259) ↑</p> <p>7(24) ↓</p> <p>9(22) →</p> <p>248(524) →</p> <p>700</p> <p>11,500</p>	<p>13 Euclid Av. (SR-83) & Merrill Av.</p> <p>10,850</p> <p>12,800</p> <p>← 181(189)</p> <p>168(222) →</p> <p>383(142) →</p> <p>284(98) ↓</p> <p>78(278) ↑</p> <p>106(407) ↓</p> <p>11,850</p>	<p>14 Euclid Av. (SR-83) & Kimball Av.</p> <p>11,450</p> <p>3,200</p> <p>← 111(26)</p> <p>22(12) ↓</p> <p>46(42) ↓</p> <p>12(40) ↓</p> <p>232(548) ↓</p> <p>45(23) ↓</p> <p>35(24) ↓</p> <p>510(306) →</p> <p>38(17) →</p> <p>2,600</p> <p>11,600</p>	<p>15 Driveway 5 & Schaefer Av.</p> <p>550</p> <p>← 21(30)</p> <p>22(23) →</p> <p>550</p>

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

EXHIBIT 4-14: CUMULATIVE ONLY TRAFFIC VOLUMES (PAGE 2 OF 2)

16	Driveway 6 & Schaefer Av.	17	Driveway 7 & Schaefer Av.	18	Driveway 8 & Edison Av.	19	Driveway 9 & Edison Av.	20	Driveway 10 & Edison Av.
	550		550		450		450		450
	← 21(30)		← 21(30)		← 122(450)		← 122(450)		← 122(450)
	22(23) →		22(23) →		397(169) →		397(169) →		397(169) →
550		550		450		450		450	
21	Sultana Av. & Schaefer Av.	22	Sultana Av. & Driveway 11	23	Sultana Av. & Driveway 12	24	Sultana Av. & Driveway 13	25	Sultana Av. & Driveway 14
	550								
	← 21(30)								
	22(23) →								
550									
26	Sultana Av. & Driveway 15	27	Sultana Av. & Driveway 16	28	Sultana Av. & Driveway 17	29	Sultana Av. & Edison Av.	30	Bon View Av. & Schaefer Av.
							450		550
							← 122(450)		← 21(30)
							397(169) →	2(1) ↓	22(23) →
31	Bon View Av. & Edison Av.	32	Grove Av. & Schaefer Av.	33	Grove Av. & Edison Av.	34	Walker Av. & Edison Av.	35	Vineyard Av. & Edison Av.
	1,800		4,100		4,250		100		100
	6,850		400		1,000		8,900		10,400
	46(101) ↓		93(90) ↓		263(93) ↓		187(7) ↓		7(2) ↓
	← 118(446)		← 18(19)		13(14) ↑		115(0) ↓		31(0) ↑
	393(164) →		13(19) →		9(14) →		74(31) ↑		74(31) ↑
	100(54) ↑		0(1) ↓		105(432) ↓		21(0) ↓		187(187) ↑
			25(266) ↑		71(277) ↑		50(8) ↑		51(552) ↑
			0(4) ↓		384(150) ↓		76(0) ↓		152(618) →
					13(62) ↑				2(8) ↑
									27(113) ↑
6,850		1,800		4,250		1,000		8,900	
		550		6,850		11,500		8,000	
36	Hellman Av. & Edison Av.	37	Archibald Av. & Edison Av.	38	Turner Av. & Ontario Ranch Rd.	39	Haven Av. & Ontario Ranch Rd.	40	Hammer Av. & Ontario Ranch Rd.
	100		9,050		350		550		550
	10,300		12,100		11,750		11,200		10,800
	7(2) ↓		188(71) ↓		23(9) ↓		30(17) ↓		23(9) ↓
	← 636(253)		276(119) ↓		← 655(264)		← 625(248)		4(7) ↓
	2(8) →		51(213) ↓		8(27) ↓		14(37) ↓		8(28) ↓
	177(723) →		128(511) →		193(714) →		180(678) →		174(650) →
			1(0) ↓						0(1) ↓
			93(281) ↑						1(0) ↓
			72(232) ↑						6(6) ↑
10,400		10,300		12,100		11,750		11,200	
41	I-15 SB Ramps & Cantu Galleano Ranch Rd.	42	I-15 NB Ramps & Cantu Galleano Ranch Rd.						
	5,000		750						
	5,800								
	562(208) ↓		← 39(29)						
	174(650) →		22(46) →						
			152(605) ↓						
10,800		5,800							

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

TABLE 4-4: CUMULATIVE DEVELOPMENT LAND USE SUMMARY (1 OF 4)

#	Project/Location	Land Use	Quantity Units ¹
City of Ontario			
		Business Park	227.951 TSF
O1	Ontario Ranch Business Park	High-Cube Fulfillment Center Warehouse	913.053 TSF
		High-Cube Cold Storage Warehouse	179.135 TSF
		Warehouse	320.551 TSF
O2	Subarea 29 & Amendment (75% complete)	Single Family Detached	716 DU
		Shopping Center	87.000 TSF
O3	Ontario Ranch Commerce Center	High-Cube Fulfillment Warehouse	1,447.123 TSF
		Business Park	457.904 TSF
O4	South Ontario Logistics Center	Business Park	1,075.235 TSF
		High-Cube Fulfillment Warehouse	2,819.282 TSF
		High-Cube Cold Storage Warehouse	563.857 TSF
		Warehousing	954.218 TSF
O5	Parkside Specific Plan	Single Family Detached	804 DU
		Multifamily Housing (Low-Rise)	2,046 DU
		Park	58.860 AC
O6	Merrill Commerce Center	High-Cube Fulfillment Warehouse	7014.000 TSF
		Business Park	1441.000 TSF
O7	Parente Home Ranch SP	Single Family Detached	270 DU
		Condo/Townhouse	1,872 DU
		General Office	462.281 TSF
		Shopping Center	194.278 TSF
O8	Countryside Armstrong Ranch	Single Family Detached	819 DU
		Single Family Detached	994 DU
O9	The Avenue (50% Complete)	Single Family Detached	2,020 DU
		Multi-Family Attached (Apartments)	586 DU
		Shopping Center	250.000 TSF
O10	Grand Park (80% Complete)	Single Family Detached	484 DU
		Multi-Family Attached (Apartments)	843 DU
O11	West Haven	Single Family Detached	149 DU
		Multifamily Housing	654 DU
		Elementary School	650 STU
		Shopping Center	87.000 TSF
O12	Haven Gateway	General Light Industrial	42.160 TSF
		High-Cube Warehouse	168.640 TSF
O13	PDEV10-008 - Dry Food Storage	Mini-Warehouse	17.000 TSF
O14	Esperanza (50% Complete)	Single Family Detached	914 DU
		Multi-Family Attached (Apartments)	496 DU
O15	Edenglen (50% Complete)	Single Family Detached	310 DU
		Multi-Family Attached (Condo)	274 DU
		Shopping Center	217.520 TSF
		Business Park	550.000 TSF
O17	Tuscan Village	Single Family Detached	176 DU
		Shopping Center	26.000 TSF
City of Chino			
C1	Bickmore Street Residential (TM 18858) (30% complete)	Single Family Detached	185 DU
C2	TM17574 (80% complete)	Condo/Townhouse	108 DU
		Single Family Detached	552 DU
C3	Pines Community	Public Park	3.0 AC
		Self Storage & RV Storage	120.000 TSF
		Sports Park	41.8 AC
		Tract 19980 (Homecoming Phase 4)	Apartments
C4	TTM No. 20166 & 20167 Brio & TTM No. 21065 & 20168 (Orchards)	Single Family Detached	148 DU
		Single Family Detached	239 DU

TABLE 4-4: CUMULATIVE DEVELOPMENT LAND USE SUMMARY (2 OF 4)

C5 Farmer Boys	Fast-food w/ Drive-Thru	3,218 TSF
	Shopping Center	2,300 TSF
C6 Euclid & Bickmore Warehouse	Warehousing	205,820 TSF
	General Light Industrial	51,030 TSF
	Business Park	110,620 TSF
C7 Kimball Business Park	Business Park	146,550 TSF
	Multifamily Housing (Low-Rise)	698 DU
	Multifamily Housing (Mid-Rise)	440 DU
C8 Falloncrest at the Preserve	Public Parks	21.60 AC
	General Office	77,597 TSF
	Commercial Retail	77,597 TSF
C9 Chino Parcel Delivery	Parcel Delivery Facility	765,274 TSF
C10 Altitude Business Centre	Warehousing	715,000 TSF
	Light Industrial	255,000 TSF
	Business Park	233,000 TSF
	Self-Storage	110,000 TSF
	Specialty Retail	25,000 TSF
C11 Majestic Gateway	Pharmacy/Drugstore with Drive-Thru	13,000 TSF
	Fast-Food with Drive-Thru	8,600 TSF
	Single Family Detached	106 DU
C12 Bouma Residential	Condo/Townhouse	94 DU
	Hotel	111 RM
C13 Fairfield Inn & Suites (PL 17-0060 & PL 17-0061)	High-Cube Warehouse	3,889,900 TSF
C14 Watson Industrial Park (40% complete)	General Light Industrial	165,500 TSF
	Business Park	21,500 TSF
C15 Chino Business Park	Shopping Center	4,000 TSF
	Gas Station w/ convenience store	16 VFP
	Express Car Wash	5,000 TSF
C16 Flores Site	Church	27,000 TSF
	General Office	16,969 TSF
	Commercial Retail/Restaurants	33,661 TSF
C17 The Campus at College Park	Fast-Food with Drive-Thru	3,147 TSF
C18 Archibald's (PL 17-0037)	Single Family Detached	147 DU
	Single Family Detached	691 DU
C19 TM 18972 (80% complete)	Condo/Townhouse	132 DU
	Neighborhood Retail	21,780 TSF
	Church	400 SEAT
C20 Rancho Miramonte	High-Cube Fulfillment Warehouse	1982,700 TSF
	High-Cube Cold Storage Warehouse	100,000 TSF
C21 Majestic Chino Heritage	Church	47,979 TSF
	Daycare	190 STU
C22 Church	Single Family Detached	60 DU
	Condo/Townhouse	160 DU
C23 Appesetche Residential	Single Family Detached	151 DU
	Condo/Townhouse	150 DU
C24 Tract 19951, 19952, 19953, 19935 & 18479	Single Family Detached	474 DU
	Single Family Detached	
C25 Ag. Buffer, Bungalow, Lic. Product, Liberty Deluxe, Lyon 2 & 3	Single Family Detached	

TABLE 4-4: CUMULATIVE DEVELOPMENT LAND USE SUMMARY (3 OF 4)

	Multifamily Housing	549 DU
	Office	16.300 TSF
	Shopping Center	36.800 TSF
C26 The Preserve Town Center (Blocks 6 and 7)	Pharmacy with Drive-Thru	12.900 TSF
	Supermarket	45.000 TSF
	Fast-Food Restaurant with Drive-Thru	6.500 TSF
	Fast Casual Restaurant	13.750 TSF
	Quality Restaurant	13.750 TSF
	Elementary School	1,200 STU
C27 The Preserve Civic Center	Library	10.00 AC
	Community Center	10.00 AC
	Park	8.00 AC
C28 Euclid & Schaefer Shopping	Commercial Retail + Gas + Car wash	74.756 TSF
City of Eastvale		
	Warehousing	336.501 TSF
	Shopping Center	4.750 TSF
	Supermarket	30.000 TSF
	Gas Station w/ convenience store	16 VFP
E1 The Merge	Pharmacy/Drugstore with Drive-Thru	14.600 TSF
	Fast-Food with Drive-Thru	6.000 TSF
	Automated Car Wash	4.000 TSF
	Fast-Food Without Drive-Thru	7.750 TSF
	Coffee/Donut Shop With Drive-Thru	2.500 TSF
E2 TR29997	Single Family Detached	122 DU
E3 13-0632 - Sumner Residential (Stratham Homes)	Single Family Detached	129 DU
E4 TR35751	Condo/Townhouse	243 DU
E5 PP23219 (PM35865) (50% complete)	General Light Industrial	738.430 TSF
	Free-Standing Discount Superstore	192.000 TSF
	Specialty Retail	9.200 TSF
E6 Eastvale Shopping Center	Fast-Food Without Drive-Thru	7.200 TSF
	Coffee/Donut Shop w/ Drive Thru	2.000 TSF
	Fast-Food with Drive-Thru	3.500 TSF
	Gas Station w/ convenience store & car wash	16 VFP
E7 Van Leeuwen	Single Family Detached	224 DU
	Shopping Center	267.200 TSF
E8 SP00358 - The Ranch at Eastvale	General Light Industrial	801.500 TSF
	Business Park	1,121.100 TSF
E9 SC Limonite, LLC	Single Family Detached	330 TSF
	Lifestyle Center (Commercial)	1,300.000 TSF
	General Commercial	225.000 TSF
E10 Leal Master Plan	Office	920.000 TSF
	Hotel	450 RM
	High Density Residential	500-660 DU
E11 Eastvale Commerce Center	Shopping Center	650.000 TSF
E12 S. Milliken Warehouse	High-Cube Warehouse	280.000 TSF
E13 15-1508 - Industrial Warehouse	Warehousing	155.000 TSF

TABLE 4-4: CUMULATIVE DEVELOPMENT LAND USE SUMMARY (4 OF 4)

City of Chino Hills		
CH1 Vila Borba Specific Plan (TR 16414)	Single Family Detached	172 DU
CH2 Country Club Villas	Condo/Townhouse	46 DU
CH3 The Goddard School	Daycare	10,587 TSF
	Hospital	55,000 TSF
	Medical Office Building	86,952 TSF
CH4 Heritage Professional Center	Hotel	120 RM
	Shopping Center	38,848 TSF
	Restaurant	7,200 TSF

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

4.8 HORIZON YEAR (2050) VOLUME DEVELOPMENT

Traffic projections for Horizon Year (2050) without Project conditions were derived from the SBTAM using accepted procedures for model forecast refinement and smoothing for study area intersections located within the County of San Bernardino and are based on the City on Ontario TOP 2050 currently approved General Plan forecasts. The traffic forecasts reflect the area-wide growth anticipated between Existing (2022) conditions and Horizon Year (2050) traffic conditions. In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year (2050) peak hour forecasts were refined using the model derived long range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location in 2022. The SBTAM has a base (validation) year of 2016 and a horizon (future forecast) year of 2050. The difference in model volumes (2050-2016) defines the growth in traffic over the 32-year period.

The refined future peak hour approach and departure volumes obtained from the model output data are then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program (NCHRP Report 765), along with initial estimates of turning movement proportions. A linear programming algorithm is used to calculate individual turning movements which match the known directional roadway segment forecast volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

The SBTAM uses an AM peak period-to-peak hour factor of 0.35 and a PM peak period-to-peak hour factor of 0.27. These factors represent the relationship of the highest single AM peak hour to the modeled 3-hour AM peak period (an even distribution would result in a factor of 0.33) and the highest single PM peak hour to the modeled 4-hour PM peak period (an even distribution would result in a factor of 0.25).

Typically, the model growth is prorated and is subsequently added to the existing (base validation) traffic volumes to represent Horizon Year traffic conditions. In an effort to conduct a conservative analysis, reductions to traffic forecasts from either Existing or Opening Year Cumulative traffic conditions were not assumed as part of this analysis. As such, in conjunction with the addition of cumulative projects that are not consistent with the General Plan, additional growth has also been

applied on a movement-by-movement basis, where applicable, to estimate reasonable Horizon Year (2050) forecasts. Horizon Year (2050) turning volumes were compared to Opening Year Cumulative (2027) volumes in order to ensure a minimum growth as a part of the refinement process. The minimum growth includes any additional growth between Opening Year Cumulative (2027) and Horizon Year (2050) traffic conditions that is not accounted for by the traffic generated by cumulative development projects and ambient growth rates assumed between Existing (2022) and Opening Year Cumulative (2027) conditions. Adjustments have not been made to study area intersections that may be affected by new future roadway connections (such as the extension of Pine Avenue or the extension of Kimball Avenue/Limonite Avenue), where travel patterns would likely get affected and forecasts may potentially decrease from the Opening Year Cumulative conditions. Future estimated peak hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year (2050) peak hour forecasts.

The future Horizon Year (2050) Without Project peak hour turning movements were then reviewed by Urban Crossroads, Inc. for reasonableness, and in some cases, were adjusted to achieve flow conservation, reasonable growth, and reasonable diversion between parallel routes. Flow conservation checks ensure that traffic flow between two closely spaced intersections, such as two adjacent driveway locations, is verified in order to make certain that vehicles leaving one intersection are entering the adjacent intersection and that there is no unexplained loss of vehicles. The result of this traffic forecasting procedure is a series of traffic volumes which are suitable for traffic operations analysis.

The SBTAM does not include a truck component or have data that is unusually low. As such, in an effort to conduct a conservative analysis, the presence of trucks has been accounted for based on the manual volume adjustments made to demonstrate growth above Opening Year Cumulative (2027) traffic forecasts, which are presented and evaluated in PCE (see Section 3.5 *Existing (2022) Traffic Counts* for discussion on PCE). As such, the Horizon Year (2050) forecasts are also assumed to be in PCE for the purposes of this analysis. Post-processing worksheets for Horizon Year (2050) without Project traffic conditions are provided in Appendix 4.1.

5 E+P TRAFFIC CONDITIONS

This section discusses the traffic forecasts for E+P conditions and the resulting intersection operations, traffic signal warrant, and off-ramp queuing analyses.

5.1 ROADWAY IMPROVEMENTS

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

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

5.2 E+P GROWTH TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes plus the addition of Project, with Future Development, traffic. The weekday ADT and weekday AM and PM peak hour volumes, in actual vehicles, which can be expected for E+P traffic conditions are shown on Exhibit 5-1.

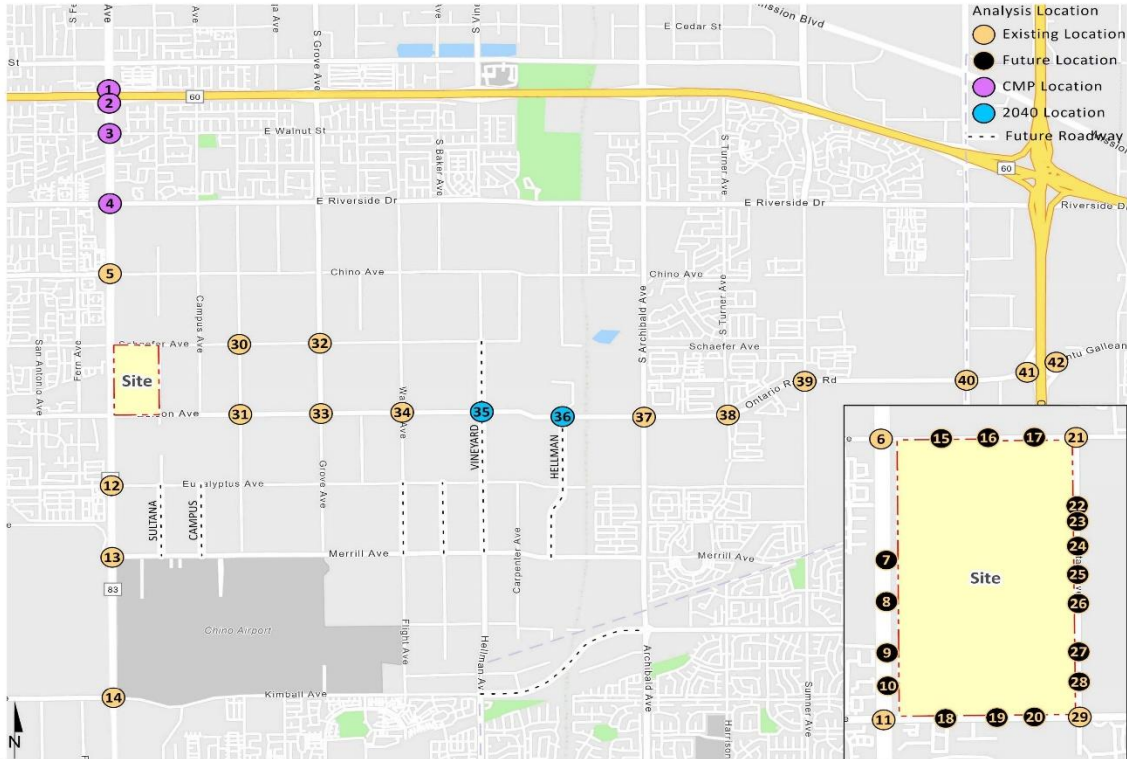
5.3 INTERSECTION OPERATIONS ANALYSIS

E+P peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 5-1 for E+P traffic conditions, which indicates that the following additional study area intersections are anticipated to operate at an unacceptable LOS during the peak hours under E+P traffic conditions, in addition to the intersection identified under Existing (2022) traffic conditions:

- Driveway 9 & Edison Avenue (#19) – LOS F AM peak hour only
- Bon View Avenue & Edison Avenue (#31) – LOS F AM and PM peak hours
- Walker Avenue & Edison Avenue (#34) – LOS F AM and PM peak hours

The intersection operations analysis worksheets for E+P traffic conditions are included in Appendices 5.1.

EXHIBIT 5-1: E+P TRAFFIC VOLUMES (PAGE 1 OF 2)



Location	Future Location	2040 Location	Future Roadway
1 Euclid Av. (SR-83) & SR-60 WB Ramps	2 Euclid Av. (SR-83) & SR-60 EB Ramps	3 Euclid Av. (SR-83) & Walnut Av.	4 Euclid Av. (SR-83) & Riverside Dr.
5 Euclid Av. (SR-83) & Chino Av.	6 Euclid Av. (SR-83) & Schaefer Av.	7 Euclid Av. (SR-83) & Driveway 1	8 Euclid Av. (SR-83) & Driveway 2
9 Euclid Av. (SR-83) & Driveway 3	10 Euclid Av. (SR-83) & Driveway 4	11 Euclid Av. (SR-83) & Edison Av.	12 Euclid Av. (SR-83) & Eucalyptus Av.
13 Euclid Av. (SR-83) & Merrill Av.	14 Euclid Av. (SR-83) & Kimball Av.	15 Driveway 5 & Schaefer Av.	

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

EXHIBIT 5-1: E+P TRAFFIC VOLUMES (PAGE 2 OF 2)

16	Driveway 6 & Schaefer Av.	17	Driveway 7 & Schaefer Av.	18	Driveway 8 & Edison Av.	19	Driveway 9 & Edison Av.	20	Driveway 10 & Edison Av.
<p>5,200</p> <p>↑ 12(138) 3(1)</p> <p>119(325) → 8(5) ↓</p> <p>3(8) → 2(4) →</p> <p>5,300</p> <p>250</p>		<p>5,200</p> <p>← 16(139)</p> <p>114(327) → 7(2) ↓</p> <p>2(6) →</p> <p>5,200</p> <p>Nominal</p>		<p>11,400</p> <p>102(75)</p> <p>↑ 116(82) 531(294)</p> <p>335(618) →</p> <p>11,400</p>		<p>6,200</p> <p>98(68)</p> <p>190(138)</p> <p>↑ 87(68) 548(307)</p> <p>212(188) ↓ 124(431) →</p> <p>11,400</p>		<p>350</p> <p>23(13)</p> <p>↑ 3(9) 612(361)</p> <p>313(568) →</p> <p>10,900</p>	
21	Sultana Av. & Schaefer Av.	22	Sultana Av. & Driveway 11	23	Sultana Av. & Driveway 12	24	Sultana Av. & Driveway 13	25	Sultana Av. & Driveway 14
<p>5,200</p> <p>↑ 13(132) 17(5)</p> <p>108(326) → 7(8) ↓</p> <p>2(7) → 1(3) →</p> <p>5,350</p> <p>300</p>		<p>300</p> <p>14(6)</p> <p>↓ 10(6)</p> <p>1(4) → 8(24) ↓</p> <p>13(4) → 2(7) →</p> <p>400</p>		<p>400</p> <p>4(2)</p> <p>13(28)</p> <p>1(4) → 2(5) ↓</p> <p>5(1) → 14(7) →</p> <p>150</p>		<p>400</p> <p>4(2)</p> <p>11(31)</p> <p>1(3) → 2(6) ↓</p> <p>5(1) → 18(5) →</p> <p>150</p>		<p>400</p> <p>13(37)</p> <p>3(11) ↓ 12(3) → 23(7) →</p> <p>100</p> <p>500</p>	
26	Sultana Av. & Driveway 15	27	Sultana Av. & Driveway 16	28	Sultana Av. & Driveway 17	29	Sultana Av. & Edison Av.	30	Bon View Av. & Schaefer Av.
<p>500</p> <p>1(1)</p> <p>15(47)</p> <p>15(32) ↓</p> <p>27(10) → 35(10) →</p> <p>500</p> <p>950</p>		<p>950</p> <p>30(78)</p> <p>11(7) ↓</p> <p>6(18) → 62(20) →</p> <p>300</p> <p>1,250</p>		<p>1,250</p> <p>41(85)</p> <p>28(17) ↓</p> <p>11(29) → 69(38) →</p> <p>600</p> <p>1,900</p>		<p>1,900</p> <p>8(7)</p> <p>62(95)</p> <p>↑ 77(61) 608(364)</p> <p>2(6) ↓ 311(562) →</p> <p>10,750</p>		<p>3,700</p> <p>42(18)</p> <p>104(61)</p> <p>12(14)</p> <p>18(52) ↓ 70(279) → 9(18) ↓</p> <p>↑ 13(12) 162(64) 11(5)</p> <p>16(18) → 16(18) → 7(13) →</p> <p>5,050</p> <p>3,250</p>	
31	Bon View Av. & Edison Av.	32	Grove Av. & Schaefer Av.	33	Grove Av. & Edison Av.	34	Walker Av. & Edison Av.	35	Vineyard Av. & Edison Av.
<p>3,200</p> <p>31(23)</p> <p>73(63)</p> <p>9(17)</p> <p>33(56) ↓ 337(611) → 9(20) ↓</p> <p>↑ 23(10) 577(327) 5(5)</p> <p>8(7) → 3(8) →</p> <p>73(110) →</p> <p>12,000</p> <p>2,400</p>		<p>7,100</p> <p>43(29)</p> <p>175(126)</p> <p>24(28)</p> <p>28(110) ↓ 45(117) → 22(89) ↓</p> <p>↑ 30(35) 112(31) 24(2)</p> <p>29(21) → 286(296) → 8(23) →</p> <p>4,450</p> <p>6,400</p>		<p>7,100</p> <p>41(35)</p> <p>166(139)</p> <p>30(43)</p> <p>55(54) ↓ 297(552) → 22(25) ↓</p> <p>↑ 48(23) 523(304) 23(6)</p> <p>40(16) → 200(254) → 5(49) →</p> <p>11,350</p> <p>5,500</p>		<p>3,700</p> <p>21(12)</p> <p>43(39)</p> <p>34(138)</p> <p>16(12) ↓ 294(629) → 1(5) ↓</p> <p>↑ 71(39) 570(311) 48(6)</p> <p>8(1) → 61(83) → 23(119) →</p> <p>11,150</p> <p>2,850</p>		<p>14,250</p> <p>2(0)</p> <p>0(2) ↓ 351(884) →</p> <p>688(356)</p> <p>14,250</p>	
36	Hellman Av. & Edison Av.	37	Archibald Av. & Edison Av.	38	Turner Av. & Ontario Ranch Rd.	39	Haven Av. & Ontario Ranch Rd.	40	Hammer Av. & Ontario Ranch Rd.
<p>14,250</p> <p>↑ 688(356)</p> <p>351(884) →</p> <p>14,250</p>		<p>19,700</p> <p>67(54)</p> <p>431(670)</p> <p>75(140)</p> <p>39(94) ↓ 206(573) → 78(270) ↓</p> <p>↑ 98(99) 399(239) 176(176)</p> <p>183(103) → 937(673) → 198(249) →</p> <p>16,900</p> <p>24,350</p>		<p>1,600</p> <p>28(15)</p> <p>63(25)</p> <p>51(41)</p> <p>38(23) ↓ 431(917) → 15(43) ↓</p> <p>↑ 24(24) 670(570) 31(54)</p> <p>33(16) → 128(11) → 34(27) →</p> <p>18,150</p> <p>2,000</p>		<p>12,050</p> <p>57(53)</p> <p>176(302)</p> <p>187(192)</p> <p>106(148) ↓ 525(786) → 17(34) ↓</p> <p>↑ 138(188) 518(581) 69(216)</p> <p>3(17) → 275(176) → 109(65) →</p> <p>18,550</p> <p>9,200</p>		<p>18,250</p> <p>61(92)</p> <p>174(496)</p> <p>133(222)</p> <p>144(99) ↓ 530(666) → 84(261) ↓</p> <p>↑ 212(124) 628(623) 221(366)</p> <p>148(310) → 572(345) → 297(289) →</p> <p>26,100</p> <p>23,550</p>	
41	I-15 SB Ramps & Cantu Galleano Ranch Rd.	42	I-15 NB Ramps & Cantu Galleano Ranch Rd.						
<p>16,750</p> <p>858(1080)</p> <p>0(1)</p> <p>230(272)</p> <p>720(1075) → 275(354) ↓</p> <p>↑ 104(111) 668(584)</p> <p>4,000</p>		<p>23,200</p> <p>↑ 322(350) 162(190)</p> <p>361(655) → 589(692) ↓</p> <p>449(345) → 318(120) →</p> <p>15,300</p>							

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

TABLE 5-1: INTERSECTION ANALYSIS FOR E+P CONDITIONS

# Intersection	Traffic Control ²	Existing (2022)				E+P				Acceptable LOS
		Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service		
		AM	PM	AM	PM	AM	PM	AM	PM	
1 Euclid Av. (SR-83) & SR-60 WB Ramps	TS	27.1	18.1	C	B	29.0	20.0	C	C	D
2 Euclid Av. (SR-83) & SR-60 EB Ramps	TS	29.7	16.8	C	B	31.3	18.2	C	B	D
3 Euclid Av. (SR-83) & Walnut Av.	TS	29.0	23.9	C	C	29.3	24.9	C	C	D
4 Euclid Av. (SR-83) & Riverside Dr.	TS	41.9	36.5	D	D	48.0	42.5	D	D	E
5 Euclid Av. (SR-83) & Chino Av.	TS	33.5	28.8	C	C	35.2	30.0	D	C	E
6 Euclid Av. (SR-83) & Schaefer Av.	TS	16.0	21.0	B	C	18.0	27.0	B	C	E
7 Euclid Av. (SR-83) & Driveway 1	CSS	Future Intersection				11.2	11.6	B	B	E
8 Euclid Av. (SR-83) & Driveway 2	CSS	Future Intersection				11.4	11.9	B	B	E
9 Euclid Av. (SR-83) & Driveway 3	CSS	Future Intersection				11.5	11.7	B	B	E
10 Euclid Av. (SR-83) & Driveway 4	CSS	Future Intersection				12.3	11.9	B	B	E
11 Euclid Av. (SR-83) & Edison Av.	TS	27.3	20.3	C	C	43.4	28.5	D	C	E
12 Euclid Av. (SR-83) & Eucalyptus Av.	TS	13.8	10.8	B	B	14.2	11.0	B	B	E
13 Euclid Av. (SR-83) & Merrill Av.	TS	21.9	17.2	C	B	22.9	17.7	C	B	E
14 Euclid Av. (SR-83) & Kimball Av.	TS	30.0	41.4	C	D	30.9	43.8	C	D	E
15 Driveway 5 & Schaefer Av.	CSS	Future Intersection				9.2	10.7	A	B	E
16 Driveway 6 & Schaefer Av.	CSS	Future Intersection				9.5	11.5	A	B	E
17 Driveway 7 & Schaefer Av.	CSS	Future Intersection				9.1	10.7	A	B	E
18 Driveway 8 & Edison Av.	CSS	Future Intersection				17.3	11.2	C	B	E
19 Driveway 9 & Edison Av.	CSS	Future Intersection				>100.0	35.6	F	E	E
20 Driveway 10 & Edison Av.	CSS	Future Intersection				14.9	10.8	B	B	E
21 Sultana Av. & Schaefer Av.	CSS	Future Intersection				9.5	11.4	A	B	E
22 Sultana Av. & Driveway 11	CSS	Future Intersection				8.6	8.6	A	A	E
23 Sultana Av. & Driveway 12	CSS	Future Intersection				8.7	8.8	A	A	E
24 Sultana Av. & Driveway 13	CSS	Future Intersection				8.6	8.7	A	A	E
25 Sultana Av. & Driveway 14	CSS	Future Intersection				8.4	8.6	A	A	E
26 Sultana Av. & Driveway 15	CSS	Future Intersection				8.5	8.7	A	A	E
27 Sultana Av. & Driveway 16	CSS	Future Intersection				8.5	8.8	A	A	E
28 Sultana Av. & Driveway 17	CSS	Future Intersection				8.6	8.9	A	A	E
29 Sultana Av. & Edison Av.	CSS	Future Intersection				19.0	19.0	C	C	E
30 Bon View Av. & Schaefer Av.	AWS	11.5	13.8	B	B	11.9	14.6	B	B	E
31 Bon View Av. & Edison Av.	AWS	21.2	28.6	C	D	>100.0	>100.0	F	F	E
32 Grove Av. & Schaefer Av.	AWS	16.3	19.2	C	C	17.8	21.6	C	C	E
33 Grove Av. & Edison Av.	AWS	39.0	52.1	E	F	>100.0	>100.0	F	F	E
34 Walker Av. & Edison Av.	AWS	29.2	49.8	D	E	>100.0	>100.0	F	F	E
35 Vineyard Av. & Edison Av.		Future Intersection				Future Intersection				E
36 Hellman Av. & Edison Av.		Future Intersection				Future Intersection				E
37 Archibald Av. & Edison Av.	TS	25.0	25.0	C	C	35.1	27.5	D	C	E
38 Turner Av. & Ontario Ranch Rd.	TS	14.7	12.0	B	B	15.2	12.1	B	B	E
39 Haven Av. & Ontario Ranch Rd.	TS	21.4	22.3	C	C	22.2	23.0	C	C	E
40 Hamner Av. & Ontario Ranch Rd.	TS	20.7	24.2	C	C	21.6	25.1	C	C	D
41 I-15 SB Ramps & Cantu Galleano Ranch Rd.	TS	9.2	12.3	A	B	9.8	13.0	A	B	D
42 I-15 NB Ramps & Cantu Galleano Ranch Rd.	TS	13.3	11.7	B	B	13.9	12.4	B	B	D

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

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

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

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for E+P traffic conditions is based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. The following unsignalized study area intersections of are anticipated to meet a traffic signal warrant under E+P traffic conditions (see Appendix 5.2):

- Sultana Avenue & Edison Avenue (#29)
- Bon View Avenue & Schaefer Avenue (#30)

5.5 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for E+P are presented in Table 5-2. As shown in Table 5-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows, consistent with Existing (2022) traffic conditions. Worksheets for E+P traffic conditions queuing analysis are provided in Appendix 5.3.

TABLE 5-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR E+P CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	Existing (2022)				E+P (Phase 1)			
			95th Percentile Queue (Feet)		Acceptable? ¹		95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak	PM Peak	AM	PM	AM Peak	PM Peak	AM	PM
Euclid Av. & SR-60 WB Ramps	WBL	350	376 ³	370 ³	Yes	Yes	388 ³	374 ³	Yes	Yes
	WBL/T/R	1,415	379	381	Yes	Yes	423 ²	402 ²	Yes	Yes
	WBR	350	209	175	Yes	Yes	226	194	Yes	Yes
Euclid Av. & SR-60 EB Ramps	EBL	900	382	274	Yes	Yes	382	274	Yes	Yes
	EBL/R	1,290	472 ²	234	Yes	Yes	569 ²	296	Yes	Yes
I-15 SB Ramps & Cantu Galleano Ranch Rd.	SBL	1,435	127	156	Yes	Yes	142	156	Yes	Yes
	SBL/R	550	319	469	Yes	Yes	392	502	Yes	Yes
	SBR	455	289	423	Yes	Yes	356	451	Yes	Yes
I-15 NB Ramps & Cantu Galleano Ranch Rd.	NBL	1,615	149	125	Yes	Yes	164	151	Yes	Yes
	NBL/R	585	52	48	Yes	Yes	56	51	Yes	Yes

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

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

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the SR-60 and I-15 Freeway mainline.

5.6 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are anticipated to operate at a deficient LOS under E+P traffic conditions.

5.6.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient under E+P traffic conditions in an effort to achieve an acceptable LOS. The effectiveness of the recommended improvement strategies to address E+P traffic deficiencies are presented in Table

5-3. The intersection operations analysis worksheets for E+P conditions, with improvements, are included in Appendix 5.4.

5.6.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown in Table 5-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for E+P traffic conditions. As such, no improvements have been identified.

TABLE 5-3: E+P CONDITIONS INTERSECTION OPERATIONS ANALYSIS WITH IMPROVEMENTS

	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service		Acceptable LOS	
		Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM		
		L	T	R	L	T	R	L	T	R	L	T	R						
19 Driveway 9 & Edison Av.																			
Without Improvements:	CSS	0	0	0	0	1	0	1	1	0	0	0	1	0	>100.0	35.6	F	E	E
With Improvements:	TS	0	0	0	0	1	0	1	1	0	0	0	1	0	14.4	7.2.	B	A	
31 Bon View Av. & Edison Av.																			
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	0	1	0	>100.0	>100.0	F	F	E
With Improvements:	TS	0	1	0	0	1	0	0	1	0	0	0	1	0	6.8	7.0	A	A	
33 Grove Av. & Edison Av.																			
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	0	1	0	>100.0	>100.0	F	F	E
With Improvements:	TS	0	1	0	0	1	0	0	1	0	0	0	1	0	9.8	11.7	A	B	
34 Walker Av. & Edison Av.																			
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	0	1	0	>100.0	>100.0	F	F	E
With Improvements:	TS	0	1	0	0	1	0	0	1	0	0	0	1	0	7.5	8.8	A	A	

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

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

L = Left; T = Through; R = Right; **1** = Improvement

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

³ TS = Traffic Signal; **TS** = Traffic Signal

It should be noted, the traffic signal improvement at the intersection of Driveway 9 & Edison Avenue (#19) will be installed by the future phases of PA 3A and 3B.

6 OPENING YEAR CUMULATIVE (2027) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Opening Year Cumulative (2027) conditions and the resulting intersection operations, traffic signal warrant, and off-ramp queuing analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2027) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Opening Year Cumulative (2027) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).

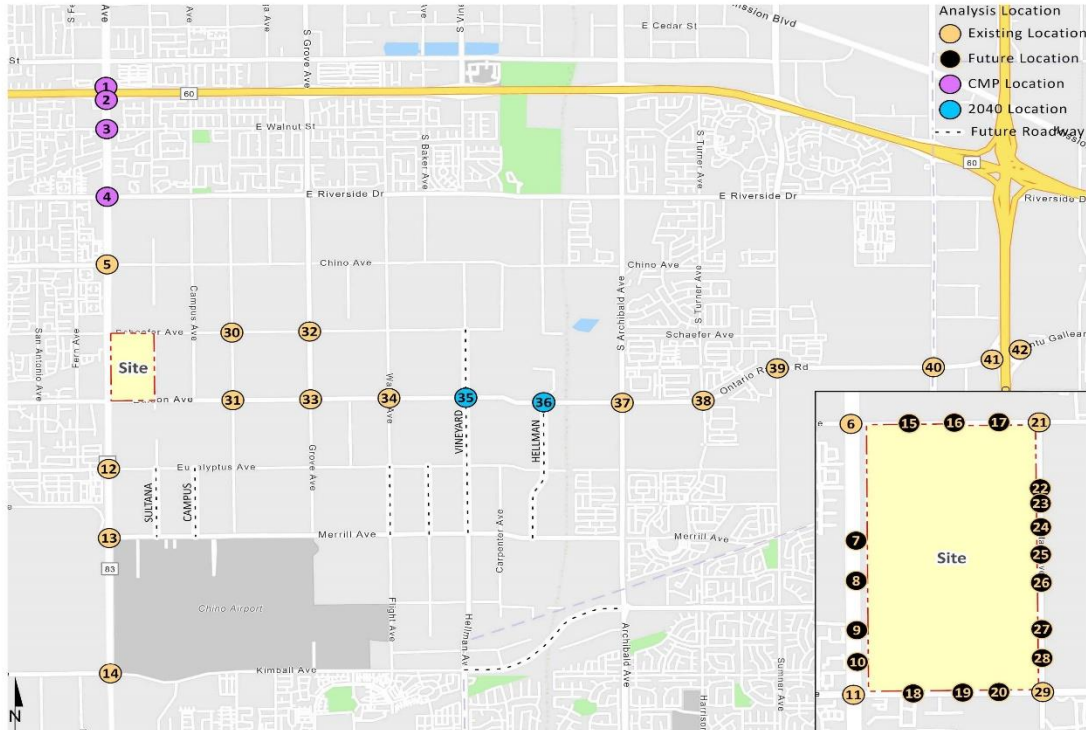
6.2 OPENING YEAR CUMULATIVE (2027) WITHOUT PROJECT GROWTH TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes plus an ambient growth factor of 10.4% plus traffic from pending and approved but not yet constructed known development projects in the area. The weekday ADT and weekday AM and PM peak hour volumes, in actual vehicles, which can be expected for Opening Year Cumulative (2027) Without Project traffic conditions are shown on Exhibit 6-1.

6.3 OPENING YEAR CUMULATIVE (2027) WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Opening Year Cumulative (2027) Without Project traffic in conjunction with the addition of Project, without Future Development, traffic. The weekday ADT and weekday AM and PM peak hour volumes, in actual vehicles, which can be expected for Opening Year Cumulative (2027) With Project traffic conditions are shown on Exhibit 6-2.

EXHIBIT 6-1: OPENING YEAR CUMULATIVE (2027) WITHOUT PROJECT TRAFFIC VOLUMES (PAGE 1 OF 2)



1	2	3	4	5
Euclid Av. (SR-83) & SR-60 WB Ramps	Euclid Av. (SR-83) & SR-60 EB Ramps	Euclid Av. (SR-83) & Walnut Av.	Euclid Av. (SR-83) & Riverside Dr.	Euclid Av. (SR-83) & Chino Av.
30,800 353(468) 962(928)	36,300 1103(1151) 392(363)	40,750 62(128) 1533(1191) 192(276)	36,100 123(167) 1448(1056) 238(109)	37,000 88(68) 1622(1169) 57(57)
400(372) 4(7) 532(587)	413(286) 0(3) 809(454)	169(152) 403(241) 109(81)	97(73) 498(407) 233(168)	76(49) 300(131) 113(94)
424(758) 898(941)	908(1411) 575(531)	110(43) 1184(1562) 39(89)	60(135) 887(1693) 103(185)	68(79) 190(449) 73(56)
13,300	10,600	15,150	16,350	9,600
36,300	42,000	46,850	36,950	36,950
6	7	8	9	10
Euclid Av. (SR-83) & Schaefer Av.	Euclid Av. (SR-83) & Driveway 1	Euclid Av. (SR-83) & Driveway 2	Euclid Av. (SR-83) & Driveway 3	Euclid Av. (SR-83) & Driveway 4
38,050 169(146) 1578(1120) 3(52)	32,450 1617(1240)	32,450 1617(1240)	32,450 1617(1240)	32,450 1617(1240)
6(33) 24(104) 2(38)				
234(364) 78(302) 104(156)				
107(121) 886(1520) 24(31)	881(1475)	881(1475)	881(1475)	
13,250	35,500	32,450	32,450	32,150
5,950	32,450	32,450	32,450	300
11	12	13	14	15
Euclid Av. (SR-83) & Edison Av.	Euclid Av. (SR-83) & Eucalyptus Av.	Euclid Av. (SR-83) & Merrill Av.	Euclid Av. (SR-83) & Kimball Av.	Driveway 5 & Schaefer Av.
34,800 137(116) 1270(993) 210(131)	37,500 32(52) 1299(1324) 253(126)	39,350 56(9) 948(1208) 432(303)	34,100 326(170) 714(1007) 192(539)	
116(240) 454(470) 61(33)	85(268) 157(47) 25(6)	205(430) 54(0) 297(517)	329(200) 1064(449) 105(87)	
94(174) 380(526) 172(188)	57(33) 41(148) 154(206)	7(3) 4(20) 3(9)	99(292) 296(932) 41(71)	
145(188) 829(1295) 27(39)	164(114) 901(1362) 10(19)	13(1) 851(1015) 467(282)	74(89) 907(744) 67(194)	
18,800	40,000	500	23,100	5,950
40,000	6,600	39,950	35,450	25,500

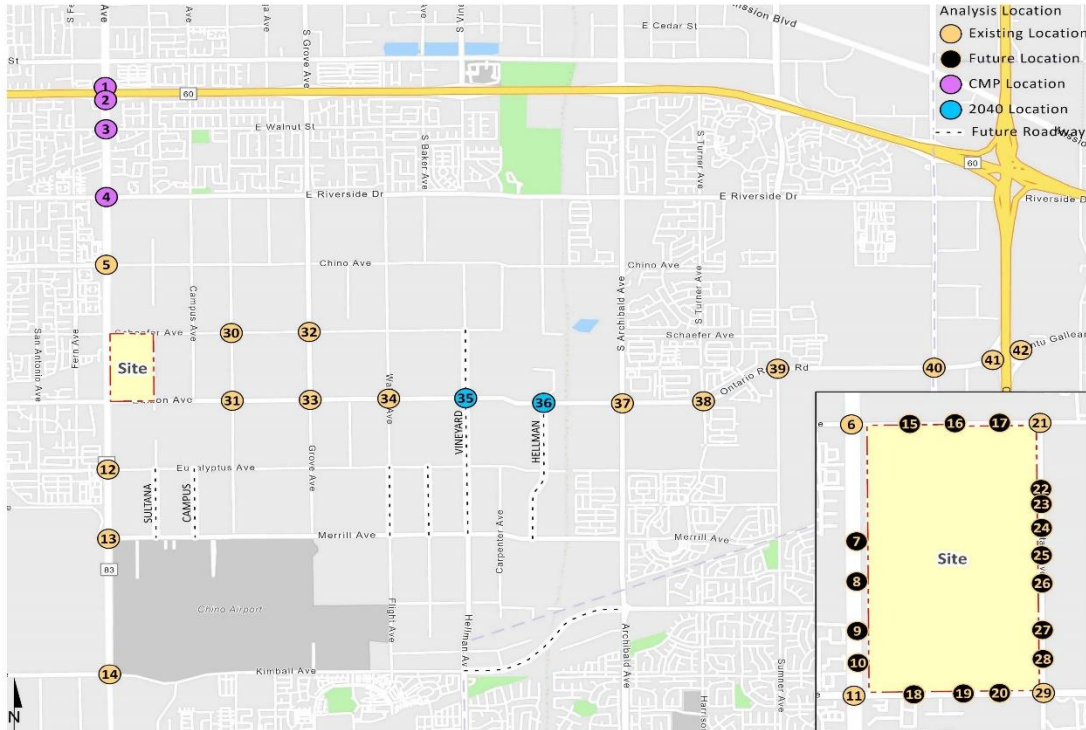
##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

EXHIBIT 6-1: OPENING YEAR CUMULATIVE (2027) WITHOUT PROJECT TRAFFIC VOLUMES (PAGE 2 OF 2)

16 Driveway 6 & Schaefer Av. 5,950 ← 32(175) 137(365) → 5,950	17 Driveway 7 & Schaefer Av. 5,950 ← 32(175) 137(365) → 5,950	18 Driveway 8 & Edison Av. 9,550 ← 631(743) 618(696) → 9,550	19 Driveway 9 & Edison Av. 9,550 ← 631(743) 618(696) → 9,550	20 Driveway 10 & Edison Av. 9,550 ← 631(743) 618(696) → 9,550
21 Sultana Av. & Schaefer Av. 6,100 ← 32(175) 137(365) → 6,100	22 Sultana Av. & Driveway 11	23 Sultana Av. & Driveway 12	24 Sultana Av. & Driveway 13	25 Sultana Av. & Driveway 14
26 Sultana Av. & Driveway 15	27 Sultana Av. & Driveway 16	28 Sultana Av. & Driveway 17	29 Sultana Av. & Edison Av. 9,800 ← 631(743) 618(696) → 9,550	30 Bon View Av. & Schaefer Av. 5,200 4,000 43(19) 111(87) 13(15) 14(13) 183(96) 12(6) 19(54) 95(316) 10(20) 18(20) 18(20) 8(14) 5,500
31 Bon View Av. & Edison Av. 5,200 29(22) 127(171) 10(19) 32(59) 578(642) 10(22) 15,700	32 Grove Av. & Schaefer Av. 14,950 25(11) 513(634) 6(6) 9(8) 181(175) 3(9) 4,450	33 Grove Av. & Edison Av. 11,450 33(28) 270(214) 26(31) 33(39) 139(53) 26(2) 32(34) 323(582) 9(25) 10,950	34 Walker Av. & Edison Av. 9,700 29(23) 446(246) 33(47) 53(25) 383(203) 73(24) 43(49) 178(456) 398(160) 133(499) 292(557) 19(106) 17,350	35 Vineyard Av. & Edison Av. 20,950 23(13) 234(45) 153(152) 109(43) 498(229) 240(194) 18(13) 399(595) 77(3) 28(1) 117(100) 76(683) 11,150
36 Hellman Av. & Edison Av. 100 7(2) 2(8) 407(1536) → 22,450	37 Archibald Av. & Edison Av. 22,350 ← 1191(500) 30,350 238(113) 752(859) 83(155) 74(298) 237(1017) 67(279) 23,500	38 Turner Av. & Ontario Ranch Rd. 27,950 108(109) 735(335) 422(284) 178(97) 1128(1024) 291(507) 37,350	39 Haven Av. & Ontario Ranch Rd. 1,950 44(18) 70(28) 56(45) 26(26) 1249(790) 34(60) 42(45) 558(1607) 17(47) 36(18) 141(12) 38(30) 2,200	40 Hammer Av. & Ontario Ranch Rd. 9,600 13,650 83(68) 194(333) 206(212) 152(208) 1062(793) 76(238) 123(193) 657(1434) 19(38) 34(19) 304(194) 120(72) 10,200
41 I-15 SB Ramps & Cantu Galleano Ranch Rd. 23,100 1463(1373) 0(1) 254(300) 934(1788) → 273(354) → 47,950	42 I-15 NB Ramps & Cantu Galleano Ranch Rd. 30,450 115(123) 725(636) 385(408) 179(210) 413(761) → 775(1328) ↓ 453(351) → 35(1132) → 30,450	29,300	29,550	36,050

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

EXHIBIT 6-2: OPENING YEAR CUMULATIVE (2027) WITH PROJECT TRAFFIC VOLUMES (PAGE 1 OF 2)



1	2	3	4	5
Euclid Av. (SR-83) & SR-60 WB Ramps 30,800 353(468) 965(929) 400(372) 4(7) 541(592) 429(770) 899(944) 13,400 36,600	Euclid Av. (SR-83) & SR-60 EB Ramps 36,600 1115(1157) 392(363) 413(286) 0(3) 820(460) 10,750 36,600	Euclid Av. (SR-83) & Walnut Av. 41,250 62(128) 1556(1203) 192(276) 169(152) 403(241) 109(81) 105(126) 266(518) 149(180) 111(146) 1194(1586) 39(89) 15,150 42,550	Euclid Av. (SR-83) & Riverside Dr. 36,700 123(167) 1474(1069) 238(109) 97(73) 498(407) 233(168) 167(139) 352(511) 130(86) 61(138) 898(1520) 103(185) 16,500 37,550	Euclid Av. (SR-83) & Chino Av. 37,600 88(68) 1650(1183) 57(57) 76(49) 300(131) 113(94) 68(79) 190(449) 74(56) 45(62) 948(1728) 119(219) 11,350 39,550
6	7	8	9	10
Euclid Av. (SR-83) & Schaefer Av. Driveway 1 38,650 169(146) 1587(1123) 55(44) 9(42) 25(108) 3(39) 234(364) 82(303) 104(156) 118(162) 894(1542) 24(31) 6,350 36,000	Euclid Av. (SR-83) & Driveway 1 33,150 1637(1284) 3(8) 898(1530) 8(3) 100 33,150	Euclid Av. (SR-83) & Driveway 2 33,150 1637(1284) 9(30) 897(1503) 31(10) 350 33,150	Euclid Av. (SR-83) & Driveway 3 33,150 1637(1284) 8(25) 920(1488) 25(10) 350 33,150	Euclid Av. (SR-83) & Driveway 4 33,150 1637(1284) 300 32,850
11	12	13	14	15
Euclid Av. (SR-83) & Edison Av. 35,500 141(130) 1274(1007) 223(148) 140(249) 454(470) 63(36) 109(178) 380(526) 172(188) 145(188) 845(1302) 27(39) 16,100 40,300	Euclid Av. (SR-83) & Eucalyptus Av. 37,800 32(53) 1299(1339) 254(126) 85(268) 157(47) 25(6) 58(33) 41(148) 154(206) 164(114) 901(1369) 10(19) 6,600 40,250	Euclid Av. (SR-83) & Merrill Av. 39,600 56(9) 953(1223) 432(303) 205(430) 54(0) 297(517) 7(3) 4(20) 3(9) 13(1) 866(1022) 467(282) 19,950 500	Euclid Av. (SR-83) & Kimball Av. 34,350 328(176) 718(1016) 192(539) 329(200) 1064(449) 105(87) 105(294) 296(932) 41(71) 74(89) 916(749) 67(194) 28,000 25,700	Driveway 5 & Schaefer Av. 6,350 37(189) 2(6) Nominal

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

EXHIBIT 6-2: OPENING YEAR CUMULATIVE (2027) WITH PROJECT TRAFFIC VOLUMES (PAGE 2 OF 2)

16	Driveway 6 & Schaefer Av.	17	Driveway 7 & Schaefer Av.	18	Driveway 8 & Edison Av.	19	Driveway 9 & Edison Av.	20	Driveway 10 & Edison Av.
	6,200		6,200		9,850		9,850		9,850
	151(378) 8(4)		146(380) 6(2)		622(710)		622(710)		622(710)
	34(182) 3(1)		37(182)		657(755)		657(755)		657(755)
6,350		6,200		9,850		9,850		9,850	
21	Sultana Av. & Schaefer Av.	22	Sultana Av. & Driveway 11	23	Sultana Av. & Driveway 12	24	Sultana Av. & Driveway 13	25	Sultana Av. & Driveway 14
	6,300		300		350		350		350
	141(379) 7(6)		1(3) 6(21)		1(3) 1(5)		1(3) 2(5)		3(10)
	35(176) 15(4)		13(5) 9(5)		4(2) 12(24)		4(2) 9(27)		11(32)
6,400		300		100		350		100	450
26	Sultana Av. & Driveway 15	27	Sultana Av. & Driveway 16	28	Sultana Av. & Driveway 17	29	Sultana Av. & Edison Av.	30	Bon View Av. & Schaefer Av.
	450		800		800		800		10,750
	1(1) 13(41)		21(66)		21(66)		2(3) 19(63)		55(18) 655(752)
	8(25)		55(18)		55(18)		622(710)		46(20) 111(87) 13(15)
350		800		800		800		9,850	4,050
31	Bon View Av. & Edison Av.	32	Grove Av. & Schaefer Av.	33	Grove Av. & Edison Av.	34	Walker Av. & Edison Av.	35	Vineyard Av. & Edison Av.
	5,200		11,550		11,800		4,150		21,800
	29(22) 32(59) 601(719) 10(22)		45(31) 29(118) 63(147) 24(102)		29(23) 43(49) 198(522) 401(171)		23(13) 18(13) 419(660) 77(4)		109(43) 564(251) 240(194) 29(1) 117(100) 76(683)
	25(11) 592(660) 6(6)		270(214) 26(31) 33(39) 140(53) 26(2)		446(246) 33(47) 53(25) 451(226) 73(24)		234(45) 153(152)		1(0) 7(2) 1162(487) 101(37)
16,650		4,450		10,950		17,450		10,450	11,150
36	Hellman Av. & Edison Av.	37	Archibald Av. & Edison Av.	38	Turner Av. & Ontario Ranch Rd.	39	Haven Av. & Ontario Ranch Rd.	40	Hammer Av. & Ontario Ranch Rd.
	100		30,400		1,950		13,700		20,300
	7(2) 2(8) 426(1599)		244(115) 752(859) 83(155) 76(304) 253(1069) 69(285)		47(19) 70(28) 56(45) 43(48) 573(1656) 17(47)		86(69) 194(333) 206(212) 124(196) 672(1481) 19(38)		72(95) 196(555) 147(245) 149(126) 707(1344) 75(278)
	1256(522)		108(109) 788(354) 422(284)		26(26) 1299(808) 34(60)		152(208) 1109(810) 76(238)		234(137) 1241(878) 244(404)
23,250		24,350		37,400		2,200		10,200	36,700
41	I-15 SB Ramps & Cantu Galleano Ranch Rd.	42	I-15 NB Ramps & Cantu Galleano Ranch Rd.						
	23,250		30,800						
	1487(1382) 0(1) 254(300)		115(123) 746(643)						
	942(1814) 278(371)		414(764) 783(1352)						
48,600		4,150		30,800					21,450

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

6.4 INTERSECTION OPERATIONS ANALYSIS

Opening Year Cumulative (2027) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 6-1 for Opening Year Cumulative (2027) traffic conditions, which indicates that the following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours under Opening Year Cumulative (2027) Without Project traffic conditions:

- Euclid Avenue (SR-83) & SR-60 Westbound Ramps (#1) – LOS F PM peak hour only
- Euclid Avenue (SR-83) & SR-60 Eastbound Ramps (#2) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Riverside Drive (#4) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Chino Avenue (#5) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Schaefer Avenue (#6) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Edison Avenue (#11) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Eucalyptus Avenue (#12) – LOS F AM peak hour only
- Euclid Avenue (SR-83) & Merrill Avenue (#13) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Kimball Avenue (#14) – LOS F PM peak hour only
- Bon View Avenue & Edison Avenue (#31) – LOS F AM and PM peak hours
- Grove Avenue & Schaefer Avenue (#32) – LOS F AM and PM peak hours
- Grove Avenue & Edison Avenue (#33) – LOS F AM and PM peak hours
- Walker Avenue & Edison Avenue (#34) – LOS F AM and PM peak hours
- Archibald Avenue & Edison Avenue (#37) – LOS F AM and PM peak hours

There are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hours with the addition of Project traffic under Opening Year Cumulative (2027) With Project traffic conditions. The intersection operations analysis worksheets for Opening Year Cumulative (2027) Without Project and With Project traffic conditions are included in Appendices 6.1 and 6.2, respectively.

6.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

All existing unsignalized study area intersections are anticipated to meet a traffic signal warrant under previous scenarios. As such, traffic signal warrants have not been evaluated for Opening Year Cumulative (2027) Without Project traffic conditions. There are no additional unsignalized study area intersections anticipated to meet a daily volume-based traffic signal warrant under Opening Year Cumulative (2027) With Project traffic conditions, in addition to the locations previously identified under Existing and E+P traffic conditions (see Appendix 6.3).

TABLE 6-1: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2027) CONDITIONS

#	Intersection	Traffic Control	2027 Without Project				2027 With Project				Acceptable LOS
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service		
			AM	PM	AM	PM	AM	PM	AM	PM	
1	Euclid Av. (SR-83) & SR-60 WB Ramps	TS	53.0	113.8	D	F	55.2	119.9	E	F	D
2	Euclid Av. (SR-83) & SR-60 EB Ramps	TS	132.3	85.2	F	F	136.7	90.1	F	F	D
3	Euclid Av. (SR-83) & Walnut Av.	TS	38.3	42.7	D	D	39.5	44.1	D	D	D
4	Euclid Av. (SR-83) & Riverside Dr.	TS	> 200.0	> 200.0	F	F	> 200.0	> 200.0	F	F	E
5	Euclid Av. (SR-83) & Chino Av.	TS	137.6	159.6	F	F	144.1	168.7	F	F	E
6	Euclid Av. (SR-83) & Schaefer Av.	TS	105.4	141.3	F	F	109.0	170.3	F	F	E
7	Euclid Av. (SR-83) & Driveway 1	CSS	Future Intersection		13.0	19.6	B	C			E
8	Euclid Av. (SR-83) & Driveway 2	CSS	Future Intersection		13.3	21.0	B	C			E
9	Euclid Av. (SR-83) & Driveway 3	CSS	Future Intersection		13.5	20.5	B	C			E
10	Euclid Av. (SR-83) & Driveway 4		Future Intersection		Future Intersection						E
11	Euclid Av. (SR-83) & Edison Av.	TS	116.5	169.1	F	F	134.9	177.5	F	F	E
12	Euclid Av. (SR-83) & Eucalyptus Av.	TS	99.6	35.6	F	D	101.9	36.0	F	D	E
13	Euclid Av. (SR-83) & Merrill Av.	TS	164.8	> 200.0	F	F	165.5	> 200.0	F	F	E
14	Euclid Av. (SR-83) & Kimball Av.	TS	56.9	96.3	E	F	58.1	96.6	E	F	E
15	Driveway 5 & Schaefer Av.	CSS	Future Intersection		9.3	11.1	A	B			E
16	Driveway 6 & Schaefer Av.	CSS	Future Intersection		9.8	12.0	A	B			E
17	Driveway 7 & Schaefer Av.	CSS	Future Intersection		9.3	11.1	A	B			E
18	Driveway 8 & Edison Av.		Future Intersection		Future Intersection						E
19	Driveway 9 & Edison Av.		Future Intersection		Future Intersection						E
20	Driveway 10 & Edison Av.		Future Intersection		Future Intersection						E
21	Sultana Av. & Schaefer Av.	AWS ³	Future Intersection		8.1	11.4	A	B			E
22	Sultana Av. & Driveway 11	CSS	Future Intersection		8.5	8.6	A	A			E
23	Sultana Av. & Driveway 12	CSS	Future Intersection		8.7	8.7	A	A			E
24	Sultana Av. & Driveway 13	CSS	Future Intersection		8.5	8.7	A	A			E
25	Sultana Av. & Driveway 14	CSS	Future Intersection		8.4	8.5	A	A			E
26	Sultana Av. & Driveway 15	CSS	Future Intersection		8.4	8.6	A	A			E
27	Sultana Av. & Driveway 16		Future Intersection		Future Intersection						E
28	Sultana Av. & Driveway 17		Future Intersection		Future Intersection						E
29	Sultana Av. & Edison Av.		Future Intersection		Future Intersection						E
	<i>Recommended Traffic control</i>	CSS	Future Intersection		20.4	25.9	C	D			E
	<i>Per City Guidelines⁴</i>	AWS ³	Future Intersection		> 100.0	> 100.0	F	F			E
30	Bon View Av. & Schaefer Av.	AWS	13.5	18.5	B	C	14.1	19.9	B	C	E
31	Bon View Av. & Edison Av.	AWS	> 100.0	> 100.0	F	F	> 100.0	> 100.0	F	F	E
32	Grove Av. & Schaefer Av.	AWS	93.6	> 100.0	F	F	99.7	> 100.0	F	F	E
33	Grove Av. & Edison Av.	AWS	> 100.0	> 100.0	F	F	> 100.0	> 100.0	F	F	E
34	Walker Av. & Edison Av.	AWS	> 100.0	> 100.0	F	F	> 100.0	> 100.0	F	F	E
35	Vineyard Av. & Edison Av.		Future Intersection		Future Intersection						E
36	Hellman Av. & Edison Av.		Future Intersection		Future Intersection						E
37	Archibald Av. & Edison Av.	TS	126.7	96.6	F	F	139.4	106.4	F	F	E
38	Turner Av. & Ontario Ranch Rd.	TS	19.6	14.7	B	B	20.2	15.3	C	B	E
39	Haven Av. & Ontario Ranch Rd.	TS	29.5	39.7	C	D	30.5	44.3	C	D	E
40	Hamner Av. & Ontario Ranch Rd.	TS	32.2	34.1	C	C	33.9	35.1	C	D	D
41	I-15 SB Ramps & Cantu Galleano Ranch Rd.	TS	21.2	34.8	C	C	22.4	38.4	C	D	D
42	I-15 NB Ramps & Cantu Galleano Ranch Rd.	TS	18.8	27.2	B	C	19.5	28.4	B	C	D

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

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

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

³ An all-way stop has been evaluated for this intersection for opening year conditions only, per the request of the City of Ontario.

⁴ Although an all-way stop has been evaluated at the City's request, the through volumes along Edison Avenue exceed the available capacity therefore causing excessive delays and intersection deficiency during the peak hours. As such, it is recommended that the intersection be a cross-street stop controlled intersection.

6.6 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for Opening Year Cumulative (2027) traffic conditions are presented in Table 6-2. As shown in Table 6-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows. Worksheets for Opening Year Cumulative (2027) Without Project and With Project traffic conditions queuing analysis are provided in Appendices 6.4 and 6.5, respectively.

TABLE 6-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2027) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	2027 Without Project				2027 With Project			
			95th Percentile Queue (Feet)		Acceptable? ¹		95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak	PM Peak	AM	PM	AM Peak	PM Peak	AM	PM
Euclid Av. & SR-60 WB Ramps	WBL	350	557 ^{2,3}	510 ^{2,3}	Yes	Yes	573 ^{2,3}	518 ^{2,3}	Yes	No
	WBL/T/R	1,415	602 ²	545 ²	Yes	Yes	616 ²	556 ²	Yes	Yes
	WBR	350	335 ²	271	Yes	Yes	335	272	Yes	Yes
Euclid Av. & SR-60 EB Ramps	EBL	900	454 ²	304	Yes	Yes	454 ²	304	Yes	Yes
	EBL/R	1,290	1,642 ^{2,3}	817 ²	Yes	Yes	1,670 ^{2,3}	850 ²	Yes	Yes
I-15 SB Ramps & Cantu Galleano Ranch Rd.	SBL	1,435	120	174	Yes	Yes	120	174	Yes	Yes
	SBL/R	550	1,006 ^{2,3}	905 ^{2,3}	Yes	Yes	1,034 ^{2,3}	921 ^{2,3}	Yes	Yes
	SBR	455	937 ^{2,3}	831 ^{2,3}	Yes	Yes	965 ^{2,3}	848 ^{2,3}	Yes	Yes
I-15 NB Ramps & Cantu Galleano Ranch Rd.	NBL	1,615	353 ²	212	Yes	Yes	376 ²	217	Yes	Yes
	NBL/R	585	85	64	Yes	Yes	86	64	Yes	Yes

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

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

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the SR-60 Freeway mainline.

6.7 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are anticipated to operate at a deficient LOS under Opening Year Cumulative (2027) traffic conditions.

6.7.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient under Opening Year Cumulative (2027) traffic conditions in an effort to achieve an acceptable LOS. The effectiveness of the recommended improvement strategies to address Opening Year Cumulative (2027) traffic deficiencies are presented in Table 6-3. Worksheets for Opening Year Cumulative (2027) Without Project and With Project traffic conditions, with improvements, HCM calculation worksheets are provided in Appendices 6.6 and 6.7, respectively.

TABLE 6-3: OPENING YEAR CUMULATIVE (2027) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WITH IMPROVEMENTS

	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service		Acceptable LOS
		Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM	
		L	T	R	L	T	R	L	T	R	L	T	R					
1 Euclid Av. (SR-83) & SR-60 WB Ramps																		
Without Project:	TS	<u>2</u>	2	0	0	2	1	0	0	0	1	1	1	31.3	35.1	C	D	D
With Project:	TS	<u>2</u>	2	0	0	2	1	0	0	0	1	1	1	31.8	36.4	C	D	
2 Euclid Av. (SR-83) & SR-60 EB Ramps																		
Without Project:	TS	0	2	1	<u>2</u>	2	0	1	1	<u>1</u>	0	0	0	46.7	27.0	D	C	D
With Project:	TS	0	2	1	<u>2</u>	2	0	1	1	<u>1</u>	0	0	0	48.5	29.1	D	C	
4 Euclid Av. (SR-83) & Riverside Dr.																		
Without Project:	TS	1	<u>3</u>	0	1	<u>3</u>	1>	1	<u>2</u>	<u>1</u>	1	2	d	45.8	42.5	D	D	E
With Project:	TS	1	<u>3</u>	0	1	<u>3</u>	1>	1	<u>2</u>	<u>1</u>	1	2	d	47.5	44.0	D	D	
5 Euclid Av. (SR-83) & Chino Av.																		
Without Project:	TS	1	<u>3</u>	1	1	<u>3</u>	1	1	1	1	<u>1</u>	1	0	38.0	44.6	D	D	E
With Project:	TS	1	<u>3</u>	1	1	<u>3</u>	1	1	1	1	<u>1</u>	1	0	39.7	48.1	D	D	
6 Euclid Av. (SR-83) & Schaefer Av.																		
Without Project:	TS	<u>2</u>	<u>3</u>	1	<u>2</u>	<u>3</u>	1	1	1	1	1	1	0	24.0	43.3	C	D	E
With Project:	TS	<u>2</u>	<u>3</u>	1	<u>2</u>	<u>3</u>	1	1	1	1	1	1	0	24.8	52.9	C	D	
11 Euclid Av. (SR-83) & Edison Av.																		
Without Project:	TS	<u>2</u>	<u>3</u>	1	1	<u>3</u>	1	1	1	1	1	1	1	56.4	50.0	E	D	E
With Project:	TS	<u>2</u>	<u>3</u>	1	1	<u>3</u>	1	1	1	1	1	1	1	60.9	53.4	E	D	
12 Euclid Av. (SR-83) & Eucalyptus Av.																		
Without Project:	TS	1	<u>3</u>	1	1	<u>3</u>	1	1	1	1	1	1	0	24.9	22.1	C	C	E
With Project:	TS	1	<u>3</u>	1	1	<u>3</u>	1	1	1	1	1	1	0	25.5	22.2	C	C	
13 Euclid Av. (SR-83) & Merrill Av.																		
Without Project:	TS	1	<u>3</u>	1	<u>2</u>	<u>3</u>	0	0	1	0	<u>1</u>	1	<u>1</u> >	51.4	50.8	D	D	E
With Project:	TS	1	<u>3</u>	1	<u>2</u>	<u>3</u>	0	0	1	0	<u>1</u>	1	<u>1</u> >	53.5	51.3	D	D	
14 Euclid Av. (SR-83) & Kimball Av.																		
Without Project:	TS	1	<u>3</u>	1>	2	<u>3</u>	1>	2	2	1	2	2	1>	38.3	34.1	D	C	E
With Project:	TS	1	<u>3</u>	1>	2	<u>3</u>	1>	2	2	1	2	2	1>	38.6	35.2	D	D	
31 Bon View Av. & Edison Av.																		
Without Project:	TS	0	1	0	0	1	0	0	1	0	0	1	0	9.2	9.4	A	A	E
With Project:	TS	0	1	0	0	1	0	0	1	0	0	1	0	9.6	10.3	A	B	
32 Grove Av. & Schaefer Av.																		
Without Project:	TS	0	1	0	0	1	0	0	1	0	0	1	0	9.2	14.8	A	B	E
With Project:	TS	0	1	0	0	1	0	0	1	0	0	1	0	9.3	15.4	A	B	
33 Grove Av. & Edison Av.																		
Without Project:	TS	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	<u>1</u>	1	0	<u>1</u>	1	0	19.8	45.0	B	D	E
With Project:	TS	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	<u>1</u>	1	0	<u>1</u>	1	0	23.3	54.8	C	D	
34 Walker Av. & Edison Av.																		
Without Project:	TS	0	1	0	0	1	0	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	12.8	33.1	B	C	E
With Project:	TS	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	13.2	34.9	B	C	
37 Archibald Av. & Edison Av.																		
Without Project:	TS	<u>2</u>	<u>3</u>	1>>	1	2	1	2	2	1>>	2	<u>2</u>	1	44.4	51.2	D	D	E
With Project:	TS	<u>2</u>	<u>3</u>	1>>	1	2	1	2	2	1>>	2	<u>2</u>	1	47.6	53.6	D	D	

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

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

L = Left; T = Through; R = Right; 1 = Improvement

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

³ TS = Traffic Signal; **TS** = Traffic Signal

6.7.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 6-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Opening Year Cumulative (2027) traffic conditions. As such, no improvements have been identified.

7 HORIZON YEAR (2050) TRAFFIC CONDITIONS

This section discusses the methods used to develop Horizon Year (2050) Without and With Project traffic forecasts, and the resulting intersection operations and traffic signal warrant analyses.

7.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Horizon Year (2050) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

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

7.2 WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-process volumes obtained from the SBTAM (see Section 4.8 *Horizon Year (2050) Volume Development* of this TA for a detailed discussion on the post-processing methodology). The weekday ADT and weekday AM and PM peak hour volumes, in actual vehicles, which can be expected for Horizon Year (2050) Without Project traffic conditions are shown on Exhibit 7-1.

7.3 WITH PROJECT TRAFFIC VOLUME FORECASTS

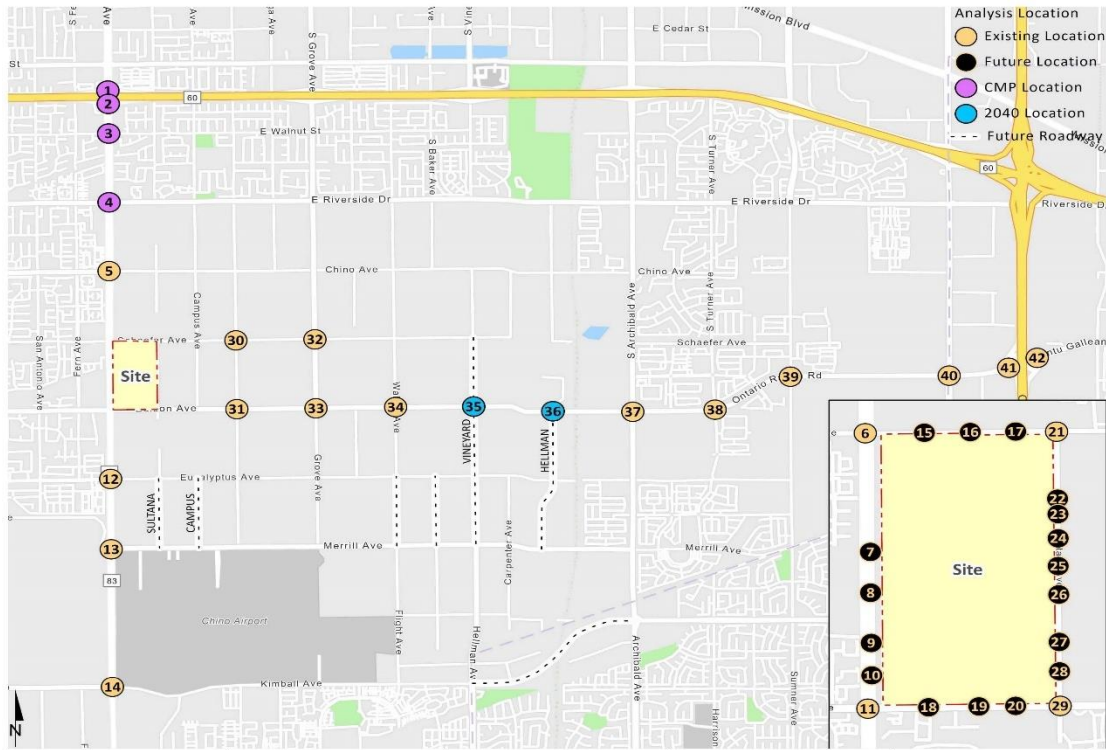
This scenario includes the refined post-process volumes obtained from the SBTAM, plus the variance in traffic generated by the buildout proposed Project compared to the approved Specific Plan. The weekday ADT and weekday AM and PM peak hour volumes, in actual vehicles, which can be expected for Horizon Year (2050) With Project traffic conditions are shown on Exhibit 7-2.

7.4 INTERSECTION OPERATIONS ANALYSIS

LOS calculations were conducted for the study intersections to evaluate their operations under Horizon Year (2050) Without Project conditions with roadway and intersection geometrics consistent with Section 7.1 *Roadway Improvements*. As shown in Table 7-1, the following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours:

- Euclid Avenue (SR-83) & SR-60 Westbound Ramps (#1) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & SR-60 Eastbound Ramps (#2) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Riverside Drive (#4) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Chino Avenue (#5) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Schaefer Avenue (#6) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Edison Avenue (#11) – LOS F AM and PM peak hours

EXHIBIT 7-1: HORIZON YEAR (2050) WITHOUT PROJECT TRAFFIC VOLUMES (PAGE 1 OF 2)



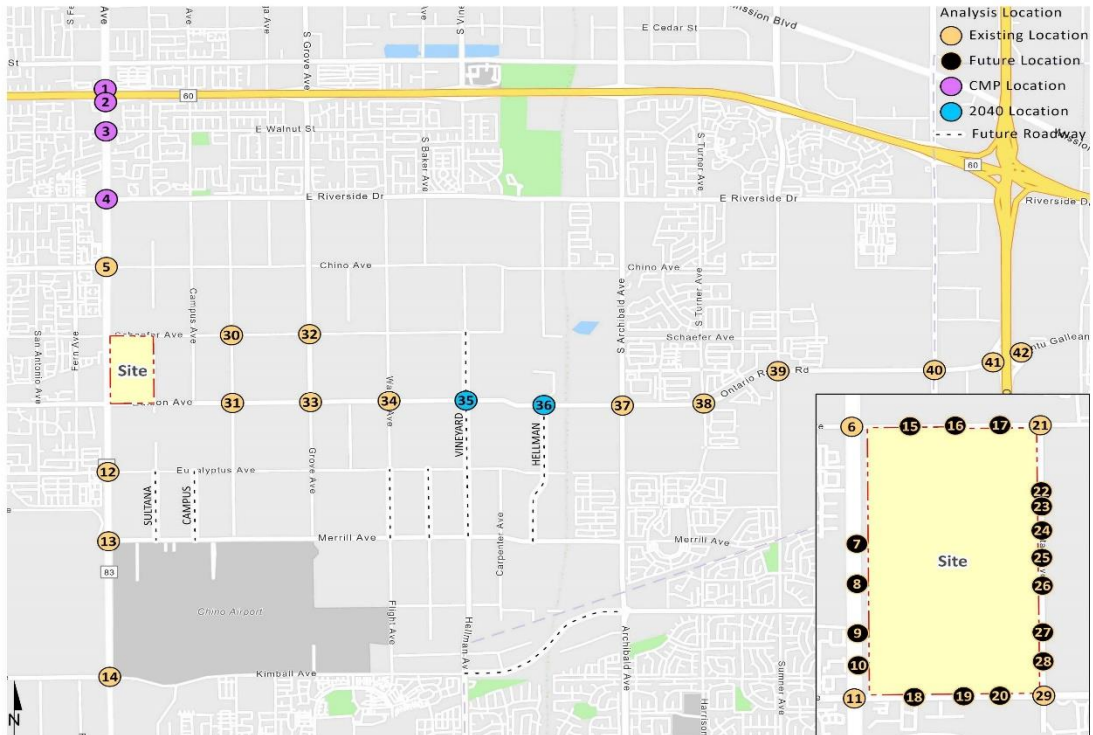
1	2	3	4	5
Euclid Av. (SR-83) & SR-60 WB Ramps	Euclid Av. (SR-83) & SR-60 EB Ramps	Euclid Av. (SR-83) & Walnut St	Euclid Av. (SR-83) & Riverside Dr.	Euclid Av. (SR-83) & Chino Av.
49,500 389(516) ← 139(1710) ↑ 440(409) ↓ 5(7) ↑ 585(646)	49,450 1487(1895) ← 431(400) 539(317) 0(4) 890(499)	50,850 68(198) 115(174) 328(570) 198(296) 186(210) 443(423) 158(122)	50,700 164(429) 189(153) 811(973) 204(164) 262(120) 548(697) 263(184)	31,900 78,300 154(181) 1784(1561) 124(111) 238(122) 379(406) 125(165)
14,600	49,450	50,850	53,750	78,650
6	7	8	9	10
Euclid Av. (SR-83) & Schaefer Av.	Euclid Av. (SR-83) & Driveway 1	Euclid Av. (SR-83) & Driveway 2	Euclid Av. (SR-83) & Driveway 3	Euclid Av. (SR-83) & Driveway 4
76,850 186(186) ← 1736(1581) ↑ 107(89) 425(401) 174(333) 172(171)	9,650 7(213) 27(265) 2(172) 118(133) 1887(1672) 85(65)	35,700 1779(1363) 970(1623)	35,700 1779(1363) 970(1623)	35,700 1779(1363)
22,850	64,600	35,700	35,700	35,400
11	12	13	14	15
Euclid Av. (SR-83) & Edison Av.	Euclid Av. (SR-83) & Eucalyptus Av.	Euclid Av. (SR-83) & Merrill Av.	Euclid Av. (SR-83) & Kimball Av.	Driveway 5 & Schaefer Av.
64,250 190(238) ← 1397(1182) ↑ 478(284) 415(347) 850(1358) 190(207)	56,650 622(318) 877(726) 353(149) 78(48) 175(163) 169(227)	17,000 94(295) 173(196) 41(46) 7(4) 5(22) 4(18)	21,900 225(473) 60(0) 337(702) 7(4) 5(22) 4(18)	6,550 35(192)
48,850	57,100	50,600	59,100	42,900
##(###) AM(PM) Peak Hour Intersection Volumes				
## Average Daily Trips				

EXHIBIT 7-1: HORIZON YEAR (2050) WITHOUT PROJECT TRAFFIC VOLUMES (PAGE 2 OF 2)

16	Driveway 6 & Schaefer Av.	17	Driveway 7 & Schaefer Av.	18	Driveway 8 & Edison Av.	19	Driveway 9 & Edison Av.	20	Driveway 10 & Edison Av.
	6,550		6,550		10,500		10,500		10,500
	← 35(192)		← 35(192)		← 694(817)		← 694(817)		← 694(817)
	151(402) →		151(402) →		680(765) →		680(765) →		680(765) →
	6,550		6,550		10,500		10,500		10,500
21	Sultana Av. & Schaefer Av.	22	Sultana Av. & Driveway 11	23	Sultana Av. & Driveway 12	24	Sultana Av. & Driveway 13	25	Sultana Av. & Driveway 14
	6,750								
	← 35(192)								
	151(402) →								
	6,750								
26	Sultana Av. & Driveway 15	27	Sultana Av. & Driveway 16	28	Sultana Av. & Driveway 17	29	Sultana Av. & Edison Av.	30	Bon View Av. & Schaefer Av.
							10,750	4,400	5,750
							← 694(817)	47(21)	16(15)
								14(121)	292(192)
								15(17)	28(24)
								21(60)	36(59)
								148(452)	36(59)
								23(55)	30(28)
									3,900
							10,500	6,550	
31	Bon View Av. & Edison Av.	32	Grove Av. & Schaefer Av.	33	Grove Av. & Edison Av.	34	Walker Av. & Edison Av.	35	Vineyard Av. & Edison Av.
	5,750		12,550		12,950		9,000		1,700
	51,350		5,200		58,950		60,300		53,700
	59(37)		51(77)		85(112)		34(15)		15(16)
	139(188)		418(474)		491(403)		258(143)		92(21)
	11(21)		58(132)		62(150)		168(91)		64(63)
	28(12)		64(91)		103(55)		120(284)		41(54)
	1543(817)		214(122)		1482(880)		2119(912)		2118(1950)
	21(28)		51(7)		99(26)		264(267)		301(72)
	60(71)		48(118)		224(109)		59(23)		35(35)
	1229(1934)		128(208)		1337(1895)		1450(2200)		1485(2463)
	137(218)		41(166)		438(176)		85(28)		57(57)
	163(73)		54(43)		146(482)		52(1)		77(24)
	199(193)		618(640)		385(613)		129(110)		164(12)
	38(59)		23(55)		20(166)		84(752)		121(124)
	7,700		12,050		19,050		12,250		1,750
	57,800		5,850		58,300		56,550		53,700
36	Hellman Av. & Edison Av.	37	Archibald Av. & Edison Av.	38	Turner Av. & Ontario Ranch Rd.	39	Haven Av. & Ontario Ranch Rd.	40	Hamner Av. & Ontario Ranch Rd.
	3,000		33,400		8,000		23,700		48,300
	61,700		55,750		54,050		47,300		53,400
	14(16)		261(255)		136(71)		217(173)		511(763)
	92(61)		827(1049)		86(46)		437(441)		216(836)
	64(127)		169(236)		215(160)		446(257)		377(641)
	42(36)		132(157)		50(153)		168(277)		379(354)
	2094(1900)		1175(1270)		1894(2043)		1293(1879)		1470(1771)
	318(204)		584(575)		38(66)		107(264)		268(445)
	37(12)		82(328)		141(156)		253(455)		835(908)
	1605(2541)		672(1795)		1564(2326)		1605(1884)		1637(1638)
	61(85)		194(811)		18(52)		51(91)		101(398)
	82(94)		496(474)		44(19)		101(85)		309(359)
	182(31)		1240(1126)		155(21)		344(407)		794(426)
	139(272)		933(558)		41(33)		175(116)		361(351)
	11,050		41,100		2,450		11,200		28,400
	54,000		56,450		55,750		54,050		55,500
41	I-15 SB Ramps & Cantu Galleano Ranch Rd.	42	I-15 NB Ramps & Cantu Galleano Ranch Rd.						
	25,400		33,500		18,850				
	1669(1624)		430(580)		491(759)				
	0(1)		797(1246)		281(258)				
	1564(2032)		576(838)		649(1035)				
	310(390)		1169(1496)		544(157)				
	4,450		33,500		23,250				
	52,750		53,500		23,250				

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

EXHIBIT 7-2: HORIZON YEAR (2050) WITH PROJECT TRAFFIC VOLUMES (PAGE 1 OF 2)



1	2	3	4	5
Euclid Av. (SR-83) & SR-60 WB Ramps 49,650 389(516) ↓ 1400(1717) ↑ 440(409) ↑ 5(7) ↑ 615(669) 504(867) 1668(1996) 15,100	Euclid Av. (SR-83) & SR-60 EB Ramps 50,400 13,000 52,800 1527(1925) ↓ 431(400) 539(317) 0(4) 926(536) 1458(1592) 657(608) 12,150	Euclid Av. (SR-83) & Walnut Av. 52,800 68(198) ↓ 1762(1719) ↓ 211(304) ↑ 186(210) ↑ 443(423) ↓ 163(125) 115(174) 328(570) 210(304) 136(168) 1846(1782) 62(101) 16,850	Euclid Av. (SR-83) & Riverside Dr. 19,000 52,750 164(429) ↓ 1687(1588) ↓ 262(120) ↑ 107(80) ↑ 548(697) ↓ 268(187) 189(153) 811(973) 216(172) 236(303) 1626(1717) 326(442) 30,450	Euclid Av. (SR-83) & Chino Av. 32,000 80,600 154(181) ↓ 1895(1650) ↓ 124(111) ↑ 238(122) ↑ 379(406) ↓ 125(165) 143(153) 285(684) 91(99) 78(86) 2075(1955) 213(262) 16,050
6	7	8	9	10
Euclid Av. (SR-83) & Schaefer Av. 79,350 186(186) 1834(1664) ↓ 130(103) ↑ 11(223) ↑ 28(270) ↓ 3(173) 425(401) 179(334) 181(178) 139(184) 1988(1756) 85(65) 23,300	Euclid Av. (SR-83) & Driveway 1 10,100 38,450 1899(1500) ↑ 3(9) 1089(1749) 9(3) 36,450	Euclid Av. (SR-83) & Driveway 2 150 38,450 1899(1500) ↑ 10(34) 1088(1719) 35(12) 36,450	Euclid Av. (SR-83) & Driveway 3 400 38,450 1899(1500) ↑ 9(28) 1114(1702) 28(11) 36,450	Euclid Av. (SR-83) & Driveway 4 1,600 38,450 1899(1500) ↑ 61(45) 69(48) 36,150
11	12	13	14	15
Euclid Av. (SR-83) & Edison Av. 67,000 194(254) ↓ 1402(1197) ↓ 589(390) ↑ 718(372) ↑ 893(736) ↓ 412(189) 432(352) 865(1372) 190(207) 160(207) 1111(1458) 191(163) 59,850	Euclid Av. (SR-83) & Eucalyptus Av. 58,550 37(93) ↓ 1451(1905) ↓ 278(138) ↑ 94(295) ↑ 178(196) ↓ 41(46) 78(59) 195(163) 175(227) 180(125) 1208(1544) 142(23) 17,000	Euclid Av. (SR-83) & Merrill Av. 51,750 62(10) 1468(2056) ↓ 475(334) ↑ 225(473) ↑ 60(0) ↓ 337(702) 7(4) 5(22) 4(18) 41(2) 1540(1334) 601(456) 21,900	Euclid Av. (SR-83) & Kimball Av. 21,900 60,250 501(564) ↓ 1018(1135) ↓ 224(1024) ↑ 819(274) ↑ 1170(494) ↓ 117(95) 359(579) 325(1025) 55(78) 81(98) 1043(1006) 73(213) 31,000	Driveway 5 & Schaefer Av. 7,000 173(416) ↓ 7(2) 2(6) 7,000

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

EXHIBIT 7-2: HORIZON YEAR (2050) WITH PROJECT TRAFFIC VOLUMES (PAGE 2 OF 2)

16	Driveway 6 & Schaefer Av.	17	Driveway 7 & Schaefer Av.	18	Driveway 8 & Edison Av.	19	Driveway 9 & Edison Av.	20	Driveway 10 & Edison Av.
<p>6,850</p> <p>← 37(199) 3(1)</p> <p>166(417) → 8(5) ↓</p> <p>3(8) → 2(4) →</p> <p>7,000</p> <p>250</p>		<p>6,850</p> <p>← 41(200)</p> <p>161(419) → 7(2) ↓</p> <p>2(6) →</p> <p>6,850</p> <p>Normal</p>		<p>2,100</p> <p>102(75)</p> <p>815(906) →</p> <p>13,650</p>		<p>6,200</p> <p>98(68)</p> <p>212(188) ↓ 604(719) →</p> <p>13,150</p> <p>190(138)</p> <p>↑ 87(68) ← 781(859)</p>		<p>350</p> <p>23(13)</p> <p>793(856) →</p> <p>13,150</p> <p>↑ 3(9) ← 845(913)</p>	
21	Sultana Av. & Schaefer Av.	22	Sultana Av. & Driveway 11	23	Sultana Av. & Driveway 12	24	Sultana Av. & Driveway 13	25	Sultana Av. & Driveway 14
<p>6,950</p> <p>↑ 38(193) ↓ 17(5)</p> <p>155(418) → 7(8) ↓</p> <p>2(7) → 1(3) →</p> <p>7,050</p> <p>300</p>		<p>300</p> <p>↑ 14(6) ↓ 10(6)</p> <p>1(4) ↓ 8(24) ↓</p> <p>13(4) → 2(7) →</p> <p>400</p>		<p>400</p> <p>4(2) ↓ 13(28) ↓</p> <p>1(4) ↓ 2(5) ↓</p> <p>5(1) → 14(7) →</p> <p>150</p> <p>400</p>		<p>400</p> <p>4(2) ↓ 11(31) ↓</p> <p>1(3) ↓ 2(6) ↓</p> <p>5(1) → 18(5) →</p> <p>150</p> <p>400</p>		<p>400</p> <p>13(37) ↓</p> <p>3(11) ↓ 12(3) → 23(7) →</p> <p>100</p> <p>500</p>	
26	Sultana Av. & Driveway 15	27	Sultana Av. & Driveway 16	28	Sultana Av. & Driveway 17	29	Sultana Av. & Edison Av.	30	Bon View Av. & Schaefer Av.
<p>500</p> <p>1(1) ↓ 15(47) ↓</p> <p>15(32) ↓</p> <p>27(10) → 35(10) →</p> <p>500</p> <p>950</p>		<p>950</p> <p>30(78) ↓</p> <p>11(7) ↓</p> <p>6(18) → 62(20) →</p> <p>300</p> <p>400</p>		<p>1,250</p> <p>41(85) ↓</p> <p>28(17) ↓</p> <p>11(29) → 69(38) →</p> <p>600</p> <p>1,250</p>		<p>1,900</p> <p>8(7) ↓ 791(850) →</p> <p>2(6) ↓ 129(110) ↓</p> <p>14,750</p> <p>62(95) ↓</p> <p>↑ 77(61) ↑ 841(916)</p>		<p>4,500</p> <p>50(22) ↓ 146(124) ↓</p> <p>22(63) ↓ 152(466) ↓ 23(55) ↓</p> <p>36(59) → 36(59) → 30(28) →</p> <p>5,900</p> <p>16(15) ↑ 307(196) ↑ 28(24) ↑</p> <p>3(11) ↓ 12(3) → 23(7) →</p> <p>100</p> <p>500</p>	
31	Bon View Av. & Edison Av.	32	Grove Av. & Schaefer Av.	33	Grove Av. & Edison Av.	34	Walker Av. & Edison Av.	35	Vineyard Av. & Edison Av.
<p>5,800</p> <p>64(40) ↓ 139(188) ↓ 11(21) ↓</p> <p>64(74) ↓ 1398(2112) ↓ 137(218) ↓</p> <p>28(12) ↑ 1762(974) ↑ 21(28) ↑</p> <p>163(73) → 199(193) → 38(59) →</p> <p>55,300</p> <p>7,700</p>		<p>13,000</p> <p>64(81) ↓ 433(488) ↓ 58(132) ↓</p> <p>52(131) ↓ 128(210) ↓ 41(166) ↓</p> <p>64(91) ↑ 216(122) ↑ 51(7) ↑</p> <p>54(43) → 634(650) → 23(65) →</p> <p>5,200</p> <p>12,400</p>		<p>13,300</p> <p>100(126) ↓ 491(403) ↓ 62(150) ↓</p> <p>240(119) ↓ 1481(2047) ↓ 447(192) ↓</p> <p>103(55) ↑ 1670(1013) ↑ 99(26) ↑</p> <p>161(402) → 385(613) → 20(166) →</p> <p>62,300</p> <p>19,350</p>		<p>9,000</p> <p>34(15) ↓ 258(143) ↓ 168(191) ↓</p> <p>59(23) ↓ 1593(2350) ↓ 85(30) ↓</p> <p>54(1) → 129(110) → 84(752) →</p> <p>120(284) ↑ 2305(1044) ↑ 264(267) ↑</p> <p>63,650</p> <p>12,300</p>		<p>1,700</p> <p>17(16) ↓ 92(21) ↓ 64(63) ↓</p> <p>35(37) ↓ 1628(2611) ↓ 57(57) ↓</p> <p>77(24) → 164(12) → 121(124) →</p> <p>41(54) ↑ 2303(2082) ↑ 301(72) ↑</p> <p>57,050</p> <p>1,750</p>	
36	Hellman Av. & Edison Av.	37	Archibald Av. & Edison Av.	38	Turner Av. & Ontario Ranch Rd.	39	Haven Av. & Ontario Ranch Rd.	40	Hamner Av. & Ontario Ranch Rd.
<p>3,000</p> <p>14(16) ↓ 92(61) ↓ 64(127) ↓</p> <p>37(12) ↓ 1748(2689) ↓ 61(85) ↓</p> <p>42(36) ↑ 2279(2032) ↑ 318(204) ↑</p> <p>82(94) → 182(31) → 139(272) →</p> <p>65,050</p> <p>11,050</p>		<p>33,750</p> <p>283(271) ↓ 827(1049) ↓ 169(236) ↓</p> <p>100(345) ↓ 779(1910) ↓ 212(828) ↓</p> <p>132(157) ↑ 1316(1370) ↑ 584(575) ↑</p> <p>518(490) → 1248(1126) → 933(558) →</p> <p>58,300</p> <p>41,500</p>		<p>8,200</p> <p>145(78) ↓ 86(46) ↓ 215(160) ↓</p> <p>148(163) ↓ 1664(2434) ↓ 18(52) ↓</p> <p>50(153) ↑ 2026(2137) ↑ 38(66) ↑</p> <p>44(19) → 155(21) → 41(33) →</p> <p>56,450</p> <p>2,450</p>		<p>23,850</p> <p>226(180) ↓ 437(441) ↓ 446(257) ↓</p> <p>260(462) ↓ 1698(1985) ↓ 51(91) ↓</p> <p>101(85) → 344(407) → 175(116) →</p> <p>168(277) ↑ 1415(1966) ↑ 107(264) ↑</p> <p>49,550</p> <p>11,200</p>		<p>48,650</p> <p>530(778) ↓ 216(836) ↓ 377(641) ↓</p> <p>852(921) ↓ 1697(1715) ↓ 117(408) ↓</p> <p>324(373) → 794(426) → 361(351) →</p> <p>379(354) ↑ 1558(1829) ↑ 268(445) ↑</p> <p>55,000</p> <p>28,750</p>	
41	I-15 SB Ramps & Cantu Galleano Ranch Rd.	42	I-15 NB Ramps & Cantu Galleano Ranch Rd.						
<p>25,750</p> <p>1711(1649) ↓ 0(1) ↓ 279(330) ↓</p> <p>1596(2076) → 338(423) →</p> <p>430(580) ↑ 844(1280) ↑</p> <p>4,800</p> <p>34,400</p>		<p>19,000</p> <p>500(766) ↑ 281(258) ↑</p> <p>583(845) → 1194(1533) →</p> <p>686(1062) → 544(157) →</p> <p>4,800</p> <p>23,950</p>							

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

TABLE 7-1: INTERSECTION ANALYSIS FOR HORIZON YEAR (2050) CONDITIONS

# Intersection	Traffic Control ²	2050 Without Project				2050 With Project				Acceptable LOS
		Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service		
		AM	PM	AM	PM	AM	PM	AM	PM	
1 Euclid Av. (SR-83) & SR-60 WB Ramps	TS	87.5	187.3	F	F	96.7	199.8	F	F	D
2 Euclid Av. (SR-83) & SR-60 EB Ramps	TS	192.3	116.7	F	F	>200.0	130.3	F	F	D
3 Euclid Av. (SR-83) & Walnut Av.	TS	41.0	53.4	D	D	47.9	54.6	D	D	D
4 Euclid Av. (SR-83) & Riverside Dr.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	E
5 Euclid Av. (SR-83) & Chino Av.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	E
6 Euclid Av. (SR-83) & Schaefer Av.	TS	196.8	>200.0	F	F	>200.0	>200.0	F	F	E
7 Euclid Av. (SR-83) & Driveway 1	CSS	Future Intersection		14.5	23.2	B	C			E
8 Euclid Av. (SR-83) & Driveway 2	CSS	Future Intersection		15.0	25.7	C	D			E
9 Euclid Av. (SR-83) & Driveway 3	CSS	Future Intersection		15.2	25.1	C	D			E
10 Euclid Av. (SR-83) & Driveway 4	CSS	Future Intersection		17.0	26.5	C	D			E
11 Euclid Av. (SR-83) & Edison Av.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	E
12 Euclid Av. (SR-83) & Eucalyptus Av.	TS	147.1	68.5	F	E	149.9	72.7	F	E	E
13 Euclid Av. (SR-83) & Merrill Av.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	E
14 Euclid Av. (SR-83) & Kimball Av.	TS	99.0	>200.0	F	F	107.3	>200.0	F	F	E
15 Driveway 5 & Schaefer Av.	CSS	Future Intersection		9.5	11.5	A	B			E
16 Driveway 6 & Schaefer Av.	CSS	Future Intersection		9.9	12.5	A	B			E
17 Driveway 7 & Schaefer Av.	CSS	Future Intersection		9.4	11.5	A	B			E
18 Driveway 8 & Edison Av.	CSS	Future Intersection		26.3	21.5	D	C			E
19 Driveway 9 & Edison Av.	CSS	Future Intersection		>100.0	>200.0	F	F			E
20 Driveway 10 & Edison Av.	CSS	Future Intersection		19.8	18.2	C	C			E
21 Sultana Av. & Schaefer Av.	TS ³	Future Intersection		11.3	10.9	B	B			E
22 Sultana Av. & Driveway 11	CSS	Future Intersection		8.6	8.6	A	A			E
23 Sultana Av. & Driveway 12	CSS	Future Intersection		8.7	8.8	A	A			E
24 Sultana Av. & Driveway 13	CSS	Future Intersection		8.6	8.7	A	A			E
25 Sultana Av. & Driveway 14	CSS	Future Intersection		8.4	8.6	A	A			E
26 Sultana Av. & Driveway 15	CSS	Future Intersection		8.5	8.7	A	A			E
27 Sultana Av. & Driveway 16	CSS	Future Intersection		8.5	8.8	A	A			E
28 Sultana Av. & Driveway 17	CSS	Future Intersection		8.6	8.9	A	A			E
29 Sultana Av. & Edison Av.	TS ³	Future Intersection		13.0	10.5	B	B			E
30 Bon View Av. & Schaefer Av.	AWS	19.6	45.4	C	E	21.7	51.8	C	F	E
31 Bon View Av. & Edison Av.	AWS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	E
32 Grove Av. & Schaefer Av.	AWS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	E
33 Grove Av. & Edison Av.	AWS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	E
34 Walker Av. & Edison Av.	AWS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	E
35 Vineyard Av. & Edison Av.	CSS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	E
36 Hellman Av. & Edison Av.	CSS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	E
37 Archibald Av. & Edison Av.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	E
38 Turner Av. & Ontario Ranch Rd.	TS	66.5	60.3	E	E	81.9	77.1	F	E	E
39 Haven Av. & Ontario Ranch Rd.	TS	130.8	>200.0	F	F	159.0	>200.0	F	F	E
40 Hamner Av. & Ontario Ranch Rd.	TS	159.7	>200.0	F	F	173.0	>200.0	F	F	D
41 I-15 SB Ramps & Cantu Galleano Ranch Rd.	TS	40.7	39.9	D	D	52.0	48.5	D	D	D
42 I-15 NB Ramps & Cantu Galleano Ranch Rd.	TS	19.8	48.5	B	D	20.7	54.9	C	D	D

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

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

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

³ A traffic signal has been evaluated for this intersection for Horizon Year conditions only, per the request of the City of Ontario.

- Euclid Avenue (SR-83) & Eucalyptus Avenue (#12) – LOS F AM peak hour only
- Euclid Avenue (SR-83) & Merrill Avenue (#13) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Merrill Avenue (#14) – LOS F AM and PM peak hours
- Bon View Avenue & Edison Avenue (#31) – LOS F AM and PM peak hours
- Grove Avenue & Schaefer Avenue (#32) – LOS F AM and PM peak hours
- Grove Avenue & Edison Avenue (#33) – LOS F AM and PM peak hours
- Walker Avenue & Edison Avenue (#34) – LOS F AM and PM peak hours
- Vineyard Avenue & Edison Avenue (#35) – LOS F AM and PM peak hours
- Hellman Avenue & Edison Avenue (#36) – LOS F AM and PM peak hours
- Archibald Avenue & Edison Avenue (#37) – LOS F AM and PM peak hours
- Haven Avenue & Ontario Ranch Road (#39) – LOS F AM and PM peak hours
- Hamner Avenue & Ontario Ranch Road (#40) – LOS F AM and PM peak hours

As shown on Table 7-1, the following additional study area intersections are anticipated to operate at an unacceptable LOS with the addition of the Project traffic, in addition to those identified under Horizon Year (2050) Without Project traffic conditions:

- Driveway 9 & Edison Avenue (#19) – LOS F AM and PM peak hours
- Bon View Avenue & Schaefer Avenue (#30) – LOS F PM peak hour only
- Turner Avenue & Ontario Ranch Road (#38) – LOS F AM peak hour only

The intersection operations analysis worksheets for Horizon Year (2050) Without Project and With Project traffic conditions are included in Appendices 7.1 and 7.2, respectively.

7.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

The following study area intersections are anticipated to meet planning level (ADT) volume-based traffic signal warrants for Horizon Year (2050) Without Project traffic conditions (see Appendix 7.3), in addition to those previously warranted under Existing, E+P, and Opening Year Cumulative traffic conditions:

- Vineyard Av. & Edison Av. (#35)
- Hellman Av. & Edison Av. (#36)

The following study area intersection is anticipated to meet planning level (ADT) volume-based traffic signal warrant for Horizon Year (2050) With Project traffic conditions (see Appendix 7.4), in addition to those previously warranted under Horizon Year (2050) Without Project traffic conditions:

- Driveway 9 & Edison Av. (#19)

7.6 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for Horizon Year (2050) traffic conditions are presented in Table 7-2. As shown in Table 7-2, the following movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows:

- Euclid Av. & SR-60 EB Ramps, EBL/R – AM peak hour only

Worksheets for Horizon Year (2050) Without Project and With Project traffic conditions queuing analysis are provided in Appendices 7.5 and 7.6, respectively.

TABLE 7-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR HORIZON YEAR (2050) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	2050 Without Project				2050 With Project			
			95th Percentile Queue (Feet)		Acceptable? ¹		95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak	PM Peak	AM	PM	AM Peak	PM Peak	AM	PM
Euclid Av. & SR-60 WB Ramps	WBL	350	640 ^{2,3}	586 ^{2,3}	Yes	Yes	675 ^{2,3}	614 ^{2,3}	Yes	Yes
	WBL/T/R	1,415	690 ²	626 ²	Yes	Yes	726 ²	654 ²	Yes	Yes
	WBR	350	501 ^{2,3}	427 ^{2,3}	Yes	Yes	501 ^{2,3}	428 ^{2,3}	Yes	Yes
Euclid Av. & SR-60 EB Ramps	EBL	900	646 ²	337	Yes	Yes	646 ²	337	Yes	Yes
	EBL/R	1,290	1,842 ²	986 ^{2,3}	No	Yes	1,920 ²	1,074 ²	No	Yes
I-15 SB Ramps & Cantu Galleano Ranch Rd.	SBL	1,435	120	193	Yes	Yes	120	193	Yes	Yes
	SBL/R	550	1,145 ^{2,3}	1,096 ^{2,3}	Yes	Yes	1,192 ^{2,3}	1,124 ^{2,3}	Yes	Yes
	SBR	455	1,068 ^{2,3}	1,004 ^{2,3}	Yes	Yes	1,114 ^{2,3}	1,033 ^{2,3}	Yes	Yes
I-15 NB Ramps & Cantu Galleano Ranch Rd.	NBL	1,615	538 ²	803 ²	Yes	Yes	566 ²	830 ²	Yes	Yes
	NBL/R	585	101	112	Yes	Yes	103	115	Yes	Yes

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

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

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the SR-60 and I-15 Freeway mainline.

7.7 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are anticipated to operate at a deficient LOS under Horizon Year (2050) traffic conditions.

7.7.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient under Horizon Year (2050) traffic conditions in an effort to achieve an acceptable LOS. The effectiveness of the recommended improvement strategies to address Horizon Year (2050) traffic deficiencies are presented in Table 7-3. Worksheets for Horizon Year (2050) Without Project and With Project traffic conditions, with improvements, HCM calculation worksheets are provided in Appendices 7.7 and 7.8, respectively.

TABLE 7-3: HORIZON YEAR (2045) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WITH IMPROVEMENTS (1 OF 2)

	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service		Acceptable LOS	
		Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM		
		L	T	R	L	T	R	L	T	R	L	T	R						
1 Euclid Av. (SR-83) & SR-60 WB Ramps																			
Without Project:	TS	<u>2</u>	2	0	0	<u>3</u>	0	0	0	0	0	1	1	1	32.2	46.8	C	D	D
With Project:	TS	<u>2</u>	2	0	0	<u>3</u>	0	0	0	0	0	1	1	1	34.1	52.6	C	D	
2 Euclid Av. (SR-83) & SR-60 EB Ramps																			
Without Project:	TS	0	2	1	<u>2</u>	2	0	1	1	<u>1</u>	0	0	0	29.2	43.2	C	D	D	
With Project:	TS	0	2	1	<u>2</u>	2	0	1	1	<u>1</u>	0	0	0	29.8	50.1	C	D		
4 Euclid Av. (SR-83) & Riverside Dr.																			
Without Project:	TS	<u>2</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>3</u>	1>	1	<u>2</u>	<u>1</u>	1	2	d	77.7	63.9	E	E	E	
With Project:	TS	<u>2</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>3</u>	1>	1	<u>2</u>	<u>1</u>	1	2	d	79.4	71.6	E	E		
5 Euclid Av. (SR-83) & Chino Av.																			
Without Project:	TS	1	<u>3</u>	1	1	<u>3</u>	1	1	1	1	<u>1</u>	1	0	46.5	65.8	D	E	E	
With Project:	TS	1	<u>3</u>	1	1	<u>3</u>	1	1	1	1	<u>1</u>	1	0	47.7	68.6	D	E		
6 Euclid Av. (SR-83) & Schaefer Av.																			
Without Project:	TS	<u>2</u>	<u>3</u>	1	<u>2</u>	<u>3</u>	1	<u>2</u>	1	1	1	1	0	27.1	68.6	C	E	E	
With Project:	TS	<u>2</u>	<u>3</u>	1	<u>2</u>	<u>3</u>	1	<u>2</u>	1	1	1	1	0	29.9	68.7	C	E		
11 Euclid Av. (SR-83) & Edison Av.																			
Without Project:	TS	<u>2</u>	<u>3</u>	1	<u>2</u>	<u>3</u>	1>	<u>2</u>	<u>3</u>	1	<u>2</u>	<u>2</u>	1>	65.1	45.1	E	D	E	
With Project:	TS	<u>2</u>	<u>3</u>	1	<u>2</u>	<u>3</u>	1>	<u>2</u>	<u>3</u>	1	<u>2</u>	<u>2</u>	1>	77.9	54.5	E	D		
12 Euclid Av. (SR-83) & Eucalyptus Av.																			
Without Project:	TS	1	<u>3</u>	1	1	<u>3</u>	1	1	1	1	<u>2</u>	1	<u>1</u>	26.3	23.6	C	C	E	
With Project:	TS	1	<u>3</u>	1	1	<u>3</u>	1	1	1	1	<u>2</u>	1	<u>1</u>	27.0	24.3	C	C		
13 Euclid Av. (SR-83) & Merrill Av.																			
Without Project:	TS	1	<u>3</u>	1>	<u>2</u>	<u>3</u>	0	<u>1</u>	1	0	<u>2</u>	1	1>	58.3	43.2	E	D	E	
With Project:	TS	1	<u>3</u>	1>	<u>2</u>	<u>3</u>	0	<u>1</u>	1	0	<u>2</u>	1	1>	62.9	46.4	E	D		
14 Euclid Av. (SR-83) & Kimball Av.																			
Without Project:	TS	1	<u>3</u>	1>	2	<u>3</u>	1>	2	2	1	2	2	1>	63.4	72.0	E	E	E	
With Project:	TS	1	<u>3</u>	1>	2	<u>3</u>	1>	2	2	1	2	2	1>	69.3	74.8	E	E		
19 Driveway 9 & Edison Av.																			
Without Project:	TS													Future Intersection			E		
With Project:	TS	0	0	0	0	1	0	1	1	0	0	1	0	28.9	12.8	C	B		
29 Sultana Av. & Edison Av.																			
Without Project:	TS													Future Intersection			E		
With Project:	CSS	0	0	0	<u>1</u>	0	<u>1</u>	1	1	0	0	1	0	34.7	49.2	D	E		
30 Bon View Av. & Schaefer Av.																			
Without Project:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	19.6	45.4	C	E	E	
With Project:	TS	0	1	0	0	1	0	0	1	0	0	1	0	7.4	8.6	A	A		
31 Bon View Av. & Edison Av.																			
Without Project:	TS	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	<u>3</u>	0	<u>1</u>	<u>3</u>	0	16.8	12.3	B	B	E	
With Project:	TS	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	<u>3</u>	0	<u>1</u>	<u>3</u>	0	19.1	13.5	B	B		
32 Grove Av. & Schaefer Av.																			
Without Project:	TS	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	7.0	9.2	A	A	E	
With Project:	TS	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	7.1	9.5	A	A		
33 Grove Av. & Edison Av.																			
Without Project:	TS	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>3</u>	0	<u>1</u>	<u>3</u>	0	29.7	64.3	C	E	E	
With Project:	TS	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>3</u>	0	<u>1</u>	<u>3</u>	0	38.5	74.5	D	E		

TABLE 7-3: HORIZON YEAR (2045) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WITH IMPROVEMENTS (2 OF 2)

34 Walker Av. & Edison Av.																			
	Without Project:	TS	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	<u>4</u>	0	<u>1</u>	<u>4</u>	0	32.1	50.8	C	D	E
	With Project:	TS	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	<u>4</u>	0	<u>1</u>	<u>4</u>	0	34.2	70.8	C	E	
35 Vineyard Av. & Edison Av.																			
	Without Project:	TS	<u>1</u>	<u>1</u>	0	<u>1</u>	<u>1</u>	0	<u>1</u>	<u>3</u>	0	<u>1</u>	<u>3</u>	0	22.1	13.8	C	B	E
	With Project:	TS	<u>1</u>	<u>1</u>	0	<u>1</u>	<u>1</u>	0	<u>1</u>	<u>3</u>	0	<u>1</u>	<u>3</u>	0	25.6	15.2	C	B	
36 Hellman Av. & Edison Av.																			
	Without Project:	TS	<u>1</u>	<u>1</u>	0	<u>1</u>	<u>1</u>	0	<u>1</u>	<u>3</u>	0	<u>1</u>	<u>3</u>	0	40.6	74.0	D	E	E
	With Project:	TS	<u>1</u>	<u>1</u>	0	<u>1</u>	<u>1</u>	0	<u>1</u>	<u>3</u>	0	<u>1</u>	<u>3</u>	0	51.2	77.9	D	E	
37 Archibald Av. & Edison Av.																			
	Without Project:	TS	<u>2</u>	<u>3</u>	1>>	<u>2</u>	<u>3</u>	1>	2	<u>4</u>	1>>	2	<u>4</u>	1	53.9	56.6	D	E	E
	With Project:	TS	<u>2</u>	<u>3</u>	1>>	<u>2</u>	<u>3</u>	1>	2	<u>4</u>	1>>	2	<u>4</u>	1	60.6	62.9	E	E	
38 Turner Av. & Ontario Ranch Rd.																			
	Without Project:	TS	1	1	0	1	1	0	1	<u>3</u>	1	1	<u>3</u>	1	34.8	21.6	C	C	E
	With Project:	TS	1	1	0	1	1	0	1	<u>3</u>	1	1	<u>3</u>	1	39.2	23.0	D	C	
39 Haven Av. & Ontario Ranch Rd.																			
	Without Project:	TS	1	<u>2</u>	1	1	<u>2</u>	1	1	3	1	1	3	1	57.4	71.8	E	E	E
	With Project:	TS	1	<u>2</u>	1	1	<u>2</u>	1	1	3	1	1	3	1	70.4	73.3	E	E	
40 Hamner Av. & Ontario Ranch Rd.																			
	Without Project:	TS	2	3	1>	2	<u>3</u>	0	2	4	1>	2	<u>3</u>	1	43.5	43.4	D	D	D
	With Project:	TS	2	3	1>	2	<u>3</u>	0	2	4	1>	2	<u>3</u>	1	46.0	46.7	D	D	

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

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

L = Left; T = Through; R = Right; 1 = Improvement

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

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

7.7.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

Improvement strategies have been recommended at study area off-ramps that have been identified as deficient under Horizon Year (2050) traffic conditions and are shown in Table 7-4. The improvements are consistent with the intersection improvements identified in Table 7-3. Worksheets for Horizon Year (2050) conditions, with improvements, off-ramp queuing analysis worksheets are provided in Appendices 7.9 and 7.10, respectively.

TABLE 7-4: PEAK HOUR QUEUING SUMMARY FOR HORIZON YEAR (2045) CONDITIONS WITH IMPROVEMENTS

Intersection	Movement	Available Stacking Distance (Feet)	2050 Without Project				2050 With Project			
			95th Percentile Queue (Feet)		Acceptable? ¹		95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak	PM Peak	AM	PM	AM Peak	PM Peak	AM	PM
Euclid Av. & SR-60 EB Ramps	EBL	900	561 ²	337	Yes	Yes	561 ²	337	Yes	Yes
	EBL/R	1,290	775 ²	406 ²	Yes	Yes	815 ²	452 ²	Yes	Yes

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

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

8 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the City of Ontario are funded through a combination of construction of improvements, development impact fee programs or fair share contributions, such as the City of Ontario Development Impact Fee (DIF) program. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors.

8.1 CITY OF ONTARIO DEVELOPMENT IMPACT FEE PROGRAM

The City of Ontario has created its own local DIF program to impose and collect fees from new residential, commercial, and industrial development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the City's General Plan Circulation Element. The City's DIF includes regional improvements to comply with Measure "I." The fee schedule was last updated in January 2020 and is reviewed/adjusted annually based upon changes in the construction cost index (CCI). Under the City's DIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

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

The Project Applicant will be subject to the City's DIF fee program and will pay the requisite City DIF fees at the rates then in effect pursuant to the City's ordinance. The Project Applicant's payment of the requisite DIF at the rates then in effect, pursuant to the City DIF Program, would satisfy the Project's proportional improvement requirements at potentially affected DIF-funded facilities.

8.2 MEASURE "I" FUNDS

In 2004, the voters of San Bernardino County approved the 30-year extension of Measure "I," a one-half of one percent sales tax on retail transactions, through the year 2050, for transportation projects including, but not limited to, infrastructure improvements, commuter rail, public transit, and other identified improvements. The Measure "I" extension requires that a regional traffic impact fee be created to ensure development is paying its fair share. A regional Nexus study was prepared by SBCTA and concluded that each jurisdiction should include a regional fee component in their local programs in order to meet the Measure "I" requirement. The regional component assigns specific facilities and cost sharing formulas to each jurisdiction and was most recently updated in November 2011. Revenues collected through these programs are used in tandem with Measure "I" funds to deliver projects identified in the Nexus Study. While Measure "I" is a self-executing sales tax administered by SBCTA, it bears discussion here because the funds raised through Measure "I" have funded in the past and will continue to fund new transportation facilities in San Bernardino County.

TABLE 8-1: ESTIMATED FEE OBLIGATION

Fee Reference	\$ PER UNIT
Business Park Uses	\$5.824
Industrial Uses	\$3.002

Source: City of Ontario General City (GC) Development Impact Fees (DIF), effective January 1, 2020.

Fee Calculation Program	Category	Unit Cost	Units	Local Circulation
Streets, Signals and Bridges	Business Park Uses	\$5.824	191,378	\$1,114,585
Streets, Signals and Bridges	Industrial Uses	\$3.002	809,217	\$2,429,269
Total Transportation Impact Fees				\$3,543,855

8.3 FAIR SHARE CONTRIBUTION

Project improvement may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City’s discretion).

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, has been provided in Table 8-2 for the applicable deficient study area intersections.

These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

TABLE 8-2: PROJECT FAIR SHARE CALCULATIONS (1 OF 2)

#	Intersection	Existing (2022)	Project Buildout	2045 With Project ²	Total New Traffic	Project % of New Traffic ¹	
1	Euclid Av. (SR-83) & SR-60 WB Ramps	AM:	3,348	28	5,508	2,160	1.3%
		PM:	3,403	34	5,989	2,586	1.3%
2	Euclid Av. (SR-83) & SR-60 EB Ramps	AM:	3,713	51	6,092	2,379	2.1%
		PM:	3,330	62	5,901	2,571	2.4%
4	Euclid Av. (SR-83) & Riverside Dr.	AM:	3,541	59	6,953	3,412	1.7%
		PM:	3,342	70	7,254	3,912	1.8%
5	Euclid Av. (SR-83) & Chino Av.	AM:	2,931	58	6,256	3,325	1.7%
		PM:	2,926	71	6,251	3,325	2.1%
6	Euclid Av. (SR-83) & Schaefer Av.	AM:	2,370	78	5,653	3,283	2.4%
		PM:	2,675	121	5,899	3,224	3.8%
11	Euclid Av. (SR-83) & Edison Av.	AM:	2,851	88	7,638	4,787	1.8%
		PM:	2,832	82	7,260	4,428	1.9%
12	Euclid Av. (SR-83) & Eucalyptus Av.	AM:	2,355	46	4,501	2,146	2.1%
		PM:	2,597	34	5,150	2,553	1.3%
13	Euclid Av. (SR-83) & Merrill Av.	AM:	2,459	27	5,180	2,721	1.0%
		PM:	2,631	33	5,673	3,042	1.1%
14	Euclid Av. (SR-83) & Kimball Av.	AM:	3,365	28	6,052	2,687	1.0%
		PM:	3,575	33	6,742	3,167	1.0%
19	Driveway 9 & Edison Av.	AM:	847	35	2,204	1,357	2.6%
		PM:	821	34	2,145	1,324	2.6%
29	Sultana Av. & Edison Av.	AM:	847	118	2,021	1,174	10.1%
		PM:	821	126	2,054	1,233	10.2%
30	Bon View Av. & Schaefer Av.	AM:	753	20	1,094	341	5.9%
		PM:	848	21	1,278	430	4.9%
31	Bon View Av. & Edison Av.	AM:	979	113	4,060	3,081	3.7%
		PM:	1,059	119	4,039	2,980	4.0%
32	Grove Av. & Schaefer Av.	AM:	1,080	16	2,018	938	1.7%
		PM:	1,056	15	2,284	1,228	1.2%

TABLE 8-2: PROJECT FAIR SHARE CALCULATIONS (2 OF 2)

33	Grove Av. & Edison Av.	AM:	1,284	113	5,319	4,035	2.8%
		PM:	1,315	119	5,465	4,150	2.9%
34	Walker Av. & Edison Av.	AM:	1,140	98	5,355	4,215	2.3%
		PM:	1,276	104	5,248	3,972	2.6%
35	Vineyard Av. & Edison Av.	AM:	0	96	4,913	4,913	2.0%
		PM:	0	102	5,191	5,191	2.0%
36	Hellman Av. & Edison Av.	AM:	0	95	5,071	5,071	1.9%
		PM:	0	101	5,677	5,677	1.8%
37	Archibald Av. & Edison Av.	AM:	3,029	96	7,438	4,409	2.2%
		PM:	3,482	102	9,213	5,731	1.8%
38	Turner Av. & Ontario Ranch Rd.	AM:	1,611	80	4,670	3,059	2.6%
		PM:	1,828	87	5,381	3,553	2.4%
39	Haven Av. & Ontario Ranch Rd.	AM:	2,285	77	5,538	3,253	2.4%
		PM:	2,800	84	6,554	3,754	2.2%
40	Hamner Av. & Ontario Ranch Rd.	AM:	3,391	73	7,569	4,178	1.7%
		PM:	4,016	80	9,122	5,106	1.6%

¹ **BOLD** = Highest fair share percentage is highlighted.

² For intersections where the Horizon Year project only volumes are negative, the opening year cumulative volumes have been utilized.

9 REFERENCES

1. **County of San Bernardino.** *Transportation Impact Study Guidelines*. County of San Bernardino : s.n., July 2019.
2. **Institute of Transportation Engineers.** *Trip Generation Manual*. 11th Edition. 2021.
3. **San Bernardino Associated Governments.** *Congestion Management Program for County of San Bernardino*. County of San Bernardino : s.n., Updated June 2016.
4. **Transportation Research Board.** *Highway Capacity Manual (HCM)*. 6th Edition. s.l. : National Academy of Sciences, 2016.
5. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD)*. 2014, Updated March 30, 2021 (Revision 6).
6. **The Planning Center for The City of Ontario.** *The Ontario Plan Environmental Impact Report*. Ontario : s.n., July 2009.
7. **The City of Eastvale.** *Adopted Genreal Plan*. Eastvale : s.n., June 13, 2012.
8. **The City of Chino.** *Envision Chino General Plan 2025*. Chino : s.n., July 2010.
9. **California Department of Transportation.** *Guide for the Preparation of Traffic Impact Studies*. December 2002.
10. **Institute of Transportation Engineers.** *Trip Generation Manual*. 11th Edition. 2021.

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APPENDIX 1.1: TRAFFIC STUDY SCOPING AGREEMENT

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October 24, 2022

Mr. Jay Bautista
City of Ontario
303 E. B Street
Ontario, CA 91764

EUCLID MIXED-USE SPECIFIC PLAN TRAFFIC STUDY SCOPING AGREEMENT

Mr. Jay Bautista,

Urban Crossroads, Inc. has prepared the following assessment for the proposed Euclid Mixed-Use Specific Plan development (**Project**) to establish a traffic analysis (**TA**) scope of work. The Project is bounded by Euclid Avenue (SR-83) to the west, Schaefer Avenue to the north, Ontario Ranch Road/Edison Avenue to the south, and Sultana Avenue to the east within the City of Ontario. The following memo outlines the project-related trip generation, trip distribution patterns, proposed study area and analysis scenarios expected to be included in the Project traffic analysis.

PROJECT DESCRIPTION

Exhibit 1 illustrates the location map for the proposed Project and Exhibit 2 shows the preliminary site plan. The underlying land uses are consistent with the City's recently adopted The Ontario Plan (TOP) 2050. It is our understanding that the Project is to consist of the following uses:

1. Planning Area 1 (Business Park): 135,841 square feet of business park uses fronting Euclid Avenue (SR-83) and 399,135 square feet of warehousing use
2. Planning Area 2 (Business Park): 55,537 square feet of business park uses fronting Euclid Avenue (SR-83) and 450,784 square feet of warehousing use
3. Planning Area 3A (Business Park & Commercial Retail): 122,898 square feet of warehousing use and 30,225 square feet of commercial retail use (10,000 square feet of fast-food restaurant use without drive-through window, 10,000 square feet of fast-food restaurant with drive-through window, and 10,225 square feet of retail space)
4. Planning Area 3B (Multifamily Residential): 466 multifamily residential dwelling units
5. Planning Area 4 (Truck/Trailer Parking): 7.4 acres
6. Planning area 5 (Truck/Trailer Parking): 4.8 acres

Project Buildout is anticipated in Year 2027. Access to the proposed Project would be provided to the surrounding roadways of Schaefer Avenue to the north, Euclid Avenue (SR-83) to the west, Ontario Ranch Road/Edison Avenue to the south, and Sultana Avenue to the east.

Note that the area shown on Exhibit 2 as "Future Development" is not controlled by the Project Applicant.

EXHIBIT 1: LOCATION MAP

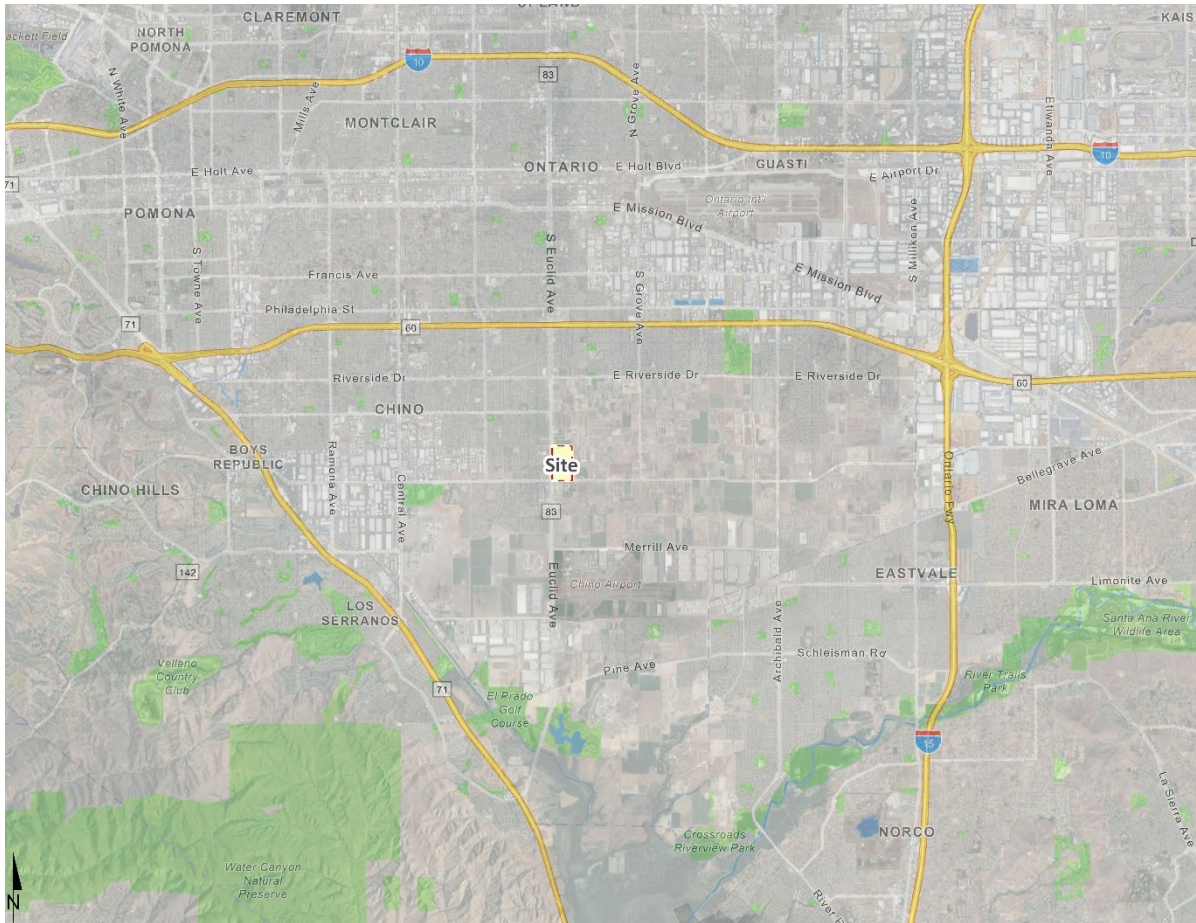
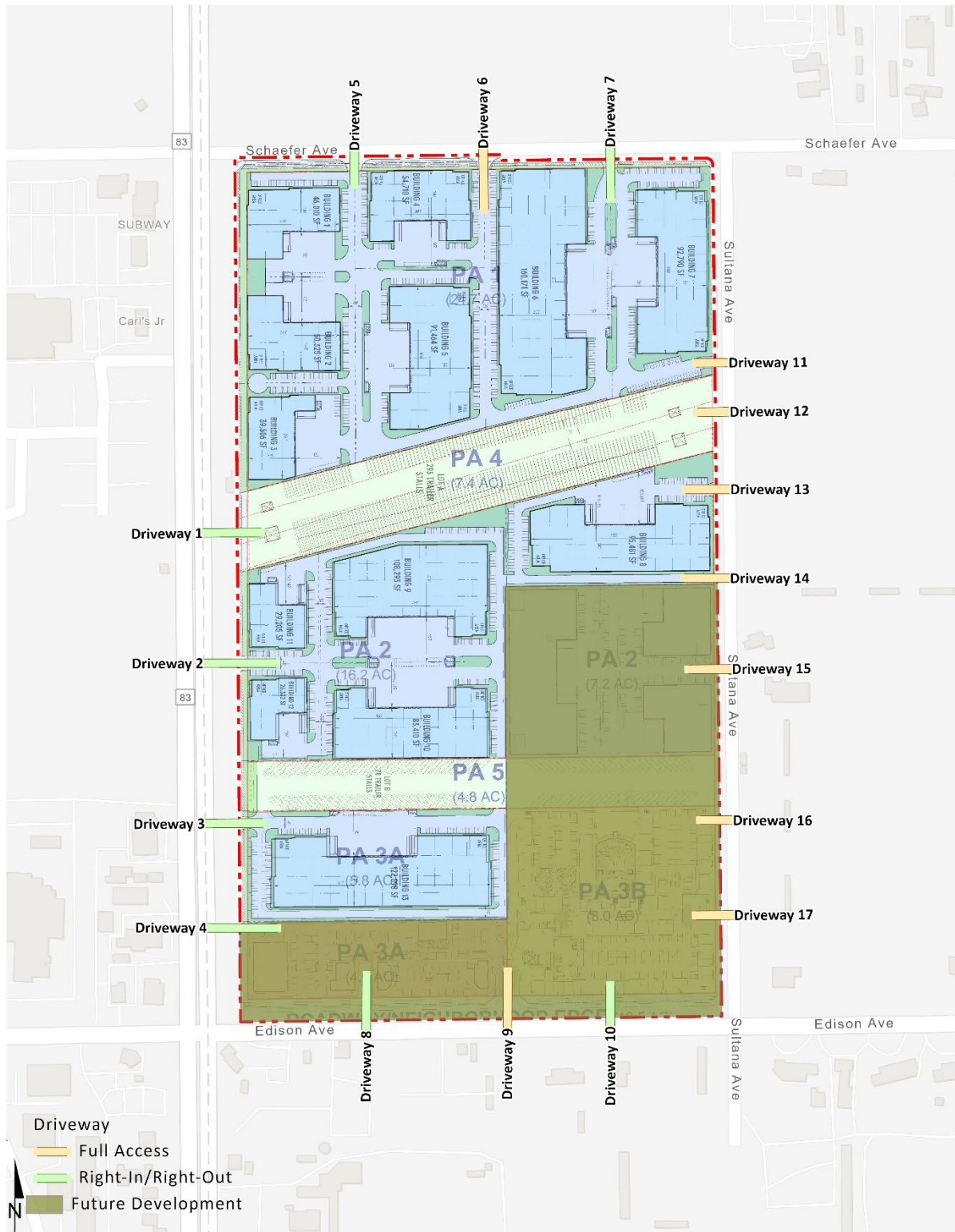


EXHIBIT 2: PRELIMINARY SITE PLAN



PROPOSED ANALYSIS SCENARIOS

The following analysis scenarios are proposed to be evaluated in the Traffic Study:

- Existing (2022)
- Existing plus Project
- Opening Year Cumulative (2027) Without Project
- Opening Year Cumulative (2027) With Project
- Horizon Year (2050) Without Project
- Horizon Year (2050) With Project

Horizon Year (2050) forecasts will be developed for the recently adopted TOP 2050 General Plan Update. Note that the area shown previously on Exhibit 2 as “Future Development” will only be evaluated for Existing plus Project (E+P) and Horizon Year (2050) traffic conditions only (not to be included for Opening Year Cumulative conditions).

EXISTING COUNT DATA

We are proposing to use new traffic counts for the study area intersections that were conducted earlier in 2022 while local schools were in session and will not apply any further adjustments in establishing the baseline as traffic counts would reflect the current conditions, including any foreseeable lasting effects due to the COVID-19 pandemic. Locations where recent counts are not available will be collected when local schools are in session and operating on normal schedules.

AMBIENT GROWTH

Future year traffic forecasts will be based upon a background (ambient) growth of 2% per year, compounded annually for five years. The growth factor for Opening Year Cumulative (2027) traffic conditions will be 10.41% (or $1.02^{5 \text{ years}}$).

TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) [Trip Generation Manual](#) (11th Edition, 2021) and empirical data were used to estimate the trip generation. The following trip generation rate and vehicle mix were utilized for calculating the trip generation for the proposed Project:

- Based on the types of uses anticipated to be developed within the business park area, the trip generation rates for ITE land use code 130 (Industrial Park) have been used to derive site specific trip generation estimates for up to 191,378 square feet along the Euclid Avenue (SR-83) frontage. The vehicle mix has been obtained from the ITE’s latest

Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

- ITE land use code 150 (Warehousing) has been used to derive site specific trip generation estimates for up to 972,817 square feet. A warehouse is primarily devoted to the storage of materials but may also include office and maintenance areas. The vehicle mix has been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- ITE land use code 220 (Multifamily Low-Rise Residential) has been used to derive site specific trip generation estimates for up to 466 dwelling units.
- ITE land use code 822 (Strip Retail), ITE land use code 933 (Fast-Food Restaurant Without Drive-Through Window), and ITE land use code 934 (Fast-Food Restaurant With Drive-Through Window) have been used to derive site specific trip generation estimates for up to 30,225 square feet of commercial retail use.
- The ITE Trip Generation Manual does not currently have any trip generation rates for a truck/trailer parking lot, as such, trip generation estimates for the proposed project have been developed using data collected at other facilities with operations similar to those proposed. Table A-1 in Attachment A summarizes the count data collected at 2 existing facilities located at 5087 Patterson Avenue in the City of Perris and 14769 San Bernardino Avenue in the City of Fontana. The actual driveway counts have been attached to this assessment for each of these facilities in Attachment A. In other words, this traffic analysis will conservatively assume the truck/trailer parking lot will be an independent use that does not specifically serve the adjacent warehouse use.

Table A-2 in Attachment A shows the trip generation rates for each existing facility which have been developed by dividing the data collected at the sites by their respective total acreage as shown on Table A-1. The average trip rate has been calculated by averaging the 2 comparable sites. A passenger-car equivalent (PCE) of 1.5, 2.0, and 3.0 have been applied to 2-axle, 3-axle, and 4+-axle vehicles, consistent with the City's Guidelines. PCE rates were calculated by taking the actual vehicle trip generation rates and applying the PCE factors shown in Table A-2. PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). 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 purposes of capacity and level of service analyses. The trip generation rates used for the Project are summarized on Table 1.

TABLE 1: TRIP GENERATION RATES

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
Warehousing ³	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars (AM=88.2%, PM=83.3%, Daily=64.9%)			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (AM=1.97%, PM=2.79%, Daily=5.86%)			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks (AM=2.44%, PM=3.46%, Daily=7.27%)			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks (AM=7.39%, PM=10.45%, Daily=21.97%)			0.007	0.006	0.013	0.010	0.009	0.019	0.376
Industrial Park ³	TSF	130	0.275	0.065	0.340	0.075	0.265	0.340	3.370
Passenger Cars (AM=88.2%, PM=88.2%, Daily=83.1%)			0.257	0.043	0.300	0.060	0.240	0.300	2.800
2-Axle Trucks (AM=2.0%, PM=2.0%, Daily=2.8%)			0.003	0.004	0.007	0.003	0.004	0.007	0.095
3-Axle Trucks (AM=2.4%, PM=2.4%, Daily=3.5%)			0.004	0.005	0.008	0.003	0.005	0.008	0.118
4+-Axle Trucks (AM=7.4%, PM=7.4%, Daily=10.6%)			0.011	0.014	0.025	0.010	0.016	0.025	0.357
Trailer Yard ⁴	Acres	--	0.227	0.222	0.449	0.111	0.111	0.222	5.586
Passenger Cars			0.000	0.556	0.556	0.333	0.000	0.333	4.000
2-Axle Trucks			0.111	0.047	0.159	0.111	0.000	0.111	6.268
3-Axle Trucks			0.111	0.000	0.111	0.000	0.333	0.333	8.717
4+-Axle Trucks			0.003	0.000	0.003	0.000	0.009	0.009	0.281
Multifamily (Low-Rise) Residential	DU	220	0.10	0.30	0.40	0.32	0.19	0.51	6.74
Strip Retail (<40,000 SF)	TSF	822	1.42	0.94	2.36	3.30	3.29	6.59	54.45
Fast-Food Without Drive-Through Window	TSF	933	25.04	18.14	43.18	16.61	16.60	33.21	450.49
Fast-Food With Drive-Through Window	TSF	934	22.751	21.859	44.610	17.176	15.854	33.030	467.480
Passenger Car Equivalent (PCE) Trip Generation Rates⁶									
Warehousing ³	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (PCE = 1.5)			0.003	0.002	0.005	0.005	0.003	0.008	0.150
3-Axle Trucks (PCE = 2.0)			0.004	0.004	0.008	0.006	0.006	0.012	0.248
4+-Axle Trucks (PCE = 3.0)			0.021	0.017	0.038	0.030	0.026	0.056	1.127
Industrial Park ³	TSF	130	0.275	0.065	0.340	0.075	0.265	0.340	3.370
Passenger Cars			0.257	0.043	0.300	0.060	0.240	0.300	2.800
2-Axle Trucks (PCE = 1.5)			0.005	0.006	0.010	0.004	0.006	0.010	0.143
3-Axle Trucks (PCE = 2.0)			0.007	0.009	0.017	0.006	0.010	0.017	0.236
4+-Axle Trucks (PCE = 3.0)			0.034	0.041	0.075	0.029	0.047	0.075	1.070
Trailer Yard ⁴	Acres	--	0.227	0.222	0.449	0.111	0.111	0.222	5.586
Passenger Cars			0.000	0.556	0.556	0.333	0.000	0.333	4.000
2-Axle Trucks (PCE = 1.5)			0.167	0.071	0.238	0.167	0.000	0.167	9.402
3-Axle Trucks (PCE = 2.0)			0.222	0.000	0.222	0.000	0.667	0.667	17.434
4+-Axle Trucks (PCE = 3.0)			0.009	0.000	0.009	0.000	0.028	0.028	0.844

¹ Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² TSF = thousand square feet; DU - Dwelling Units

³ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

⁴ Trip generation rates based on empirical data of existing surveyed sites.

As the Project is proposed to include retail and restaurant uses, pass-by percentages have been obtained from the ITE [Trip Generation Manual](#). Pass-by trips account for trips that are currently on the existing roadway network that would stop by uses within the proposed Project on their way to their ultimate destination. Patrons of the uses may also visit other uses on-site, including the restaurants, and retail uses, without leaving the site.

Internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. In other words, trips may be made between individual retail uses on-site and can be made either by walking or using internal roadways without using external streets. An internal capture reduction was applied to recognize the interactions that would occur between the various complementary land uses (residential, retail, and restaurant uses). The internal capture is based on the National Cooperative Highway Research Program's (NCHRP Report 684) internal capture trip capture estimation tool. These internal capture worksheets are attached to this scoping agreement (see Attachment B).

The Project trip generation summary is shown on Table 2 in actual vehicles. The proposed Project is anticipated to generate a total of 8,820 two-way trips per day with 864 AM peak hour trips and 732 PM peak hour trips (actual vehicles). Per the City's Guidelines, any operations analysis is to utilize the PCE trip generation. As shown on Table 3, the Project is anticipated to generate a total of 10,042 two-way PCE trips per day with 907 AM PCE peak hour trips and 792 PM PCE peak hour trips.

TABLE 2: PROJECT TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Truck/Trailer Parking Lot	12.2 Acres							
Passenger Cars:		0	7	7	4	0	4	50
2-axle Trucks:		1	1	2	1	0	1	76
3-axle Trucks:		1	0	1	0	4	4	106
4+-axle Trucks:		0	0	0	0	0	0	4
Total Truck Trips (Actual Vehicles):		2	1	3	1	4	5	186
Truck Parking Lot Total Trips (Actual Vehicles)²		2	8	10	5	4	9	236
Warehousing	972.817 TSF							
Passenger Cars:		117	29	146	33	112	145	1,080
2-axle Trucks:		2	1	3	3	2	5	98
3-axle Trucks:		2	2	4	3	3	6	122
4+-axle Trucks:		7	5	12	10	9	19	366
Total Truck Trips (Actual Vehicles):		11	8	19	16	14	30	586
Warehousing Total Trips (Actual Vehicles)²		128	37	165	49	126	175	1,666
Business Park	191.378 TSF							
Passenger Cars:		49	8	57	11	46	57	536
2-axle Trucks:		1	1	2	0	1	1	18
3-axle Trucks:		1	1	2	1	1	2	24
4+-axle Trucks:		2	3	5	2	3	5	68
Total Truck Trips (Actual Vehicles):		4	5	9	3	5	8	110
Business Park Total Trips (Actual Vehicles)²		53	13	66	14	51	65	646
Multifamily (Low-Rise) Residential	466 DU	45	142	187	150	88	238	3,142
Internal Capture		-3	-29	-32	-33	-21	-54	-714
Residential Total Trips		42	113	155	117	67	184	2,428
Fast-food Without Drive-Through	10.000 TSF	250	181	431	166	166	332	4,506
Fast-food With Drive-Through	10.000 TSF	228	219	447	172	159	331	4,676
Internal Capture		-29	-3	-32	-28	-41	-69	-956
Pass-by Reduction (50% - AM; 55% - PM/Daily)		-199	-199	-398	-156	-156	-312	-4,524
Restaurant Total Trips		250	198	448	154	128	282	3,702
Strip Retail	10.225 TSF	14	10	24	34	34	68	558
Internal Capture		-2	-2	-4	-20	-19	-39	-322
Pass-by Reduction (40% - PM/Daily)		0	0	0	-6	-6	-12	-94
Retail Total Trips		12	8	20	8	9	17	142
Passenger Cars		470	363	833	327	362	689	7,938
Trucks		17	14	31	20	23	43	882
Total Trips (Actual Vehicles)²		487	377	864	347	385	732	8,820

¹ TSF = thousand square feet; DU = Dwelling Units

² Total Trips = Passenger Cars + Truck Trips.

TABLE 3: PROJECT TRIP GENERATION SUMMARY (PCE)

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Truck/Trailer Parking Lot	12.2 Acres							
Passenger Cars:		0	7	7	4	0	4	50
2-axle Trucks:		2	1	3	2	0	2	116
3-axle Trucks:		3	0	3	0	8	8	214
4+-axle Trucks:		0	0	0	0	0	0	10
Total Truck Trips (PCE):		5	1	6	2	8	10	340
Truck Parking Lot Total Trips (PCE)²		5	8	13	6	8	14	390
Warehousing	972.817 TSF							
Passenger Cars:		117	29	146	33	112	145	1,080
2-axle Trucks:		3	2	5	4	3	7	146
3-axle Trucks:		4	4	8	6	6	12	242
4+-axle Trucks:		20	16	36	29	26	55	1,096
Total Truck Trips (PCE):		27	22	49	39	35	74	1,484
Warehousing Total Trips (PCE)²		144	51	195	72	147	219	2,564
Business Park	191.378 TSF							
Passenger Cars:		49	8	57	11	46	57	536
2-axle Trucks:		1	1	2	1	1	2	28
3-axle Trucks:		1	2	3	1	2	3	46
4+-axle Trucks:		6	8	14	5	9	14	206
Total Truck Trips (PCE):		8	11	19	7	12	19	280
Business Park Total Trips (PCE)²		57	19	76	18	58	76	816
Multifamily (Low-Rise) Residential	466 DU	45	142	187	150	88	238	3,142
Internal Capture		-3	-29	-32	-33	-21	-54	-714
Residential Total Trips		42	113	155	117	67	184	2,428
Fast-food Without Drive-Through	10.000 TSF	250	181	431	166	166	332	4,506
Fast-food With Drive-Through	10.000 TSF	228	219	447	172	159	331	4,676
Internal Capture		-29	-3	-32	-28	-41	-69	-956
Pass-by Reduction (50% - AM; 55% - PM/Daily)		-199	-199	-398	-156	-156	-312	-4,524
Restaurant Total Trips		250	198	448	154	128	282	3,702
Strip Retail	10.225 TSF	14	10	24	34	34	68	558
Internal Capture		-2	-2	-4	-20	-19	-39	-322
Pass-by Reduction (40% - PM/Daily)		0	0	0	-6	-6	-12	-94
Retail Total Trips		12	8	20	8	9	17	142
Passenger Cars		470	363	833	327	362	689	7,938
Trucks		40	34	74	48	55	103	2,104
Total Trips (PCE)²		510	397	907	375	417	792	10,042

¹ TSF = thousand square feet; DU = Dwelling Units

² Total Trips = Passenger Cars + Truck Trips.

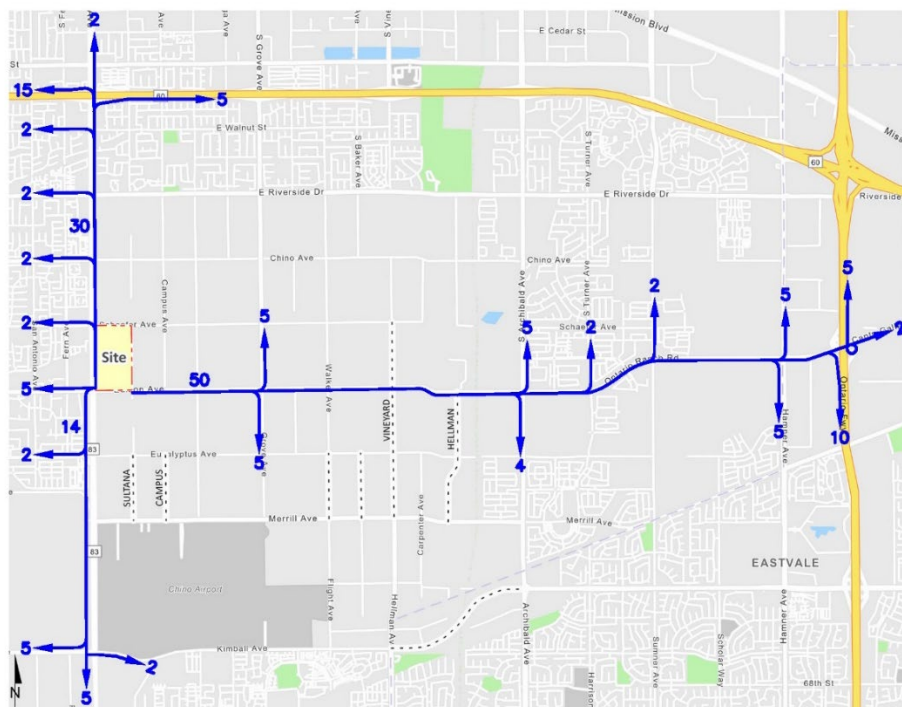
TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. Trip distribution patterns have been developed for each land use component of the Specific Plan as follows:

- Exhibit 3: Project (Residential) Trip Distribution
- Exhibit 4: Project (Retail) Trip Distribution
- Exhibit 5: Project (Business Park – Passenger Cars) Trip Distribution
- Exhibit 6: Project (Business Park – Trucks) Trip Distribution

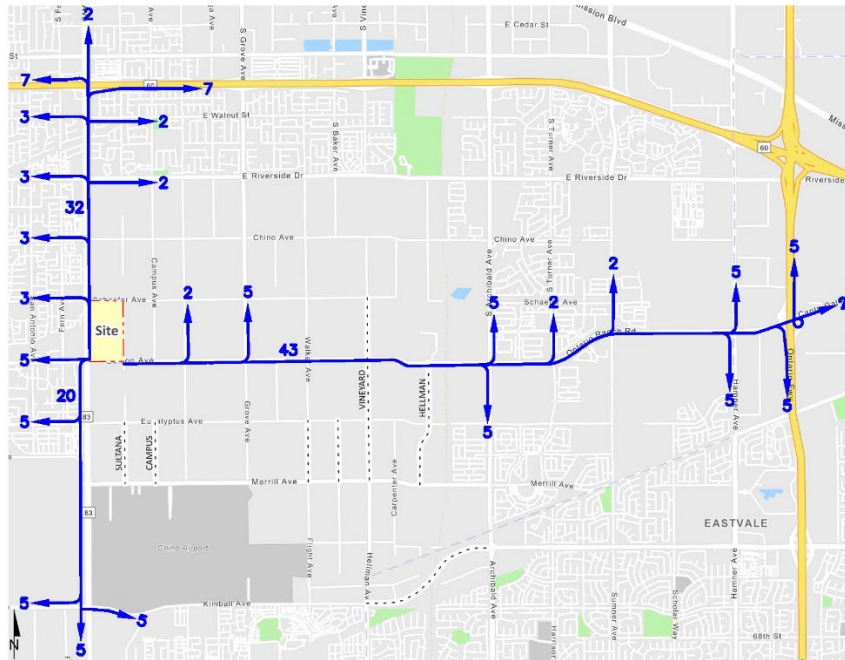
Trip distribution patterns for each project land use type is consistent with/similar to other projects in the vicinity. Detailed distributions at the site are provided in Attachment C.

EXHIBIT 3: PROJECT (RESIDENTIAL) TRIP DISTRIBUTION



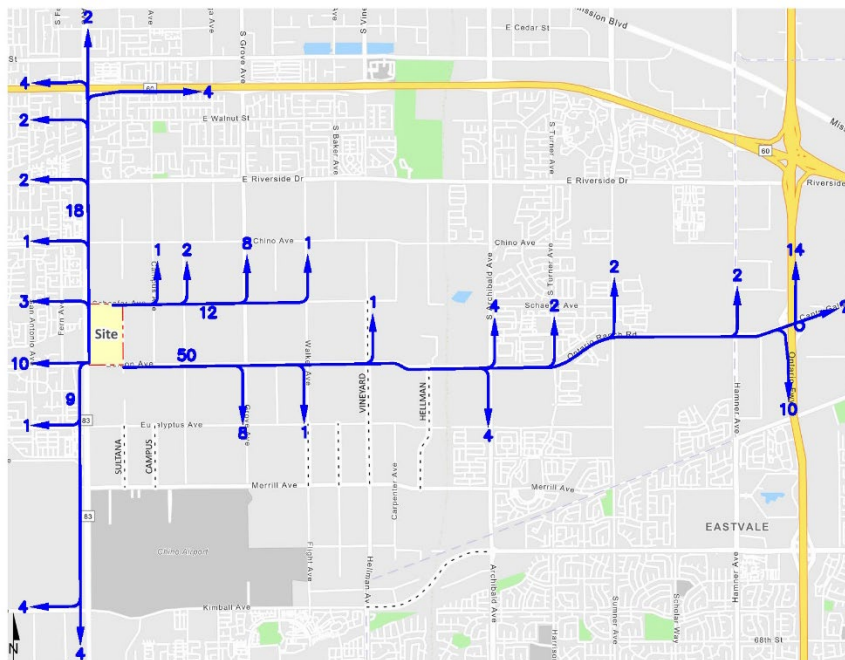
10 = Percent To/From Project

EXHIBIT 4: PROJECT (RETAIL) TRIP DISTRIBUTION



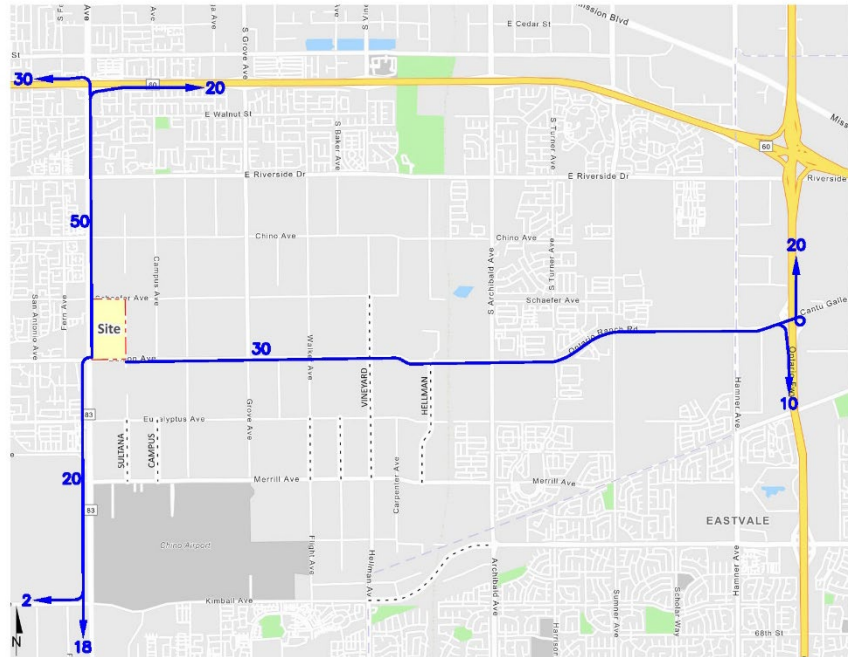
10 = Percent To/From Project

EXHIBIT 5: PROJECT (BUSINESS PARK – PASSENGER CARS) TRIP DISTRIBUTION



10 = Percent To/From Project

EXHIBIT 6: PROJECT (BUSINESS PARK – TRUCKS) TRIP DISTRIBUTION



10 = Percent To/From Project

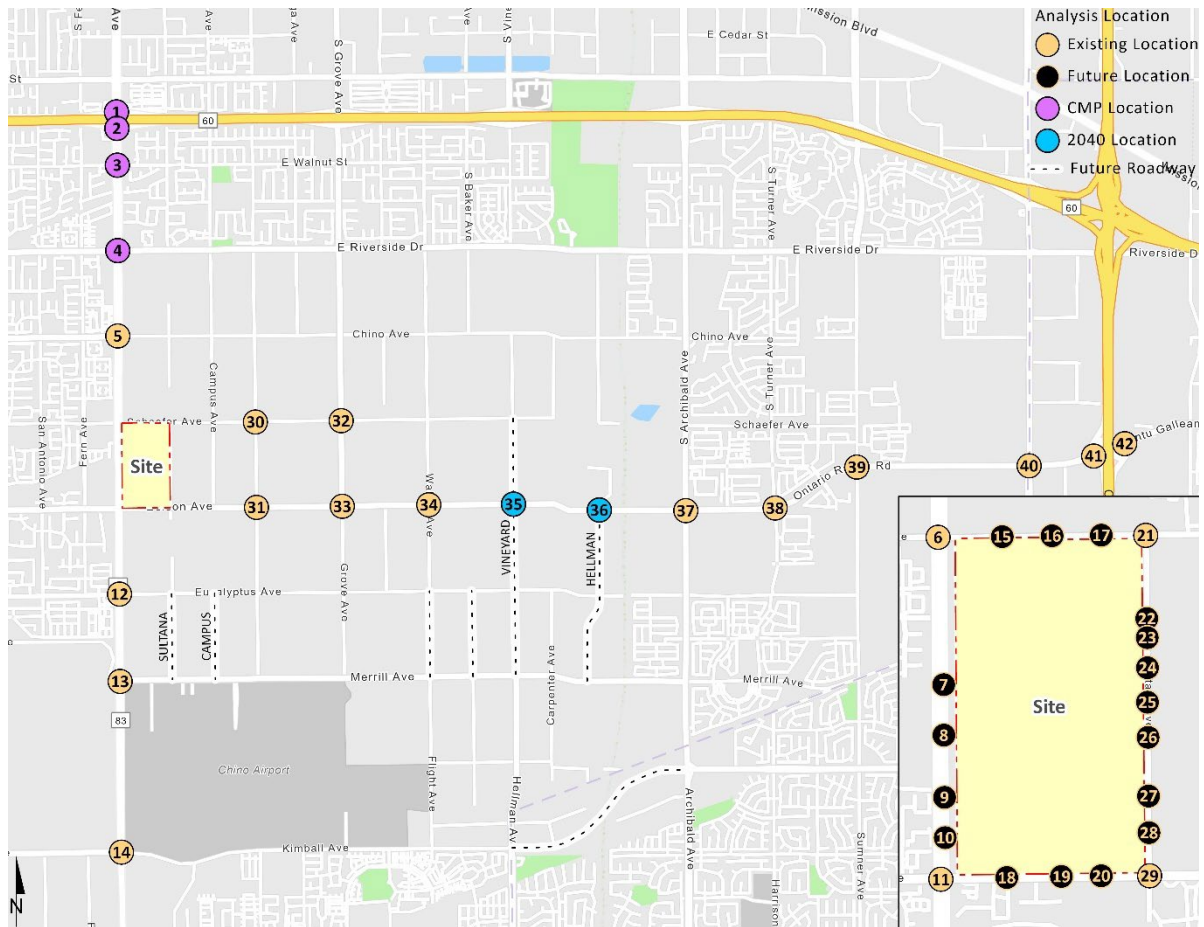
INTERSECTION ANALYSIS LOCATIONS

Exhibit 7 depicts the recommended intersection analysis locations, based upon the Project trip generation and trip distribution patterns included as part of this letter. The study area intersections are consistent with the locations evaluated in the Specific Plan. Table 4 also includes a summary of the study area intersections.

TABLE 4: INTERSECTION ANALYSIS LOCATIONS

# Intersection	# Intersection
1 Euclid Av. (SR-83) & SR-60 WB Ramps	22 Sultana Av. & Driveway 11
2 Euclid Av. (SR-83) & SR-60 EB Ramps	23 Sultana Av. & Driveway 12
3 Euclid Av. (SR-83) & Walnut Av.	24 Sultana Av. & Driveway 13
4 Euclid Av. (SR-83) & Riverside Dr.	25 Sultana Av. & Driveway 14
5 Euclid Av. (SR-83) & Chino Av.	26 Sultana Av. & Driveway 15
6 Euclid Av. (SR-83) & Schaefer Av.	27 Sultana Av. & Driveway 16
7 Euclid Av. (SR-83) & Driveway 1	28 Sultana Av. & Driveway 17
8 Euclid Av. (SR-83) & Driveway 2	29 Sultana Av. & Edison Av.
9 Euclid Av. (SR-83) & Driveway 3	30 Bon View Av. & Schaefer Av.
10 Euclid Av. (SR-83) & Driveway 4	31 Bon View Av. & Edison Av.
11 Euclid Av. (SR-83) & Edison Av.	32 Grove Av. & Schaefer Av.
12 Euclid Av. (SR-83) & Eucalyptus Av.	33 Grove Av. & Edison Av.
13 Euclid Av. (SR-83) & Merrill Av.	34 Walker Av. & Edison Av.
14 Euclid Av. (SR-83) & Kimball Av.	35 Vineyard Av. & Edison Av.
15 Driveway 5 & Schaefer Av.	36 Hellman Av. & Edison Av.
16 Driveway 6 & Schaefer Av.	37 Archibald Av. & Edison Av.
17 Driveway 7 & Schaefer Av.	38 Turner Av. & Ontario Ranch Rd.
18 Driveway 8 & Edison Av.	39 Haven Av. & Ontario Ranch Rd.
19 Driveway 9 & Edison Av.	40 Hamner Av. & Ontario Ranch Rd.
20 Driveway 10 & Edison Av.	41 I-15 SB Ramps & Cantu Galleano Ranch Rd.
21 Sultana Av. & Schaefer Av.	42 I-15 NB Ramps & Cantu Galleano Ranch Rd.

EXHIBIT 7: STUDY AREA



VEHICLE MILES TRAVELLED (VMT)

The VMT thresholds and methodology outlined in the City of Ontario’s May 2020 VMT guidelines will be utilized to conduct the VMT analysis for the Project. The VMT analysis will be prepared and submitted under separate cover.

TRAFFIC SIGNAL WARRANTS

Traffic signal warrant analysis will be conducted for all unsignalized full access driveways/intersections following the guidance of the California Manual on Uniform Control Devices (CA MUTCD).

SPECIAL ISSUES

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

- Traffic signal warrant analyses will be conducted for all unsignalized study area intersections for all applicable analysis scenarios.
- Off-ramp queues will be assessed at all Caltrans off-ramps at the SR-60 and I-15 Freeways.

OPEN ITEMS – CUMULATIVE DEVELOPMENT PROJECTS

It is requested that the City of Ontario provide a current list of cumulative development projects for inclusion in our traffic study. A preliminary list of cumulative development projects is provided on Table 5 and graphically shown on Exhibit 8.

OPEN ITEMS – SIGNAL TIMING

It is requested that the City provide traffic signal timing for any City controlled intersections that we should take into consideration in our operations analysis. Applicable signal timing for Caltrans facilities will be obtained from District 8.

If you have any questions or comments, I can be reached at cs@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So
Charlene So, PE
Principal



TABLE 5: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

# Project/Location	Land Use	Quantity Units ¹
City of Ontario		
	Single Family Detached	437 DU
O1 Parkside	Multi-Family Attached (Apartments)	1,510 DU
	Shopping Center	115.000 TSF
O2 Subarea 29 & Amendment (40% complete)	Single Family Detached	2,149 DU
	Shopping Center	87.000 TSF
O3 Colony Commerce West	High-Cube Warehouse	2213.360 TSF
	Manufacturing	737.786 TSF
O4 West Ontario Commerce Center SP	High-Cube Warehouse	1976.535 TSF
	Manufacturing	658.845 TSF
	Business Park	115.760 TSF
O5 Colony Commerce East	High-Cube Warehouse	998.680 TSF
	Manufacturing	233.129 TSF
	Warehousing	699.387 TSF
O6 Merrill Commerce Center	High-Cube Fulfillment Warehouse	7014.000 TSF
	Business Park	1441.000 TSF
O6 Ontario Ranch Commerce Center	High-Cube Cold Storage Warehouse	1159.200 TSF
	Warehousing	337.600 TSF
	Business Park	290.200 TSF
O7 Parente Home Ranch SP	Single Family Detached	270 DU
	Condo/Townhouse	1,872 DU
	General Office	462.281 TSF
	Shopping Center	194.278 TSF
O8 Countryside Armstrong Ranch	Single Family Detached	819 DU
	Single Family Detached	994 DU
	Single Family Detached	2,020 DU
O9 The Avenue	Multi-Family Attached (Apartments)	586 DU
	Shopping Center	250.000 TSF
O10 Grand Park	Single Family Detached	484 DU
	Multi-Family Attached (Apartments)	843 DU
O11 West Haven	Single Family Detached	753 DU
	Shopping Center	87.000 TSF
O12 Haven Gateway	General Light Industrial	42.160 TSF
	High-Cube Warehouse	168.640 TSF
O13 Rich Haven	Single Family Detached	2,732 DU
	Multi-Family Attached (Condo)	1,524 DU
	Shopping Center	317.400 TSF
O14 Esperanza	Single Family Detached	914 DU
	Multi-Family Attached (Apartments)	496 DU

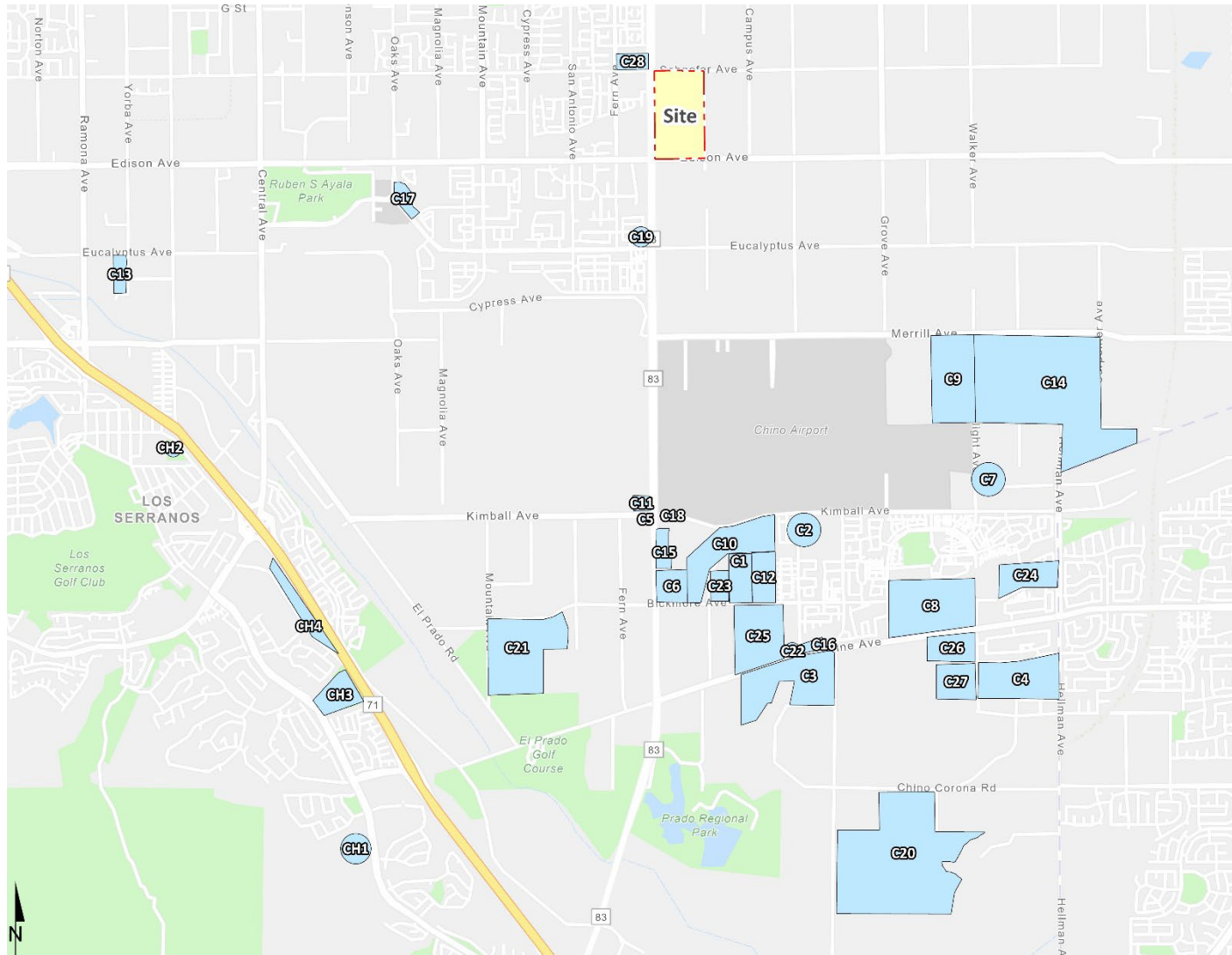
# Project/Location	Land Use	Quantity Units ¹
O15 Edenglen	Single Family Detached	310 DU
	Multi-Family Attached (Condo)	274 DU
	Shopping Center	217.520 TSF
	Business Park	550.000 TSF
O16 PDEV10-008 - Dry Food Storage	Mini-Warehouse	17.000 TSF
O17 Tuscana Village	Single Family Detached	176 DU
	Shopping Center	26.000 TSF
O18 Ontario Ranch Commerce Center	High-Cube Fulfillment Warehouse	1,447.123 TSF
	Business Park	457.904 TSF
O19 South Ontario Logistics Center	Business Park	1,075.235 TSF
	High-Cube Fulfillment Warehouse	2,819.282 TSF
	High-Cube Cold Storage Warehouse	563.857 TSF
	Warehousing	954.218 TSF
O20 Ontario Ranch Business Park	Business Park	227.951 TSF
	High-Cube Fulfillment Warehouse	913.053 TSF
	High-Cube Cold Storage Warehouse	179.135 TSF
City of Chino	Warehousing	320.551 TSF
	Business Park	227.951 TSF
	High-Cube Fulfillment Warehouse	913.053 TSF
	High-Cube Cold Storage Warehouse	179.135 TSF
C1 Bickmore Street Residential (TM 18858) (30% complete)	Single Family Detached	185 DU
C2 TM17574 (80% complete)	Condo/Townhouse	108 DU
C3 Pines Community	Single Family Detached	552 DU
	Public Park	3.0 AC
	Self Storage & RV Storage	120.000 TSF
	Sports Park	41.8 AC
Tract 19980 (Homecoming Phase 4)	Apartments	454 DU
C4 TTM No. 20166 & 20167	Single Family Detached	148 DU
	Brio & TTM No. 21065 & 20168 (Orchards)	Single Family Detached
C5 Farmer Boys	Fast-food w/ Drive-Thru	3.218 TSF
	Shopping Center	2.300 TSF
C6 Euclid & Bickmore Warehouse	Warehousing	205.820 TSF
	General Light Industrial	51.030 TSF
	Business Park	110.620 TSF
C7 Kimball Business Park	Business Park	146.550 TSF
	Multifamily Housing (Low-Rise)	698 DU
	Multifamily Housing (Mid-Rise)	440 DU
C8 Falloncrest at the Preserve	Public Parks	21.60 AC
	General Office	77.597 TSF
	Commercial Retail	77.597 TSF
	Parcel Delivery Facility	765.274 TSF
C9 Chino Parcel Delivery	Parcel Delivery Facility	765.274 TSF
	Warehousing	715.000 TSF
	Light Industrial	255.000 TSF
	Business Park	233.000 TSF
C10 Altitude Business Centre	Self-Storage	110.000 TSF
	Business Park	233.000 TSF

# Project/Location	Land Use	Quantity Units ¹
C11 Majestic Gateway	Specialty Retail	25.000 TSF
	Pharmacy/Drugstore with Drive-Thru	13.000 TSF
	Fast-Food with Drive-Thru	8.600 TSF
C12 Bouma Residential	Single Family Detached	106 DU
	Condo/Townhouse	94 DU
C13 Fairfield Inn & Suites (PL 17-0060 & PL 17-0061)	Hotel	111 RM
C14 Watson Industrial Park (40% complete)	High-Cube Warehouse	3,889.900 TSF
C15 Chino Business Park	General Light Industrial	165.500 TSF
	Business Park	21.500 TSF
C16 Flores Site	Shopping Center	4.000 TSF
	Gas Station w/ convenience store	16 VFP
	Express Car Wash	5.000 TSF
C17 The Campus at College Park	Church	27.000 TSF
	General Office	16.969 TSF
	Commercial Retail/Restaurants	33.661 TSF
C18 Archibald's (PL 17-0037)	Fast-Food with Drive-Thru	3.147 TSF
C19 TM 18972 (80% complete)	Single Family Detached	147 DU
	Single Family Detached	691 DU
C20 Rancho Miramonte	Condo/Townhouse	132 DU
	Neighborhood Retail	21.780 TSF
	Church	400 SEAT
	High-Cube Fulfillment Warehouse	1982.700 TSF
C21 Majestic Chino Heritage	High-Cube Cold Storage Warehouse	100.000 TSF
	Church	47.979 TSF
C22 Church	Daycare	190 STU
	Single Family Detached	60 DU
C23 Appesetche Residential	Condo/Townhouse	160 DU
	Single Family Detached	151 DU
C24 Tract 19951, 19952, 19953, 19935 & 18479	Condo/Townhouse	150 DU
	Single Family Detached	474 DU
C25 Ag. Buffer, Bungalow, Lic. Product, Liberty Deluxe, Lyon 2 & 3	Multifamily Housing	549 DU
	Office	16.300 TSF
	Shopping Center	36.800 TSF
	Pharmacy with Drive-Thru	12.900 TSF
	Supermarket	45.000 TSF
	Fast-Food Restaurant with Drive-Thru	6.500 TSF
	Fast Casual Restaurant	13.750 TSF
C26 The Preserve Town Center (Blocks 6 and 7)	Quality Restaurant	13.750 TSF
	Elementary School	1,200 STU
	Library	10.00 AC
	Community Center	10.00 AC
	Park	8.00 AC
C27 The Preserve Civic Center	Commercial Retail + Gas + Car wash	74.756 TSF

# Project/Location	Land Use	Quantity Units ¹
City of Eastvale	Warehousing	336.501 TSF
	Shopping Center	4.750 TSF
	Supermarket	30.000 TSF
	Gas Station w/ convenience store	16 VFP
E1 The Merge	Pharmacy/Drugstore with Drive-Thru	14.600 TSF
	Fast-Food with Drive-Thru	6.000 TSF
	Automated Car Wash	4.000 TSF
	Fast-Food Without Drive-Thru	7.750 TSF
	Coffee/Donut Shop With Drive-Thru	2.500 TSF
E2 TR29997	Single Family Detached	122 DU
E3 13-0632 - Sumner Residential (Stratham Homes)	Single Family Detached	129 DU
E4 TR35751	Condo/Townhouse	243 DU
E5 PP23219 (PM35865) (50% complete)	General Light Industrial	738.430 TSF
	Free-Standing Discount Superstore	192.000 TSF
E6 Eastvale Shopping Center	Specialty Retail	9.200 TSF
	Fast-Food Without Drive-Thru	7.200 TSF
	Coffee/Donut Shop w/ Drive Thru	2.000 TSF
	Fast-Food with Drive-Thru	3.500 TSF
	Gas Station w/ convenience store & car was	16 VFP
E7 Van Leeuwen	Single Family Detached	224 DU
E8 SP00358 - The Ranch at Eastvale	Shopping Center	267.200 TSF
	General Light Industrial	801.500 TSF
	Business Park	1,121.100 TSF
E9 SC Limonite, LLC	Single Family Detached	330 TSF
E10 Leal Master Plan	Lifestyle Center (Commercial)	1,300.000 TSF
	General Commercial	225.000 TSF
	Office	920.000 TSF
	Hotel	450 RM
	High Density Residential	500-660 DU
E11 Eastvale Commerce Center	Shopping Center	650.000 TSF
E12 S. Milliken Warehouse	High-Cube Warehouse	280.000 TSF
E13 15-1508 - Industrial Warehouse	Warehousing	155.000 TSF
City of Chino Hills		
CH1 Vila Borba Specific Plan (TR 16414)	Single Family Detached	172 DU
CH2 Country Club Villas	Condo/Townhouse	46 DU
CH3 The Goddard School	Daycare	10.587 TSF
	Hospital	55.000 TSF
CH4 Heritage Professional Center	Medical Office Building	86.952 TSF
	Hotel	120 RM
	Shopping Center	38.848 TSF
	Restaurant	7.200 TSF

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

EXHIBIT 8: CUMULATIVE DEVELOPMENT LOCATION MAP



ATTACHMENT A: TRIP GENERATION FOR TRUCK/TRAILER PARKING LOT

TABLE A-1: EMPIRICAL DATA FOR EXISTING FACILITIES

Source	Quantity Units	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
5087 Patterson Avenue, Perris, CA	4.5 Acres							
Passenger Cars:		0	2	2	1	1	2	38
2-axle Trucks:		0	5	5	3	0	3	36
3-axle Trucks:		1	0	1	1	0	1	38
4+-axle Trucks:		1	0	1	0	3	3	58
Total Trucks (Actual Vehicles)		2	5	7	4	3	7	132
5087 Patterson Av. Total Trips (Actual Vehicles)		2	7	9	5	4	9	170
14769 San Bernardino Avenue, Fontana	4.4 Acres							
Passenger Cars:		2	0	2	0	0	0	12
2-axle Trucks:		0	0	0	0	0	0	0
3-axle Trucks:		0	0	0	0	0	0	18
4+-axle Trucks:		0	0	0	0	0	0	20
Total Trucks (Actual Vehicles)		0	0	0	0	0	0	38
14769 San Bernardino Av. Total Trips (Actual Vehicles)		2	0	2	0	0	0	50

** Data presented based on driveway counts conducted on January 23, 2019 (Site 1) and March 17, 2020 (Site 2).

TABLE A-2: CALCULATED TRIP GENERATION RATES

Land Use	Units	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
		In	Out	Total	In	Out	Total	
Site 1:								
Passenger Cars:		0.000	0.444	0.444	0.222	0.222	0.444	8.444
2-axle Trucks:		0.000	1.111	1.111	0.667	0.000	0.667	8.000
3-axle Trucks:		0.222	0.000	0.222	0.222	0.000	0.222	8.444
4+-axle Trucks:		0.222	0.000	0.222	0.000	0.667	0.667	12.889
Site 2:								
Passenger Cars:		0.455	0.000	0.455	0.000	0.000	0.000	2.727
2-axle Trucks:		0.000	0.000	0.000	0.000	0.000	0.000	0.000
3-axle Trucks:		0.000	0.095	0.095	0.000	0.000	0.000	4.091
4+-axle Trucks:		0.000	0.000	0.000	0.000	0.000	0.000	4.545
Actual Vehicles:¹								
Average Truck Storage Yard	Acres							
Passenger Cars:		0.227	0.222	0.449	0.111	0.111	0.222	5.586
2-axle Trucks:		0.000	0.556	0.556	0.333	0.000	0.333	4.000
3-axle Trucks:		0.111	0.047	0.159	0.111	0.000	0.111	6.268
4+-axle Trucks:		0.111	0.000	0.111	0.000	0.333	0.333	8.717

¹ The trip generation rates were calculated by taking the AM, PM and daily trips identified in Table 1 and divided by the total trailer parking spaces for each existing site, then averaging those rates.



City: Fontana
 Location: 14769 San Bernardino Avenue
 Date: Tuesday 3/17/2020
 Count Type: Driveway Classification

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	4	4
1:15	0	0	0	2	2
1:30	0	0	0	2	2
1:45	1	0	0	2	3
2:00	0	0	0	2	2
2:15	0	0	0	2	2
2:30	0	0	0	1	1
2:45	0	0	0	2	2
3:00	0	0	0	1	1
3:15	0	0	0	0	0
3:30	0	0	0	1	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	2	0	0	2	2
9:00	0	0	0	0	0
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	1	0	0	0	1
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	6	0	0	19	25

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	2	0	2
1:15	0	0	4	0	4
1:30	0	0	2	0	2
1:45	0	0	1	0	1
2:00	0	0	2	0	2
2:15	0	0	2	0	2
2:30	0	0	2	0	2
2:45	0	0	2	0	2
3:00	0	0	1	0	1
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	2	0	0	0	2
9:30	1	0	0	0	1
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	1	0	0	0	1
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	5	0	18	0	23



City: Perris
 Location: 5087 Patterson Avenue
 Date: 1/23/2019
 Count Type: Classification

		Entering					
		Pass Veh	Large 2 Axle	3 Axle	4 Axle	5+ Axle	Total
0:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0
0:45	1	0	0	0	0	0	1
1:00	1	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0
1:45	0	0	1	0	0	0	1
2:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0
6:00	1	0	0	0	0	0	1
6:15	0	0	0	0	1	1	1
6:30	0	0	0	0	1	1	1
6:45	2	0	0	0	3	5	5
7:00	0	0	0	0	0	0	0
7:15	0	0	1	0	0	1	1
7:30	0	0	0	0	1	1	1
7:45	0	0	0	0	0	0	0
8:00	2	0	0	0	0	2	2
8:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0
8:45	0	1	0	0	0	1	1
9:00	1	0	0	1	1	3	3
9:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0
11:00	0	0	0	0	1	1	1
11:15	0	0	1	0	1	2	2
11:30	0	1	1	0	1	3	3
11:45	0	0	0	0	0	0	0
12:00	0	1	0	0	0	1	1
12:15	0	1	0	0	2	3	3
12:30	0	2	0	0	0	2	2
12:45	0	0	0	0	1	1	1
13:00	0	0	1	0	1	2	2
13:15	0	0	0	0	0	0	0
13:30	1	0	0	2	1	4	4
13:45	0	0	0	0	0	0	0

		Exiting					
		Pass Veh	Large 2 Axle	3 Axle	4 Axle	5+ Axle	Total
0:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0
2:00	0	0	1	0	0	1	1
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	1	0	0	0	0	1	1
3:15	1	0	0	0	0	1	1
3:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0
6:30	1	0	1	0	0	2	2
6:45	0	0	0	0	0	0	0
7:00	1	0	3	0	0	4	4
7:15	1	0	1	0	0	2	2
7:30	0	0	1	0	0	1	1
7:45	0	0	0	0	0	0	0
8:00	0	1	0	0	0	1	1
8:15	1	0	0	0	0	1	1
8:30	0	0	0	0	0	0	0
8:45	0	1	0	0	0	1	1
9:00	0	0	0	0	0	0	0
9:15	1	0	0	0	0	1	1
9:30	0	1	0	0	0	1	1
9:45	0	0	1	0	0	1	1
10:00	1	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0
11:15	0	0	1	0	0	1	1
11:30	0	0	2	0	0	2	2
11:45	0	0	0	1	1	2	2
12:00	0	0	1	0	0	1	1
12:15	0	0	0	2	0	2	2
12:30	0	0	2	0	0	2	2
12:45	0	0	0	0	0	0	0
13:00	1	0	2	2	0	5	5
13:15	0	0	1	0	0	1	1
13:30	1	0	1	0	0	2	2
13:45	0	2	0	0	0	2	2



City: Perris
 Location: 5087 Patterson Avenue
 Date: 1/23/2019
 Count Type: Classification

	Entering					
	Pass Veh	Large 2 Axle	3 Axle	4 Axle	5+ Axle	Total
14:00	1	0	0	0	2	3
14:15	0	0	0	0	0	0
14:30	0	0	0	0	0	0
14:45	0	0	0	0	0	0
15:00	1	0	0	0	0	1
15:15	0	0	0	0	0	0
15:30	0	0	0	0	0	0
15:45	0	0	0	0	2	2
16:00	0	0	0	1	0	1
16:15	0	0	0	0	0	0
16:30	1	0	0	0	0	1
16:45	0	0	0	0	0	0
17:00	0	1	0	0	0	1
17:15	1	1	0	0	0	2
17:30	0	0	0	0	0	0
17:45	0	1	1	0	0	2
18:00	1	0	0	0	0	1
18:15	0	0	0	0	2	2
18:30	0	0	0	0	3	3
18:45	0	1	0	0	0	1
19:00	0	1	0	0	0	1
19:15	0	0	0	0	0	0
19:30	1	0	0	1	0	2
19:45	2	0	0	0	1	3
20:00	0	0	0	0	0	0
20:15	0	1	0	0	0	1
20:30	0	2	1	0	0	3
20:45	1	1	0	0	0	2
21:00	0	0	1	0	0	1
21:15	0	0	0	0	0	0
21:30	0	0	0	0	0	0
21:45	0	2	0	0	1	3
22:00	0	2	1	0	0	3
22:15	0	0	0	1	0	1
22:30	0	0	0	0	0	0
22:45	0	1	0	0	0	1
23:00	0	2	0	1	1	4
23:15	0	0	0	0	0	0
23:30	0	0	0	0	0	0
23:45	0	0	0	0	0	0
TOTAL	19	22	9	7	27	84

	Exiting					
	Pass Veh	Large 2 Axle	3 Axle	4 Axle	5+ Axle	Total
14:00	0	0	1	0	0	1
14:15	0	0	0	0	0	0
14:30	0	0	1	0	0	1
14:45	0	0	0	0	0	0
15:00	0	0	0	0	0	0
15:15	1	0	0	0	0	1
15:30	0	0	0	0	0	0
15:45	0	0	1	0	0	1
16:00	0	0	1	0	0	1
16:15	0	1	0	0	0	1
16:30	1	0	0	0	0	1
16:45	0	0	0	0	0	0
17:00	0	0	0	1	0	1
17:15	1	0	0	1	0	2
17:30	0	0	0	0	0	0
17:45	0	0	0	1	0	1
18:00	0	0	0	0	1	1
18:15	0	0	0	0	0	0
18:30	2	2	0	0	0	4
18:45	0	1	2	0	0	3
19:00	0	0	0	0	1	1
19:15	0	0	0	1	0	1
19:30	0	0	0	0	0	0
19:45	0	1	0	0	0	1
20:00	1	0	1	0	0	2
20:15	0	0	0	1	0	1
20:30	0	1	0	1	0	2
20:45	0	0	0	1	1	2
21:00	2	0	0	0	0	2
21:15	0	0	0	0	0	0
21:30	0	0	1	0	0	1
21:45	0	0	0	0	1	1
22:00	0	0	1	2	0	3
22:15	0	0	1	0	1	2
22:30	0	1	0	0	0	1
22:45	0	0	0	1	0	1
23:00	0	1	0	0	0	1
23:15	0	0	1	1	1	3
23:30	0	0	0	0	0	0
23:45	1	0	0	0	0	1
TOTAL	19	13	29	16	7	84

ATTACHMENT B: INTERNAL CAPTURE

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Euclid Mixed Use	Organization:	Urban Crossroads, Inc.		
Project Location:	City of Ontario	Performed By:	CS		
Scenario Description:		Date:	10/18/2022		
Analysis Year:		Checked By:			
Analysis Period:	AM Street Peak Hour	Date:			

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				24	14	10
Restaurant				878	478	400
Cinema/Entertainment				0		
Residential				187	45	142
Hotel				0		
All Other Land Uses ²				0		
				1,089	537	552

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

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

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail	0		1	0	1	0
Restaurant	0	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	28	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,089	537	552
Internal Capture Percentage	6%	6%	6%
External Vehicle-Trips ⁵	1,021	503	518
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	14%	20%
Restaurant	6%	1%
Cinema/Entertainment	N/A	N/A
Residential	7%	20%
Hotel	N/A	N/A

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

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

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

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

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

⁶Person-Trips

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

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

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Euclid Mixed Use	Organization:	Urban Crossroads, Inc.
Project Location:	City of Ontario	Performed By:	CS
Scenario Description:		Date:	10/18/2022
Analysis Year:		Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				68	34	34
Restaurant				663	338	325
Cinema/Entertainment				0		
Residential				238	150	88
Hotel				0		
All Other Land Uses ²				0		
				969	522	447

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

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

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		10	0	9	0
Restaurant	0	17		0	24	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	18	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	969	522	447
Internal Capture Percentage	17%	16%	18%
External Vehicle-Trips ⁵	807	441	366
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	59%	56%
Restaurant	8%	13%
Cinema/Entertainment	N/A	N/A
Residential	22%	24%
Hotel	N/A	N/A

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

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

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

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

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

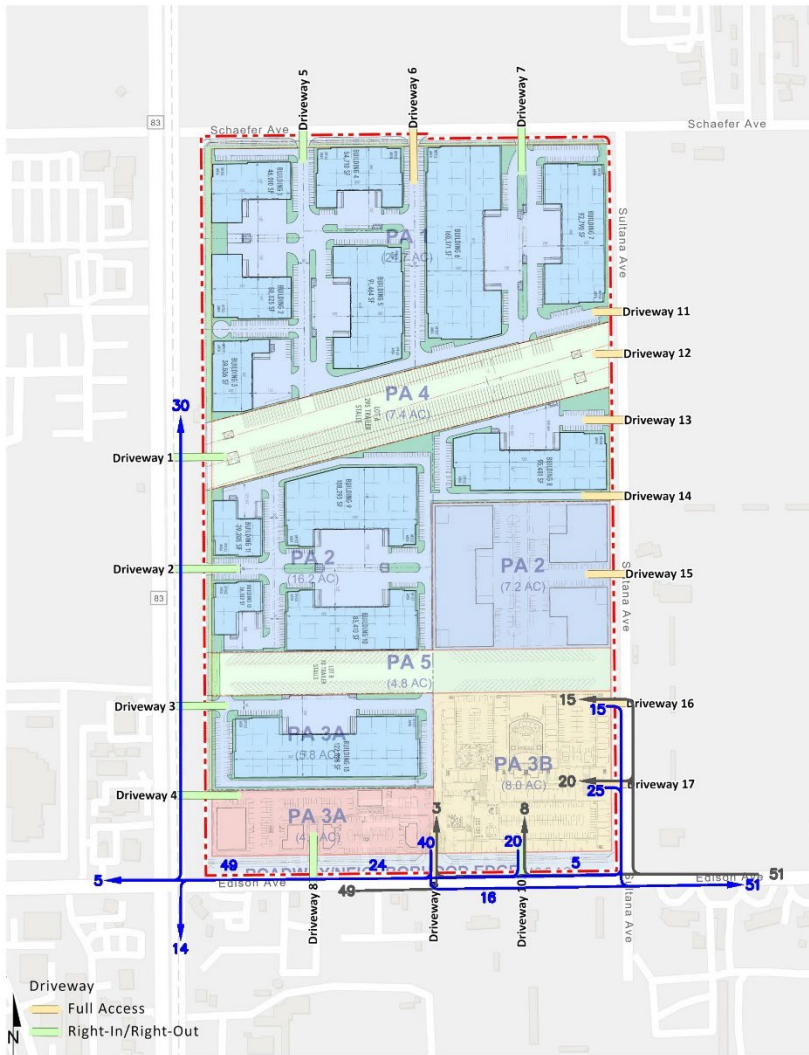
⁶Person-Trips

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

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

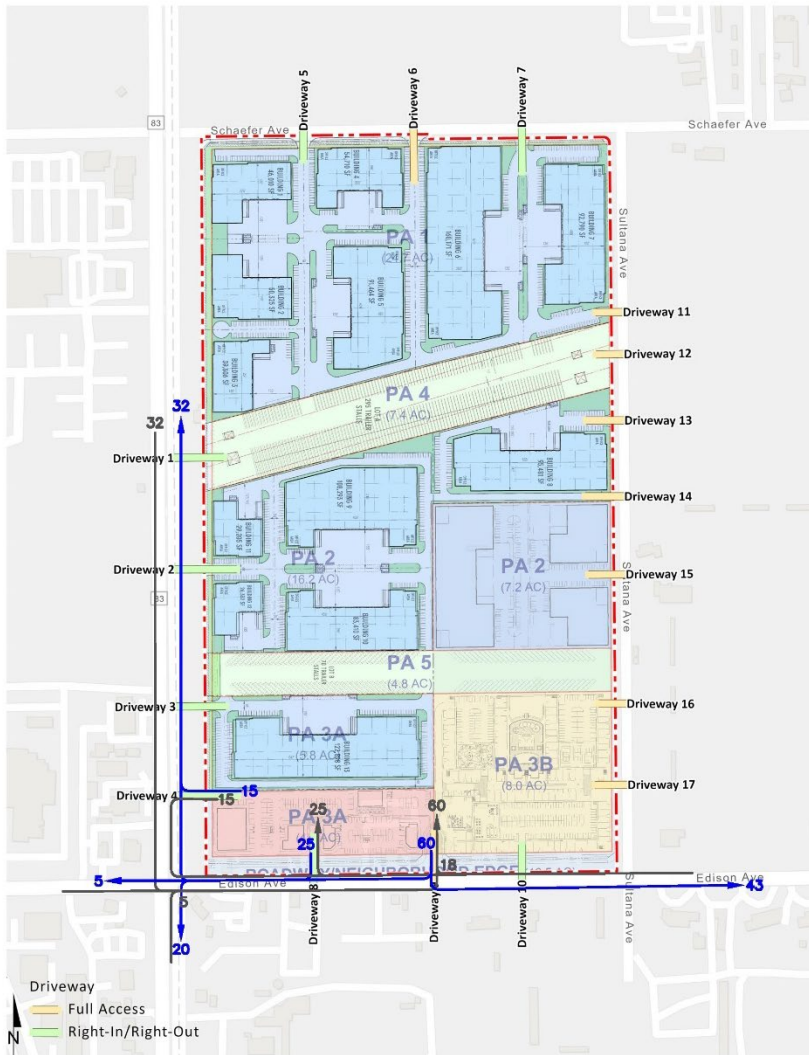
ATTACHMENT C: DETAILED PROJECT TRIP DISTRIBUTIONS

Residential Trip Distribution:



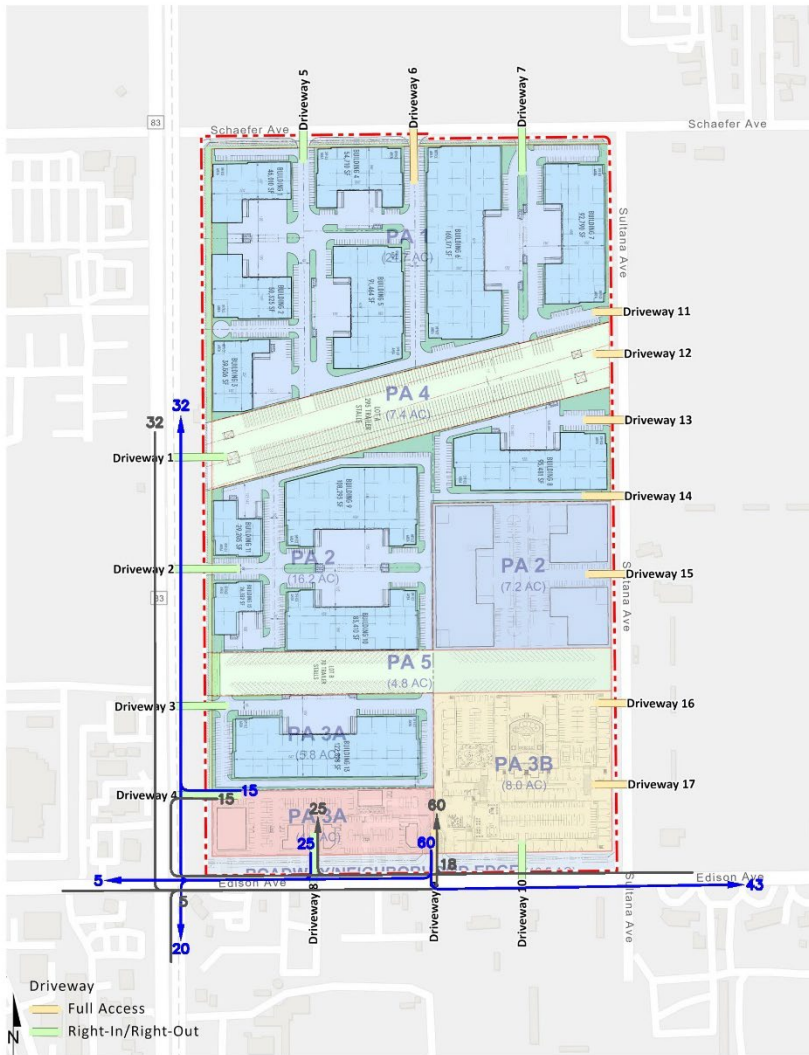
10 = Percent To/From Project

Retail Inbound Trip Distribution:



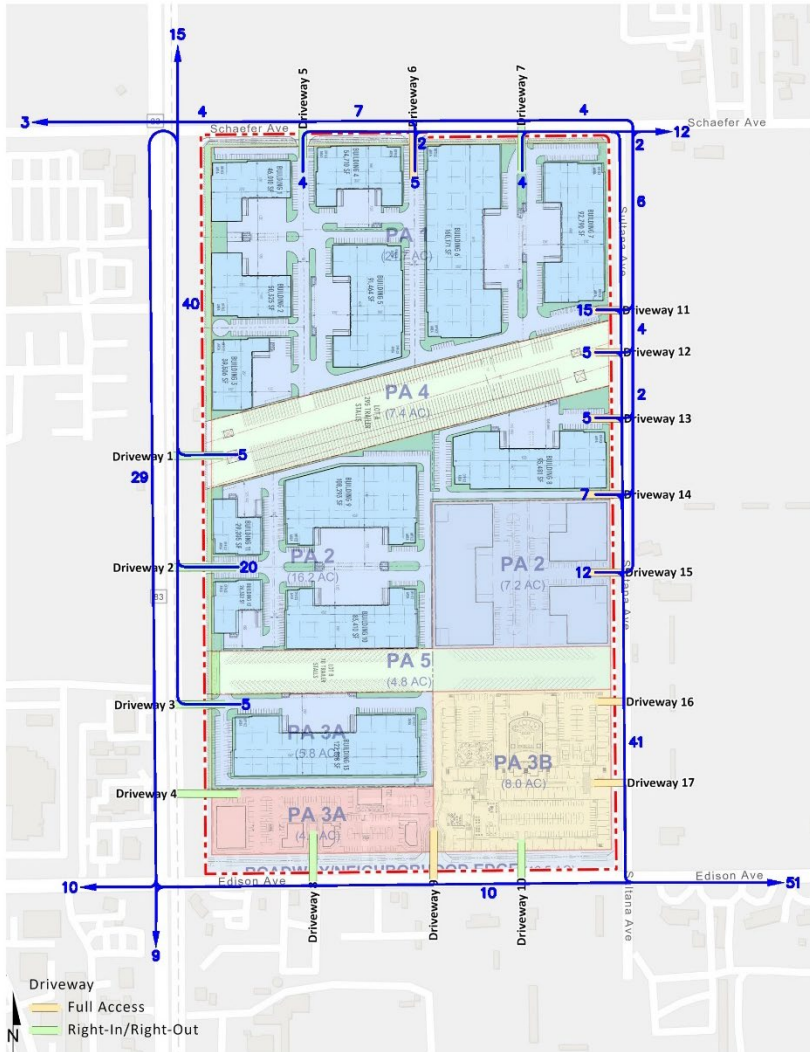
10 = Percent To/From Project

Business Park Passenger Car Inbound Trip Distribution:



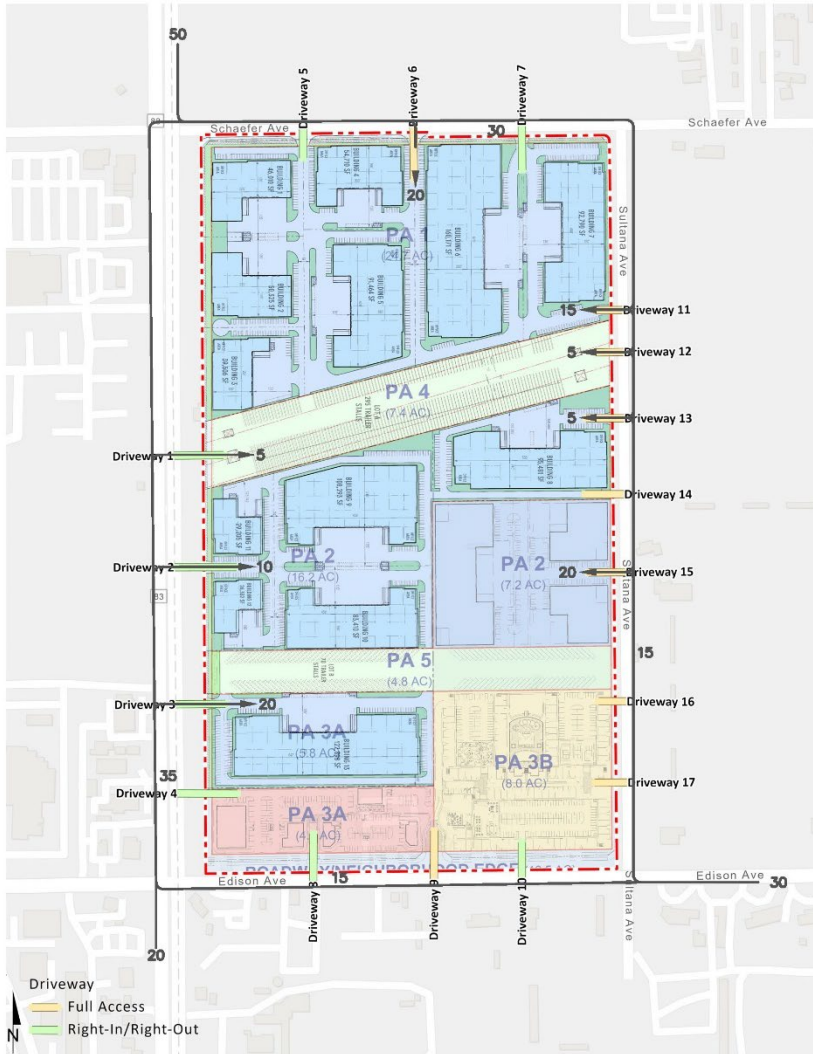
10 = Percent To/From Project

Business Park Passenger Car Outbound Trip Distribution:



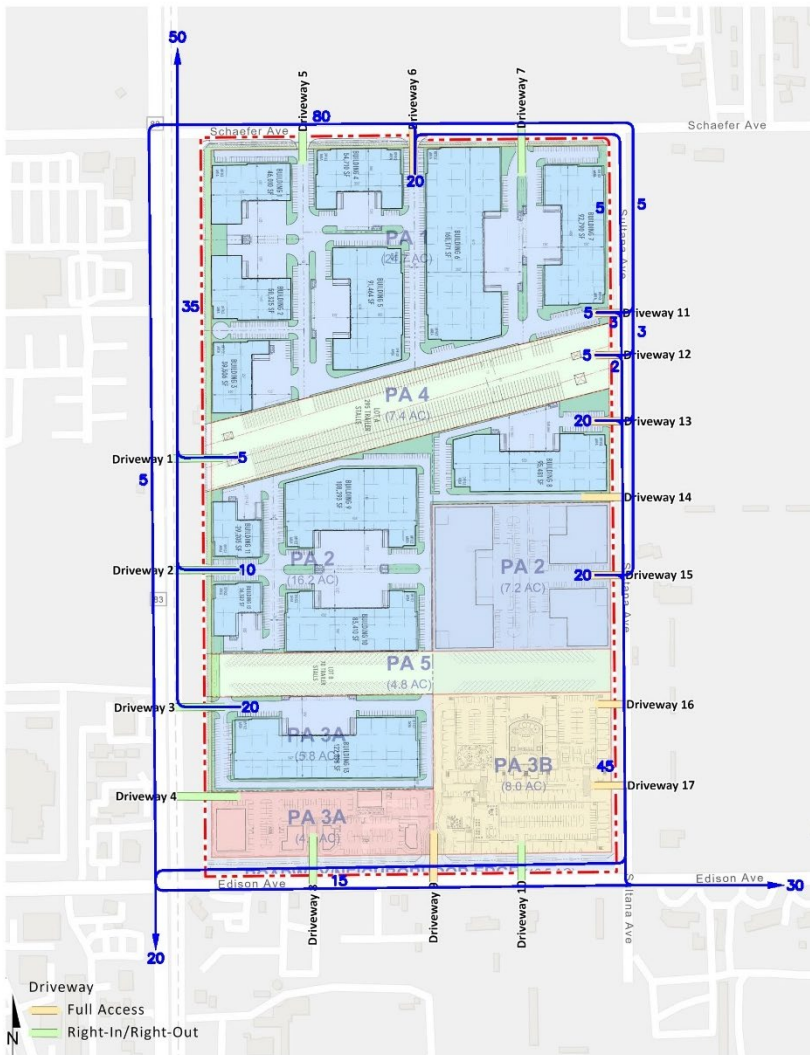
10 = Percent To/From Project

Business Park Truck Inbound Trip Distribution:



10 = Percent To/From Project

Business Park Truck Outbound Trip Distribution:



10 = Percent To/From Project

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APPENDIX 1.2: SITE ADJACENT QUEUING ANALYSIS WORKSHEETS

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Intersection: 7: Euclid Av. (SR-83) & Driveway 1

Movement	WB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	3
95th Queue (ft)	18
Link Distance (ft)	484
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Euclid Av. (SR-83) & Driveway 2

Movement	WB
Directions Served	R
Maximum Queue (ft)	35
Average Queue (ft)	8
95th Queue (ft)	31
Link Distance (ft)	378
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Euclid Av. (SR-83) & Driveway 3

Movement	WB
Directions Served	R
Maximum Queue (ft)	35
Average Queue (ft)	12
95th Queue (ft)	37
Link Distance (ft)	416
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Euclid Av. (SR-83) & Driveway 4

Movement	WB
Directions Served	R
Maximum Queue (ft)	62
Average Queue (ft)	30
95th Queue (ft)	53
Link Distance (ft)	354
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Driveway 5 & Schaefer Av.

Movement	NB
Directions Served	R
Maximum Queue (ft)	18
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	294
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Driveway 6 & Schaefer Av.

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	6	31
Average Queue (ft)	0	9
95th Queue (ft)	4	32
Link Distance (ft)		338
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Schaefer Av.

Movement	NB
Directions Served	R
Maximum Queue (ft)	18
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	311
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Edison Av. & Driveway 8

Movement	EB	SB
Directions Served	T	R
Maximum Queue (ft)	54	75
Average Queue (ft)	2	39
95th Queue (ft)	24	65
Link Distance (ft)	380	325
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Edison Av. & Driveway 9

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	148	263	32	440
Average Queue (ft)	72	14	4	438
95th Queue (ft)	127	108	20	446
Link Distance (ft)		314	343	425
Upstream Blk Time (%)		0		100
Queuing Penalty (veh)		2		0
Storage Bay Dist (ft)	100			
Storage Blk Time (%)	6	0		
Queuing Penalty (veh)	42	0		

Intersection: 20: Edison Av. & Driveway 10

Movement	SB
Directions Served	R
Maximum Queue (ft)	48
Average Queue (ft)	20
95th Queue (ft)	48
Link Distance (ft)	256
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Sultana Av. & Schaefer Av.

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	18	30
Average Queue (ft)	2	3
95th Queue (ft)	13	19
Link Distance (ft)		477
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 22: Sultana Av. & Driveway 11

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	35	18
Average Queue (ft)	10	1
95th Queue (ft)	33	9
Link Distance (ft)	412	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Sultana Av. & Driveway 12

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	3
95th Queue (ft)	20
Link Distance (ft)	414
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 24: Sultana Av. & Driveway 13

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	31	6
Average Queue (ft)	4	0
95th Queue (ft)	21	4
Link Distance (ft)	406	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 25: Sultana Av. & Driveway 14

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	3
95th Queue (ft)	17
Link Distance (ft)	435
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 26: Sultana Av. & Driveway 15

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	31	12
Average Queue (ft)	15	0
95th Queue (ft)	40	6
Link Distance (ft)	454	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 27: Sultana Av. & Driveway 16

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	10
95th Queue (ft)	34
Link Distance (ft)	361
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Sultana Av. & Driveway 17

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	40	12
Average Queue (ft)	16	0
95th Queue (ft)	42	6
Link Distance (ft)	248	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Edison Av. & Sultana Av.

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	18	116	53
Average Queue (ft)	1	47	11
95th Queue (ft)	11	101	41
Link Distance (ft)		261	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)		4	
Queuing Penalty (veh)		0	

Network Summary

Network wide Queuing Penalty: 45

Intersection: 7: Euclid Av. (SR-83) & Driveway 1

Movement	WB
Directions Served	R
Maximum Queue (ft)	44
Average Queue (ft)	9
95th Queue (ft)	34
Link Distance (ft)	484
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Euclid Av. (SR-83) & Driveway 2

Movement	WB
Directions Served	R
Maximum Queue (ft)	68
Average Queue (ft)	26
95th Queue (ft)	55
Link Distance (ft)	378
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Euclid Av. (SR-83) & Driveway 3

Movement	WB
Directions Served	R
Maximum Queue (ft)	71
Average Queue (ft)	25
95th Queue (ft)	56
Link Distance (ft)	416
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Euclid Av. (SR-83) & Driveway 4

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	55	6
Average Queue (ft)	25	0
95th Queue (ft)	53	4
Link Distance (ft)	354	228
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Driveway 5 & Schaefer Av.

Movement	NB
Directions Served	R
Maximum Queue (ft)	36
Average Queue (ft)	6
95th Queue (ft)	26
Link Distance (ft)	294
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Driveway 6 & Schaefer Av.

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	5	36
Average Queue (ft)	0	13
95th Queue (ft)	4	39
Link Distance (ft)		338
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Schaefer Av.

Movement	NB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	6
95th Queue (ft)	26
Link Distance (ft)	311
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Edison Av. & Driveway 8

Movement	EB	SB
Directions Served	T	R
Maximum Queue (ft)	20	78
Average Queue (ft)	1	36
95th Queue (ft)	14	62
Link Distance (ft)	380	325
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Edison Av. & Driveway 9

Movement	EB	EB	SB
Directions Served	L	T	LR
Maximum Queue (ft)	131	143	440
Average Queue (ft)	57	8	438
95th Queue (ft)	102	79	447
Link Distance (ft)		314	425
Upstream Blk Time (%)		0	100
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)	100		
Storage Blk Time (%)	2		
Queuing Penalty (veh)	20		

Intersection: 20: Edison Av. & Driveway 10

Movement	SB
Directions Served	R
Maximum Queue (ft)	40
Average Queue (ft)	12
95th Queue (ft)	37
Link Distance (ft)	256
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Sultana Av. & Schaefer Av.

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	22	31
Average Queue (ft)	2	10
95th Queue (ft)	12	31
Link Distance (ft)		477
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 22: Sultana Av. & Driveway 11

Movement	EB
Directions Served	LR
Maximum Queue (ft)	45
Average Queue (ft)	21
95th Queue (ft)	46
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 23: Sultana Av. & Driveway 12

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	31	6
Average Queue (ft)	9	0
95th Queue (ft)	32	4
Link Distance (ft)	414	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: Sultana Av. & Driveway 13

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	10
95th Queue (ft)	33
Link Distance (ft)	406
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 25: Sultana Av. & Driveway 14

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	36	6
Average Queue (ft)	12	0
95th Queue (ft)	37	4
Link Distance (ft)	435	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 26: Sultana Av. & Driveway 15

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	40	17
Average Queue (ft)	21	1
95th Queue (ft)	46	9
Link Distance (ft)	454	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 27: Sultana Av. & Driveway 16

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	32	30
Average Queue (ft)	6	2
95th Queue (ft)	27	13
Link Distance (ft)	361	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: Sultana Av. & Driveway 17

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	48	25	120
Average Queue (ft)	15	2	28
95th Queue (ft)	41	13	124
Link Distance (ft)	248	263	
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: Edison Av. & Sultana Av.

Movement	EB	WB	SB	SB
Directions Served	L	TR	L	R
Maximum Queue (ft)	29	10	253	150
Average Queue (ft)	3	0	159	30
95th Queue (ft)	17	5	304	123
Link Distance (ft)		3914	261	
Upstream Blk Time (%)			20	
Queuing Penalty (veh)			23	
Storage Bay Dist (ft)	100			100
Storage Blk Time (%)			56	
Queuing Penalty (veh)			7	

Network Summary

Network wide Queuing Penalty: 50

APPENDIX 3.1: TRAFFIC COUNTS – 2022

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City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 10_ONT_Eu_60W AM
 Site Code : 05122422
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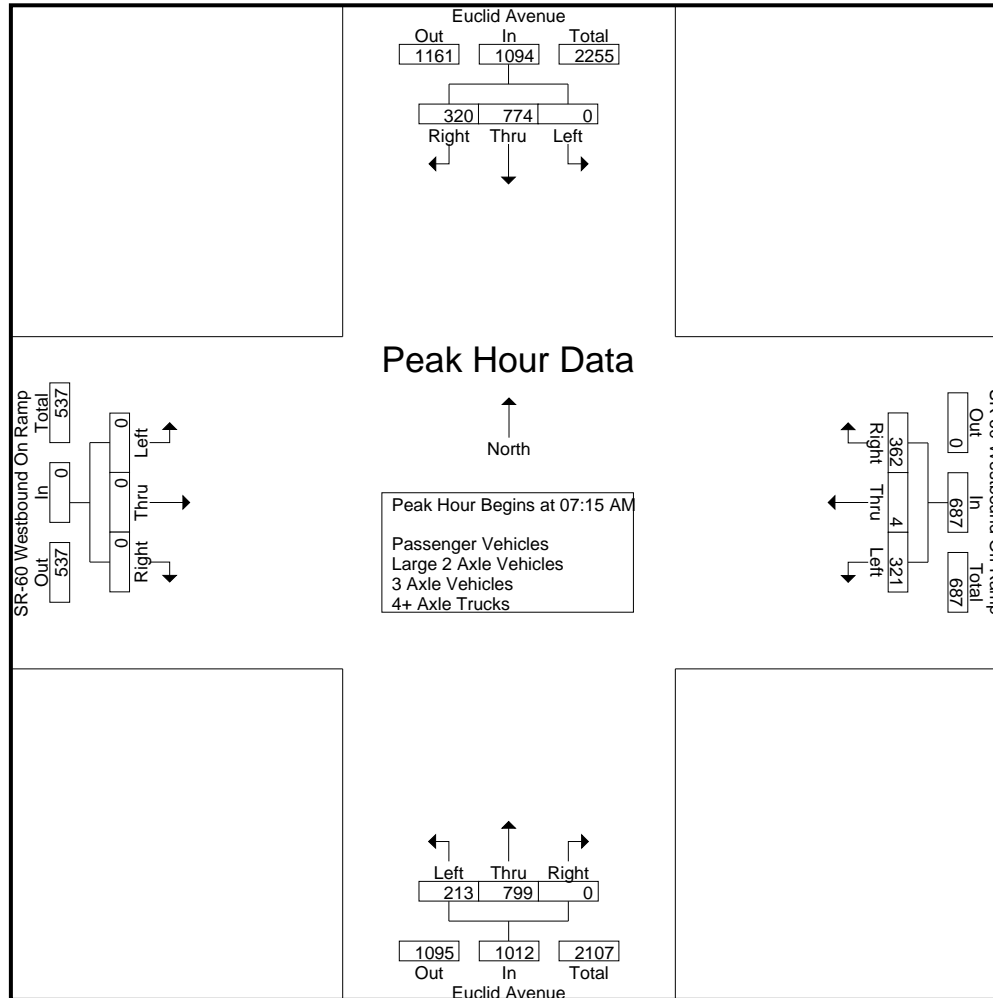
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					SR-60 Westbound Off Ramp Westbound					Euclid Avenue Northbound					SR-60 Westbound On Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	0	144	101	45	245	96	2	30	16	128	50	71	0	0	121	0	0	0	0	0	61	494	555
06:15 AM	0	170	83	31	253	98	0	29	23	127	53	79	0	0	132	0	0	0	0	0	54	512	566
06:30 AM	0	170	72	33	242	97	0	30	21	127	61	105	0	0	166	0	0	0	0	0	54	535	589
06:45 AM	0	140	99	43	239	75	0	54	37	129	63	103	0	0	166	0	0	0	0	0	80	534	614
Total	0	624	355	152	979	366	2	143	97	511	227	358	0	0	585	0	0	0	0	0	249	2075	2324
07:00 AM	0	145	99	48	244	77	0	66	44	143	77	139	0	0	216	0	0	0	0	0	92	603	695
07:15 AM	0	180	97	32	277	79	1	66	35	146	56	187	0	0	243	0	0	0	0	0	67	666	733
07:30 AM	0	176	73	27	249	69	1	80	31	150	66	197	0	0	263	0	0	0	0	0	58	662	720
07:45 AM	0	223	71	27	294	88	1	108	47	197	45	217	0	0	262	0	0	0	0	0	74	753	827
Total	0	724	340	134	1064	313	3	320	157	636	244	740	0	0	984	0	0	0	0	0	291	2684	2975
08:00 AM	0	195	79	29	274	85	1	108	46	194	46	198	0	0	244	0	0	0	0	0	75	712	787
08:15 AM	0	223	66	22	289	93	1	70	37	164	51	152	0	0	203	0	0	0	0	0	59	656	715
08:30 AM	0	173	58	21	231	90	0	114	44	204	43	180	0	0	223	0	0	0	0	0	65	658	723
08:45 AM	0	149	61	24	210	93	0	126	64	219	59	159	0	0	218	0	0	0	0	0	88	647	735
Total	0	740	264	96	1004	361	2	418	191	781	199	689	0	0	888	0	0	0	0	0	287	2673	2960
Grand Total	0	2088	959	382	3047	1040	7	881	445	1928	670	1787	0	0	2457	0	0	0	0	0	827	7432	8259
Apprch %	0	68.5	31.5			53.9	0.4	45.7			27.3	72.7	0			0	0	0					
Total %	0	28.1	12.9		41	14	0.1	11.9		25.9	9	24	0		33.1	0	0	0		0	10	90	
Passenger Vehicles	0	2010	886		3249	707	4	850		1993	459	1642	0		2101	0	0	0		0	0	0	7343
% Passenger Vehicles	0	96.3	92.4	92.4	94.8	68	57.1	96.5	97.1	84	68.5	91.9	0	0	85.5	0	0	0	0	0	0	0	88.9
Large 2 Axle Vehicles	0	32	33		83	49	1	17		73	30	71	0		101	0	0	0		0	0	0	257
% Large 2 Axle Vehicles	0	1.5	3.4	4.7	2.4	4.7	14.3	1.9	1.3	3.1	4.5	4	0	0	4.1	0	0	0	0	0	0	0	3.1
3 Axle Vehicles	0	22	5		28	53	0	8		65	35	18	0		53	0	0	0		0	0	0	146
% 3 Axle Vehicles	0	1.1	0.5	0.3	0.8	5.1	0	0.9	0.9	2.7	5.2	1	0	0	2.2	0	0	0	0	0	0	0	1.8
4+ Axle Trucks	0	24	35		69	231	2	6		242	146	56	0		202	0	0	0		0	0	0	513
% 4+ Axle Trucks	0	1.1	3.6	2.6	2	22.2	28.6	0.7	0.7	10.2	21.8	3.1	0	0	8.2	0	0	0	0	0	0	0	6.2

City of Ontario
 N/S: Euclid Avenue
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Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	180	97	277	79	1	66	146	56	187	0	243	0	0	0	0	666
07:30 AM	0	176	73	249	69	1	80	150	66	197	0	263	0	0	0	0	662
07:45 AM	0	223	71	294	88	1	108	197	45	217	0	262	0	0	0	0	753
08:00 AM	0	195	79	274	85	1	108	194	46	198	0	244	0	0	0	0	712
Total Volume	0	774	320	1094	321	4	362	687	213	799	0	1012	0	0	0	0	2793
% App. Total	0	70.7	29.3		46.7	0.6	52.7		21	79	0		0	0	0		
PHF	.000	.868	.825	.930	.912	1.00	.838	.872	.807	.921	.000	.962	.000	.000	.000	.000	.927



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Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				08:00 AM				07:15 AM				06:00 AM				
+0 mins.	0	176	73	249	85	1	108	194	56	187	0	243	0	0	0	0	
+15 mins.	0	223	71	294	93	1	70	164	66	197	0	263	0	0	0	0	
+30 mins.	0	195	79	274	90	0	114	204	45	217	0	262	0	0	0	0	
+45 mins.	0	223	66	289	93	0	126	219	46	198	0	244	0	0	0	0	
Total Volume	0	817	289	1106	361	2	418	781	213	799	0	1012	0	0	0	0	
% App. Total	0	73.9	26.1		46.2	0.3	53.5		21	79	0		0	0	0		
PHF	.000	.916	.915	.940	.970	.500	.829	.892	.807	.921	.000	.962	.000	.000	.000	.000	

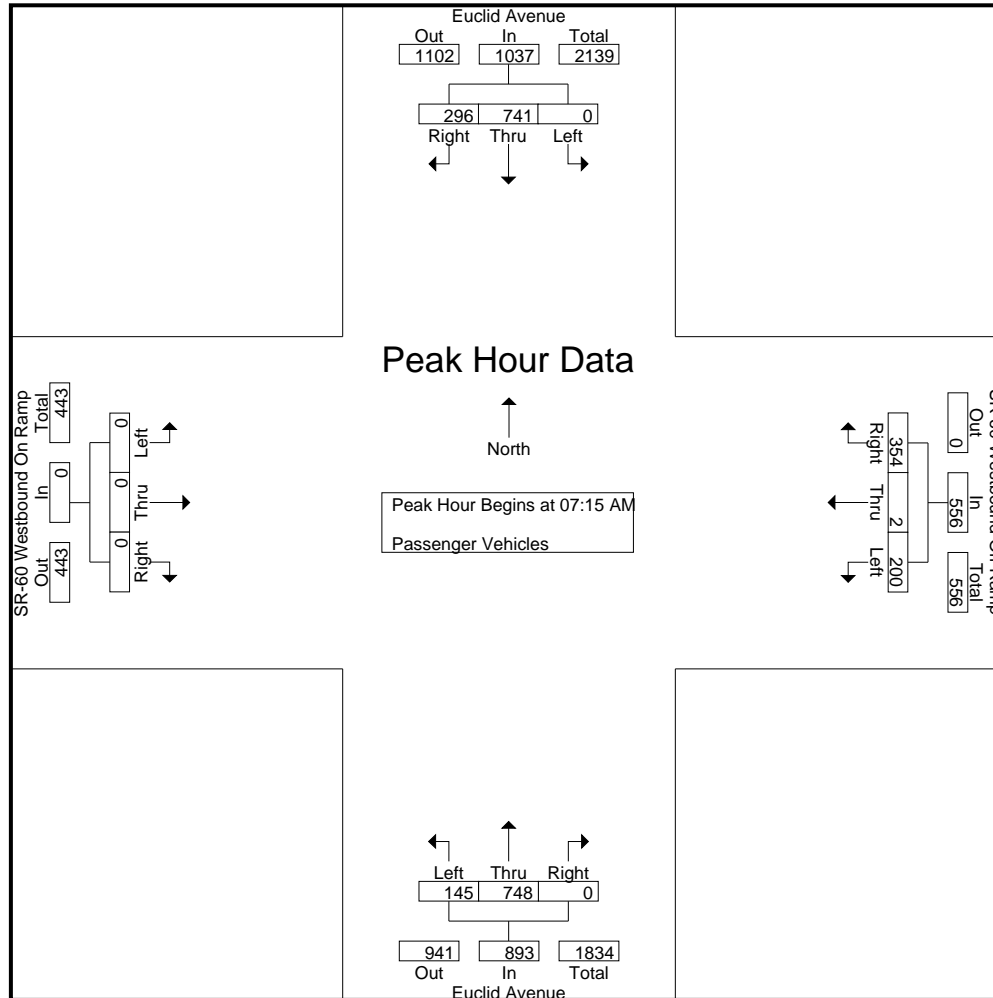
City of Ontario
 N/S: Euclid Avenue
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 Weather: Clear

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Groups Printed- Passenger Vehicles

Start Time	Euclid Avenue Southbound					SR-60 Westbound Off Ramp Westbound					Euclid Avenue Northbound					SR-60 Westbound On Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	0	139	95	43	234	70	1	29	16	100	34	67	0	0	101	0	0	0	0	0	59	435	494
06:15 AM	0	165	79	29	244	71	0	28	23	99	32	70	0	0	102	0	0	0	0	0	52	445	497
06:30 AM	0	166	62	25	228	78	0	30	21	108	41	96	0	0	137	0	0	0	0	0	46	473	519
06:45 AM	0	135	92	41	227	47	0	53	36	100	39	89	0	0	128	0	0	0	0	0	77	455	532
Total	0	605	328	138	933	266	1	140	96	407	146	322	0	0	468	0	0	0	0	0	234	1808	2042
07:00 AM	0	138	93	46	231	59	0	65	44	124	57	122	0	0	179	0	0	0	0	0	90	534	624
07:15 AM	0	175	88	29	263	50	0	64	35	114	37	169	0	0	206	0	0	0	0	0	64	583	647
07:30 AM	0	161	69	26	230	44	1	78	30	123	47	187	0	0	234	0	0	0	0	0	56	587	643
07:45 AM	0	217	69	27	286	54	1	106	46	161	29	206	0	0	235	0	0	0	0	0	73	682	755
Total	0	691	319	128	1010	207	2	313	155	522	170	684	0	0	854	0	0	0	0	0	283	2386	2669
08:00 AM	0	188	70	26	258	52	0	106	44	158	32	186	0	0	218	0	0	0	0	0	70	634	704
08:15 AM	0	215	60	19	275	61	1	66	35	128	36	139	0	0	175	0	0	0	0	0	54	578	632
08:30 AM	0	167	51	18	218	63	0	110	42	173	33	165	0	0	198	0	0	0	0	0	60	589	649
08:45 AM	0	144	58	24	202	58	0	115	60	173	42	146	0	0	188	0	0	0	0	0	84	563	647
Total	0	714	239	87	953	234	1	397	181	632	143	636	0	0	779	0	0	0	0	0	268	2364	2632
Grand Total	0	2010	886	353	2896	707	4	850	432	1561	459	1642	0	0	2101	0	0	0	0	0	785	6558	7343
Apprch %	0	69.4	30.6			45.3	0.3	54.5			21.8	78.2	0			0	0	0					
Total %	0	30.6	13.5		44.2	10.8	0.1	13		23.8	7	25	0		32	0	0	0		0	10.7	89.3	

Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	175	88	263	50	0	64	114	37	169	0	206	0	0	0	0	583
07:30 AM	0	161	69	230	44	1	78	123	47	187	0	234	0	0	0	0	587
07:45 AM	0	217	69	286	54	1	106	161	29	206	0	235	0	0	0	0	682
08:00 AM	0	188	70	258	52	0	106	158	32	186	0	218	0	0	0	0	634
Total Volume	0	741	296	1037	200	2	354	556	145	748	0	893	0	0	0	0	2486
% App. Total	0	71.5	28.5		36	0.4	63.7		16.2	83.8	0		0	0	0		
PHF	.000	.854	.841	.906	.926	.500	.835	.863	.771	.908	.000	.950	.000	.000	.000	.000	.911



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Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	175	88	263	50	0	64	114	37	169	0	206	0	0	0	0	
+15 mins.	0	161	69	230	44	1	78	123	47	187	0	234	0	0	0	0	
+30 mins.	0	217	69	286	54	1	106	161	29	206	0	235	0	0	0	0	
+45 mins.	0	188	70	258	52	0	106	158	32	186	0	218	0	0	0	0	
Total Volume	0	741	296	1037	200	2	354	556	145	748	0	893	0	0	0	0	
% App. Total	0	71.5	28.5		36	0.4	63.7		16.2	83.8	0		0	0	0		
PHF	.000	.854	.841	.906	.926	.500	.835	.863	.771	.908	.000	.950	.000	.000	.000	.000	

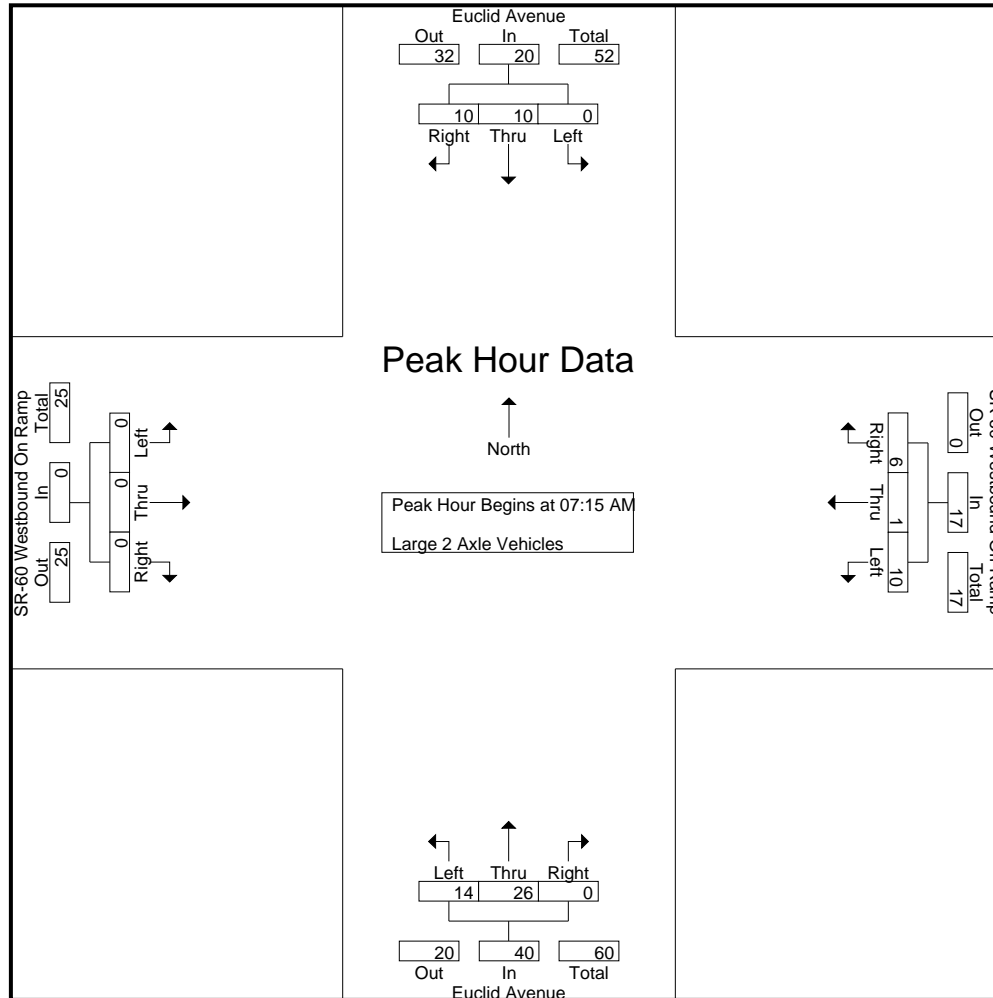
City of Ontario
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Groups Printed- Large 2 Axle Vehicles

Start Time	Euclid Avenue Southbound					SR-60 Westbound Off Ramp Westbound					Euclid Avenue Northbound					SR-60 Westbound On Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	0	2	5	2	7	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	9	11
06:15 AM	0	5	1	0	6	5	0	1	0	6	3	3	0	0	6	0	0	0	0	0	0	18	18
06:30 AM	0	3	8	6	11	5	0	0	0	5	1	8	0	0	9	0	0	0	0	0	6	25	31
06:45 AM	0	2	3	0	5	4	0	1	1	5	1	6	0	0	7	0	0	0	0	0	1	17	18
Total	0	12	17	8	29	16	0	2	1	18	5	17	0	0	22	0	0	0	0	0	9	69	78
07:00 AM	0	3	2	1	5	3	0	1	0	4	5	9	0	0	14	0	0	0	0	0	1	23	24
07:15 AM	0	2	5	3	7	3	1	2	0	6	2	10	0	0	12	0	0	0	0	0	3	25	28
07:30 AM	0	4	2	1	6	3	0	1	0	4	4	5	0	0	9	0	0	0	0	0	1	19	20
07:45 AM	0	1	0	0	1	1	0	2	1	3	4	3	0	0	7	0	0	0	0	0	1	11	12
Total	0	10	9	5	19	10	1	6	1	17	15	27	0	0	42	0	0	0	0	0	6	78	84
08:00 AM	0	3	3	2	6	3	0	1	1	4	4	8	0	0	12	0	0	0	0	0	3	22	25
08:15 AM	0	3	1	1	4	3	0	3	1	6	2	6	0	0	8	0	0	0	0	0	2	18	20
08:30 AM	0	3	3	2	6	8	0	0	0	8	1	7	0	0	8	0	0	0	0	0	2	22	24
08:45 AM	0	1	0	0	1	9	0	5	2	14	3	6	0	0	9	0	0	0	0	0	2	24	26
Total	0	10	7	5	17	23	0	9	4	32	10	27	0	0	37	0	0	0	0	0	9	86	95
Grand Total	0	32	33	18	65	49	1	17	6	67	30	71	0	0	101	0	0	0	0	0	24	233	257
Apprch %	0	49.2	50.8			73.1	1.5	25.4			29.7	70.3	0			0	0	0					
Total %	0	13.7	14.2		27.9	21	0.4	7.3		28.8	12.9	30.5	0		43.3	0	0	0		0	9.3	90.7	

Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:15 AM																			
07:15 AM	0	2	5	7	3	1	2	6	2	10	0	12	0	0	0	0	25		
07:30 AM	0	4	2	6	3	0	1	4	4	5	0	9	0	0	0	0	19		
07:45 AM	0	1	0	1	1	0	2	3	4	3	0	7	0	0	0	0	11		
08:00 AM	0	3	3	6	3	0	1	4	4	8	0	12	0	0	0	0	22		
Total Volume	0	10	10	20	10	1	6	17	14	26	0	40	0	0	0	0	77		
% App. Total	0	50	50		58.8	5.9	35.3		35	65	0		0	0	0				
PHF	.000	.625	.500	.714	.833	.250	.750	.708	.875	.650	.000	.833	.000	.000	.000	.000	.770		



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	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	2	5	7	3	1	2	6	2	10	0	12	0	0	0	0	
+15 mins.	0	4	2	6	3	0	1	4	4	5	0	9	0	0	0	0	
+30 mins.	0	1	0	1	1	0	2	3	4	3	0	7	0	0	0	0	
+45 mins.	0	3	3	6	3	0	1	4	4	8	0	12	0	0	0	0	
Total Volume	0	10	10	20	10	1	6	17	14	26	0	40	0	0	0	0	
% App. Total	0	50	50		58.8	5.9	35.3		35	65	0		0	0	0		
PHF	.000	.625	.500	.714	.833	.250	.750	.708	.875	.650	.000	.833	.000	.000	.000	.000	

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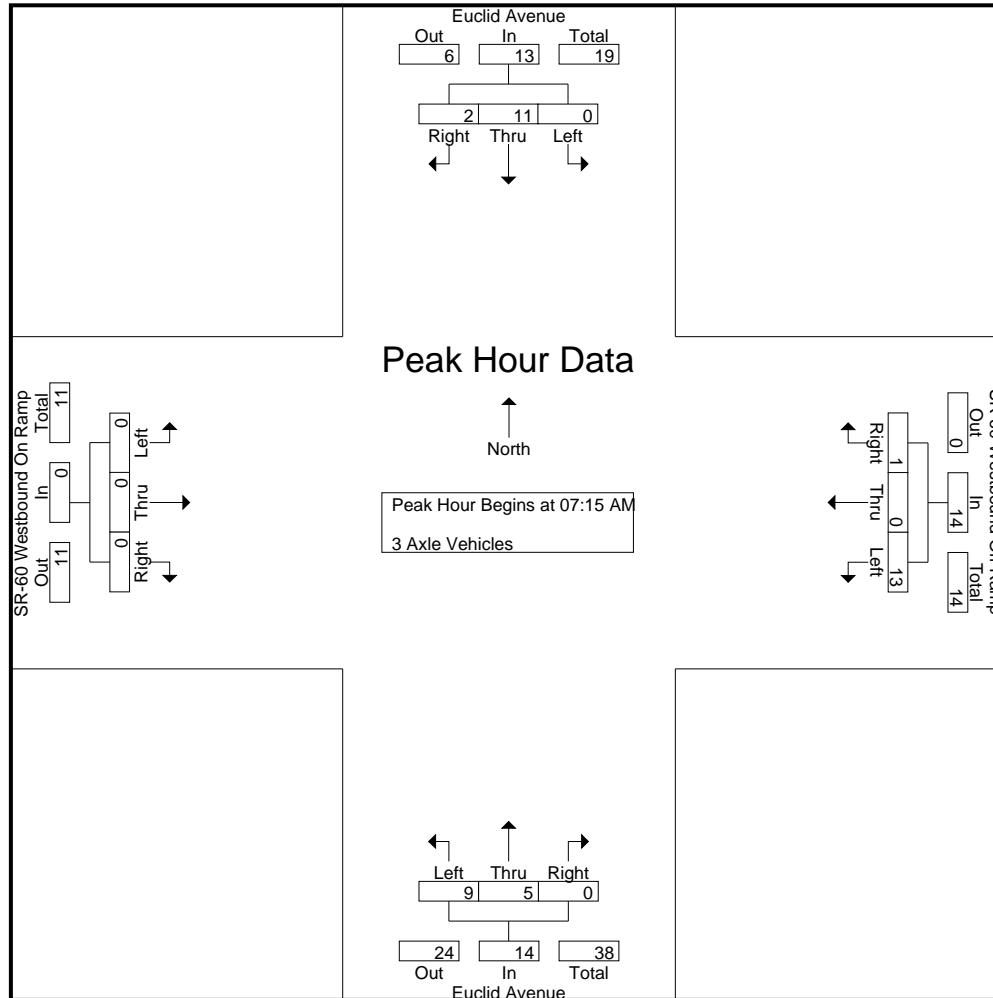
Groups Printed- 3 Axle Vehicles

Start Time	Euclid Avenue Southbound					SR-60 Westbound Off Ramp Westbound					Euclid Avenue Northbound					SR-60 Westbound On Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
06:00 AM	0	2	0	0	2	8	0	1	0	9	5	0	0	0	5	0	0	0	0	0	0	0	16	16
06:15 AM	0	0	0	0	0	9	0	0	0	9	3	0	0	0	3	0	0	0	0	0	0	0	12	12
06:30 AM	0	1	1	1	2	4	0	0	0	4	4	0	0	0	4	0	0	0	0	0	1	0	10	11
06:45 AM	0	2	0	0	2	5	0	0	0	5	2	3	0	0	5	0	0	0	0	0	0	0	12	12
Total	0	5	1	1	6	26	0	1	0	27	14	3	0	0	17	0	0	0	0	0	1	50	51	
07:00 AM	0	1	1	0	2	3	0	0	0	3	3	3	0	0	6	0	0	0	0	0	0	11	11	
07:15 AM	0	0	1	0	1	3	0	0	0	3	1	3	0	0	4	0	0	0	0	0	0	8	8	
07:30 AM	0	6	0	0	6	2	0	1	1	3	3	1	0	0	4	0	0	0	0	0	1	13	14	
07:45 AM	0	4	0	0	4	3	0	0	0	3	3	1	0	0	4	0	0	0	0	0	0	11	11	
Total	0	11	2	0	13	11	0	1	1	12	10	8	0	0	18	0	0	0	0	0	1	43	44	
08:00 AM	0	1	1	0	2	5	0	0	0	5	2	0	0	0	2	0	0	0	0	0	0	9	9	
08:15 AM	0	2	1	0	3	4	0	1	1	5	2	1	0	0	3	0	0	0	0	0	1	11	12	
08:30 AM	0	1	0	0	1	3	0	2	1	5	4	3	0	0	7	0	0	0	0	0	1	13	14	
08:45 AM	0	2	0	0	2	4	0	3	1	7	3	3	0	0	6	0	0	0	0	0	1	15	16	
Total	0	6	2	0	8	16	0	6	3	22	11	7	0	0	18	0	0	0	0	0	3	48	51	
Grand Total	0	22	5	1	27	53	0	8	4	61	35	18	0	0	53	0	0	0	0	0	5	141	146	
Apprch %	0	81.5	18.5			86.9	0	13.1			66	34	0			0	0	0						
Total %	0	15.6	3.5		19.1	37.6	0	5.7		43.3	24.8	12.8	0		37.6	0	0	0		0	3.4	96.6		

Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:15 AM																			
07:15 AM	0	0	1	1	3	0	0	3	1	3	0	4	0	0	0	0	8		
07:30 AM	0	6	0	6	2	0	1	3	3	1	0	4	0	0	0	0	13		
07:45 AM	0	4	0	4	3	0	0	3	3	1	0	4	0	0	0	0	11		
08:00 AM	0	1	1	2	5	0	0	5	2	0	0	2	0	0	0	0	9		
Total Volume	0	11	2	13	13	0	1	14	9	5	0	14	0	0	0	0	41		
% App. Total	0	84.6	15.4		92.9	0	7.1		64.3	35.7	0		0	0	0				
PHF	.000	.458	.500	.542	.650	.000	.250	.700	.750	.417	.000	.875	.000	.000	.000	.000	.788		

City of Ontario
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Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	1	1	3	0	0	3	1	3	0	4	0	0	0	0	
+15 mins.	0	6	0	6	2	0	1	3	3	1	0	4	0	0	0	0	
+30 mins.	0	4	0	4	3	0	0	3	3	1	0	4	0	0	0	0	
+45 mins.	0	1	1	2	5	0	0	5	2	0	0	2	0	0	0	0	
Total Volume	0	11	2	13	13	0	1	14	9	5	0	14	0	0	0	0	
% App. Total	0	84.6	15.4		92.9	0	7.1		64.3	35.7	0		0	0	0		
PHF	.000	.458	.500	.542	.650	.000	.250	.700	.750	.417	.000	.875	.000	.000	.000	.000	

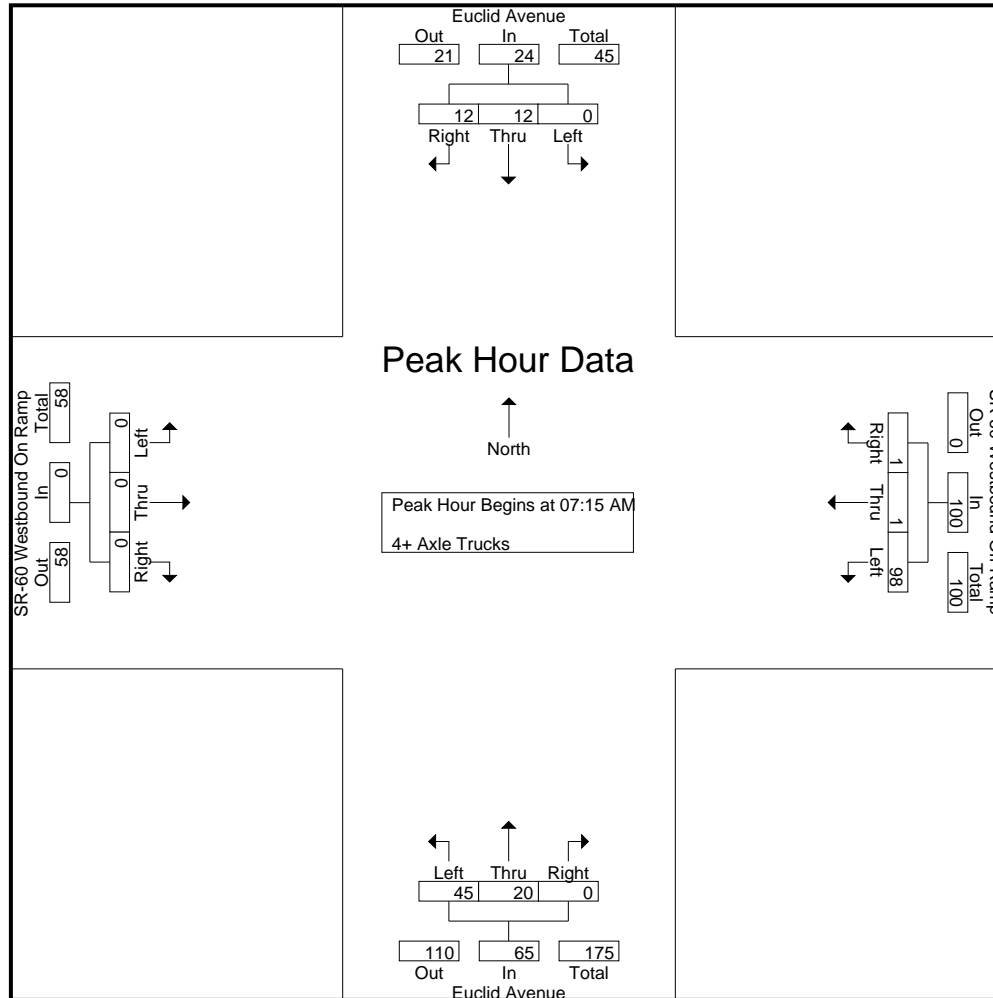
City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 10_ONT_Eu_60W AM
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Groups Printed- 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					SR-60 Westbound Off Ramp Westbound					Euclid Avenue Northbound					SR-60 Westbound On Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total							
06:00 AM	0	1	1	0	2	16	1	0	0	17	11	4	0	0	15	0	0	0	0	0	0	0	0	0	0	34	34
06:15 AM	0	0	3	2	3	13	0	0	0	13	15	6	0	0	21	0	0	0	0	0	0	0	0	0	2	37	39
06:30 AM	0	0	1	1	1	10	0	0	0	10	15	1	0	0	16	0	0	0	0	0	0	0	0	0	1	27	28
06:45 AM	0	1	4	2	5	19	0	0	0	19	21	5	0	0	26	0	0	0	0	0	0	0	0	0	2	50	52
Total	0	2	9	5	11	58	1	0	0	59	62	16	0	0	78	0	0	0	0	0	0	0	0	0	5	148	153
07:00 AM	0	3	3	1	6	12	0	0	0	12	12	5	0	0	17	0	0	0	0	0	0	0	0	0	1	35	36
07:15 AM	0	3	3	0	6	23	0	0	0	23	16	5	0	0	21	0	0	0	0	0	0	0	0	0	0	50	50
07:30 AM	0	5	2	0	7	20	0	0	0	20	12	4	0	0	16	0	0	0	0	0	0	0	0	0	0	43	43
07:45 AM	0	1	2	0	3	30	0	0	0	30	9	7	0	0	16	0	0	0	0	0	0	0	0	0	0	49	49
Total	0	12	10	1	22	85	0	0	0	85	49	21	0	0	70	0	0	0	0	0	0	0	0	0	1	177	178
08:00 AM	0	3	5	1	8	25	1	1	1	27	8	4	0	0	12	0	0	0	0	0	0	0	0	0	2	47	49
08:15 AM	0	3	4	2	7	25	0	0	0	25	11	6	0	0	17	0	0	0	0	0	0	0	0	0	2	49	51
08:30 AM	0	2	4	1	6	16	0	2	1	18	5	5	0	0	10	0	0	0	0	0	0	0	0	0	2	34	36
08:45 AM	0	2	3	0	5	22	0	3	1	25	11	4	0	0	15	0	0	0	0	0	0	0	0	0	1	45	46
Total	0	10	16	4	26	88	1	6	3	95	35	19	0	0	54	0	0	0	0	0	0	0	0	0	7	175	182
Grand Total	0	24	35	10	59	231	2	6	3	239	146	56	0	0	202	0	0	0	0	0	0	0	0	0	13	500	513
Apprch %	0	40.7	59.3			96.7	0.8	2.5			72.3	27.7	0			0	0	0									
Total %	0	4.8	7		11.8	46.2	0.4	1.2		47.8	29.2	11.2	0		40.4	0	0	0							2.5	97.5	

Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	3	6	23	0	0	23	16	5	0	21	0	0	0	0	50
07:30 AM	0	5	2	7	20	0	0	20	12	4	0	16	0	0	0	0	43
07:45 AM	0	1	2	3	30	0	0	30	9	7	0	16	0	0	0	0	49
08:00 AM	0	3	5	8	25	1	1	27	8	4	0	12	0	0	0	0	47
Total Volume	0	12	12	24	98	1	1	100	45	20	0	65	0	0	0	0	189
% App. Total	0	50	50		98	1	1		69.2	30.8	0		0	0	0		
PHF	.000	.600	.600	.750	.817	.250	.250	.833	.703	.714	.000	.774	.000	.000	.000	.000	.945



City of Ontario
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Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	3	3	6	23	0	0	23	16	5	0	21	0	0	0	0	
+15 mins.	0	5	2	7	20	0	0	20	12	4	0	16	0	0	0	0	
+30 mins.	0	1	2	3	30	0	0	30	9	7	0	16	0	0	0	0	
+45 mins.	0	3	5	8	25	1	1	27	8	4	0	12	0	0	0	0	
Total Volume	0	12	12	24	98	1	1	100	45	20	0	65	0	0	0	0	
% App. Total	0	50	50		98	1	1		69.2	30.8	0		0	0	0		
PHF	.000	.600	.600	.750	.817	.250	.250	.833	.703	.714	.000	.774	.000	.000	.000	.000	

City of Ontario
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 E/W: SR-60 Westbound Ramps
 Weather: Clear

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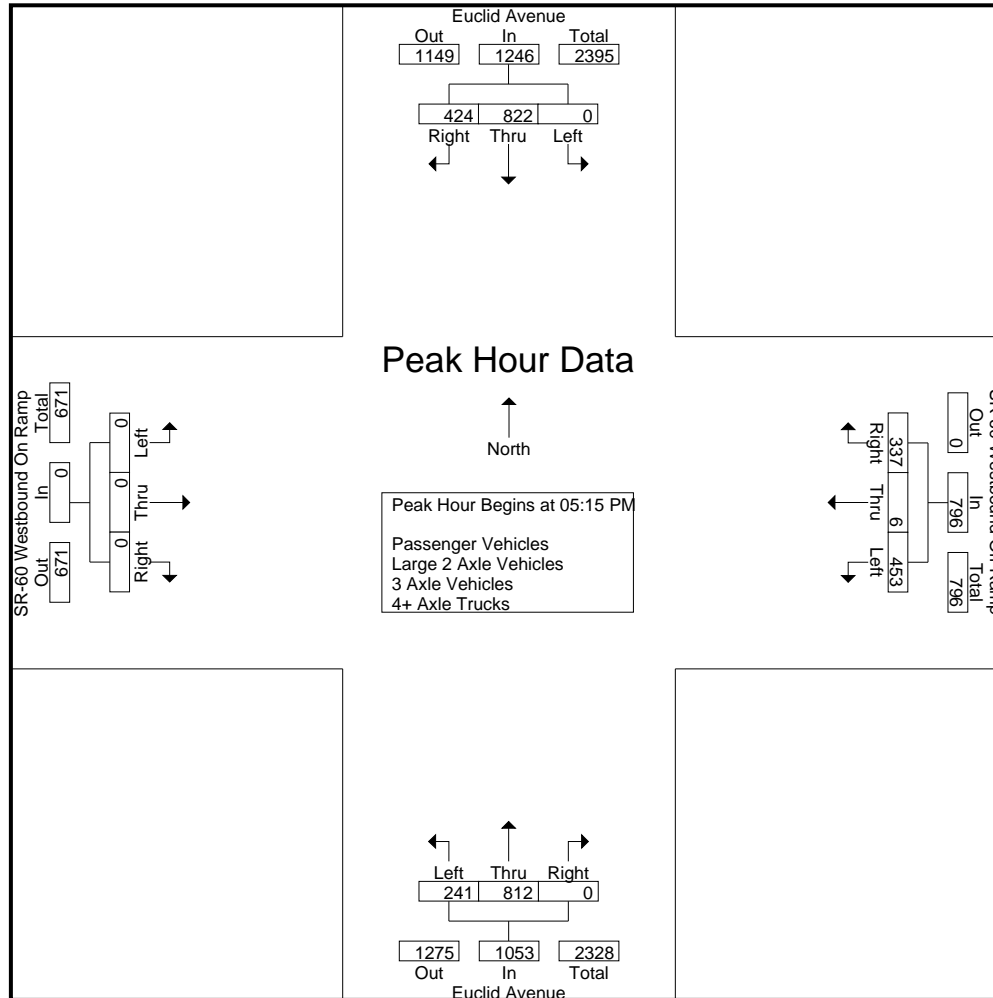
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					SR-60 Westbound Off Ramp Westbound					Euclid Avenue Northbound					SR-60 Westbound On Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	219	108	52	327	105	0	99	39	204	48	176	0	0	224	0	0	0	0	0	91	755	846
04:15 PM	0	170	86	42	256	94	1	96	41	191	50	209	0	0	259	0	0	0	0	0	83	706	789
04:30 PM	0	216	112	57	328	123	0	84	40	207	69	213	0	0	282	0	0	0	0	0	97	817	914
04:45 PM	0	231	93	43	324	107	1	90	46	198	45	195	0	0	240	0	0	0	0	0	89	762	851
Total	0	836	399	194	1235	429	2	369	166	800	212	793	0	0	1005	0	0	0	0	0	360	3040	3400
05:00 PM	0	183	108	58	291	107	1	82	35	190	59	172	0	0	231	0	0	0	0	0	93	712	805
05:15 PM	0	200	118	56	318	113	2	74	34	189	69	216	0	0	285	0	0	0	0	0	90	792	882
05:30 PM	0	203	97	38	300	118	2	80	29	200	68	192	0	0	260	0	0	0	0	0	67	760	827
05:45 PM	0	228	131	61	359	104	0	83	45	187	46	192	0	0	238	0	0	0	0	0	106	784	890
Total	0	814	454	213	1268	442	5	319	143	766	242	772	0	0	1014	0	0	0	0	0	356	3048	3404
06:00 PM	0	191	78	31	269	118	2	100	37	220	58	212	0	0	270	0	0	0	0	0	68	759	827
06:15 PM	0	151	77	47	228	88	0	75	36	163	53	187	0	0	240	0	0	0	0	0	83	631	714
06:30 PM	0	173	69	33	242	81	2	84	37	167	47	191	0	0	238	0	0	0	0	0	70	647	717
06:45 PM	0	151	73	38	224	70	1	78	33	149	46	164	0	0	210	0	0	0	0	0	71	583	654
Total	0	666	297	149	963	357	5	337	143	699	204	754	0	0	958	0	0	0	0	0	292	2620	2912
Grand Total	0	2316	1150	556	3466	1228	12	1025	452	2265	658	2319	0	0	2977	0	0	0	0	0	1008	8708	9716
Apprch %	0	66.8	33.2			54.2	0.5	45.3			22.1	77.9	0			0	0	0					
Total %	0	26.6	13.2		39.8	14.1	0.1	11.8		26	7.6	26.6	0		34.2	0	0	0		0	10.4	89.6	
Passenger Vehicles	0	2262	1108		3911	944	11	998		2397	554	2210	0		2764	0	0	0		0	0	0	9072
% Passenger Vehicles	0	97.7	96.3	97.3	97.2	76.9	91.7	97.4	98.2	88.2	84.2	95.3	0	0	92.8	0	0	0	0	0	0	0	93.4
Large 2 Axle Vehicles	0	33	11		47	46	1	13		65	14	45	0		59	0	0	0		0	0	0	171
% Large 2 Axle Vehicles	0	1.4	1	0.5	1.2	3.7	8.3	1.3	1.1	2.4	2.1	1.9	0	0	2	0	0	0	0	0	0	0	1.8
3 Axle Vehicles	0	3	3		8	46	0	3		50	17	23	0		40	0	0	0		0	0	0	98
% 3 Axle Vehicles	0	0.1	0.3	0.4	0.2	3.7	0	0.3	0.2	1.8	2.6	1	0	0	1.3	0	0	0	0	0	0	0	1
4+ Axle Trucks	0	18	28		56	192	0	11		205	73	41	0		114	0	0	0		0	0	0	375
% 4+ Axle Trucks	0	0.8	2.4	1.8	1.4	15.6	0	1.1	0.4	7.5	11.1	1.8	0	0	3.8	0	0	0	0	0	0	0	3.9

City of Ontario
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Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	200	118	318	113	2	74	189	69	216	0	285	0	0	0	0	792
05:30 PM	0	203	97	300	118	2	80	200	68	192	0	260	0	0	0	0	760
05:45 PM	0	228	131	359	104	0	83	187	46	192	0	238	0	0	0	0	784
06:00 PM	0	191	78	269	118	2	100	220	58	212	0	270	0	0	0	0	759
Total Volume	0	822	424	1246	453	6	337	796	241	812	0	1053	0	0	0	0	3095
% App. Total	0	66	34		56.9	0.8	42.3		22.9	77.1	0		0	0	0		
PHF	.000	.901	.809	.868	.960	.750	.843	.905	.873	.940	.000	.924	.000	.000	.000	.000	.977



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 Weather: Clear

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Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				04:00 PM				05:15 PM				04:00 PM				
+0 mins.	0	183	108	291	105	0	99	204	69	216	0	285	0	0	0	0	
+15 mins.	0	200	118	318	94	1	96	191	68	192	0	260	0	0	0	0	
+30 mins.	0	203	97	300	123	0	84	207	46	192	0	238	0	0	0	0	
+45 mins.	0	228	131	359	107	1	90	198	58	212	0	270	0	0	0	0	
Total Volume	0	814	454	1268	429	2	369	800	241	812	0	1053	0	0	0	0	
% App. Total	0	64.2	35.8		53.6	0.2	46.1		22.9	77.1	0		0	0	0		
PHF	.000	.893	.866	.883	.872	.500	.932	.966	.873	.940	.000	.924	.000	.000	.000	.000	

City of Ontario
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File Name : 10_ONT_Eu_60W PM
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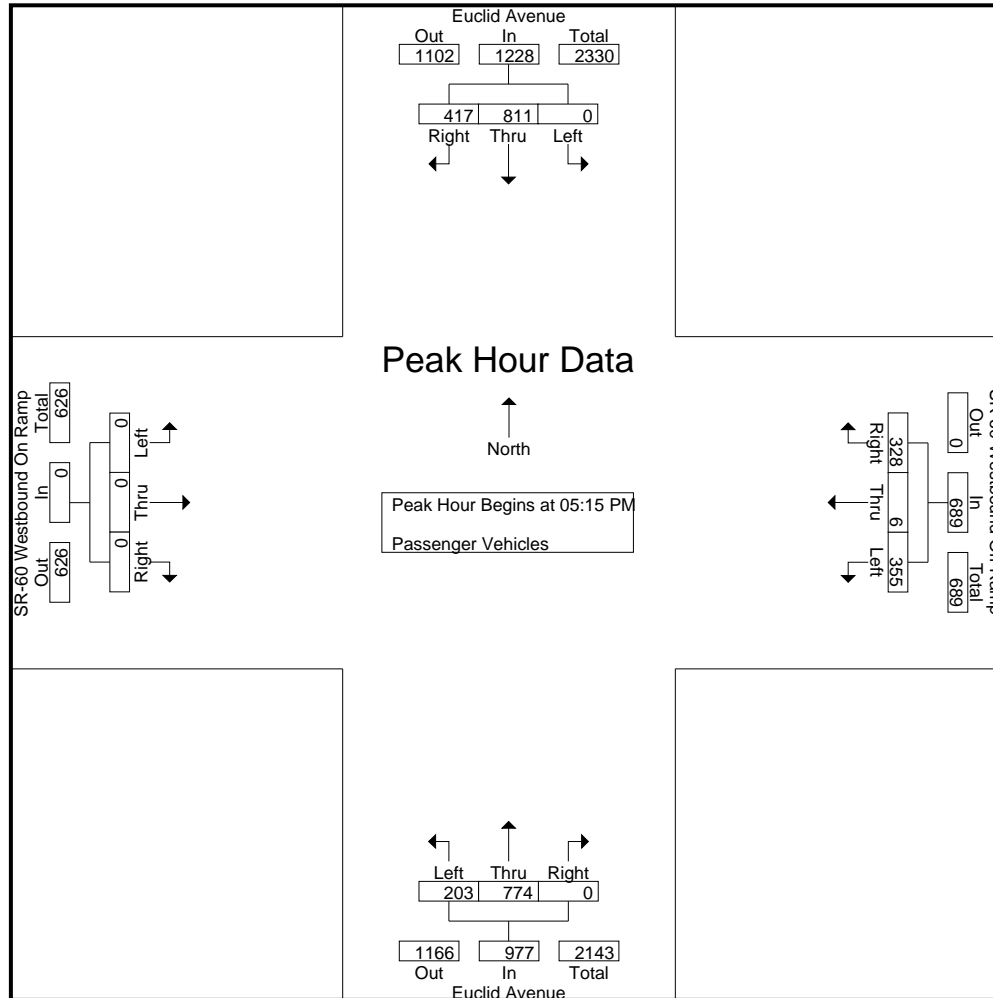
Groups Printed- Passenger Vehicles

Start Time	Euclid Avenue Southbound					SR-60 Westbound Off Ramp Westbound					Euclid Avenue Northbound					SR-60 Westbound On Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	214	102	51	316	80	0	95	38	175	39	165	0	0	204	0	0	0	0	0	89	695	784
04:15 PM	0	160	81	39	241	74	1	92	40	167	43	193	0	0	236	0	0	0	0	0	79	644	723
04:30 PM	0	207	107	56	314	96	0	82	40	178	64	205	0	0	269	0	0	0	0	0	96	761	857
04:45 PM	0	225	89	40	314	77	1	88	46	166	33	184	0	0	217	0	0	0	0	0	86	697	783
Total	0	806	379	186	1185	327	2	357	164	686	179	747	0	0	926	0	0	0	0	0	350	2797	3147
05:00 PM	0	179	103	56	282	91	1	80	34	172	52	166	0	0	218	0	0	0	0	0	90	672	762
05:15 PM	0	199	117	56	316	92	2	72	34	166	60	205	0	0	265	0	0	0	0	0	90	747	837
05:30 PM	0	202	94	37	296	87	2	78	28	167	52	180	0	0	232	0	0	0	0	0	65	695	760
05:45 PM	0	222	129	60	351	81	0	82	45	163	39	188	0	0	227	0	0	0	0	0	105	741	846
Total	0	802	443	209	1245	351	5	312	141	668	203	739	0	0	942	0	0	0	0	0	350	2855	3205
06:00 PM	0	188	77	30	265	95	2	96	34	193	52	201	0	0	253	0	0	0	0	0	64	711	775
06:15 PM	0	146	73	46	219	62	0	74	35	136	42	179	0	0	221	0	0	0	0	0	81	576	657
06:30 PM	0	172	66	33	238	58	1	82	37	141	40	186	0	0	226	0	0	0	0	0	70	605	675
06:45 PM	0	148	70	37	218	51	1	77	33	129	38	158	0	0	196	0	0	0	0	0	70	543	613
Total	0	654	286	146	940	266	4	329	139	599	172	724	0	0	896	0	0	0	0	0	285	2435	2720
Grand Total	0	2262	1108	541	3370	944	11	998	444	1953	554	2210	0	0	2764	0	0	0	0	0	985	8087	9072
Apprch %	0	67.1	32.9			48.3	0.6	51.1			20	80	0			0	0	0					
Total %	0	28	13.7		41.7	11.7	0.1	12.3		24.1	6.9	27.3	0	34.2		0	0	0			10.9	89.1	

Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:15 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	199	117	316	92	2	72	166	60	205	0	265	0	0	0	0	747
05:30 PM	0	202	94	296	87	2	78	167	52	180	0	232	0	0	0	0	695
05:45 PM	0	222	129	351	81	0	82	163	39	188	0	227	0	0	0	0	741
06:00 PM	0	188	77	265	95	2	96	193	52	201	0	253	0	0	0	0	711
Total Volume	0	811	417	1228	355	6	328	689	203	774	0	977	0	0	0	0	2894
% App. Total	0	66	34		51.5	0.9	47.6		20.8	79.2	0		0	0	0		
PHF	.000	.913	.808	.875	.934	.750	.854	.892	.846	.944	.000	.922	.000	.000	.000	.000	.969

City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 10_ONT_Eu_60W PM
 Site Code : 05122422
 Start Date : 5/10/2022
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City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 10_ONT_Eu_60W PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:15 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:15 PM				05:15 PM				05:15 PM				05:15 PM				
+0 mins.	0	199	117	316	92	2	72	166	60	205	0	265	0	0	0	0	
+15 mins.	0	202	94	296	87	2	78	167	52	180	0	232	0	0	0	0	
+30 mins.	0	222	129	351	81	0	82	163	39	188	0	227	0	0	0	0	
+45 mins.	0	188	77	265	95	2	96	193	52	201	0	253	0	0	0	0	
Total Volume	0	811	417	1228	355	6	328	689	203	774	0	977	0	0	0	0	
% App. Total	0	66	34		51.5	0.9	47.6		20.8	79.2	0		0	0	0		
PHF	.000	.913	.808	.875	.934	.750	.854	.892	.846	.944	.000	.922	.000	.000	.000	.000	

City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 10_ONT_Eu_60W PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

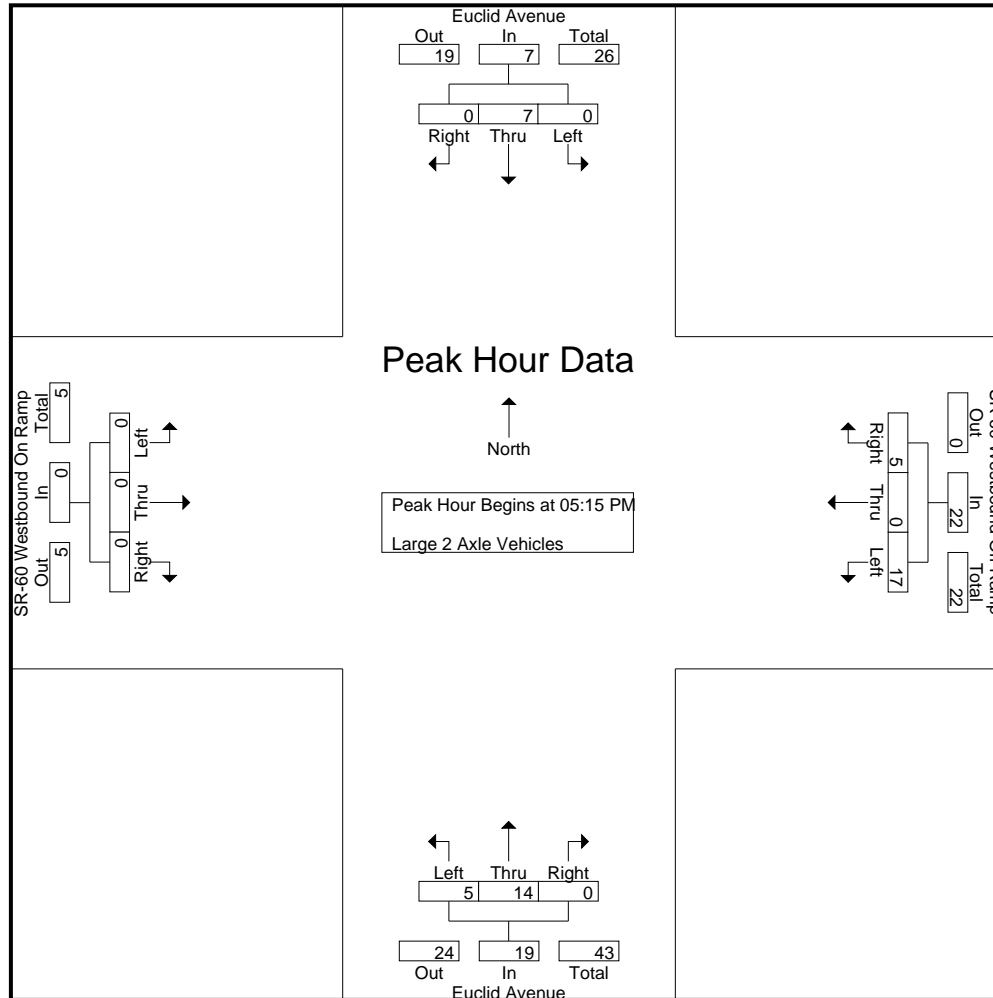
Groups Printed- Large 2 Axle Vehicles

Start Time	Euclid Avenue Southbound					SR-60 Westbound Off Ramp Westbound					Euclid Avenue Northbound					SR-60 Westbound On Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
04:00 PM	0	4	2	0	6	1	0	0	0	1	2	7	0	0	9	0	0	0	0	0	0	0	0	0	0	0	16	16
04:15 PM	0	7	1	0	8	2	0	2	1	4	2	7	0	0	9	0	0	0	0	0	0	0	0	0	0	1	21	22
04:30 PM	0	6	1	0	7	5	0	1	0	6	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	19	19
04:45 PM	0	5	1	1	6	6	0	2	0	8	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0	1	21	22
Total	0	22	5	1	27	14	0	5	1	19	7	24	0	0	31	0	0	0	0	0	0	0	0	0	0	2	77	79
05:00 PM	0	2	1	1	3	5	0	0	0	5	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	1	12	13
05:15 PM	0	1	0	0	1	4	0	0	0	4	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0	0	11	11
05:30 PM	0	1	0	0	1	4	0	2	1	6	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	1	13	14
05:45 PM	0	4	0	0	4	6	0	0	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	11	11
Total	0	8	1	1	9	19	0	2	1	21	5	12	0	0	17	0	0	0	0	0	0	0	0	0	0	2	47	49
06:00 PM	0	1	0	0	1	3	0	3	2	6	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	2	13	15
06:15 PM	0	1	2	1	3	6	0	1	1	7	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	12	14
06:30 PM	0	1	2	0	3	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	8
06:45 PM	0	0	1	0	1	2	0	1	0	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	0	3	5	1	8	13	1	6	3	20	2	9	0	0	11	0	0	0	0	0	0	0	0	0	0	4	39	43
Grand Total	0	33	11	3	44	46	1	13	5	60	14	45	0	0	59	0	0	0	0	0	0	0	0	0	0	8	163	171
Apprch %	0	75	25			76.7	1.7	21.7			23.7	76.3	0			0	0	0										
Total %	0	20.2	6.7		27	28.2	0.6	8		36.8	8.6	27.6	0		36.2	0	0	0		0						4.7	95.3	

Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
Peak Hour Analysis From 05:15 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	1	0	1	4	0	0	4	3	3	0	6	0	0	0	0	0	0	0	0	11
05:30 PM	0	1	0	1	4	0	2	6	1	5	0	6	0	0	0	0	0	0	0	0	13
05:45 PM	0	4	0	4	6	0	0	6	0	1	0	1	0	0	0	0	0	0	0	0	11
06:00 PM	0	1	0	1	3	0	3	6	1	5	0	6	0	0	0	0	0	0	0	0	13
Total Volume	0	7	0	7	17	0	5	22	5	14	0	19	0	0	0	0	0	0	0	0	48
% App. Total	0	100	0		77.3	0	22.7		26.3	73.7	0		0	0	0						
PHF	.000	.438	.000	.438	.708	.000	.417	.917	.417	.700	.000	.792	.000	.000	.000	.000	.000	.000	.000	.000	.923

City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 10_ONT_Eu_60W PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2



City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 10_ONT_Eu_60W PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:15 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:15 PM				05:15 PM				05:15 PM				05:15 PM				
+0 mins.	0	1	0	1	4	0	0	4	3	3	0	6	0	0	0	0	
+15 mins.	0	1	0	1	4	0	2	6	1	5	0	6	0	0	0	0	
+30 mins.	0	4	0	4	6	0	0	6	0	1	0	1	0	0	0	0	
+45 mins.	0	1	0	1	3	0	3	6	1	5	0	6	0	0	0	0	
Total Volume	0	7	0	7	17	0	5	22	5	14	0	19	0	0	0	0	
% App. Total	0	100	0		77.3	0	22.7		26.3	73.7	0		0	0	0		
PHF	.000	.438	.000	.438	.708	.000	.417	.917	.417	.700	.000	.792	.000	.000	.000	.000	

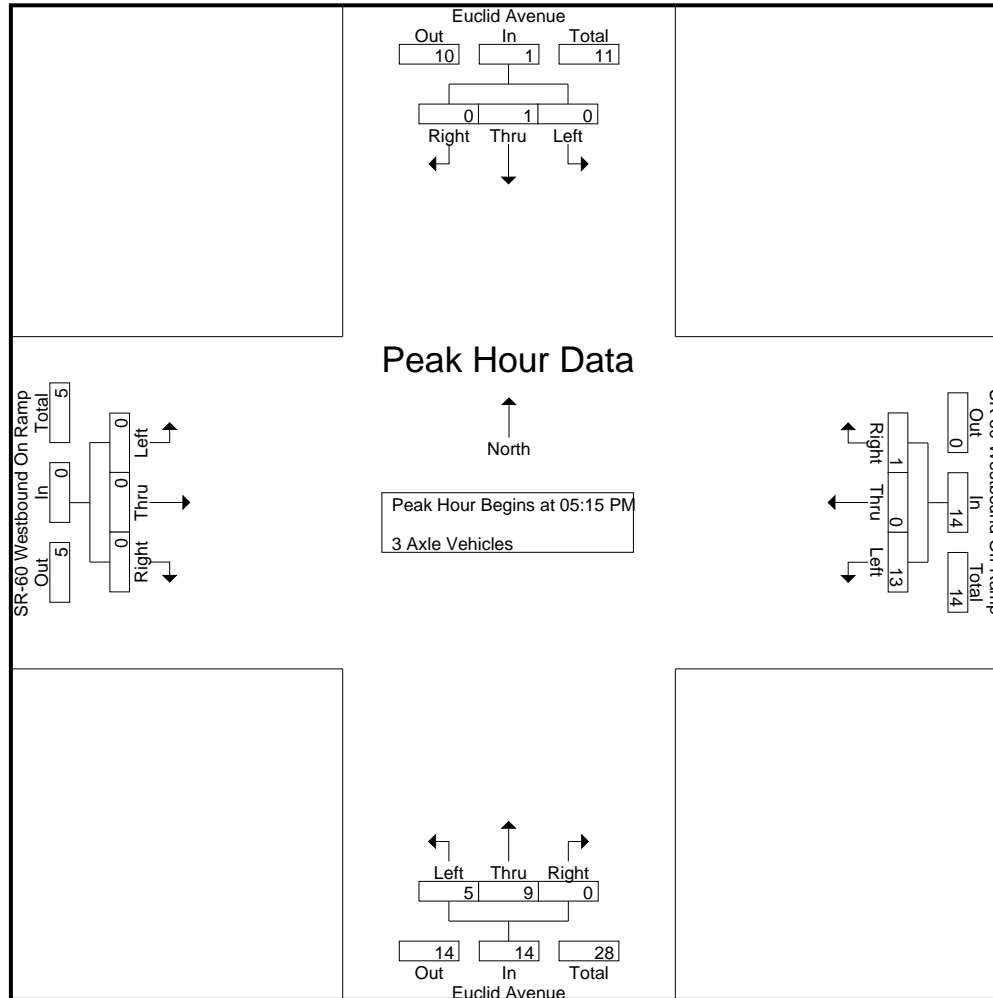
City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 10_ONT_Eu_60W PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Euclid Avenue Southbound					SR-60 Westbound Off Ramp Westbound					Euclid Avenue Northbound					SR-60 Westbound On Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	1	1	1	4	0	1	0	5	2	3	0	0	5	0	0	0	0	0	1	11	12
04:15 PM	0	0	1	1	1	5	0	1	0	6	0	4	0	0	4	0	0	0	0	0	1	11	12
04:30 PM	0	1	0	0	1	3	0	0	0	3	2	1	0	0	3	0	0	0	0	0	0	7	7
04:45 PM	0	0	0	0	0	6	0	0	0	6	4	1	0	0	5	0	0	0	0	0	0	11	11
Total	0	1	2	2	3	18	0	2	0	20	8	9	0	0	17	0	0	0	0	0	2	40	42
05:00 PM	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	4	4
05:15 PM	0	0	0	0	0	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	0	6	6
05:30 PM	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	0	5	5
05:45 PM	0	1	0	0	1	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	0	7	7
Total	0	1	0	0	1	12	0	0	0	12	2	7	0	0	9	0	0	0	0	0	0	22	22
06:00 PM	0	0	0	0	0	4	0	1	1	5	3	3	0	0	6	0	0	0	0	0	1	11	12
06:15 PM	0	0	1	0	1	6	0	0	0	6	1	2	0	0	3	0	0	0	0	0	0	10	10
06:30 PM	0	0	0	0	0	4	0	0	0	4	1	1	0	0	2	0	0	0	0	0	0	6	6
06:45 PM	0	1	0	0	1	2	0	0	0	2	2	1	0	0	3	0	0	0	0	0	0	6	6
Total	0	1	1	0	2	16	0	1	1	17	7	7	0	0	14	0	0	0	0	0	1	33	34
Grand Total	0	3	3	2	6	46	0	3	1	49	17	23	0	0	40	0	0	0	0	0	3	95	98
Apprch %	0	50	50			93.9	0	6.1			42.5	57.5	0			0	0	0					
Total %	0	3.2	3.2		6.3	48.4	0	3.2		51.6	17.9	24.2	0		42.1	0	0	0		0	3.1	96.9	

Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:15 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	3	0	0	3	0	3	0	3	0	0	0	0	6
05:30 PM	0	0	0	0	3	0	0	3	2	0	0	2	0	0	0	0	5
05:45 PM	0	1	0	1	3	0	0	3	0	3	0	3	0	0	0	0	7
06:00 PM	0	0	0	0	4	0	1	5	3	3	0	6	0	0	0	0	11
Total Volume	0	1	0	1	13	0	1	14	5	9	0	14	0	0	0	0	29
% App. Total	0	100	0		92.9	0	7.1		35.7	64.3	0		0	0	0		
PHF	.000	.250	.000	.250	.813	.000	.250	.700	.417	.750	.000	.583	.000	.000	.000	.000	.659



City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 10_ONT_Eu_60W PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:15 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:15 PM				05:15 PM				05:15 PM				05:15 PM				
+0 mins.	0	0	0	0	3	0	0	3	0	3	0	3	0	0	0	0	
+15 mins.	0	0	0	0	3	0	0	3	2	0	0	2	0	0	0	0	
+30 mins.	0	1	0	1	3	0	0	3	0	3	0	3	0	0	0	0	
+45 mins.	0	0	0	0	4	0	1	5	3	3	0	6	0	0	0	0	
Total Volume	0	1	0	1	13	0	1	14	5	9	0	14	0	0	0	0	
% App. Total	0	100	0		92.9	0	7.1		35.7	64.3	0		0	0	0		
PHF	.000	.250	.000	.250	.813	.000	.250	.700	.417	.750	.000	.583	.000	.000	.000	.000	

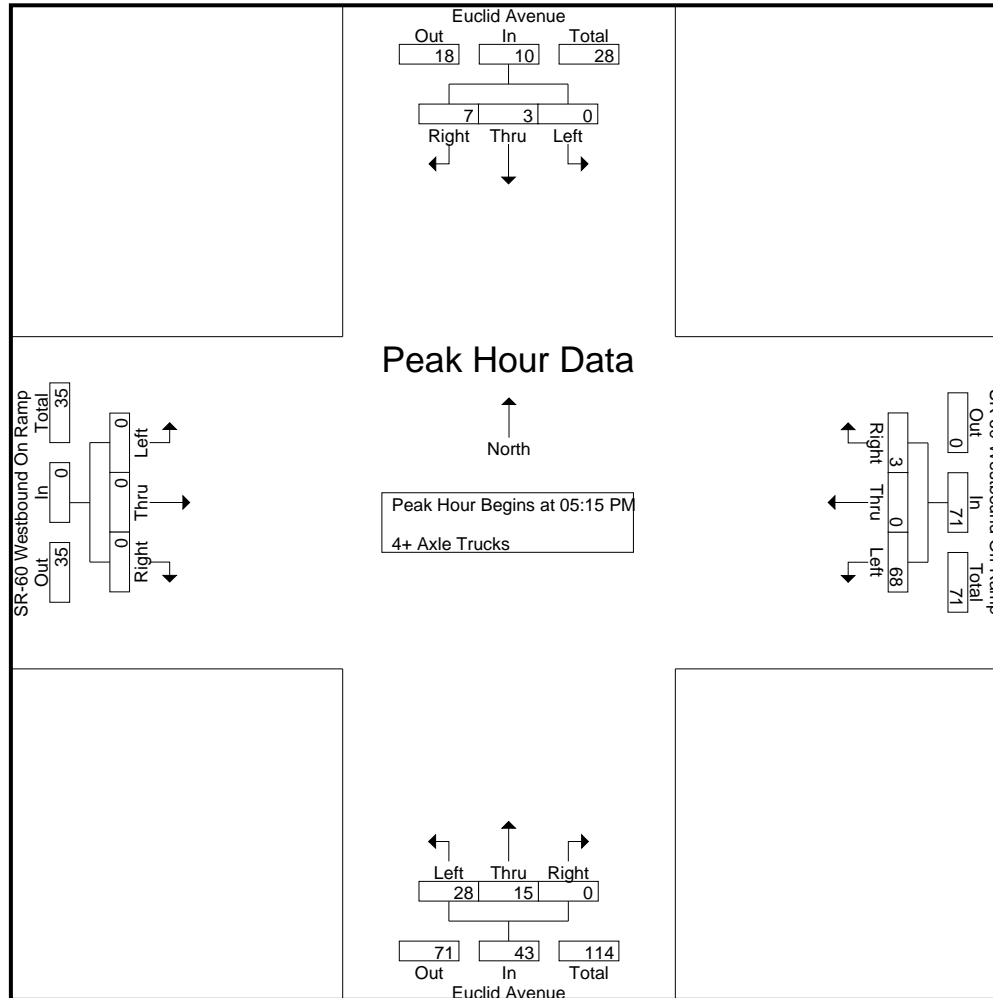
City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 10_ONT_Eu_60W PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					SR-60 Westbound Off Ramp Westbound					Euclid Avenue Northbound					SR-60 Westbound On Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	1	3	0	4	20	0	3	1	23	5	1	0	0	6	0	0	0	0	0	1	33	34
04:15 PM	0	3	3	2	6	13	0	1	0	14	5	5	0	0	10	0	0	0	0	0	2	30	32
04:30 PM	0	2	4	1	6	19	0	1	0	20	2	2	0	0	4	0	0	0	0	0	1	30	31
04:45 PM	0	1	3	2	4	18	0	0	0	18	6	5	0	0	11	0	0	0	0	0	2	33	35
Total	0	7	13	5	20	70	0	5	1	75	18	13	0	0	31	0	0	0	0	0	6	126	132
05:00 PM	0	2	4	1	6	8	0	2	1	10	6	2	0	0	8	0	0	0	0	0	2	24	26
05:15 PM	0	0	1	0	1	14	0	2	0	16	6	5	0	0	11	0	0	0	0	0	0	28	28
05:30 PM	0	0	3	1	3	24	0	0	0	24	13	7	0	0	20	0	0	0	0	0	1	47	48
05:45 PM	0	1	2	1	3	14	0	1	0	15	7	0	0	0	7	0	0	0	0	0	1	25	26
Total	0	3	10	3	13	60	0	5	1	65	32	14	0	0	46	0	0	0	0	0	4	124	128
06:00 PM	0	2	1	1	3	16	0	0	0	16	2	3	0	0	5	0	0	0	0	0	1	24	25
06:15 PM	0	4	1	0	5	14	0	0	0	14	10	4	0	0	14	0	0	0	0	0	0	33	33
06:30 PM	0	0	1	0	1	17	0	1	0	18	6	3	0	0	9	0	0	0	0	0	0	28	28
06:45 PM	0	2	2	1	4	15	0	0	0	15	5	4	0	0	9	0	0	0	0	0	1	28	29
Total	0	8	5	2	13	62	0	1	0	63	23	14	0	0	37	0	0	0	0	0	2	113	115
Grand Total	0	18	28	10	46	192	0	11	2	203	73	41	0	0	114	0	0	0	0	0	12	363	375
Apprch %	0	39.1	60.9			94.6	0	5.4			64	36	0			0	0	0					
Total %	0	5	7.7		12.7	52.9	0	3		55.9	20.1	11.3	0		31.4	0	0	0		0	3.2	96.8	

Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:15 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	1	1	14	0	2	16	6	5	0	11	0	0	0	0	28
05:30 PM	0	0	3	3	24	0	0	24	13	7	0	20	0	0	0	0	47
05:45 PM	0	1	2	3	14	0	1	15	7	0	0	7	0	0	0	0	25
06:00 PM	0	2	1	3	16	0	0	16	2	3	0	5	0	0	0	0	24
Total Volume	0	3	7	10	68	0	3	71	28	15	0	43	0	0	0	0	124
% App. Total	0	30	70		95.8	0	4.2		65.1	34.9	0		0	0	0		
PHF	.000	.375	.583	.833	.708	.000	.375	.740	.538	.536	.000	.538	.000	.000	.000	.000	.660



City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 10_ONT_Eu_60W PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				SR-60 Westbound Off Ramp Westbound				Euclid Avenue Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:15 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:15 PM				05:15 PM				05:15 PM				05:15 PM				
+0 mins.	0	0	1	1	14	0	2	16	6	5	0	11	0	0	0	0	
+15 mins.	0	0	3	3	24	0	0	24	13	7	0	20	0	0	0	0	
+30 mins.	0	1	2	3	14	0	1	15	7	0	0	7	0	0	0	0	
+45 mins.	0	2	1	3	16	0	0	16	2	3	0	5	0	0	0	0	
Total Volume	0	3	7	10	68	0	3	71	28	15	0	43	0	0	0	0	
% App. Total	0	30	70		95.8	0	4.2		65.1	34.9	0		0	0	0		
PHF	.000	.375	.583	.833	.708	.000	.375	.740	.538	.536	.000	.538	.000	.000	.000	.000	

Location: Ontario
 N/S: Euclid Avenue
 E/W: SR-60 WB Ramps



Date: 5/10/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Euclid Avenue Pedestrians	East Leg SR-60 WB Ramps Pedestrians	South Leg Euclid Avenue Pedestrians	West Leg SR-60 WB Ramps Pedestrians	
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	1	1
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	1	0	0	1
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	2	2
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	2	3
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	4	0	7	11

	North Leg Euclid Avenue Pedestrians	East Leg SR-60 WB Ramps Pedestrians	South Leg Euclid Avenue Pedestrians	West Leg SR-60 WB Ramps Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	2	0	1	3
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	2	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	2	2
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	1	0	0	1
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	8	11

Location: Ontario
 N/S: Euclid Avenue
 E/W: SR-60 WB Ramps



Date: 5/10/2022
 Day: Tuesday

BICYCLES

	Southbound Euclid Avenue			Westbound SR-60 WB Ramps			Northbound Euclid Avenue			Eastbound SR-60 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	5	0	0	0	0	0	2	0	0	0	0	7

	Southbound Euclid Avenue			Westbound SR-60 WB Ramps			Northbound Euclid Avenue			Eastbound SR-60 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
6:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	4	0	1	0	0	0	5	0	0	0	0	10

City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 11_ONT_Eu_60E AM
 Site Code : 05122422
 Start Date : 5/10/2022
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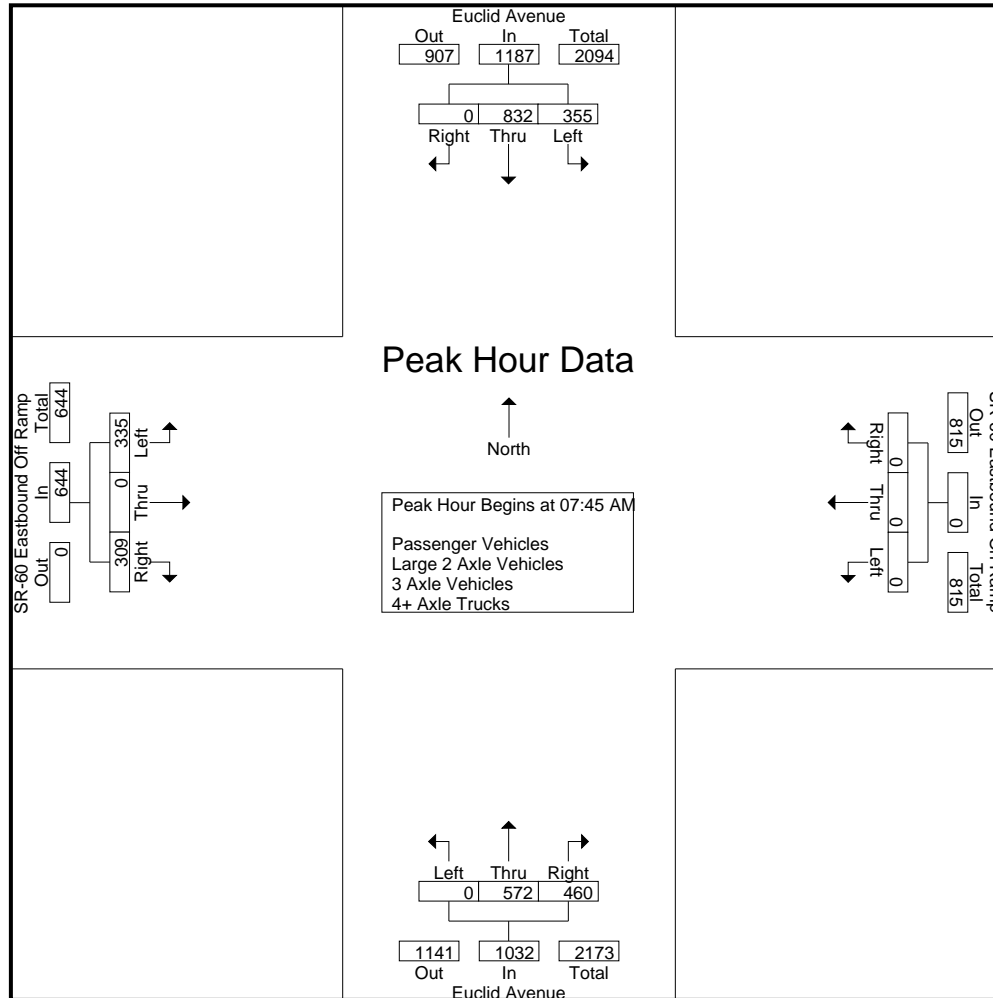
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					SR-60 Eastbound On Ramp Westbound					Euclid Avenue Northbound					SR-60 Eastbound Off Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	68	163	0	0	231	0	0	0	0	0	0	87	66	24	153	41	0	70	21	111	45	495	540
06:15 AM	65	194	0	0	259	0	0	0	0	0	0	80	103	40	183	45	0	59	24	104	64	546	610
06:30 AM	72	197	0	0	269	0	0	0	0	0	0	116	118	45	234	50	0	68	30	118	75	621	696
06:45 AM	74	144	0	0	218	0	0	0	0	0	0	109	121	39	230	57	0	90	32	147	71	595	666
Total	279	698	0	0	977	0	0	0	0	0	0	392	408	148	800	193	0	287	107	480	255	2257	2512
07:00 AM	72	152	0	0	224	0	0	0	0	0	0	143	117	44	260	61	0	58	17	119	61	603	664
07:15 AM	90	167	0	0	257	0	0	0	0	0	0	132	138	52	270	111	0	51	16	162	68	689	757
07:30 AM	81	159	0	0	240	0	0	0	0	0	0	179	127	51	306	73	0	50	18	123	69	669	738
07:45 AM	95	218	0	0	313	0	0	0	0	0	0	155	110	52	265	95	0	68	12	163	64	741	805
Total	338	696	0	0	1034	0	0	0	0	0	0	609	492	199	1101	340	0	227	63	567	262	2702	2964
08:00 AM	91	196	0	0	287	0	0	0	0	0	0	144	111	47	255	97	0	72	21	169	68	711	779
08:15 AM	98	218	0	0	316	0	0	0	0	0	0	136	119	49	255	66	0	78	11	144	60	715	775
08:30 AM	71	200	0	0	271	0	0	0	0	0	0	137	120	41	257	77	0	91	33	168	74	696	770
08:45 AM	54	188	0	0	242	0	0	0	0	0	0	140	111	47	251	70	0	89	22	159	69	652	721
Total	314	802	0	0	1116	0	0	0	0	0	0	557	461	184	1018	310	0	330	87	640	271	2774	3045
Grand Total	931	2196	0	0	3127	0	0	0	0	0	0	1558	1361	531	2919	843	0	844	257	1687	788	7733	8521
Apprch %	29.8	70.2	0			0	0	0			0	53.4	46.6			50	0	50					
Total %	12	28.4	0		40.4	0	0	0			0	20.1	17.6		37.7	10.9	0	10.9		21.8	9.2	90.8	
Passenger Vehicles	896	1831	0		2727	0	0	0			0	1276	961		2623	799	0	660		1663	0	0	7013
% Passenger Vehicles	96.2	83.4	0	0	87.2	0	0	0	0	0	0	81.9	70.6	72.7	76	94.8	0	78.2	79.4	85.5	0	0	82.3
Large 2 Axle Vehicles	18	73	0		91	0	0	0			0	57	93		177	20	0	55		94	0	0	362
% Large 2 Axle Vehicles	1.9	3.3	0	0	2.9	0	0	0	0	0	0	3.7	6.8	5.1	5.1	2.4	0	6.5	7.4	4.8	0	0	4.2
3 Axle Vehicles	9	67	0		76	0	0	0			0	46	47		117	1	0	30		38	0	0	231
% 3 Axle Vehicles	1	3.1	0	0	2.4	0	0	0	0	0	0	3	3.5	4.5	3.4	0.1	0	3.6	2.7	2	0	0	2.7
4+ Axle Trucks	8	225	0		233	0	0	0			0	179	260		533	23	0	99		149	0	0	915
% 4+ Axle Trucks	0.9	10.2	0	0	7.5	0	0	0	0	0	0	11.5	19.1	17.7	15.4	2.7	0	11.7	10.5	7.7	0	0	10.7

City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 11_ONT_Eu_60E AM
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Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	95	218	0	313	0	0	0	0	0	155	110	265	95	0	68	163	741
08:00 AM	91	196	0	287	0	0	0	0	0	144	111	255	97	0	72	169	711
08:15 AM	98	218	0	316	0	0	0	0	0	136	119	255	66	0	78	144	715
08:30 AM	71	200	0	271	0	0	0	0	0	137	120	257	77	0	91	168	696
Total Volume	355	832	0	1187	0	0	0	0	0	572	460	1032	335	0	309	644	2863
% App. Total	29.9	70.1	0		0	0	0		0	55.4	44.6		52	0	48		
PHF	.906	.954	.000	.939	.000	.000	.000	.000	.000	.923	.958	.974	.863	.000	.849	.953	.966



City of Ontario
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Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				06:00 AM				07:00 AM				07:45 AM				
+0 mins.	95	218	0	313	0	0	0	0	0	143	117	260	95	0	68	163	
+15 mins.	91	196	0	287	0	0	0	0	0	132	138	270	97	0	72	169	
+30 mins.	98	218	0	316	0	0	0	0	0	179	127	306	66	0	78	144	
+45 mins.	71	200	0	271	0	0	0	0	0	155	110	265	77	0	91	168	
Total Volume	355	832	0	1187	0	0	0	0	0	609	492	1101	335	0	309	644	
% App. Total	29.9	70.1	0		0	0	0		0	55.3	44.7		52	0	48		
PHF	.906	.954	.000	.939	.000	.000	.000	.000	.000	.851	.891	.900	.863	.000	.849	.953	

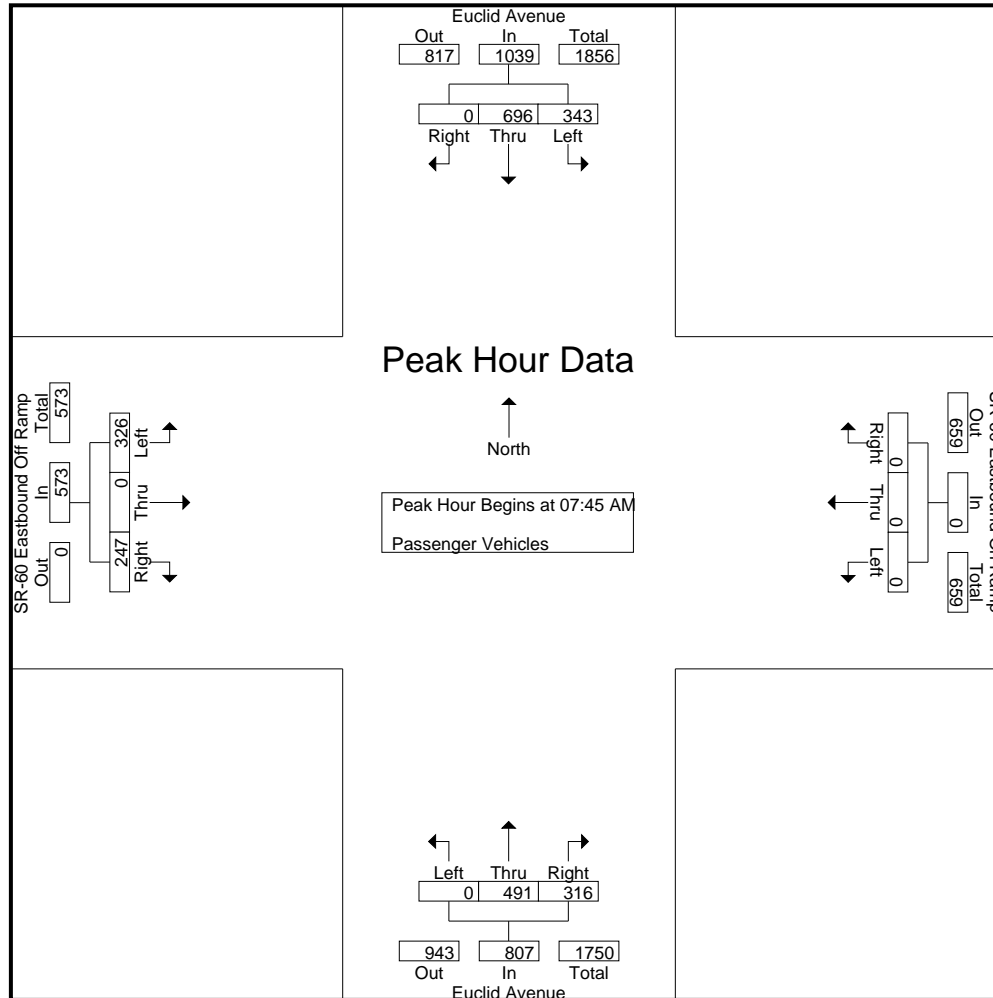
City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 11_ONT_Eu_60E AM
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Groups Printed- Passenger Vehicles

Start Time	Euclid Avenue Southbound					SR-60 Eastbound On Ramp Westbound					Euclid Avenue Northbound					SR-60 Eastbound Off Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	64	137	0	0	201	0	0	0	0	0	0	69	52	22	121	38	0	52	18	90	40	412	452
06:15 AM	63	164	0	0	227	0	0	0	0	0	0	59	73	29	132	40	0	46	19	86	48	445	493
06:30 AM	70	174	0	0	244	0	0	0	0	0	0	90	84	37	174	46	0	53	24	99	61	517	578
06:45 AM	69	112	0	0	181	0	0	0	0	0	0	80	81	25	161	52	0	63	25	115	50	457	507
Total	266	587	0	0	853	0	0	0	0	0	0	298	290	113	588	176	0	214	86	390	199	1831	2030
07:00 AM	70	130	0	0	200	0	0	0	0	0	0	115	91	35	206	55	0	46	11	101	46	507	553
07:15 AM	90	139	0	0	229	0	0	0	0	0	0	101	100	36	201	107	0	38	12	145	48	575	623
07:30 AM	74	127	0	0	201	0	0	0	0	0	0	156	87	36	243	69	0	40	16	109	52	553	605
07:45 AM	93	181	0	0	274	0	0	0	0	0	0	135	82	39	217	94	0	58	10	152	49	643	692
Total	327	577	0	0	904	0	0	0	0	0	0	507	360	146	867	325	0	182	49	507	195	2278	2473
08:00 AM	88	162	0	0	250	0	0	0	0	0	0	124	67	28	191	94	0	55	14	149	42	590	632
08:15 AM	95	182	0	0	277	0	0	0	0	0	0	111	80	33	191	64	0	63	10	127	43	595	638
08:30 AM	67	171	0	0	238	0	0	0	0	0	0	121	87	31	208	74	0	71	27	145	58	591	649
08:45 AM	53	152	0	0	205	0	0	0	0	0	0	115	77	35	192	66	0	75	18	141	53	538	591
Total	303	667	0	0	970	0	0	0	0	0	0	471	311	127	782	298	0	264	69	562	196	2314	2510
Grand Total	896	1831	0	0	2727	0	0	0	0	0	0	1276	961	386	2237	799	0	660	204	1459	590	6423	7013
Apprch %	32.9	67.1	0			0	0	0			0	57	43			54.8	0	45.2					
Total %	13.9	28.5	0		42.5	0	0	0			0	19.9	15		34.8	12.4	0	10.3		22.7	8.4	91.6	

Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	93	181	0	274	0	0	0	0	0	135	82	217	94	0	58	152	643
08:00 AM	88	162	0	250	0	0	0	0	0	124	67	191	94	0	55	149	590
08:15 AM	95	182	0	277	0	0	0	0	0	111	80	191	64	0	63	127	595
08:30 AM	67	171	0	238	0	0	0	0	0	121	87	208	74	0	71	145	591
Total Volume	343	696	0	1039	0	0	0	0	0	491	316	807	326	0	247	573	2419
% App. Total	33	67	0		0	0	0			60.8	39.2		56.9	0	43.1		
PHF	.903	.956	.000	.938	.000	.000	.000	.000	.000	.909	.908	.930	.867	.000	.870	.942	.941



City of Ontario
 N/S: Euclid Avenue
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Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	93	181	0	274	0	0	0	0	0	135	82	217	94	0	58	152	
+15 mins.	88	162	0	250	0	0	0	0	0	124	67	191	94	0	55	149	
+30 mins.	95	182	0	277	0	0	0	0	0	111	80	191	64	0	63	127	
+45 mins.	67	171	0	238	0	0	0	0	0	121	87	208	74	0	71	145	
Total Volume	343	696	0	1039	0	0	0	0	0	491	316	807	326	0	247	573	
% App. Total	33	67	0		0	0	0		0	60.8	39.2		56.9	0	43.1		
PHF	.903	.956	.000	.938	.000	.000	.000	.000	.000	.909	.908	.930	.867	.000	.870	.942	

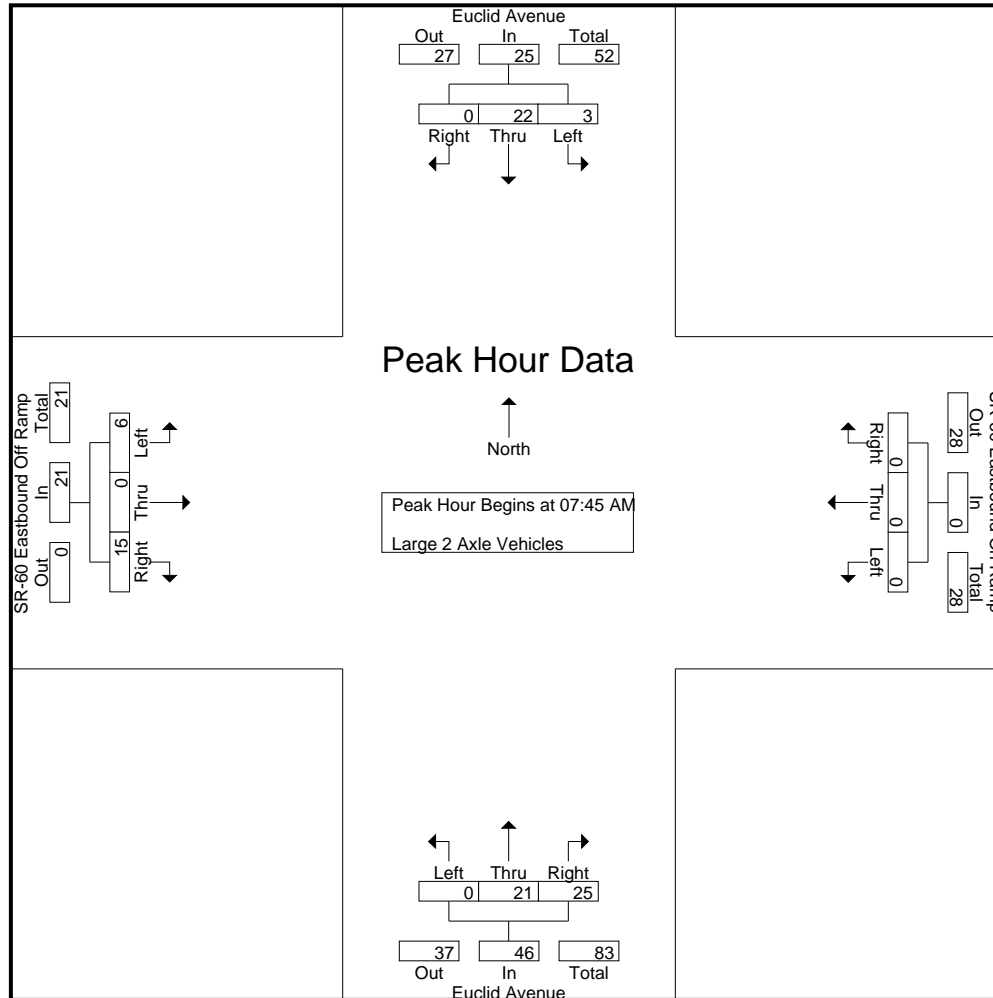
City of Ontario
 N/S: Euclid Avenue
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Groups Printed- Large 2 Axle Vehicles

Start Time	Euclid Avenue Southbound					SR-60 Eastbound On Ramp Westbound					Euclid Avenue Northbound					SR-60 Eastbound Off Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
06:00 AM	2	3	0	0	5	0	0	0	0	0	0	1	2	0	3	0	0	4	0	4	0	0	12	12
06:15 AM	2	8	0	0	10	0	0	0	0	0	0	3	11	1	14	1	0	5	3	6	4	30	34	
06:30 AM	1	10	0	0	11	0	0	0	0	0	0	6	11	1	17	3	0	4	3	7	4	35	39	
06:45 AM	4	7	0	0	11	0	0	0	0	0	0	4	11	2	15	2	0	7	0	9	2	35	37	
Total	9	28	0	0	37	0	0	0	0	0	0	14	35	4	49	6	0	20	6	26	10	112	122	
07:00 AM	2	3	0	0	5	0	0	0	0	0	0	6	6	2	12	3	0	3	2	6	4	23	27	
07:15 AM	0	5	0	0	5	0	0	0	0	0	0	8	11	4	19	0	0	9	3	9	7	33	40	
07:30 AM	3	5	0	0	8	0	0	0	0	0	0	3	8	3	11	3	0	3	1	6	4	25	29	
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	3	1	5	1	0	1	1	2	2	10	12	
Total	5	16	0	0	21	0	0	0	0	0	0	19	28	10	47	7	0	16	7	23	17	91	108	
08:00 AM	1	5	0	0	6	0	0	0	0	0	0	7	8	4	15	2	0	4	2	6	6	27	33	
08:15 AM	1	4	0	0	5	0	0	0	0	0	0	7	8	5	15	1	0	4	1	5	6	25	31	
08:30 AM	1	10	0	0	11	0	0	0	0	0	0	5	6	1	11	2	0	6	3	8	4	30	34	
08:45 AM	1	10	0	0	11	0	0	0	0	0	0	5	8	3	13	2	0	5	0	7	3	31	34	
Total	4	29	0	0	33	0	0	0	0	0	0	24	30	13	54	7	0	19	6	26	19	113	132	
Grand Total	18	73	0	0	91	0	0	0	0	0	0	57	93	27	150	20	0	55	19	75	46	316	362	
Apprch %	19.8	80.2	0			0	0	0			0	38	62			26.7	0	73.3						
Total %	5.7	23.1	0		28.8	0	0	0			0	18	29.4		47.5	6.3	0	17.4		23.7	12.7	87.3		

Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	3	0	3	0	0	0	0	0	2	3	5	1	0	1	2	10
08:00 AM	1	5	0	6	0	0	0	0	0	7	8	15	2	0	4	6	27
08:15 AM	1	4	0	5	0	0	0	0	0	7	8	15	1	0	4	5	25
08:30 AM	1	10	0	11	0	0	0	0	0	5	6	11	2	0	6	8	30
Total Volume	3	22	0	25	0	0	0	0	0	21	25	46	6	0	15	21	92
% App. Total	12	88	0		0	0	0		0	45.7	54.3		28.6	0	71.4		
PHF	.750	.550	.000	.568	.000	.000	.000	.000	.000	.750	.781	.767	.750	.000	.625	.656	.767



City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

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Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	3	0	3	0	0	0	0	0	2	3	5	1	0	1	2	
+15 mins.	1	5	0	6	0	0	0	0	0	7	8	15	2	0	4	6	
+30 mins.	1	4	0	5	0	0	0	0	0	7	8	15	1	0	4	5	
+45 mins.	1	10	0	11	0	0	0	0	0	5	6	11	2	0	6	8	
Total Volume	3	22	0	25	0	0	0	0	0	21	25	46	6	0	15	21	
% App. Total	12	88	0		0	0	0		0	45.7	54.3		28.6	0	71.4		
PHF	.750	.550	.000	.568	.000	.000	.000	.000	.000	.750	.781	.767	.750	.000	.625	.656	

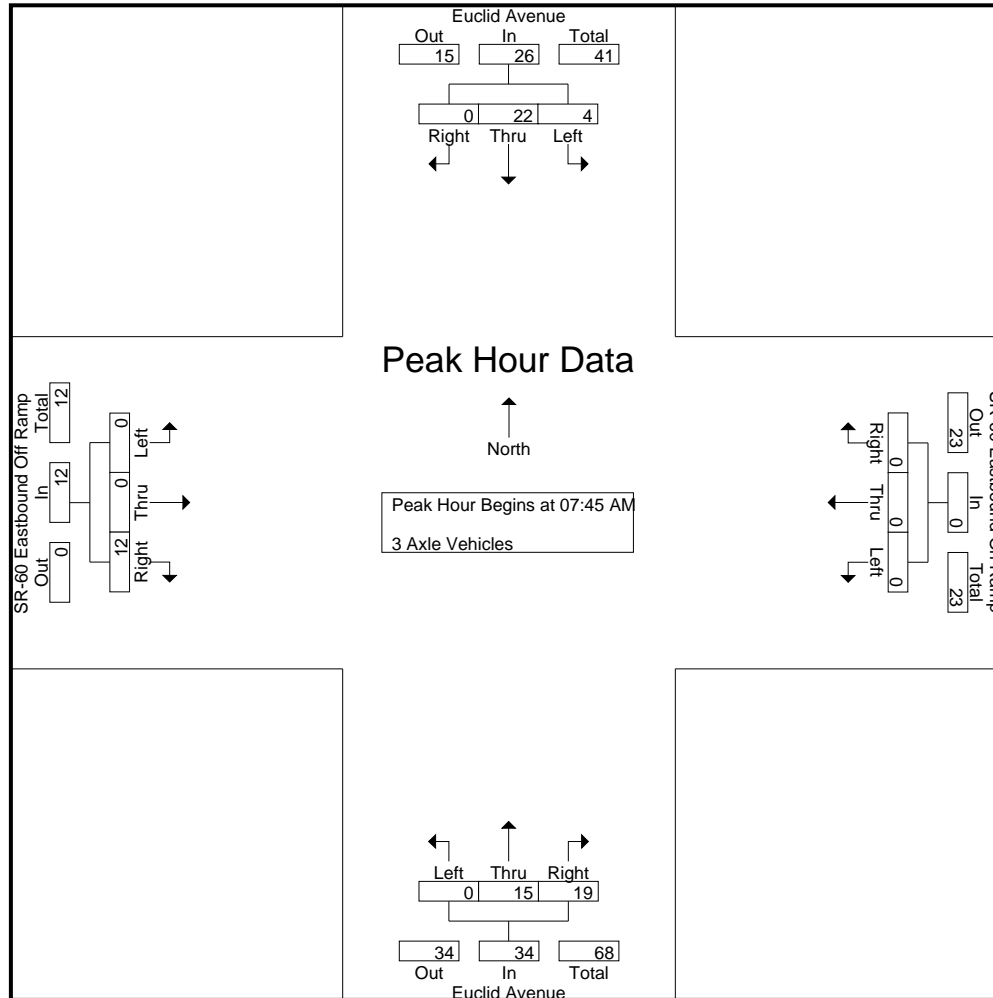
City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

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Groups Printed- 3 Axle Vehicles

Start Time	Euclid Avenue Southbound					SR-60 Eastbound On Ramp Westbound					Euclid Avenue Northbound					SR-60 Eastbound Off Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	1	7	0	0	8	0	0	0	0	0	0	5	2	1	7	0	0	1	0	1	1	16	17
06:15 AM	0	9	0	0	9	0	0	0	0	0	0	2	3	2	5	0	0	2	0	2	2	16	18
06:30 AM	1	3	0	0	4	0	0	0	0	0	0	3	3	1	6	0	0	2	0	2	1	12	13
06:45 AM	1	7	0	0	8	0	0	0	0	0	0	4	9	5	13	1	0	5	1	6	6	27	33
Total	3	26	0	0	29	0	0	0	0	0	0	14	17	9	31	1	0	10	1	11	10	71	81
07:00 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	0	11	11
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	5	2	8	0	0	1	0	1	2	12	14
07:30 AM	2	6	0	0	8	0	0	0	0	0	0	3	3	1	6	0	0	1	0	1	1	15	16
07:45 AM	1	6	0	0	7	0	0	0	0	0	0	5	1	1	6	0	0	2	0	2	1	15	16
Total	3	19	0	0	22	0	0	0	0	0	0	16	9	4	25	0	0	6	0	6	4	53	57
08:00 AM	1	5	0	0	6	0	0	0	0	0	0	2	3	2	5	0	0	3	2	3	4	14	18
08:15 AM	1	7	0	0	8	0	0	0	0	0	0	3	5	3	8	0	0	2	0	2	3	18	21
08:30 AM	1	4	0	0	5	0	0	0	0	0	0	5	10	4	15	0	0	5	2	5	6	25	31
08:45 AM	0	6	0	0	6	0	0	0	0	0	0	6	3	2	9	0	0	4	2	4	4	19	23
Total	3	22	0	0	25	0	0	0	0	0	0	16	21	11	37	0	0	14	6	14	17	76	93
Grand Total	9	67	0	0	76	0	0	0	0	0	0	46	47	24	93	1	0	30	7	31	31	200	231
Apprch %	11.8	88.2	0			0	0	0			0	49.5	50.5			3.2	0	96.8					
Total %	4.5	33.5	0		38	0	0	0		0	0	23	23.5		46.5	0.5	0	15		15.5	13.4	86.6	

Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:45 AM																			
07:45 AM	1	6	0	7	0	0	0	0	0	5	1	6	0	0	2	2	15		
08:00 AM	1	5	0	6	0	0	0	0	0	2	3	5	0	0	3	3	14		
08:15 AM	1	7	0	8	0	0	0	0	0	3	5	8	0	0	2	2	18		
08:30 AM	1	4	0	5	0	0	0	0	0	5	10	15	0	0	5	5	25		
Total Volume	4	22	0	26	0	0	0	0	0	15	19	34	0	0	12	12	72		
% App. Total	15.4	84.6	0		0	0	0		0	44.1	55.9		0	0	100				
PHF	1.00	.786	.000	.813	.000	.000	.000	.000	.000	.750	.475	.567	.000	.000	.600	.600	.720		



City of Ontario
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Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	1	6	0	7	0	0	0	0	0	5	1	6	0	0	2	2	
+15 mins.	1	5	0	6	0	0	0	0	0	2	3	5	0	0	3	3	
+30 mins.	1	7	0	8	0	0	0	0	0	3	5	8	0	0	2	2	
+45 mins.	1	4	0	5	0	0	0	0	0	5	10	15	0	0	5	5	
Total Volume	4	22	0	26	0	0	0	0	0	15	19	34	0	0	12	12	
% App. Total	15.4	84.6	0		0	0	0		0	44.1	55.9		0	0	100		
PHF	1.000	.786	.000	.813	.000	.000	.000	.000	.000	.750	.475	.567	.000	.000	.600	.600	

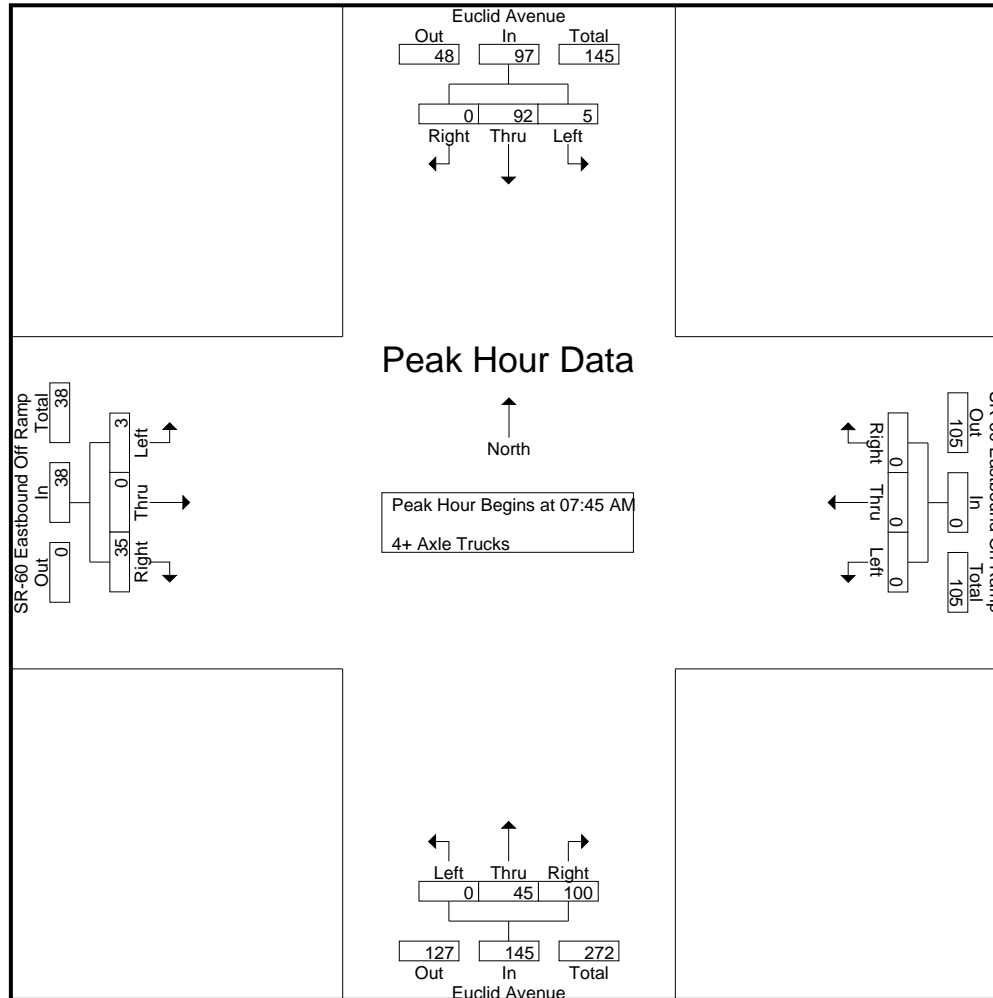
City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 11_ONT_Eu_60E AM
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Groups Printed- 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					SR-60 Eastbound On Ramp Westbound					Euclid Avenue Northbound					SR-60 Eastbound Off Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	1	16	0	0	17	0	0	0	0	0	0	12	10	1	22	3	0	13	3	16	4	55	59
06:15 AM	0	13	0	0	13	0	0	0	0	0	0	16	16	8	32	4	0	6	2	10	10	55	65
06:30 AM	0	10	0	0	10	0	0	0	0	0	0	17	20	6	37	1	0	9	3	10	9	57	66
06:45 AM	0	18	0	0	18	0	0	0	0	0	0	21	20	7	41	2	0	15	6	17	13	76	89
Total	1	57	0	0	58	0	0	0	0	0	0	66	66	22	132	10	0	43	14	53	36	243	279
07:00 AM	0	15	0	0	15	0	0	0	0	0	0	17	20	7	37	3	0	7	4	10	11	62	73
07:15 AM	0	20	0	0	20	0	0	0	0	0	0	20	22	10	42	4	0	3	1	7	11	69	80
07:30 AM	2	21	0	0	23	0	0	0	0	0	0	17	29	11	46	1	0	6	1	7	12	76	88
07:45 AM	1	28	0	0	29	0	0	0	0	0	0	13	24	11	37	0	0	7	1	7	12	73	85
Total	3	84	0	0	87	0	0	0	0	0	0	67	95	39	162	8	0	23	7	31	46	280	326
08:00 AM	1	24	0	0	25	0	0	0	0	0	0	11	33	13	44	1	0	10	3	11	16	80	96
08:15 AM	1	25	0	0	26	0	0	0	0	0	0	15	26	8	41	1	0	9	0	10	8	77	85
08:30 AM	2	15	0	0	17	0	0	0	0	0	0	6	17	5	23	1	0	9	1	10	6	50	56
08:45 AM	0	20	0	0	20	0	0	0	0	0	0	14	23	7	37	2	0	5	2	7	9	64	73
Total	4	84	0	0	88	0	0	0	0	0	0	46	99	33	145	5	0	33	6	38	39	271	310
Grand Total	8	225	0	0	233	0	0	0	0	0	0	179	260	94	439	23	0	99	27	122	121	794	915
Apprch %	3.4	96.6	0			0	0	0			0	40.8	59.2			18.9	0	81.1					
Total %	1	28.3	0		29.3	0	0	0			0	22.5	32.7		55.3	2.9	0	12.5		15.4	13.2	86.8	

Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:45 AM																			
07:45 AM	1	28	0	29	0	0	0	0	0	13	24	37	0	0	7	7	73		
08:00 AM	1	24	0	25	0	0	0	0	0	11	33	44	1	0	10	11	80		
08:15 AM	1	25	0	26	0	0	0	0	0	15	26	41	1	0	9	10	77		
08:30 AM	2	15	0	17	0	0	0	0	0	6	17	23	1	0	9	10	50		
Total Volume	5	92	0	97	0	0	0	0	0	45	100	145	3	0	35	38	280		
% App. Total	5.2	94.8	0		0	0	0		0	31	69		7.9	0	92.1				
PHF	.625	.821	.000	.836	.000	.000	.000	.000	.000	.750	.758	.824	.750	.000	.875	.864	.875		



City of Ontario
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Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	1	28	0	29	0	0	0	0	0	13	24	37	0	0	7	7	
+15 mins.	1	24	0	25	0	0	0	0	0	11	33	44	1	0	10	11	
+30 mins.	1	25	0	26	0	0	0	0	0	15	26	41	1	0	9	10	
+45 mins.	2	15	0	17	0	0	0	0	0	6	17	23	1	0	9	10	
Total Volume	5	92	0	97	0	0	0	0	0	45	100	145	3	0	35	38	
% App. Total	5.2	94.8	0		0	0	0		0	31	69		7.9	0	92.1		
PHF	.625	.821	.000	.836	.000	.000	.000	.000	.000	.750	.758	.824	.750	.000	.875	.864	

City of Ontario
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 Weather: Clear

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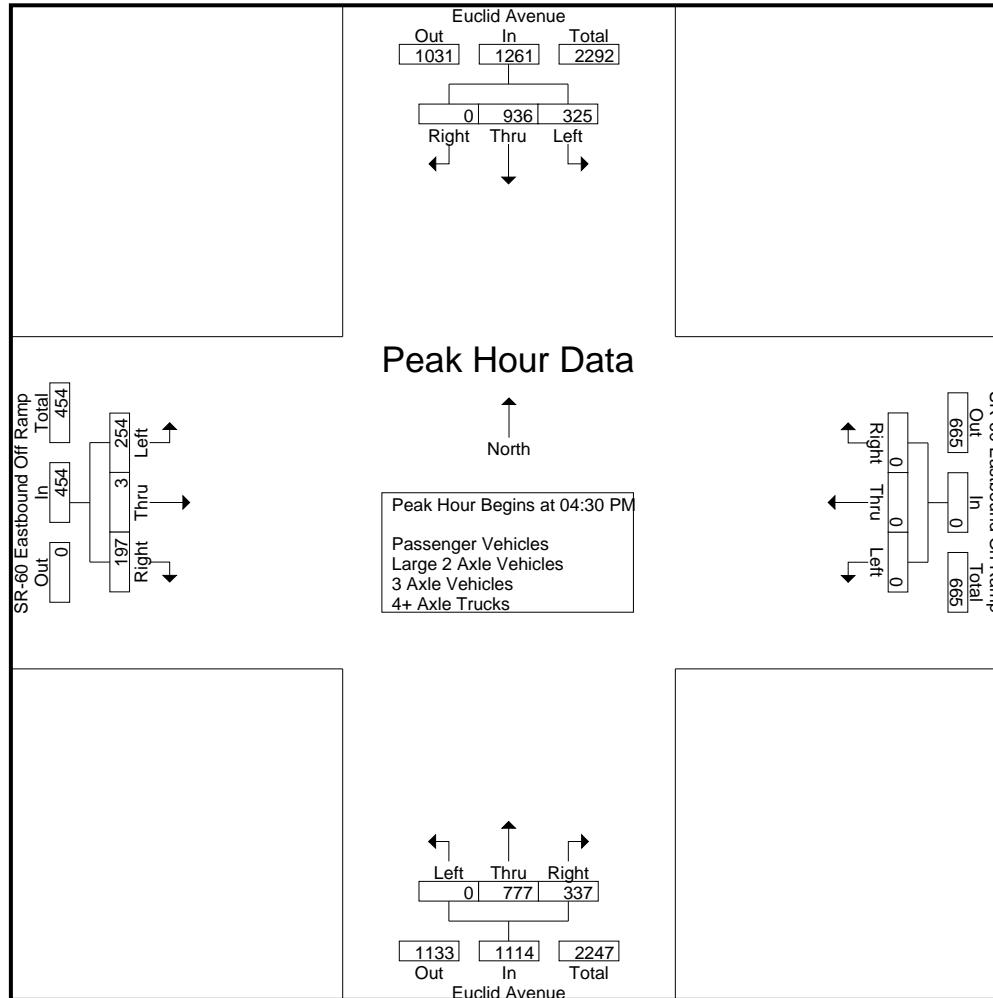
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					SR-60 Eastbound On Ramp Westbound					Euclid Avenue Northbound					SR-60 Eastbound Off Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	83	236	0	0	319	0	0	0	0	0	0	167	80	28	247	51	0	43	23	94	51	660	711
04:15 PM	64	205	0	0	269	0	0	0	0	0	0	179	85	39	264	76	0	55	14	131	53	664	717
04:30 PM	76	254	0	0	330	0	0	0	0	0	0	220	79	35	299	60	1	45	18	106	53	735	788
04:45 PM	94	246	0	0	340	0	0	0	0	0	0	183	84	24	267	58	1	46	12	105	36	712	748
Total	317	941	0	0	1258	0	0	0	0	0	0	749	328	126	1077	245	2	189	67	436	193	2771	2964
05:00 PM	78	204	0	0	282	0	0	0	0	0	0	176	74	21	250	60	0	56	24	116	45	648	693
05:15 PM	77	232	0	0	309	0	0	0	0	0	0	198	100	42	298	76	1	50	17	127	59	734	793
05:30 PM	93	227	0	0	320	0	0	0	0	0	0	184	87	35	271	61	0	40	6	101	41	692	733
05:45 PM	88	247	0	0	335	0	0	0	0	0	0	155	94	35	249	69	0	50	17	119	52	703	755
Total	336	910	0	0	1246	0	0	0	0	0	0	713	355	133	1068	266	1	196	64	463	197	2777	2974
06:00 PM	86	218	0	0	304	0	0	0	0	0	0	175	86	39	261	87	0	47	15	134	54	699	753
06:15 PM	60	181	0	0	241	0	0	0	0	0	0	171	80	26	251	62	0	68	24	130	50	622	672
06:30 PM	73	191	0	0	264	0	0	0	0	0	0	153	78	24	231	91	1	85	18	177	42	672	714
06:45 PM	65	158	0	0	223	0	0	0	0	0	0	141	99	33	240	61	0	83	30	144	63	607	670
Total	284	748	0	0	1032	0	0	0	0	0	0	640	343	122	983	301	1	283	87	585	209	2600	2809
Grand Total	937	2599	0	0	3536	0	0	0	0	0	0	2102	1026	381	3128	812	4	668	218	1484	599	8148	8747
Apprch %	26.5	73.5	0			0	0	0			0	67.2	32.8			54.7	0.3	45					
Total %	11.5	31.9	0		43.4	0	0	0			0	25.8	12.6		38.4	10	0	8.2		18.2	6.8	93.2	
Passenger Vehicles	916	2286	0		3202	0	0	0			0	1954	797		3061	764	2	549		1498	0	0	7761
% Passenger Vehicles	97.8	88	0	0	90.6	0	0	0	0	0	0	93	77.7	81.4	87.2	94.1	50	82.2	83.9	88	0	0	88.7
Large 2 Axle Vehicles	13	66	0		79	0	0	0			0	38	30		82	22	0	12		39	0	0	200
% Large 2 Axle Vehicles	1.4	2.5	0	0	2.2	0	0	0	0	0	0	1.8	2.9	3.7	2.3	2.7	0	1.8	2.3	2.3	0	0	2.3
3 Axle Vehicles	2	41	0		43	0	0	0			0	26	44		82	11	0	21		37	0	0	162
% 3 Axle Vehicles	0.2	1.6	0	0	1.2	0	0	0	0	0	0	1.2	4.3	3.1	2.3	1.4	0	3.1	2.3	2.2	0	0	1.9
4+ Axle Trucks	6	206	0		212	0	0	0			0	84	155		284	15	2	86		128	0	0	624
% 4+ Axle Trucks	0.6	7.9	0	0	6	0	0	0	0	0	0	4	15.1	11.8	8.1	1.8	50	12.9	11.5	7.5	0	0	7.1

City of Ontario
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 Weather: Clear

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Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	76	254	0	330	0	0	0	0	0	220	79	299	60	1	45	106	735
04:45 PM	94	246	0	340	0	0	0	0	0	183	84	267	58	1	46	105	712
05:00 PM	78	204	0	282	0	0	0	0	0	176	74	250	60	0	56	116	648
05:15 PM	77	232	0	309	0	0	0	0	0	198	100	298	76	1	50	127	734
Total Volume	325	936	0	1261	0	0	0	0	0	777	337	1114	254	3	197	454	2829
% App. Total	25.8	74.2	0		0	0	0		0	69.7	30.3		55.9	0.7	43.4		
PHF	.864	.921	.000	.927	.000	.000	.000	.000	.000	.883	.843	.931	.836	.750	.879	.894	.962



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Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:15 PM				04:00 PM				04:30 PM				06:00 PM				
+0 mins.	77	232	0	309	0	0	0	0	0	220	79	299	87	0	47	134	
+15 mins.	93	227	0	320	0	0	0	0	0	183	84	267	62	0	68	130	
+30 mins.	88	247	0	335	0	0	0	0	0	176	74	250	91	1	85	177	
+45 mins.	86	218	0	304	0	0	0	0	0	198	100	298	61	0	83	144	
Total Volume	344	924	0	1268	0	0	0	0	0	777	337	1114	301	1	283	585	
% App. Total	27.1	72.9	0		0	0	0		0	69.7	30.3		51.5	0.2	48.4		
PHF	.925	.935	.000	.946	.000	.000	.000	.000	.000	.883	.843	.931	.827	.250	.832	.826	

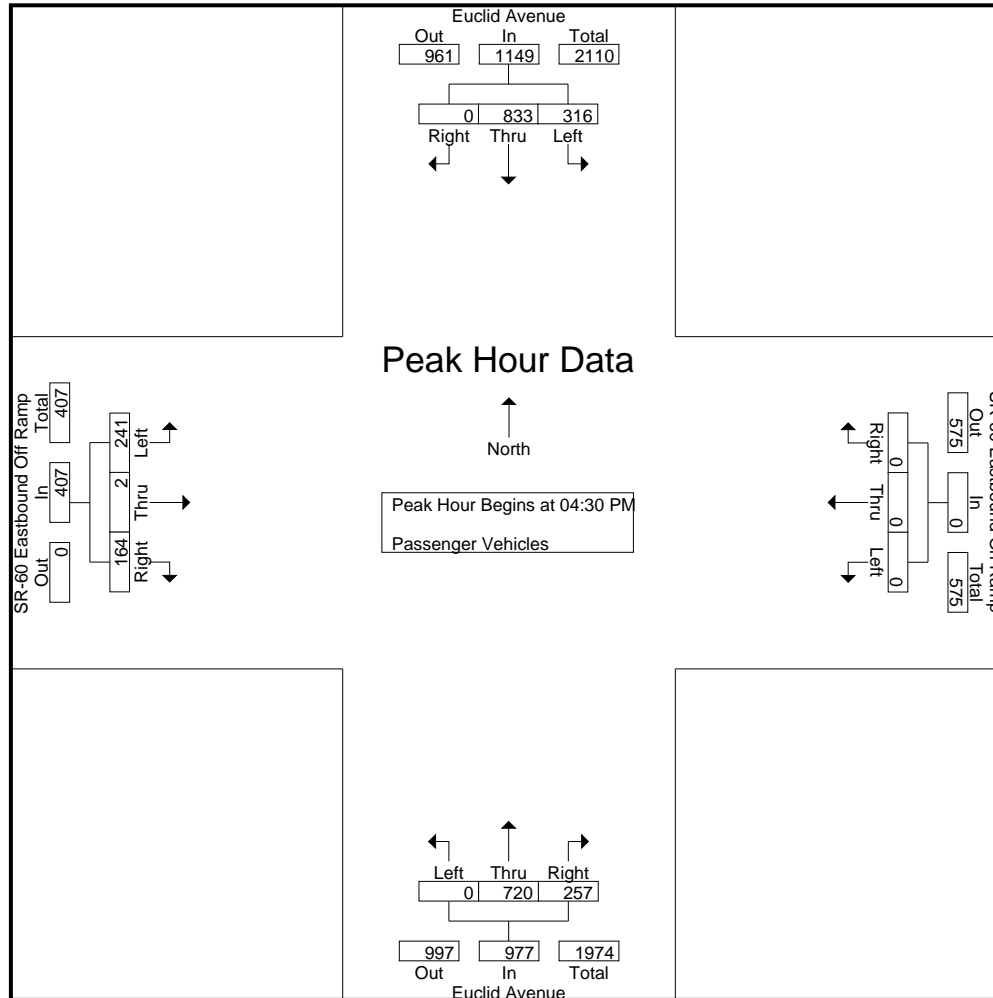
City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 11_ONT_Eu_60E PM
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Groups Printed- Passenger Vehicles

Start Time	Euclid Avenue Southbound					SR-60 Eastbound On Ramp Westbound					Euclid Avenue Northbound					SR-60 Eastbound Off Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	82	204	0	0	286	0	0	0	0	0	0	153	61	21	214	45	0	31	18	76	39	576	615
04:15 PM	61	178	0	0	239	0	0	0	0	0	0	170	60	28	230	67	0	44	11	111	39	580	619
04:30 PM	72	223	0	0	295	0	0	0	0	0	0	207	53	29	260	60	1	34	15	95	44	650	694
04:45 PM	90	213	0	0	303	0	0	0	0	0	0	168	62	20	230	51	0	36	9	87	29	620	649
Total	305	818	0	0	1123	0	0	0	0	0	0	698	236	98	934	223	1	145	53	369	151	2426	2577
05:00 PM	77	186	0	0	263	0	0	0	0	0	0	165	60	17	225	56	0	48	21	104	38	592	630
05:15 PM	77	211	0	0	288	0	0	0	0	0	0	180	82	36	262	74	1	46	16	121	52	671	723
05:30 PM	92	197	0	0	289	0	0	0	0	0	0	166	64	27	230	57	0	34	5	91	32	610	642
05:45 PM	84	222	0	0	306	0	0	0	0	0	0	149	78	30	227	65	0	43	15	108	45	641	686
Total	330	816	0	0	1146	0	0	0	0	0	0	660	284	110	944	252	1	171	57	424	167	2514	2681
06:00 PM	84	195	0	0	279	0	0	0	0	0	0	163	70	33	233	82	0	39	13	121	46	633	679
06:15 PM	60	156	0	0	216	0	0	0	0	0	0	153	66	22	219	62	0	54	19	116	41	551	592
06:30 PM	73	163	0	0	236	0	0	0	0	0	0	148	67	21	215	87	0	70	14	157	35	608	643
06:45 PM	64	138	0	0	202	0	0	0	0	0	0	132	74	26	206	58	0	70	27	128	53	536	589
Total	281	652	0	0	933	0	0	0	0	0	0	596	277	102	873	289	0	233	73	522	175	2328	2503
Grand Total	916	2286	0	0	3202	0	0	0	0	0	0	1954	797	310	2751	764	2	549	183	1315	493	7268	7761
Apprch %	28.6	71.4	0			0	0	0			0	71	29			58.1	0.2	41.7					
Total %	12.6	31.5	0		44.1	0	0	0			0	26.9	11		37.9	10.5	0	7.6		18.1	6.4	93.6	

Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	72	223	0	295	0	0	0	0	0	207	53	260	60	1	34	95	650
04:45 PM	90	213	0	303	0	0	0	0	0	168	62	230	51	0	36	87	620
05:00 PM	77	186	0	263	0	0	0	0	0	165	60	225	56	0	48	104	592
05:15 PM	77	211	0	288	0	0	0	0	0	180	82	262	74	1	46	121	671
Total Volume	316	833	0	1149	0	0	0	0	0	720	257	977	241	2	164	407	2533
% App. Total	27.5	72.5	0		0	0	0		0	73.7	26.3		59.2	0.5	40.3		
PHF	.878	.934	.000	.948	.000	.000	.000	.000	.000	.870	.784	.932	.814	.500	.854	.841	.944



City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 11_ONT_Eu_60E PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	72	223	0	295	0	0	0	0	0	207	53	260	60	1	34	95	
+15 mins.	90	213	0	303	0	0	0	0	0	168	62	230	51	0	36	87	
+30 mins.	77	186	0	263	0	0	0	0	0	165	60	225	56	0	48	104	
+45 mins.	77	211	0	288	0	0	0	0	0	180	82	262	74	1	46	121	
Total Volume	316	833	0	1149	0	0	0	0	0	720	257	977	241	2	164	407	
% App. Total	27.5	72.5	0		0	0	0		0	73.7	26.3		59.2	0.5	40.3		
PHF	.878	.934	.000	.948	.000	.000	.000	.000	.000	.870	.784	.932	.814	.500	.854	.841	

City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 11_ONT_Eu_60E PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

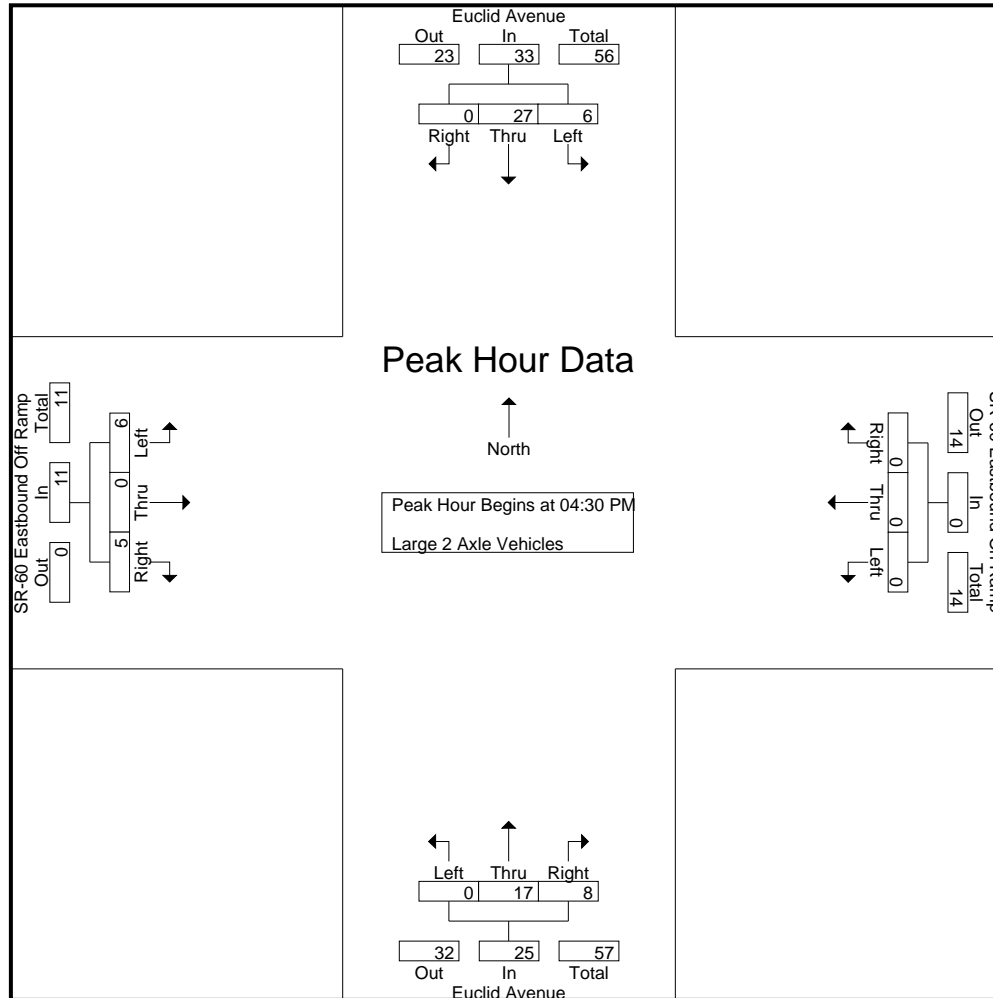
Groups Printed- Large 2 Axle Vehicles

Start Time	Euclid Avenue Southbound					SR-60 Eastbound On Ramp Westbound					Euclid Avenue Northbound					SR-60 Eastbound Off Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	1	4	0	0	5	0	0	0	0	0	0	6	4	3	10	4	0	2	1	6	4	21	25
04:15 PM	2	7	0	0	9	0	0	0	0	0	0	4	6	4	10	4	0	1	0	5	4	24	28
04:30 PM	3	8	0	0	11	0	0	0	0	0	0	6	2	0	8	0	0	1	0	1	0	20	20
04:45 PM	3	9	0	0	12	0	0	0	0	0	0	4	5	0	9	3	0	2	0	5	0	26	26
Total	9	28	0	0	37	0	0	0	0	0	0	20	17	7	37	11	0	6	1	17	8	91	99
05:00 PM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	3	0	2	2	5	2	13	15
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	1	1	6	0	0	0	0	0	1	10	11
05:30 PM	1	4	0	0	5	0	0	0	0	0	0	3	1	1	4	2	0	0	0	2	1	11	12
05:45 PM	2	7	0	0	9	0	0	0	0	0	0	0	4	2	4	2	0	1	1	3	3	16	19
Total	3	21	0	0	24	0	0	0	0	0	0	10	6	4	16	7	0	3	3	10	7	50	57
06:00 PM	1	4	0	0	5	0	0	0	0	0	0	5	1	1	6	2	0	1	0	3	1	14	15
06:15 PM	0	8	0	0	8	0	0	0	0	0	0	2	3	1	5	0	0	1	1	1	2	14	16
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	0	6	6
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	2	1	3	1	0	0	0	1	1	6	7
Total	1	17	0	0	18	0	0	0	0	0	0	8	7	3	15	4	0	3	1	7	4	40	44
Grand Total	13	66	0	0	79	0	0	0	0	0	0	38	30	14	68	22	0	12	5	34	19	181	200
Apprch %	16.5	83.5	0			0	0	0			0	55.9	44.1			64.7	0	35.3					
Total %	7.2	36.5	0		43.6	0	0	0			0	21	16.6		37.6	12.2	0	6.6		18.8	9.5	90.5	

Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	8	0	11	0	0	0	0	0	6	2	8	0	0	1	1	20
04:45 PM	3	9	0	12	0	0	0	0	0	4	5	9	3	0	2	5	26
05:00 PM	0	6	0	6	0	0	0	0	0	2	0	2	3	0	2	5	13
05:15 PM	0	4	0	4	0	0	0	0	0	5	1	6	0	0	0	0	10
Total Volume	6	27	0	33	0	0	0	0	0	17	8	25	6	0	5	11	69
% App. Total	18.2	81.8	0		0	0	0		0	68	32		54.5	0	45.5		
PHF	.500	.750	.000	.688	.000	.000	.000	.000	.000	.708	.400	.694	.500	.000	.625	.550	.663

City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 11_ONT_Eu_60E PM
 Site Code : 05122422
 Start Date : 5/10/2022
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City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 11_ONT_Eu_60E PM
 Site Code : 05122422
 Start Date : 5/10/2022
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Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	3	8	0	11	0	0	0	0	0	6	2	8	0	0	1	1	
+15 mins.	3	9	0	12	0	0	0	0	0	4	5	9	3	0	2	5	
+30 mins.	0	6	0	6	0	0	0	0	0	2	0	2	3	0	2	5	
+45 mins.	0	4	0	4	0	0	0	0	0	5	1	6	0	0	0	0	
Total Volume	6	27	0	33	0	0	0	0	0	17	8	25	6	0	5	11	
% App. Total	18.2	81.8	0		0	0	0		0	68	32		54.5	0	45.5		
PHF	.500	.750	.000	.688	.000	.000	.000	.000	.000	.708	.400	.694	.500	.000	.625	.550	

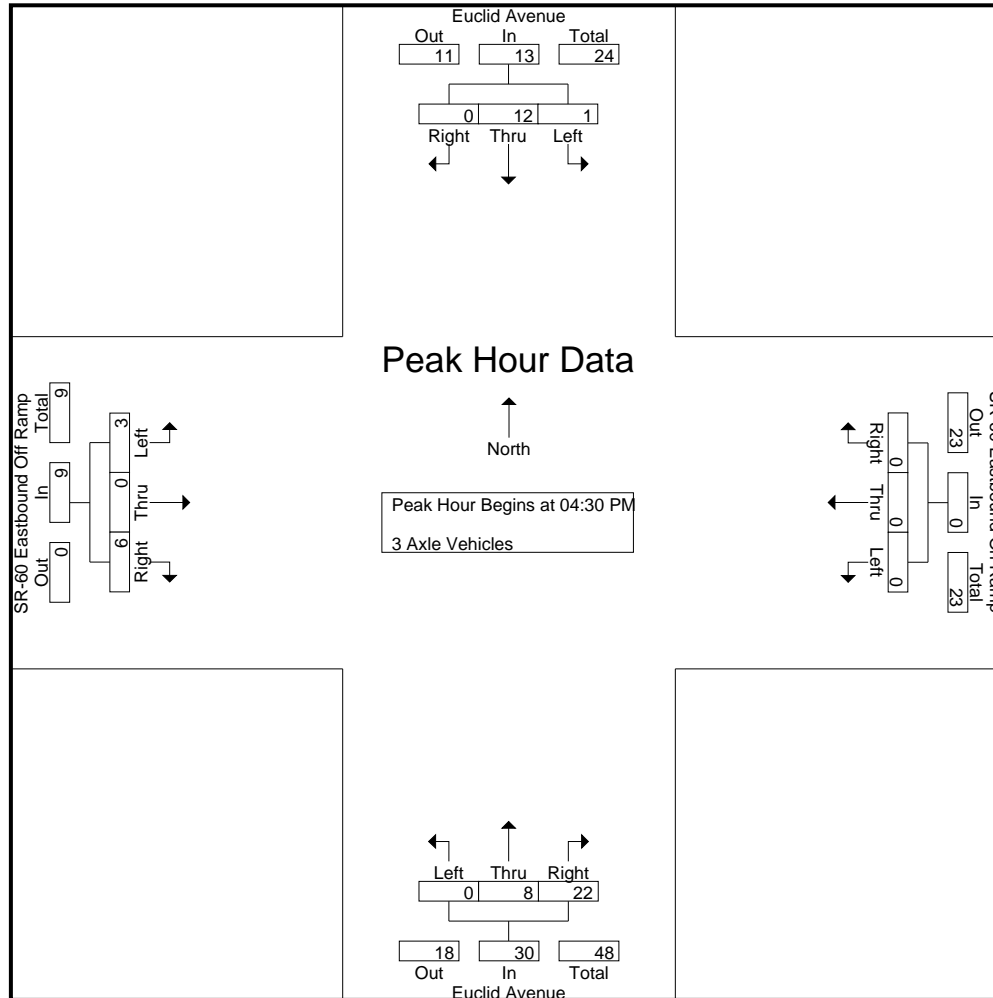
City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 11_ONT_Eu_60E PM
 Site Code : 05122422
 Start Date : 5/10/2022
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Groups Printed- 3 Axle Vehicles

Start Time	Euclid Avenue Southbound					SR-60 Eastbound On Ramp Westbound					Euclid Avenue Northbound					SR-60 Eastbound Off Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	3	3	2	6	1	0	0	0	1	2	11	13
04:15 PM	0	5	0	0	5	0	0	0	0	0	0	2	6	3	8	3	0	3	1	6	4	19	23
04:30 PM	1	3	0	0	4	0	0	0	0	0	0	3	6	1	9	0	0	1	0	1	1	14	15
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	7	2	11	0	0	3	2	3	4	17	21
Total	1	15	0	0	16	0	0	0	0	0	0	12	22	8	34	4	0	7	3	11	11	61	72
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	6	1	6	1	0	2	0	3	1	12	13
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	3	1	4	2	0	0	0	2	1	9	10
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	5	2	6	0	0	3	0	3	2	12	14
05:45 PM	1	3	0	0	4	0	0	0	0	0	0	1	3	0	4	2	0	0	0	2	0	10	10
Total	1	12	0	0	13	0	0	0	0	0	0	3	17	4	20	5	0	5	0	10	4	43	47
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	1	0	2	0	3	0	11	11
06:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	2	0	5	0	0	3	1	3	1	11	12
06:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	1	1	2	1	7	8
06:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	3	0	6	0	0	3	0	3	0	12	12
Total	0	14	0	0	14	0	0	0	0	0	0	11	5	0	16	2	0	9	2	11	2	41	43
Grand Total	2	41	0	0	43	0	0	0	0	0	0	26	44	12	70	11	0	21	5	32	17	145	162
Apprch %	4.7	95.3	0			0	0	0			0	37.1	62.9			34.4	0	65.6					
Total %	1.4	28.3	0		29.7	0	0	0			0	17.9	30.3		48.3	7.6	0	14.5		22.1	10.5	89.5	

Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:30 PM																			
04:30 PM	1	3	0	4	0	0	0	0	0	3	6	9	0	0	1	1	14		
04:45 PM	0	3	0	3	0	0	0	0	0	4	7	11	0	0	3	3	17		
05:00 PM	0	3	0	3	0	0	0	0	0	0	6	6	1	0	2	3	12		
05:15 PM	0	3	0	3	0	0	0	0	0	1	3	4	2	0	0	2	9		
Total Volume	1	12	0	13	0	0	0	0	0	8	22	30	3	0	6	9	52		
% App. Total	7.7	92.3	0		0	0	0		0	26.7	73.3		33.3	0	66.7				
PHF	.250	1.00	.000	.813	.000	.000	.000	.000	.000	.500	.786	.682	.375	.000	.500	.750	.765		



City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 11_ONT_Eu_60E PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	1	3	0	4	0	0	0	0	0	3	6	9	0	0	1	1	
+15 mins.	0	3	0	3	0	0	0	0	0	4	7	11	0	0	3	3	
+30 mins.	0	3	0	3	0	0	0	0	0	0	6	6	1	0	2	3	
+45 mins.	0	3	0	3	0	0	0	0	0	1	3	4	2	0	0	2	
Total Volume	1	12	0	13	0	0	0	0	0	8	22	30	3	0	6	9	
% App. Total	7.7	92.3	0		0	0	0		0	26.7	73.3		33.3	0	66.7		
PHF	.250	1.000	.000	.813	.000	.000	.000	.000	.000	.500	.786	.682	.375	.000	.500	.750	

City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 11_ONT_Eu_60E PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

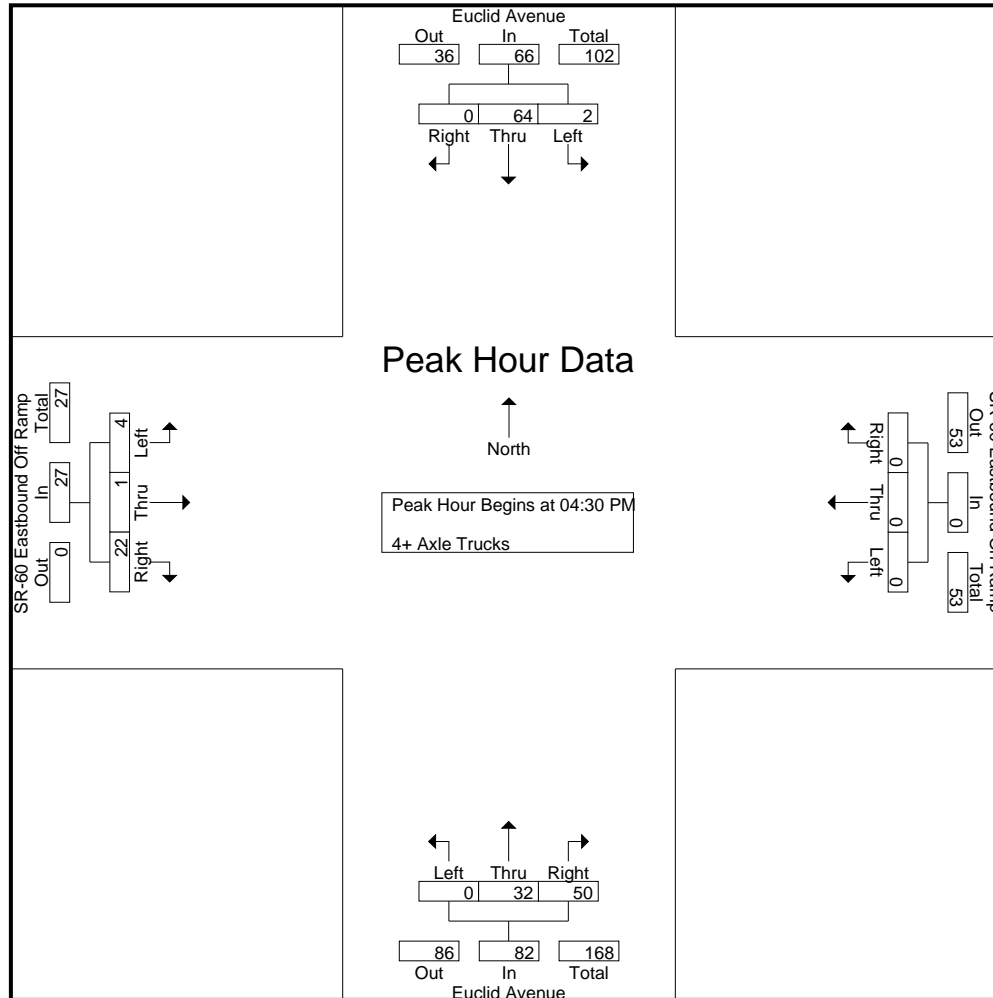
Groups Printed- 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					SR-60 Eastbound On Ramp Westbound					Euclid Avenue Northbound					SR-60 Eastbound Off Ramp Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	24	0	0	24	0	0	0	0	0	0	5	12	2	17	1	0	10	4	11	6	52	58
04:15 PM	1	15	0	0	16	0	0	0	0	0	0	3	13	4	16	2	0	7	2	9	6	41	47
04:30 PM	0	20	0	0	20	0	0	0	0	0	0	4	18	5	22	0	0	9	3	9	8	51	59
04:45 PM	1	21	0	0	22	0	0	0	0	0	0	7	10	2	17	4	1	5	1	10	3	49	52
Total	2	80	0	0	82	0	0	0	0	0	0	19	53	13	72	7	1	31	10	39	23	193	216
05:00 PM	1	9	0	0	10	0	0	0	0	0	0	9	8	3	17	0	0	4	1	4	4	31	35
05:15 PM	0	14	0	0	14	0	0	0	0	0	0	12	14	4	26	0	0	4	1	4	5	44	49
05:30 PM	0	23	0	0	23	0	0	0	0	0	0	14	17	5	31	2	0	3	1	5	6	59	65
05:45 PM	1	15	0	0	16	0	0	0	0	0	0	5	9	3	14	0	0	6	1	6	4	36	40
Total	2	61	0	0	63	0	0	0	0	0	0	40	48	15	88	2	0	17	4	19	19	170	189
06:00 PM	1	15	0	0	16	0	0	0	0	0	0	3	15	5	18	2	0	5	2	7	7	41	48
06:15 PM	0	14	0	0	14	0	0	0	0	0	0	13	9	3	22	0	0	10	3	10	6	46	52
06:30 PM	0	21	0	0	21	0	0	0	0	0	0	4	10	3	14	2	1	13	3	16	6	51	57
06:45 PM	1	15	0	0	16	0	0	0	0	0	0	5	20	6	25	2	0	10	3	12	9	53	62
Total	2	65	0	0	67	0	0	0	0	0	0	25	54	17	79	6	1	38	11	45	28	191	219
Grand Total	6	206	0	0	212	0	0	0	0	0	0	84	155	45	239	15	2	86	25	103	70	554	624
Apprch %	2.8	97.2	0			0	0	0			0	35.1	64.9			14.6	1.9	83.5					
Total %	1.1	37.2	0		38.3	0	0	0			0	15.2	28		43.1	2.7	0.4	15.5		18.6	11.2	88.8	

Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	20	0	20	0	0	0	0	0	4	18	22	0	0	9	9	51
04:45 PM	1	21	0	22	0	0	0	0	0	7	10	17	4	1	5	10	49
05:00 PM	1	9	0	10	0	0	0	0	0	9	8	17	0	0	4	4	31
05:15 PM	0	14	0	14	0	0	0	0	0	12	14	26	0	0	4	4	44
Total Volume	2	64	0	66	0	0	0	0	0	32	50	82	4	1	22	27	175
% App. Total	3	97	0		0	0	0		0	39	61		14.8	3.7	81.5		
PHF	.500	.762	.000	.750	.000	.000	.000	.000	.000	.667	.694	.788	.250	.250	.611	.675	.858

City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 11_ONT_Eu_60E PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2



City of Ontario
 N/S: Euclid Avenue
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 11_ONT_Eu_60E PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Euclid Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	20	0	20	0	0	0	0	0	4	18	22	0	0	9	9	
+15 mins.	1	21	0	22	0	0	0	0	0	7	10	17	4	1	5	10	
+30 mins.	1	9	0	10	0	0	0	0	0	9	8	17	0	0	4	4	
+45 mins.	0	14	0	14	0	0	0	0	0	12	14	26	0	0	4	4	
Total Volume	2	64	0	66	0	0	0	0	0	32	50	82	4	1	22	27	
% App. Total	3	97	0		0	0	0		0	39	61		14.8	3.7	81.5		
PHF	.500	.762	.000	.750	.000	.000	.000	.000	.000	.667	.694	.788	.250	.250	.611	.675	

Location: Ontario
 N/S: Euclid Avenue
 E/W: SR-60 EB Ramps



Date: 5/10/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Euclid Avenue Pedestrians	East Leg SR-60 EB Ramps Pedestrians	South Leg Euclid Avenue Pedestrians	West Leg SR-60 EB Ramps Pedestrians	
6:00 AM	0	0	0	1	1
6:15 AM	0	0	0	1	1
6:30 AM	0	0	0	1	1
6:45 AM	0	1	0	0	1
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	1	0	2	3
8:15 AM	0	1	0	1	2
8:30 AM	0	1	0	1	2
8:45 AM	0	1	0	2	3
TOTAL VOLUMES:	0	7	0	9	16

	North Leg Euclid Avenue Pedestrians	East Leg SR-60 EB Ramps Pedestrians	South Leg Euclid Avenue Pedestrians	West Leg SR-60 EB Ramps Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	2	0	1	3
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	1	1
5:00 PM	0	1	0	0	1
5:15 PM	0	0	0	2	2
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	1	1
6:00 PM	0	1	0	0	1
6:15 PM	0	0	0	0	0
6:30 PM	0	1	0	0	1
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	6	0	7	13

Location: Ontario
 N/S: Euclid Avenue
 E/W: SR-60 EB Ramps



Date: 5/10/2022
 Day: Tuesday

BICYCLES

	Southbound Euclid Avenue			Westbound SR-60 EB Ramps			Northbound Euclid Avenue			Eastbound SR-60 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	0	0	0	0	0	1	0	0	0	0	5

	Southbound Euclid Avenue			Westbound SR-60 EB Ramps			Northbound Euclid Avenue			Eastbound SR-60 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
6:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
TOTAL VOLUMES:	0	6	0	0	0	0	0	6	0	0	0	0	12

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal AM
 Site Code : 05122422
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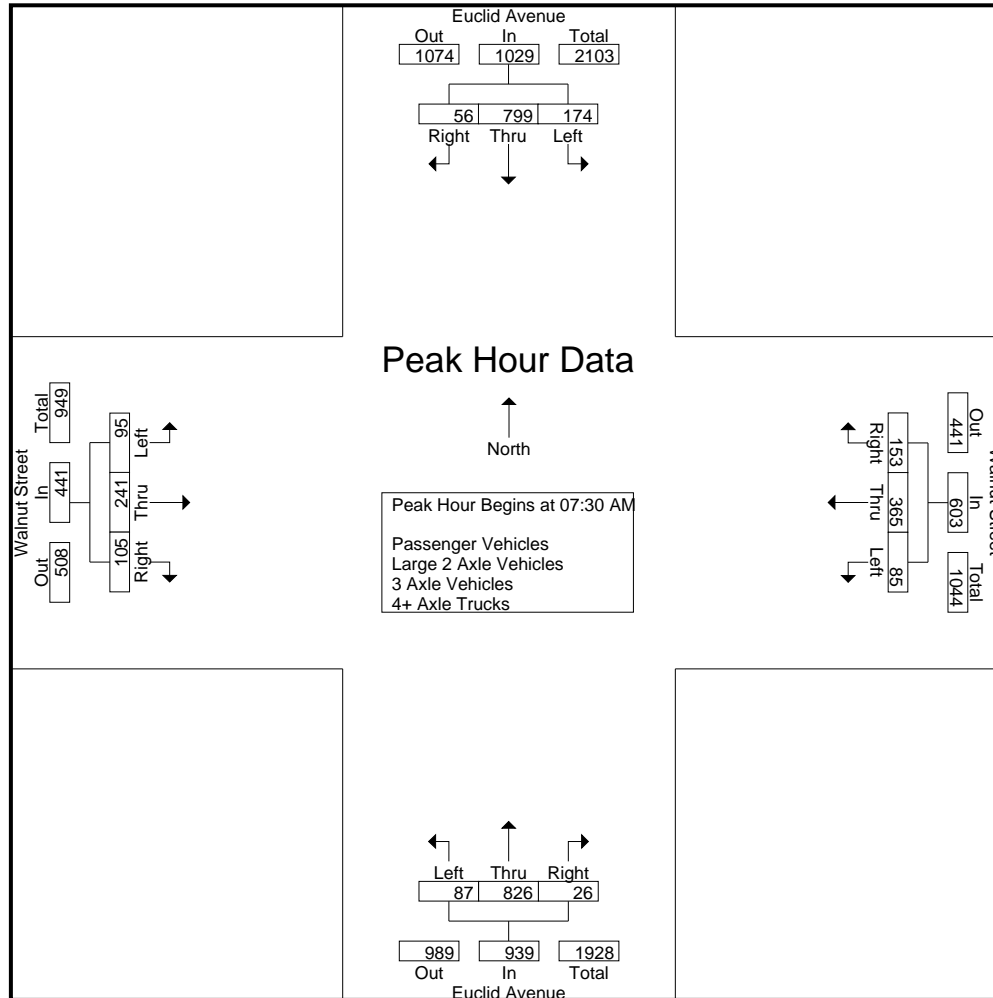
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					Walnut Street Westbound					Euclid Avenue Northbound					Walnut Street Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	12	229	4	2	245	14	15	40	18	69	5	112	4	0	121	15	11	10	7	36	27	471	498
06:15 AM	13	215	12	4	240	11	22	39	19	72	3	101	18	5	122	21	20	25	8	66	36	500	536
06:30 AM	23	243	8	2	274	19	31	31	9	81	6	155	4	2	165	28	19	26	16	73	29	593	622
06:45 AM	12	214	6	0	232	12	69	46	14	127	5	172	9	2	186	23	33	16	5	72	21	617	638
Total	60	901	30	8	991	56	137	156	60	349	19	540	35	9	594	87	83	77	36	247	113	2181	2294
07:00 AM	53	161	14	3	228	10	80	50	6	140	10	182	8	2	200	18	51	23	6	92	17	660	677
07:15 AM	34	162	21	7	217	18	76	57	16	151	21	202	8	3	231	34	67	26	6	127	32	726	758
07:30 AM	28	168	8	3	204	17	92	37	9	146	18	245	6	1	269	22	55	28	9	105	22	724	746
07:45 AM	47	201	17	2	265	22	93	34	3	149	32	210	6	4	248	23	63	22	7	108	16	770	786
Total	162	692	60	15	914	67	341	178	34	586	81	839	28	10	948	97	236	99	28	432	87	2880	2967
08:00 AM	50	205	15	5	270	22	92	31	5	145	17	199	5	2	221	25	58	23	7	106	19	742	761
08:15 AM	49	225	16	7	290	24	88	51	12	163	20	172	9	6	201	25	65	32	12	122	37	776	813
08:30 AM	41	239	19	3	299	12	55	36	8	103	11	188	9	1	208	13	28	31	12	72	24	682	706
08:45 AM	38	219	20	3	277	9	50	23	7	82	18	200	16	10	234	29	32	29	14	90	34	683	717
Total	178	888	70	18	1136	67	285	141	32	493	66	759	39	19	864	92	183	115	45	390	114	2883	2997
Grand Total	400	2481	160	41	3041	190	763	475	126	1428	166	2138	102	38	2406	276	502	291	109	1069	314	7944	8258
Apprch %	13.2	81.6	5.3			13.3	53.4	33.3			6.9	88.9	4.2			25.8	47	27.2					
Total %	5	31.2	2		38.3	2.4	9.6	6		18	2.1	26.9	1.3		30.3	3.5	6.3	3.7		13.5	3.8	96.2	
Passenger Vehicles	386	1921	157		2503	183	742	458		1506	159	1449	88		1730	272	488	279		1144	0	0	6883
% Passenger Vehicles	96.5	77.4	98.1	95.1	81.2	96.3	97.2	96.4	97.6	96.9	95.8	67.8	86.3	89.5	70.8	98.6	97.2	95.9	96.3	97.1	0	0	83.3
Large 2 Axle Vehicles	13	137	2		153	6	20	15		44	7	159	7		176	4	14	11		33	0	0	406
% Large 2 Axle Vehicles	3.2	5.5	1.2	2.4	5	3.2	2.6	3.2	2.4	2.8	4.2	7.4	6.9	7.9	7.2	1.4	2.8	3.8	3.7	2.8	0	0	4.9
3 Axle Vehicles	1	91	1		94	1	1	2		4	0	98	3		102	0	0	1		1	0	0	201
% 3 Axle Vehicles	0.2	3.7	0.6	2.4	3	0.5	0.1	0.4	0	0.3	0	4.6	2.9	2.6	4.2	0	0	0.3	0	0.1	0	0	2.4
4+ Axle Trucks	0	332	0		332	0	0	0		0	0	432	4		436	0	0	0		0	0	0	768
% 4+ Axle Trucks	0	13.4	0	0	10.8	0	0	0	0	0	0	20.2	3.9	0	17.8	0	0	0	0	0	0	0	9.3

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

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Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	28	168	8	204	17	92	37	146	18	245	6	269	22	55	28	105	724
07:45 AM	47	201	17	265	22	93	34	149	32	210	6	248	23	63	22	108	770
08:00 AM	50	205	15	270	22	92	31	145	17	199	5	221	25	58	23	106	742
08:15 AM	49	225	16	290	24	88	51	163	20	172	9	201	25	65	32	122	776
Total Volume	174	799	56	1029	85	365	153	603	87	826	26	939	95	241	105	441	3012
% App. Total	16.9	77.6	5.4		14.1	60.5	25.4		9.3	88	2.8		21.5	54.6	23.8		
PHF	.870	.888	.824	.887	.885	.981	.750	.925	.680	.843	.722	.873	.950	.927	.820	.904	.970



City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 4

Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:30 AM				07:15 AM				07:15 AM				
+0 mins.	50	205	15	270	17	92	37	146	21	202	8	231	34	67	26	127	
+15 mins.	49	225	16	290	22	93	34	149	18	245	6	269	22	55	28	105	
+30 mins.	41	239	19	299	22	92	31	145	32	210	6	248	23	63	22	108	
+45 mins.	38	219	20	277	24	88	51	163	17	199	5	221	25	58	23	106	
Total Volume	178	888	70	1136	85	365	153	603	88	856	25	969	104	243	99	446	
% App. Total	15.7	78.2	6.2		14.1	60.5	25.4		9.1	88.3	2.6		23.3	54.5	22.2		
PHF	.890	.929	.875	.950	.885	.981	.750	.925	.688	.873	.781	.901	.765	.907	.884	.878	

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

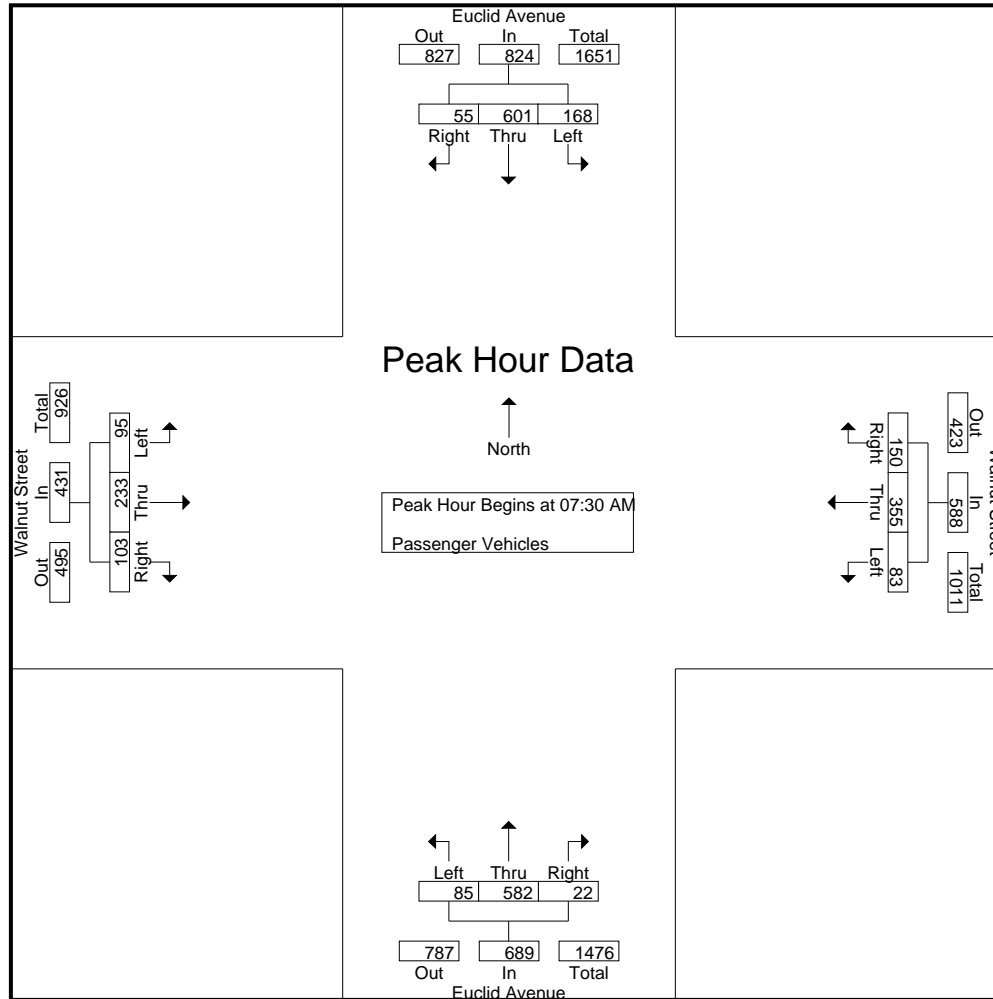
Groups Printed- Passenger Vehicles

Start Time	Euclid Avenue Southbound					Walnut Street Westbound					Euclid Avenue Northbound					Walnut Street Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	9	182	4	2	195	14	15	39	17	68	4	75	2	0	81	14	11	10	7	35	26	379	405
06:15 AM	13	174	12	4	199	11	20	37	19	68	3	58	14	4	75	21	17	23	8	61	35	403	438
06:30 AM	22	199	8	2	229	17	31	31	9	79	6	91	4	2	101	27	18	25	15	70	28	479	507
06:45 AM	12	162	6	0	180	12	69	44	13	125	5	104	8	2	117	23	32	15	5	70	20	492	512
Total	56	717	30	8	803	54	135	151	58	340	18	328	28	8	374	85	78	73	35	236	109	1753	1862
07:00 AM	51	127	14	3	192	9	78	47	5	134	10	126	8	2	144	17	51	20	5	88	15	558	573
07:15 AM	32	118	20	6	170	17	74	52	16	143	20	134	7	3	161	33	66	25	5	124	30	598	628
07:30 AM	27	128	8	3	163	16	91	37	9	144	17	178	6	1	201	22	50	27	9	99	22	607	629
07:45 AM	45	150	17	2	212	22	89	34	3	145	31	146	5	3	182	23	63	21	7	107	15	646	661
Total	155	523	59	14	737	64	332	170	33	566	78	584	26	9	688	95	230	93	26	418	82	2409	2491
08:00 AM	49	150	15	5	214	22	90	31	5	143	17	143	5	2	165	25	57	23	7	105	19	627	646
08:15 AM	47	173	15	6	235	23	85	48	12	156	20	115	6	4	141	25	63	32	12	120	34	652	686
08:30 AM	41	189	18	3	248	12	51	35	8	98	10	140	8	1	158	13	28	31	12	72	24	576	600
08:45 AM	38	169	20	3	227	8	49	23	7	80	16	139	15	10	170	29	32	27	13	88	33	565	598
Total	175	681	68	17	924	65	275	137	32	477	63	537	34	17	634	92	180	113	44	385	110	2420	2530
Grand Total	386	1921	157	39	2464	183	742	458	123	1383	159	1449	88	34	1696	272	488	279	105	1039	301	6582	6883
Apprch %	15.7	78	6.4			13.2	53.7	33.1			9.4	85.4	5.2			26.2	47	26.9					
Total %	5.9	29.2	2.4		37.4	2.8	11.3	7		21	2.4	22	1.3		25.8	4.1	7.4	4.2		15.8	4.4	95.6	

Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	27	128	8	163	16	91	37	144	17	178	6	201	22	50	27	99	607
07:45 AM	45	150	17	212	22	89	34	145	31	146	5	182	23	63	21	107	646
08:00 AM	49	150	15	214	22	90	31	143	17	143	5	165	25	57	23	105	627
08:15 AM	47	173	15	235	23	85	48	156	20	115	6	141	25	63	32	120	652
Total Volume	168	601	55	824	83	355	150	588	85	582	22	689	95	233	103	431	2532
% App. Total	20.4	72.9	6.7		14.1	60.4	25.5		12.3	84.5	3.2		22	54.1	23.9		
PHF	.857	.868	.809	.877	.902	.975	.781	.942	.685	.817	.917	.857	.950	.925	.805	.898	.971

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal AM
 Site Code : 05122422
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City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	27	128	8	163	16	91	37	144	17	178	6	201	22	50	27	99	
+15 mins.	45	150	17	212	22	89	34	145	31	146	5	182	23	63	21	107	
+30 mins.	49	150	15	214	22	90	31	143	17	143	5	165	25	57	23	105	
+45 mins.	47	173	15	235	23	85	48	156	20	115	6	141	25	63	32	120	
Total Volume	168	601	55	824	83	355	150	588	85	582	22	689	95	233	103	431	
% App. Total	20.4	72.9	6.7		14.1	60.4	25.5		12.3	84.5	3.2		22	54.1	23.9		
PHF	.857	.868	.809	.877	.902	.975	.781	.942	.685	.817	.917	.857	.950	.925	.805	.898	

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal AM
 Site Code : 05122422
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 Page No : 1

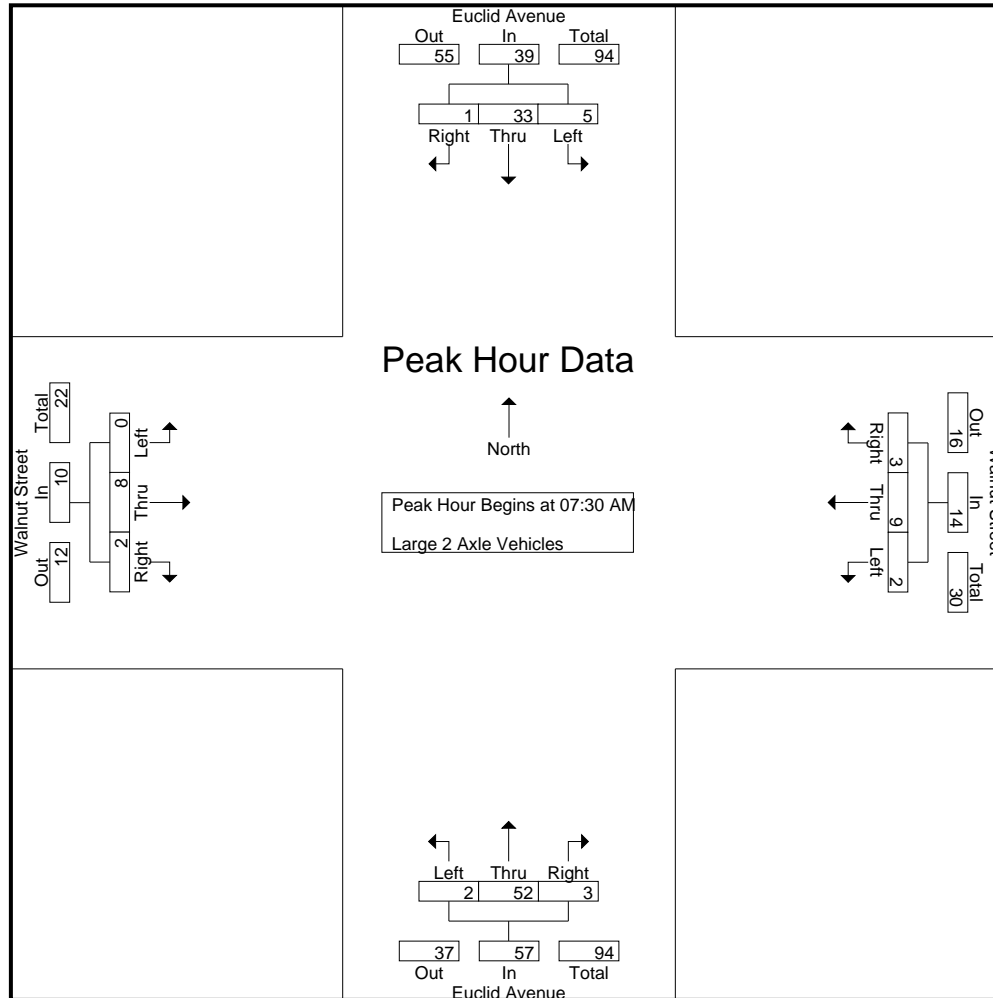
Groups Printed- Large 2 Axle Vehicles

Start Time	Euclid Avenue Southbound					Walnut Street Westbound					Euclid Avenue Northbound					Walnut Street Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	3	5	0	0	8	0	0	1	1	1	1	3	0	0	4	1	0	0	0	1	1	14	15
06:15 AM	0	12	0	0	12	0	2	2	0	4	0	12	2	1	14	0	3	2	0	5	1	35	36
06:30 AM	1	20	0	0	21	2	0	0	0	2	0	17	0	0	17	1	1	1	1	3	1	43	44
06:45 AM	0	14	0	0	14	0	0	2	1	2	0	19	1	0	20	0	1	1	0	2	1	38	39
Total	4	51	0	0	55	2	2	5	2	9	1	51	3	1	55	2	5	4	1	11	4	130	134
07:00 AM	2	8	0	0	10	1	2	3	1	6	0	17	0	0	17	1	0	2	1	3	2	36	38
07:15 AM	2	11	0	0	13	1	2	3	0	6	1	19	0	0	20	1	1	1	1	3	1	42	43
07:30 AM	1	10	0	0	11	1	1	0	0	2	1	15	0	0	16	0	5	1	0	6	0	35	35
07:45 AM	1	6	0	0	7	0	3	0	0	3	1	9	0	0	10	0	0	1	0	1	0	21	21
Total	6	35	0	0	41	3	8	6	1	17	3	60	0	0	63	2	6	5	2	13	3	134	137
08:00 AM	1	9	0	0	10	0	2	0	0	2	0	16	0	0	16	0	1	0	0	1	0	29	29
08:15 AM	2	8	1	1	11	1	3	3	0	7	0	12	3	2	15	0	2	0	0	2	3	35	38
08:30 AM	0	18	1	0	19	0	4	1	0	5	1	10	1	0	12	0	0	0	0	0	0	36	36
08:45 AM	0	16	0	0	16	0	1	0	0	1	2	10	0	0	12	0	0	2	1	2	1	31	32
Total	3	51	2	1	56	1	10	4	0	15	3	48	4	2	55	0	3	2	1	5	4	131	135
Grand Total	13	137	2	1	152	6	20	15	3	41	7	159	7	3	173	4	14	11	4	29	11	395	406
Apprch %	8.6	90.1	1.3			14.6	48.8	36.6			4	91.9	4			13.8	48.3	37.9					
Total %	3.3	34.7	0.5		38.5	1.5	5.1	3.8		10.4	1.8	40.3	1.8		43.8	1	3.5	2.8		7.3	2.7	97.3	

Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	10	0	11	1	1	0	2	1	15	0	16	0	5	1	6	35
07:45 AM	1	6	0	7	0	3	0	3	1	9	0	10	0	0	1	1	21
08:00 AM	1	9	0	10	0	2	0	2	0	16	0	16	0	1	0	1	29
08:15 AM	2	8	1	11	1	3	3	7	0	12	3	15	0	2	0	2	35
Total Volume	5	33	1	39	2	9	3	14	2	52	3	57	0	8	2	10	120
% App. Total	12.8	84.6	2.6		14.3	64.3	21.4		3.5	91.2	5.3		0	80	20		
PHF	.625	.825	.250	.886	.500	.750	.250	.500	.500	.813	.250	.891	.000	.400	.500	.417	.857

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal AM
 Site Code : 05122422
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City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal AM
 Site Code : 05122422
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Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	10	0	11	1	1	0	2	1	15	0	16	0	5	1	6
+15 mins.	1	6	0	7	0	3	0	3	1	9	0	10	0	0	1	1
+30 mins.	1	9	0	10	0	2	0	2	0	16	0	16	0	1	0	1
+45 mins.	2	8	1	11	1	3	3	7	0	12	3	15	0	2	0	2
Total Volume	5	33	1	39	2	9	3	14	2	52	3	57	0	8	2	10
% App. Total	12.8	84.6	2.6		14.3	64.3	21.4		3.5	91.2	5.3		0	80	20	
PHF	.625	.825	.250	.886	.500	.750	.250	.500	.500	.813	.250	.891	.000	.400	.500	.417

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

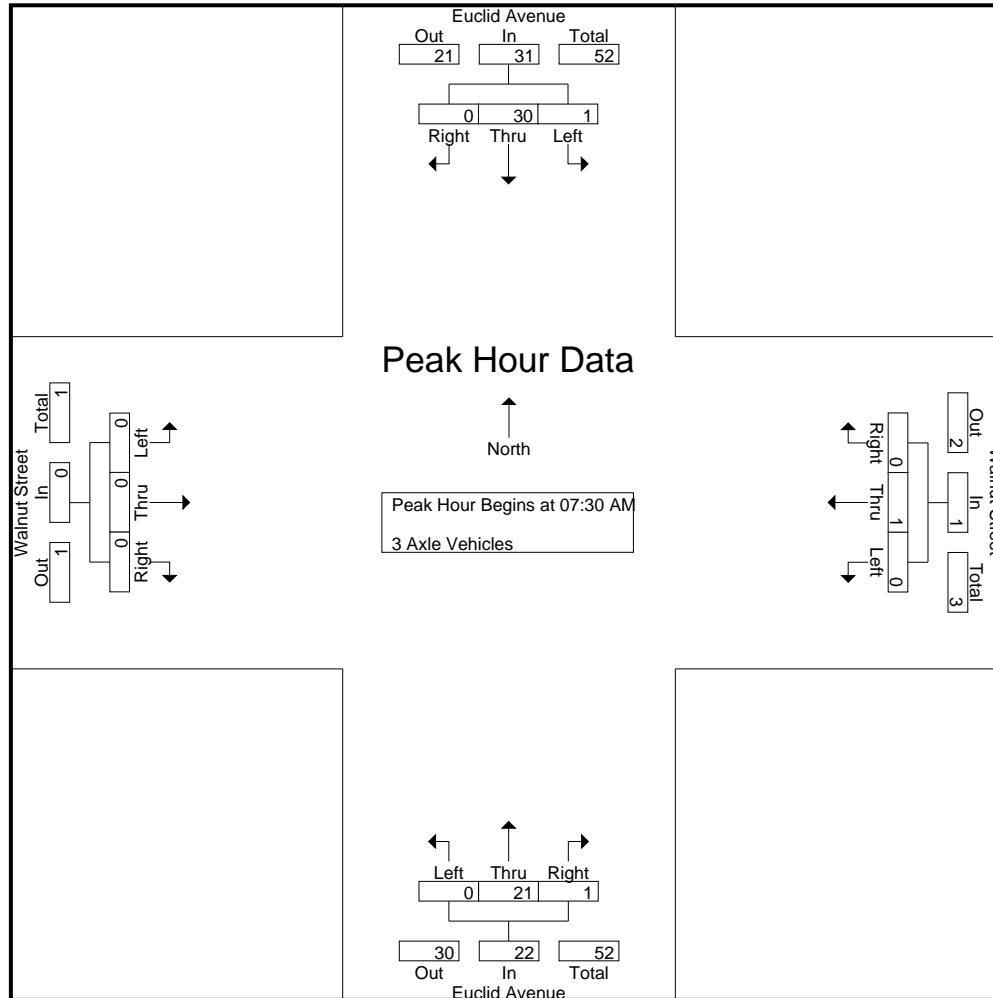
Groups Printed- 3 Axle Vehicles

Start Time	Euclid Avenue Southbound					Walnut Street Westbound					Euclid Avenue Northbound					Walnut Street Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
06:00 AM	0	11	0	0	11	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	0	0	0	0	0	0	21	21
06:15 AM	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	20	20
06:30 AM	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	18	18
06:45 AM	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	18	18
Total	0	39	0	0	39	0	0	0	0	0	0	36	2	0	38	0	0	0	0	0	0	0	0	0	0	0	77	77
07:00 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	0	10	10
07:15 AM	0	3	1	1	4	0	0	2	0	2	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	1	15	16
07:30 AM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	12	12
07:45 AM	1	6	0	0	7	0	1	0	0	1	0	5	1	1	6	0	0	0	0	0	0	0	0	0	0	1	14	15
Total	1	20	1	1	22	0	1	2	0	3	0	24	1	1	25	0	0	1	0	1	0	0	0	0	0	2	51	53
08:00 AM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	11	11
08:15 AM	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	17	17
08:30 AM	0	6	0	0	6	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	21	21
08:45 AM	0	9	0	0	9	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	22	22
Total	0	32	0	0	32	1	0	0	0	1	0	38	0	0	38	0	0	0	0	0	0	0	0	0	0	0	71	71
Grand Total	1	91	1	1	93	1	1	2	0	4	0	98	3	1	101	0	0	1	0	1	0	0	0	0	0	2	199	201
Apprch %	1.1	97.8	1.1			25	25	50			0	97	3			0	0	100										
Total %	0.5	45.7	0.5		46.7	0.5	0.5	1		2	0	49.2	1.5		50.8	0	0	0.5		0.5						1	99	

Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	7	0	7	0	0	0	0	0	5	0	5	0	0	0	0	12
07:45 AM	1	6	0	7	0	1	0	1	0	5	1	6	0	0	0	0	14
08:00 AM	0	8	0	8	0	0	0	0	0	3	0	3	0	0	0	0	11
08:15 AM	0	9	0	9	0	0	0	0	0	8	0	8	0	0	0	0	17
Total Volume	1	30	0	31	0	1	0	1	0	21	1	22	0	0	0	0	54
% App. Total	3.2	96.8	0		0	100	0		0	95.5	4.5		0	0	0		
PHF	.250	.833	.000	.861	.000	.250	.000	.250	.000	.656	.250	.688	.000	.000	.000	.000	.794

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal AM
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City of Ontario
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File Name : 12_ONT_Eu_Wal AM
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Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	7	0	7	0	0	0	0	0	5	0	5	0	0	0	0	
+15 mins.	1	6	0	7	0	1	0	1	0	5	1	6	0	0	0	0	
+30 mins.	0	8	0	8	0	0	0	0	0	3	0	3	0	0	0	0	
+45 mins.	0	9	0	9	0	0	0	0	0	8	0	8	0	0	0	0	
Total Volume	1	30	0	31	0	1	0	1	0	21	1	22	0	0	0	0	
% App. Total	3.2	96.8	0		0	100	0		0	95.5	4.5		0	0	0		
PHF	.250	.833	.000	.861	.000	.250	.000	.250	.000	.656	.250	.688	.000	.000	.000	.000	

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal AM
 Site Code : 05122422
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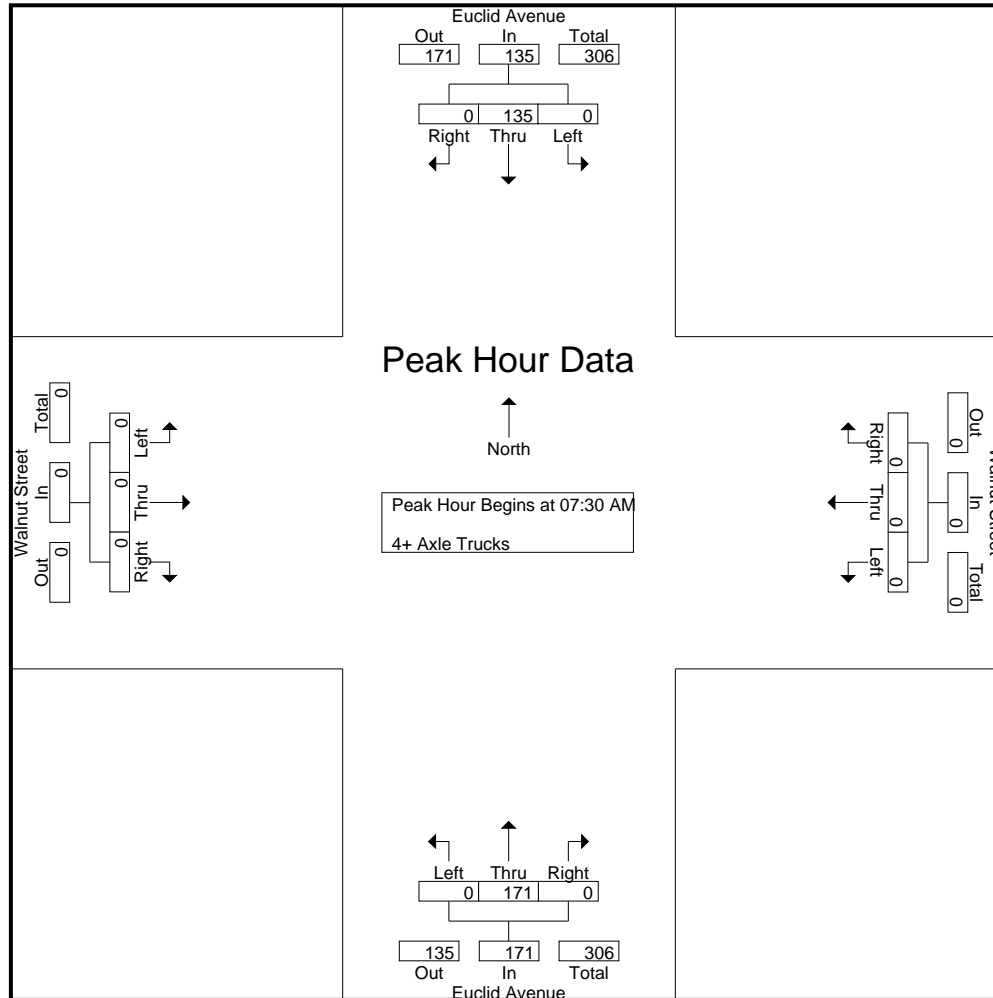
Groups Printed- 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					Walnut Street Westbound					Euclid Avenue Northbound					Walnut Street Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
06:00 AM	0	31	0	0	31	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	0	0	0	0	0	57	57
06:15 AM	0	19	0	0	19	0	0	0	0	0	0	21	2	0	23	0	0	0	0	0	0	0	0	0	0	0	42	42
06:30 AM	0	16	0	0	16	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	0	0	0	0	0	53	53
06:45 AM	0	28	0	0	28	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	0	0	0	0	0	0	69	69
Total	0	94	0	0	94	0	0	0	0	0	0	125	2	0	127	0	0	0	0	0	0	0	0	0	0	0	221	221
07:00 AM	0	22	0	0	22	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	0	0	0	0	0	56	56
07:15 AM	0	30	0	0	30	0	0	0	0	0	0	40	1	0	41	0	0	0	0	0	0	0	0	0	0	0	71	71
07:30 AM	0	23	0	0	23	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	0	0	0	0	0	70	70
07:45 AM	0	39	0	0	39	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	0	0	0	0	0	0	89	89
Total	0	114	0	0	114	0	0	0	0	0	0	171	1	0	172	0	0	0	0	0	0	0	0	0	0	0	286	286
08:00 AM	0	38	0	0	38	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	0	0	0	0	0	75	75
08:15 AM	0	35	0	0	35	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	0	0	0	0	0	72	72
08:30 AM	0	26	0	0	26	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	49	49
08:45 AM	0	25	0	0	25	0	0	0	0	0	0	39	1	0	40	0	0	0	0	0	0	0	0	0	0	0	65	65
Total	0	124	0	0	124	0	0	0	0	0	0	136	1	0	137	0	0	0	0	0	0	0	0	0	0	0	261	261
Grand Total	0	332	0	0	332	0	0	0	0	0	0	432	4	0	436	0	0	0	0	0	0	0	0	0	0	0	768	768
Apprch %	0	100	0			0	0	0			0	99.1	0.9			0	0	0			0	0	0			0		
Total %	0	43.2	0		43.2	0	0	0			0	56.2	0.5		56.8	0	0	0		0	0	0	0			0	100	

Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	23	0	23	0	0	0	0	0	47	0	47	0	0	0	0	70
07:45 AM	0	39	0	39	0	0	0	0	0	50	0	50	0	0	0	0	89
08:00 AM	0	38	0	38	0	0	0	0	0	37	0	37	0	0	0	0	75
08:15 AM	0	35	0	35	0	0	0	0	0	37	0	37	0	0	0	0	72
Total Volume	0	135	0	135	0	0	0	0	0	171	0	171	0	0	0	0	306
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.865	.000	.865	.000	.000	.000	.000	.000	.855	.000	.855	.000	.000	.000	.000	.860

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal AM
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City of Ontario
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 Weather: Clear

File Name : 12_ONT_Eu_Wal AM
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Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	23	0	23	0	0	0	0	0	47	0	47	0	0	0	0
+15 mins.	0	39	0	39	0	0	0	0	0	50	0	50	0	0	0	0
+30 mins.	0	38	0	38	0	0	0	0	0	37	0	37	0	0	0	0
+45 mins.	0	35	0	35	0	0	0	0	0	37	0	37	0	0	0	0
Total Volume	0	135	0	135	0	0	0	0	0	171	0	171	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.865	.000	.865	.000	.000	.000	.000	.000	.855	.000	.855	.000	.000	.000	.000

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal PM
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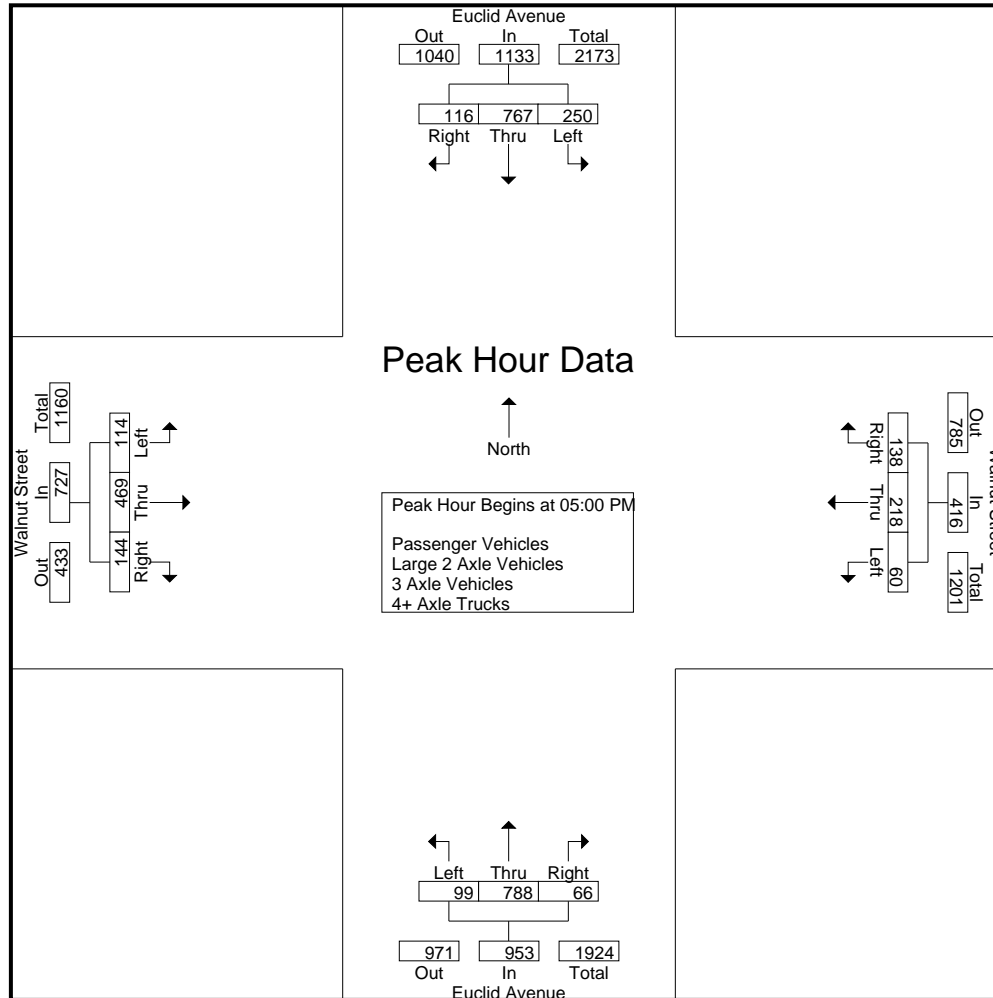
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					Walnut Street Westbound					Euclid Avenue Northbound					Walnut Street Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	68	194	27	7	289	14	52	35	8	101	21	181	8	4	210	24	93	26	3	143	22	743	765
04:15 PM	59	188	28	11	275	18	53	33	4	104	20	202	15	3	237	47	118	18	1	183	19	799	818
04:30 PM	69	203	38	14	310	13	60	37	8	110	28	191	25	7	244	25	99	32	8	156	37	820	857
04:45 PM	72	206	21	4	299	15	69	25	1	109	28	199	12	2	239	18	92	17	3	127	10	774	784
Total	268	791	114	36	1173	60	234	130	21	424	97	773	60	16	930	114	402	93	15	609	88	3136	3224
05:00 PM	61	174	32	10	267	14	47	40	15	101	30	199	13	1	242	18	104	24	4	146	30	756	786
05:15 PM	65	187	28	8	280	17	71	41	11	129	25	204	17	4	246	30	126	37	5	193	28	848	876
05:30 PM	65	197	26	9	288	11	45	34	8	90	22	182	24	2	228	29	127	39	5	195	24	801	825
05:45 PM	59	209	30	9	298	18	55	23	5	96	22	203	12	2	237	37	112	44	15	193	31	824	855
Total	250	767	116	36	1133	60	218	138	39	416	99	788	66	9	953	114	469	144	29	727	113	3229	3342
06:00 PM	73	160	25	3	258	10	43	29	10	82	23	193	16	3	232	28	90	27	8	145	24	717	741
06:15 PM	88	173	25	8	286	8	40	43	16	91	30	186	9	4	225	22	83	42	9	147	37	749	786
06:30 PM	62	181	22	4	265	8	45	30	9	83	19	171	10	1	200	14	73	32	9	119	23	667	690
06:45 PM	74	154	28	6	256	12	43	25	4	80	9	168	10	1	187	22	47	28	7	97	18	620	638
Total	297	668	100	21	1065	38	171	127	39	336	81	718	45	9	844	86	293	129	33	508	102	2753	2855
Grand Total	815	2226	330	93	3371	158	623	395	99	1176	277	2279	171	34	2727	314	1164	366	77	1844	303	9118	9421
Apprch %	24.2	66	9.8			13.4	53	33.6			10.2	83.6	6.3			17	63.1	19.8					
Total %	8.9	24.4	3.6		37	1.7	6.8	4.3		12.9	3	25	1.9		29.9	3.4	12.8	4		20.2	3.2	96.8	
Passenger Vehicles	807	1797	328		3025	153	620	389		1261	269	1893	169		2365	309	1153	360		1897	0	0	8548
% Passenger Vehicles	99	80.7	99.4	100	87.3	96.8	99.5	98.5	100	98.9	97.1	83.1	98.8	100	85.7	98.4	99.1	98.4	97.4	98.8	0	0	90.7
Large 2 Axle Vehicles	6	83	0		89	5	3	4		12	6	74	2		82	5	11	4		21	0	0	204
% Large 2 Axle Vehicles	0.7	3.7	0	0	2.6	3.2	0.5	1	0	0.9	2.2	3.2	1.2	0	3	1.6	0.9	1.1	1.3	1.1	0	0	2.2
3 Axle Vehicles	1	66	0		67	0	0	1		1	1	66	0		67	0	0	1		1	0	0	136
% 3 Axle Vehicles	0.1	3	0	0	1.9	0	0	0.3	0	0.1	0.4	2.9	0	0	2.4	0	0	0.3	0	0.1	0	0	1.4
4+ Axle Trucks	1	280	2		283	0	0	1		1	1	246	0		247	0	0	1		2	0	0	533
% 4+ Axle Trucks	0.1	12.6	0.6	0	8.2	0	0	0.3	0	0.1	0.4	10.8	0	0	8.9	0	0	0.3	1.3	0.1	0	0	5.7

City of Ontario
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 E/W: Walnut Street
 Weather: Clear

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Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	61	174	32	267	14	47	40	101	30	199	13	242	18	104	24	146	756
05:15 PM	65	187	28	280	17	71	41	129	25	204	17	246	30	126	37	193	848
05:30 PM	65	197	26	288	11	45	34	90	22	182	24	228	29	127	39	195	801
05:45 PM	59	209	30	298	18	55	23	96	22	203	12	237	37	112	44	193	824
Total Volume	250	767	116	1133	60	218	138	416	99	788	66	953	114	469	144	727	3229
% App. Total	22.1	67.7	10.2		14.4	52.4	33.2		10.4	82.7	6.9		15.7	64.5	19.8		
PHF	.962	.917	.906	.951	.833	.768	.841	.806	.825	.966	.688	.968	.770	.923	.818	.932	.952



City of Ontario
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 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal PM
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Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:30 PM				04:30 PM				05:00 PM				
+0 mins.	68	194	27	289	13	60	37	110	28	191	25	244	18	104	24	146	
+15 mins.	59	188	28	275	15	69	25	109	28	199	12	239	30	126	37	193	
+30 mins.	69	203	38	310	14	47	40	101	30	199	13	242	29	127	39	195	
+45 mins.	72	206	21	299	17	71	41	129	25	204	17	246	37	112	44	193	
Total Volume	268	791	114	1173	59	247	143	449	111	793	67	971	114	469	144	727	
% App. Total	22.8	67.4	9.7		13.1	55	31.8		11.4	81.7	6.9		15.7	64.5	19.8		
PHF	.931	.960	.750	.946	.868	.870	.872	.870	.925	.972	.670	.987	.770	.923	.818	.932	

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal PM
 Site Code : 05122422
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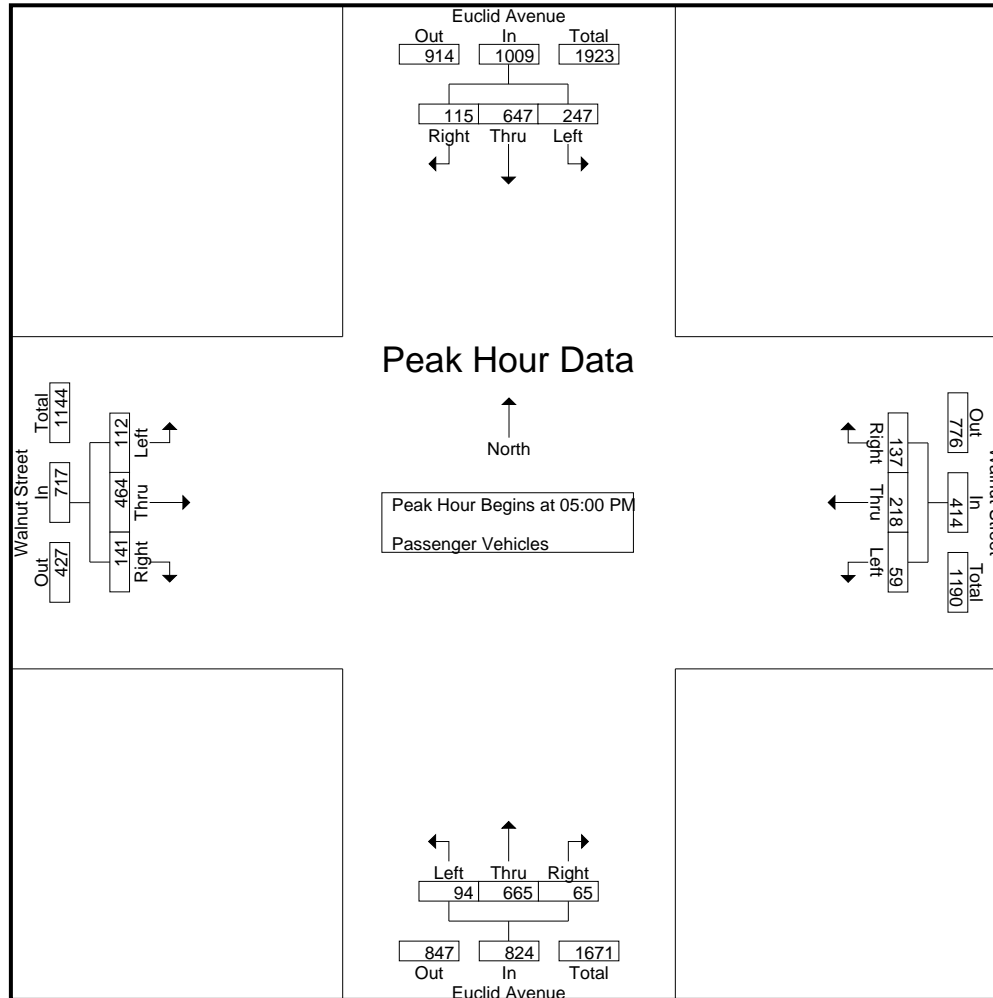
Groups Printed- Passenger Vehicles

Start Time	Euclid Avenue Southbound					Walnut Street Westbound					Euclid Avenue Northbound					Walnut Street Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	68	155	27	7	250	14	49	34	8	97	20	147	8	4	175	23	92	26	3	141	22	663	685
04:15 PM	57	150	27	11	234	15	53	33	4	101	20	159	15	3	194	47	116	17	1	180	19	709	728
04:30 PM	69	161	38	14	268	13	60	35	8	108	28	156	25	7	209	25	98	31	7	154	36	739	775
04:45 PM	71	164	21	4	256	15	69	25	1	109	28	159	12	2	199	17	92	17	3	126	10	690	700
Total	265	630	113	36	1008	57	231	127	21	415	96	621	60	16	777	112	398	91	14	601	87	2801	2888
05:00 PM	61	147	32	10	240	14	47	39	15	100	28	174	13	1	215	18	103	24	4	145	30	700	730
05:15 PM	65	161	28	8	254	17	71	41	11	129	24	167	17	4	208	28	125	37	5	190	28	781	809
05:30 PM	65	161	26	9	252	10	45	34	8	89	21	147	23	2	191	29	126	39	5	194	24	726	750
05:45 PM	56	178	29	9	263	18	55	23	5	96	21	177	12	2	210	37	110	41	14	188	30	757	787
Total	247	647	115	36	1009	59	218	137	39	414	94	665	65	9	824	112	464	141	28	717	112	2964	3076
06:00 PM	73	128	25	3	226	9	43	28	10	80	23	167	15	3	205	28	90	26	8	144	24	655	679
06:15 PM	88	132	25	8	245	8	40	43	16	91	28	158	9	4	195	21	82	42	9	145	37	676	713
06:30 PM	60	137	22	4	219	8	45	29	9	82	19	147	10	1	176	14	73	32	9	119	23	596	619
06:45 PM	74	123	28	6	225	12	43	25	4	80	9	135	10	1	154	22	46	28	7	96	18	555	573
Total	295	520	100	21	915	37	171	125	39	333	79	607	44	9	730	85	291	128	33	504	102	2482	2584
Grand Total	807	1797	328	93	2932	153	620	389	99	1162	269	1893	169	34	2331	309	1153	360	75	1822	301	8247	8548
Apprch %	27.5	61.3	11.2			13.2	53.4	33.5			11.5	81.2	7.3			17	63.3	19.8					
Total %	9.8	21.8	4		35.6	1.9	7.5	4.7		14.1	3.3	23	2		28.3	3.7	14	4.4		22.1	3.5	96.5	

Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	61	147	32	240	14	47	39	100	28	174	13	215	18	103	24	145	700
05:15 PM	65	161	28	254	17	71	41	129	24	167	17	208	28	125	37	190	781
05:30 PM	65	161	26	252	10	45	34	89	21	147	23	191	29	126	39	194	726
05:45 PM	56	178	29	263	18	55	23	96	21	177	12	210	37	110	41	188	757
Total Volume	247	647	115	1009	59	218	137	414	94	665	65	824	112	464	141	717	2964
% App. Total	24.5	64.1	11.4		14.3	52.7	33.1		11.4	80.7	7.9		15.6	64.7	19.7		
PHF	.950	.909	.898	.959	.819	.768	.835	.802	.839	.939	.707	.958	.757	.921	.860	.924	.949

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal PM
 Site Code : 05122422
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City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	61	147	32	240	14	47	39	100	28	174	13	215	18	103	24	145	
+15 mins.	65	161	28	254	17	71	41	129	24	167	17	208	28	125	37	190	
+30 mins.	65	161	26	252	10	45	34	89	21	147	23	191	29	126	39	194	
+45 mins.	56	178	29	263	18	55	23	96	21	177	12	210	37	110	41	188	
Total Volume	247	647	115	1009	59	218	137	414	94	665	65	824	112	464	141	717	
% App. Total	24.5	64.1	11.4		14.3	52.7	33.1		11.4	80.7	7.9		15.6	64.7	19.7		
PHF	.950	.909	.898	.959	.819	.768	.835	.802	.839	.939	.707	.958	.757	.921	.860	.924	

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

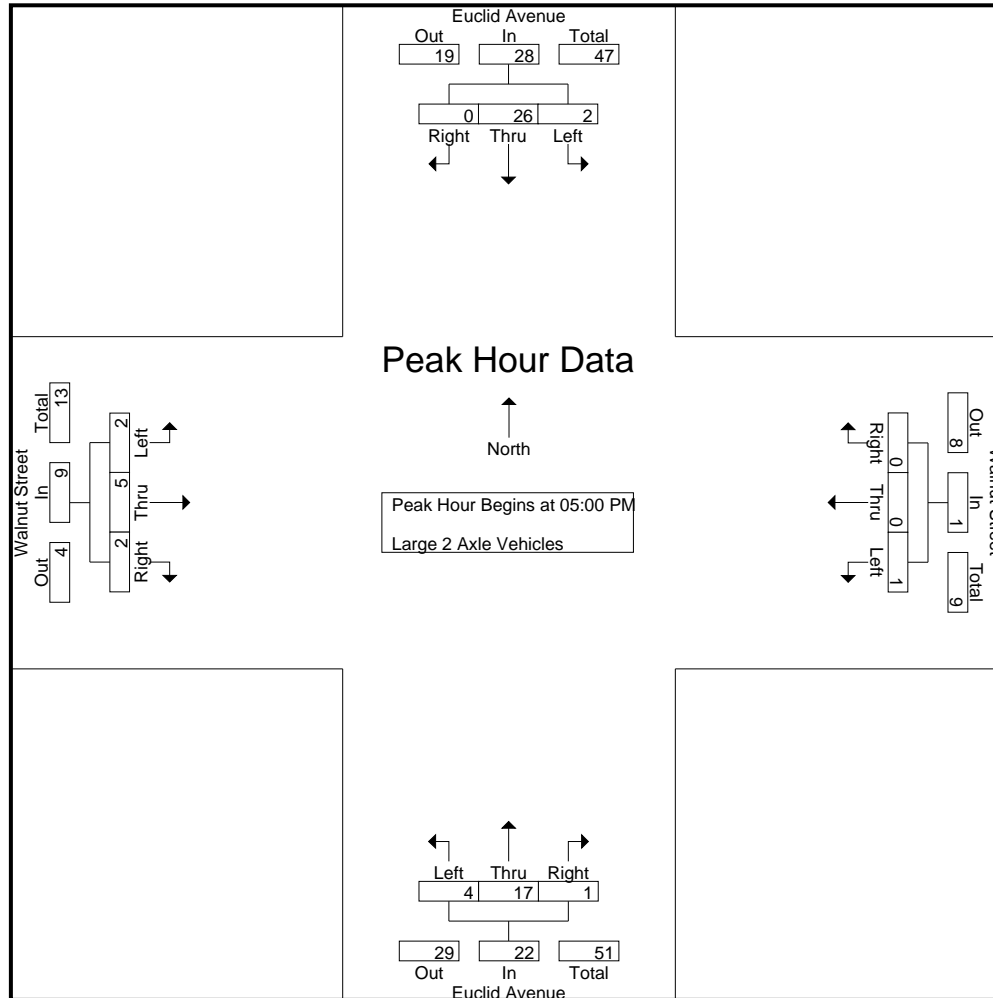
Groups Printed- Large 2 Axle Vehicles

Start Time	Euclid Avenue Southbound					Walnut Street Westbound					Euclid Avenue Northbound					Walnut Street Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	6	0	0	6	0	3	1	0	4	1	8	0	0	9	1	1	0	0	2	0	0	21	21
04:15 PM	2	9	0	0	11	3	0	0	0	3	0	14	0	0	14	0	2	1	0	3	0	0	31	31
04:30 PM	0	9	0	0	9	0	0	1	0	1	0	7	0	0	7	0	1	0	0	1	0	0	18	18
04:45 PM	1	12	0	0	13	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	0	0	27	27
Total	3	36	0	0	39	3	3	2	0	8	1	42	0	0	43	2	4	1	0	7	0	0	97	97
05:00 PM	0	8	0	0	8	0	0	0	0	0	2	4	0	0	6	0	1	0	0	1	0	0	15	15
05:15 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	2	1	0	0	3	0	0	13	13
05:30 PM	0	4	0	0	4	1	0	0	0	1	1	4	1	0	6	0	1	0	0	1	0	0	12	12
05:45 PM	2	9	0	0	11	0	0	0	0	0	1	4	0	0	5	0	2	2	1	4	1	0	20	21
Total	2	26	0	0	28	1	0	0	0	1	4	17	1	0	22	2	5	2	1	9	1	0	60	61
06:00 PM	0	5	0	0	5	1	0	1	0	2	0	7	1	0	8	0	0	1	0	1	0	0	16	16
06:15 PM	0	12	0	0	12	0	0	0	0	0	1	3	0	0	4	1	1	0	0	2	0	0	18	18
06:30 PM	1	3	0	0	4	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	7	7
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	0	5	5
Total	1	21	0	0	22	1	0	2	0	3	1	15	1	0	17	1	2	1	0	4	0	0	46	46
Grand Total	6	83	0	0	89	5	3	4	0	12	6	74	2	0	82	5	11	4	1	20	1	0	203	204
Apprch %	6.7	93.3	0			41.7	25	33.3			7.3	90.2	2.4			25	55	20						
Total %	3	40.9	0		43.8	2.5	1.5	2		5.9	3	36.5	1		40.4	2.5	5.4	2		9.9	0.5		99.5	

Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	8	0	8	0	0	0	0	2	4	0	6	0	1	0	1	15
05:15 PM	0	5	0	5	0	0	0	0	0	5	0	5	2	1	0	3	13
05:30 PM	0	4	0	4	1	0	0	1	1	4	1	6	0	1	0	1	12
05:45 PM	2	9	0	11	0	0	0	0	1	4	0	5	0	2	2	4	20
Total Volume	2	26	0	28	1	0	0	1	4	17	1	22	2	5	2	9	60
% App. Total	7.1	92.9	0		100	0	0		18.2	77.3	4.5		22.2	55.6	22.2		
PHF	.250	.722	.000	.636	.250	.000	.000	.250	.500	.850	.250	.917	.250	.625	.250	.563	.750

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal PM
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City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal PM
 Site Code : 05122422
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Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	8	0	8	0	0	0	0	2	4	0	6	0	1	0	1	
+15 mins.	0	5	0	5	0	0	0	0	0	5	0	5	2	1	0	3	
+30 mins.	0	4	0	4	1	0	0	1	1	4	1	6	0	1	0	1	
+45 mins.	2	9	0	11	0	0	0	0	1	4	0	5	0	2	2	4	
Total Volume	2	26	0	28	1	0	0	1	4	17	1	22	2	5	2	9	
% App. Total	7.1	92.9	0		100	0	0		18.2	77.3	4.5		22.2	55.6	22.2		
PHF	.250	.722	.000	.636	.250	.000	.000	.250	.500	.850	.250	.917	.250	.625	.250	.563	

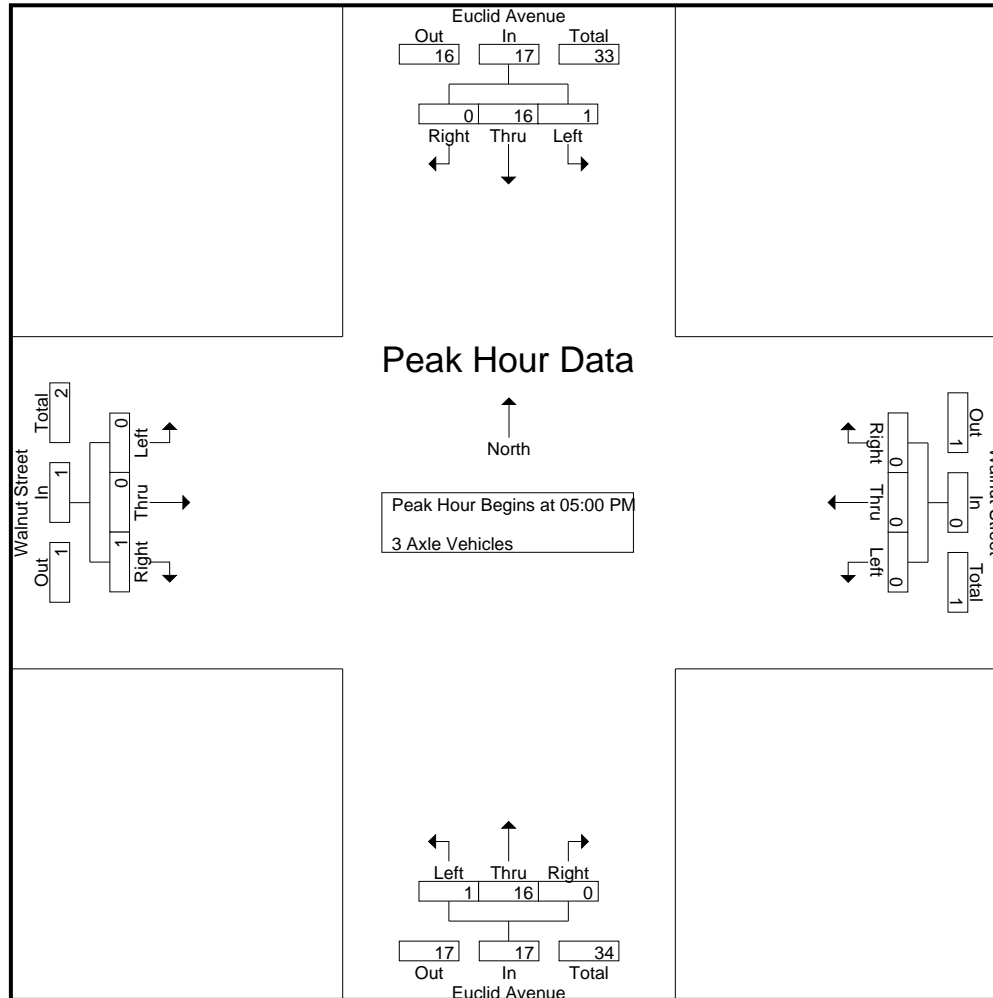
City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Euclid Avenue Southbound					Walnut Street Westbound					Euclid Avenue Northbound					Walnut Street Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	11	11
04:15 PM	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	16	16
04:30 PM	0	5	0	0	5	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	13	13
04:45 PM	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	24	24
Total	0	28	0	0	28	0	0	1	0	1	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	0	64	64
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8	8
05:15 PM	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	8	8
05:30 PM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	12	12
05:45 PM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	1	0	1	0	7	7
Total	1	16	0	0	17	0	0	0	0	0	1	16	0	0	17	0	0	1	0	1	0	0	1	0	1	0	35	35
06:00 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	7
06:15 PM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	13	13
06:30 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	6
06:45 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	11	11
Total	0	22	0	0	22	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	37	37
Grand Total	1	66	0	0	67	0	0	1	0	1	1	66	0	0	67	0	0	1	0	1	0	0	1	0	1	0	136	136
Apprch %	1.5	98.5	0			0	0	100			1.5	98.5	0			0	0	100			0	0	100			0		
Total %	0.7	48.5	0		49.3	0	0	0.7		0.7	0.7	48.5	0		49.3	0	0	0.7		0.7	0	0	0.7		0.7	0	100	

Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
05:15 PM	0	3	0	3	0	0	0	0	1	4	0	5	0	0	0	0	8
05:30 PM	0	6	0	6	0	0	0	0	0	6	0	6	0	0	0	0	12
05:45 PM	1	3	0	4	0	0	0	0	0	2	0	2	0	0	1	1	7
Total Volume	1	16	0	17	0	0	0	0	1	16	0	17	0	0	1	1	35
% App. Total	5.9	94.1	0		0	0	0		5.9	94.1	0		0	0	100		
PHF	.250	.667	.000	.708	.000	.000	.000	.000	.250	.667	.000	.708	.000	.000	.250	.250	.729



City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal PM
 Site Code : 05122422
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Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	
+15 mins.	0	3	0	3	0	0	0	0	1	4	0	5	0	0	0	0	
+30 mins.	0	6	0	6	0	0	0	0	0	6	0	6	0	0	0	0	
+45 mins.	1	3	0	4	0	0	0	0	0	2	0	2	0	0	1	1	
Total Volume	1	16	0	17	0	0	0	0	1	16	0	17	0	0	1	1	
% App. Total	5.9	94.1	0		0	0	0		5.9	94.1	0		0	0	100		
PHF	.250	.667	.000	.708	.000	.000	.000	.000	.250	.667	.000	.708	.000	.000	.250	.250	

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

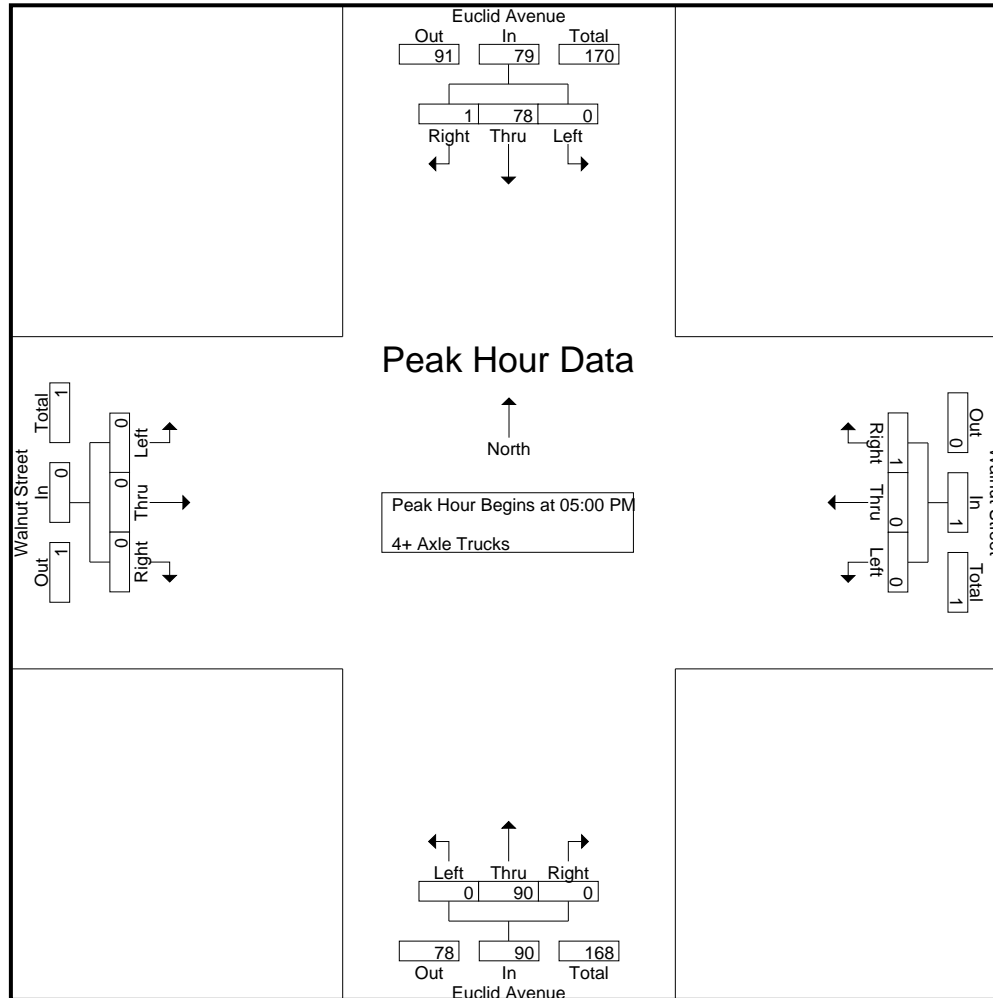
Groups Printed- 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					Walnut Street Westbound					Euclid Avenue Northbound					Walnut Street Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
04:00 PM	0	29	0	0	29	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	48	48
04:15 PM	0	23	1	0	24	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	43	43
04:30 PM	0	28	0	0	28	0	0	0	0	0	0	21	0	0	21	0	0	1	1	1	1	1	1	1	1	1	50	51
04:45 PM	0	17	0	0	17	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	33	33
Total	0	97	1	0	98	0	0	0	0	0	0	75	0	0	75	0	0	1	1	1	1	1	1	1	1	1	174	175
05:00 PM	0	15	0	0	15	0	0	1	0	1	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	33	33
05:15 PM	0	18	0	0	18	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	46	46
05:30 PM	0	26	0	0	26	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	51	51
05:45 PM	0	19	1	0	20	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	40	40
Total	0	78	1	0	79	0	0	1	0	1	0	90	0	0	90	0	0	0	0	0	0	0	0	0	0	0	170	170
06:00 PM	0	22	0	0	22	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	39	39
06:15 PM	0	22	0	0	22	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	0	0	0	0	0	0	42	42
06:30 PM	1	36	0	0	37	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	58	58
06:45 PM	0	25	0	0	25	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	49	49
Total	1	105	0	0	106	0	0	0	0	0	1	81	0	0	82	0	0	0	0	0	0	0	0	0	0	0	188	188
Grand Total	1	280	2	0	283	0	0	1	0	1	1	246	0	0	247	0	0	1	1	1	1	1	1	1	1	1	532	533
Apprch %	0.4	98.9	0.7			0	0	100			0.4	99.6	0			0	0	100										
Total %	0.2	52.6	0.4		53.2	0	0	0.2		0.2	0.2	46.2	0		46.4	0	0	0.2		0.2	0.2	0.2	0.2		0.2	0.2	99.8	

Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 05:00 PM																		
05:00 PM	0	15	0	15	0	0	1	1	0	17	0	17	0	0	0	0	0	33
05:15 PM	0	18	0	18	0	0	0	0	0	28	0	28	0	0	0	0	0	46
05:30 PM	0	26	0	26	0	0	0	0	0	25	0	25	0	0	0	0	0	51
05:45 PM	0	19	1	20	0	0	0	0	0	20	0	20	0	0	0	0	0	40
Total Volume	0	78	1	79	0	0	1	1	0	90	0	90	0	0	0	0	0	170
% App. Total	0	98.7	1.3		0	0	100		0	100	0		0	0	0			
PHF	.000	.750	.250	.760	.000	.000	.250	.250	.000	.804	.000	.804	.000	.000	.000	.000	.000	.833

City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal PM
 Site Code : 05122422
 Start Date : 5/10/2022
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City of Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street
 Weather: Clear

File Name : 12_ONT_Eu_Wal PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Walnut Street Westbound				Euclid Avenue Northbound				Walnut Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	15	0	15	0	0	1	1	0	17	0	17	0	0	0	0	
+15 mins.	0	18	0	18	0	0	0	0	0	28	0	28	0	0	0	0	
+30 mins.	0	26	0	26	0	0	0	0	0	25	0	25	0	0	0	0	
+45 mins.	0	19	1	20	0	0	0	0	0	20	0	20	0	0	0	0	
Total Volume	0	78	1	79	0	0	1	1	0	90	0	90	0	0	0	0	
% App. Total	0	98.7	1.3		0	0	100		0	100	0		0	0	0		
PHF	.000	.750	.250	.760	.000	.000	.250	.250	.000	.804	.000	.804	.000	.000	.000	.000	

Location: Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street



Date: 5/10/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Euclid Avenue Pedestrians	East Leg Walnut Street Pedestrians	South Leg Euclid Avenue Pedestrians	West Leg Walnut Street Pedestrians	
6:00 AM	0	1	1	0	2
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	1	1	0	0	2
7:00 AM	1	1	0	0	2
7:15 AM	3	0	0	0	3
7:30 AM	0	0	0	0	0
7:45 AM	0	2	0	0	2
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	1	0	1	1	3
TOTAL VOLUMES:	7	5	2	1	15

	North Leg Euclid Avenue Pedestrians	East Leg Walnut Street Pedestrians	South Leg Euclid Avenue Pedestrians	West Leg Walnut Street Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	1	0	1	2
4:30 PM	2	0	0	2	4
4:45 PM	1	0	0	0	1
5:00 PM	0	1	0	0	1
5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1
6:00 PM	1	0	0	0	1
6:15 PM	1	0	0	0	1
6:30 PM	1	0	0	0	1
6:45 PM	1	0	1	1	3
TOTAL VOLUMES:	7	2	2	6	17

Location: Ontario
 N/S: Euclid Avenue
 E/W: Walnut Street



Date: 5/10/2022
 Day: Tuesday

BICYCLES

	Southbound Euclid Avenue			Westbound Walnut Street			Northbound Euclid Avenue			Eastbound Walnut Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	1	0	0	0	2	1	6

	Southbound Euclid Avenue			Westbound Walnut Street			Northbound Euclid Avenue			Eastbound Walnut Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	1	1	0	0	0	0	14	0	16
TOTAL VOLUMES:	0	3	0	0	4	1	0	1	0	1	15	0	25

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

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

Start Time	Euclid Avenue Southbound					East Riverside Drive Westbound					Euclid Avenue Northbound					East Riverside Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	50	182	14	8	246	31	25	10	5	66	2	78	14	4	94	13	20	7	4	40	21	446	467
06:15 AM	31	178	10	5	219	30	62	6	2	98	4	95	14	9	113	17	24	6	3	47	19	477	496
06:30 AM	22	229	31	22	282	41	62	13	7	116	6	119	9	7	134	23	18	10	4	51	40	583	623
06:45 AM	27	192	32	21	251	39	135	16	8	190	8	124	18	14	150	24	38	11	10	73	53	664	717
Total	130	781	87	56	998	141	284	45	22	470	20	416	55	34	491	77	100	34	21	211	133	2170	2303
07:00 AM	27	133	18	8	178	36	142	14	7	192	2	122	11	4	135	44	57	9	4	110	23	615	638
07:15 AM	27	162	21	10	210	29	115	33	14	177	3	164	23	16	190	31	87	13	8	131	48	708	756
07:30 AM	39	155	23	9	217	26	108	15	8	149	12	153	20	14	185	29	78	7	3	114	34	665	699
07:45 AM	38	161	22	10	221	52	123	24	13	199	8	142	16	9	166	40	100	10	7	150	39	736	775
Total	131	611	84	37	826	143	488	86	42	717	25	581	70	43	676	144	322	39	22	505	144	2724	2868
08:00 AM	37	181	33	14	251	44	130	21	11	195	7	128	18	14	153	43	74	11	8	128	47	727	774
08:15 AM	70	176	34	19	280	51	99	23	13	173	11	138	22	10	171	28	76	13	7	117	49	741	790
08:30 AM	71	162	22	11	255	43	99	20	14	162	5	127	21	8	153	40	69	9	4	118	37	688	725
08:45 AM	58	145	34	15	237	33	97	16	7	146	14	138	21	8	173	31	46	17	5	94	35	650	685
Total	236	664	123	59	1023	171	425	80	45	676	37	531	82	40	650	142	265	50	24	457	168	2806	2974
Grand Total	497	2056	294	152	2847	455	1197	211	109	1863	82	1528	207	117	1817	363	687	123	67	1173	445	7700	8145
Apprch %	17.5	72.2	10.3			24.4	64.3	11.3			4.5	84.1	11.4			30.9	58.6	10.5					
Total %	6.5	26.7	3.8		37	5.9	15.5	2.7		24.2	1.1	19.8	2.7		23.6	4.7	8.9	1.6		15.2	5.5	94.5	
Passenger Vehicles	471	1570	272		2459	437	1179	187		1904	67	913	198		1293	329	663	105		1156	0	0	6812
% Passenger Vehicles	94.8	76.4	92.5	96.1	82	96	98.5	88.6	92.7	96.6	81.7	59.8	95.7	98.3	66.9	90.6	96.5	85.4	88.1	93.2	0	0	83.6
Large 2 Axle Vehicles	17	76	12		108	14	16	6		39	11	118	8		139	22	23	11		62	0	0	348
% Large 2 Axle Vehicles	3.4	3.7	4.1	2	3.6	3.1	1.3	2.8	2.8	2	13.4	7.7	3.9	1.7	7.2	6.1	3.3	8.9	9	5	0	0	4.3
3 Axle Vehicles	3	92	2		99	0	0	4		5	3	95	0		98	1	1	2		4	0	0	206
% 3 Axle Vehicles	0.6	4.5	0.7	1.3	3.3	0	0	1.9	0.9	0.3	3.7	6.2	0	0	5.1	0.3	0.1	1.6	0	0.3	0	0	2.5
4+ Axle Trucks	6	318	8		333	4	2	14		24	1	402	1		404	11	0	5		18	0	0	779
% 4+ Axle Trucks	1.2	15.5	2.7	0.7	11.1	0.9	0.2	6.6	3.7	1.2	1.2	26.3	0.5	0	20.9	3	0	4.1	3	1.5	0	0	9.6

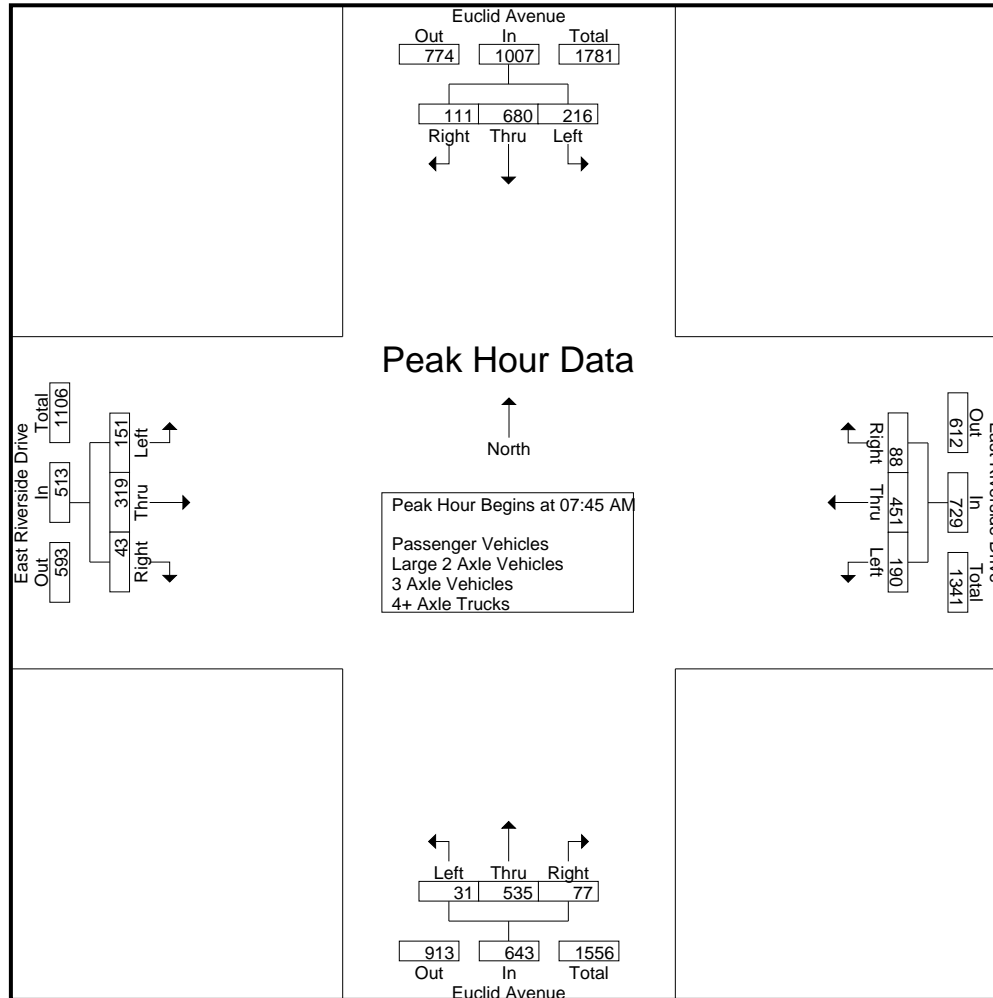
City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv AM
 Site Code : 05122422
 Start Date : 5/10/2022
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Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	38	161	22	221	52	123	24	199	8	142	16	166	40	100	10	150	736
08:00 AM	37	181	33	251	44	130	21	195	7	128	18	153	43	74	11	128	727
08:15 AM	70	176	34	280	51	99	23	173	11	138	22	171	28	76	13	117	741
08:30 AM	71	162	22	255	43	99	20	162	5	127	21	153	40	69	9	118	688
Total Volume	216	680	111	1007	190	451	88	729	31	535	77	643	151	319	43	513	2892
% App. Total	21.4	67.5	11		26.1	61.9	12.1		4.8	83.2	12		29.4	62.2	8.4		
PHF	.761	.939	.816	.899	.913	.867	.917	.916	.705	.942	.875	.940	.878	.798	.827	.855	.976

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv AM
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City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 4

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:45 AM				07:15 AM				07:15 AM				
+0 mins.	37	181	33	251	52	123	24	199	3	164	23	190	31	87	13	131	
+15 mins.	70	176	34	280	44	130	21	195	12	153	20	185	29	78	7	114	
+30 mins.	71	162	22	255	51	99	23	173	8	142	16	166	40	100	10	150	
+45 mins.	58	145	34	237	43	99	20	162	7	128	18	153	43	74	11	128	
Total Volume	236	664	123	1023	190	451	88	729	30	587	77	694	143	339	41	523	
% App. Total	23.1	64.9	12		26.1	61.9	12.1		4.3	84.6	11.1		27.3	64.8	7.8		
PHF	.831	.917	.904	.913	.913	.867	.917	.916	.625	.895	.837	.913	.831	.848	.788	.872	

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv AM
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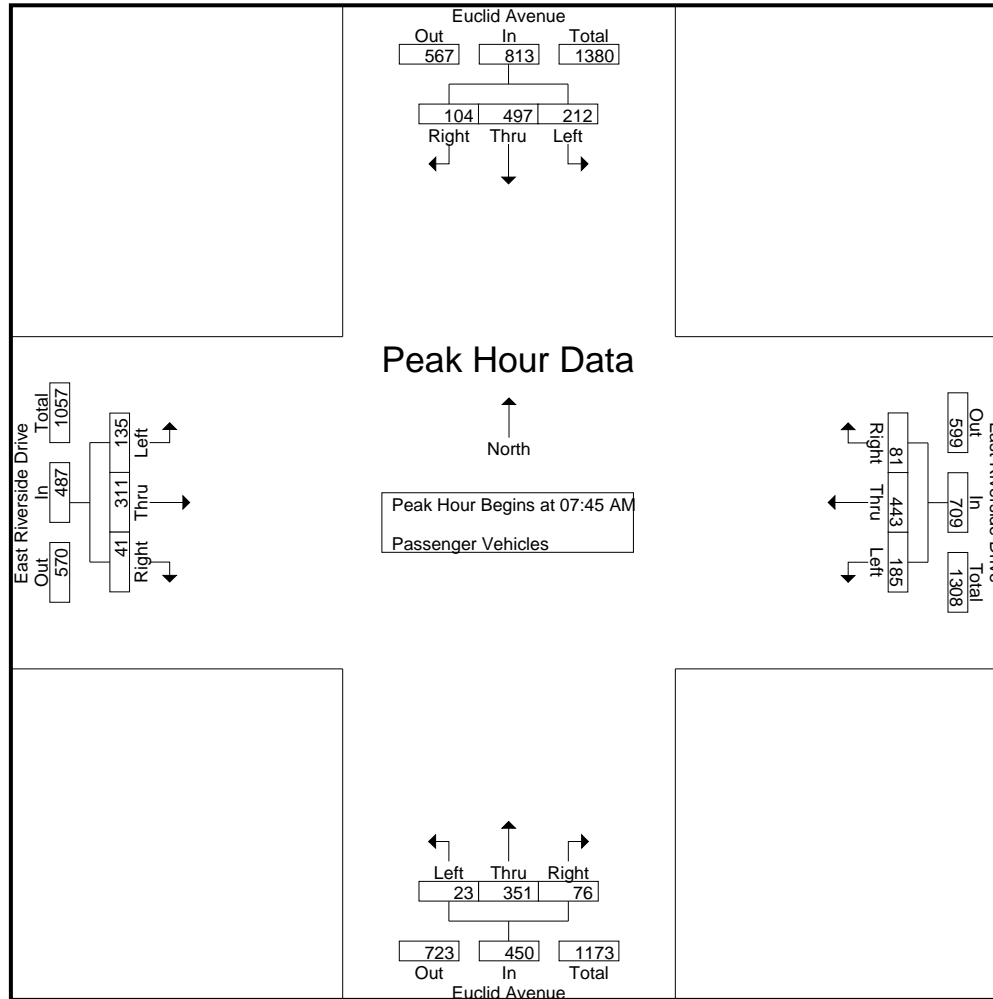
Groups Printed- Passenger Vehicles

Start Time	Euclid Avenue Southbound					East Riverside Drive Westbound					Euclid Avenue Northbound					East Riverside Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	49	141	12	8	202	31	24	8	4	63	2	43	14	4	59	13	19	5	3	37	19	361	380
06:15 AM	28	146	9	4	183	29	62	5	2	96	3	53	13	9	69	12	22	5	2	39	17	387	404
06:30 AM	20	201	29	21	250	38	62	9	4	109	6	59	8	7	73	20	17	10	4	47	36	479	515
06:45 AM	22	146	31	21	199	36	130	14	8	180	7	68	18	14	93	22	33	7	7	62	50	534	584
Total	119	634	81	54	834	134	278	36	18	448	18	223	53	34	294	67	91	27	16	185	122	1761	1883
07:00 AM	23	103	17	8	143	34	141	11	6	186	2	69	10	4	81	43	55	7	4	105	22	515	537
07:15 AM	23	118	20	10	161	27	113	29	12	169	3	103	22	16	128	31	84	9	7	124	45	582	627
07:30 AM	38	117	21	9	176	25	108	15	8	148	8	92	18	13	118	25	77	6	3	108	33	550	583
07:45 AM	36	122	22	10	180	51	120	21	12	192	6	101	16	9	123	35	99	10	7	144	38	639	677
Total	120	460	80	37	660	137	482	76	38	695	19	365	66	42	450	134	315	32	21	481	138	2286	2424
08:00 AM	37	126	31	13	194	43	128	17	11	188	7	84	18	14	109	38	71	10	8	119	46	610	656
08:15 AM	68	127	31	19	226	51	98	23	13	172	7	78	21	9	106	23	73	12	6	108	47	612	659
08:30 AM	71	122	20	11	213	40	97	20	14	157	3	88	21	8	112	39	68	9	4	116	37	598	635
08:45 AM	56	101	29	12	186	32	96	15	7	143	13	75	19	8	107	28	45	15	4	88	31	524	555
Total	232	476	111	55	819	166	419	75	45	660	30	325	79	39	434	128	257	46	22	431	161	2344	2505
Grand Total	471	1570	272	146	2313	437	1179	187	101	1803	67	913	198	115	1178	329	663	105	59	1097	421	6391	6812
Apprch %	20.4	67.9	11.8			24.2	65.4	10.4			5.7	77.5	16.8			30	60.4	9.6					
Total %	7.4	24.6	4.3		36.2	6.8	18.4	2.9		28.2	1	14.3	3.1		18.4	5.1	10.4	1.6		17.2	6.2	93.8	

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	36	122	22	180	51	120	21	192	6	101	16	123	35	99	10	144	639
08:00 AM	37	126	31	194	43	128	17	188	7	84	18	109	38	71	10	119	610
08:15 AM	68	127	31	226	51	98	23	172	7	78	21	106	23	73	12	108	612
08:30 AM	71	122	20	213	40	97	20	157	3	88	21	112	39	68	9	116	612
Total Volume	212	497	104	813	185	443	81	709	23	351	76	450	135	311	41	487	2459
% App. Total	26.1	61.1	12.8		26.1	62.5	11.4		5.1	78	16.9		27.7	63.9	8.4		
PHF	.746	.978	.839	.899	.907	.865	.880	.923	.821	.869	.905	.915	.865	.785	.854	.845	.962

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv AM
 Site Code : 05122422
 Start Date : 5/10/2022
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City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	36	122	22	180	51	120	21	192	6	101	16	123	35	99	10	144	
+15 mins.	37	126	31	194	43	128	17	188	7	84	18	109	38	71	10	119	
+30 mins.	68	127	31	226	51	98	23	172	7	78	21	106	23	73	12	108	
+45 mins.	71	122	20	213	40	97	20	157	3	88	21	112	39	68	9	116	
Total Volume	212	497	104	813	185	443	81	709	23	351	76	450	135	311	41	487	
% App. Total	26.1	61.1	12.8		26.1	62.5	11.4		5.1	78	16.9		27.7	63.9	8.4		
PHF	.746	.978	.839	.899	.907	.865	.880	.923	.821	.869	.905	.915	.865	.785	.854	.845	

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv AM
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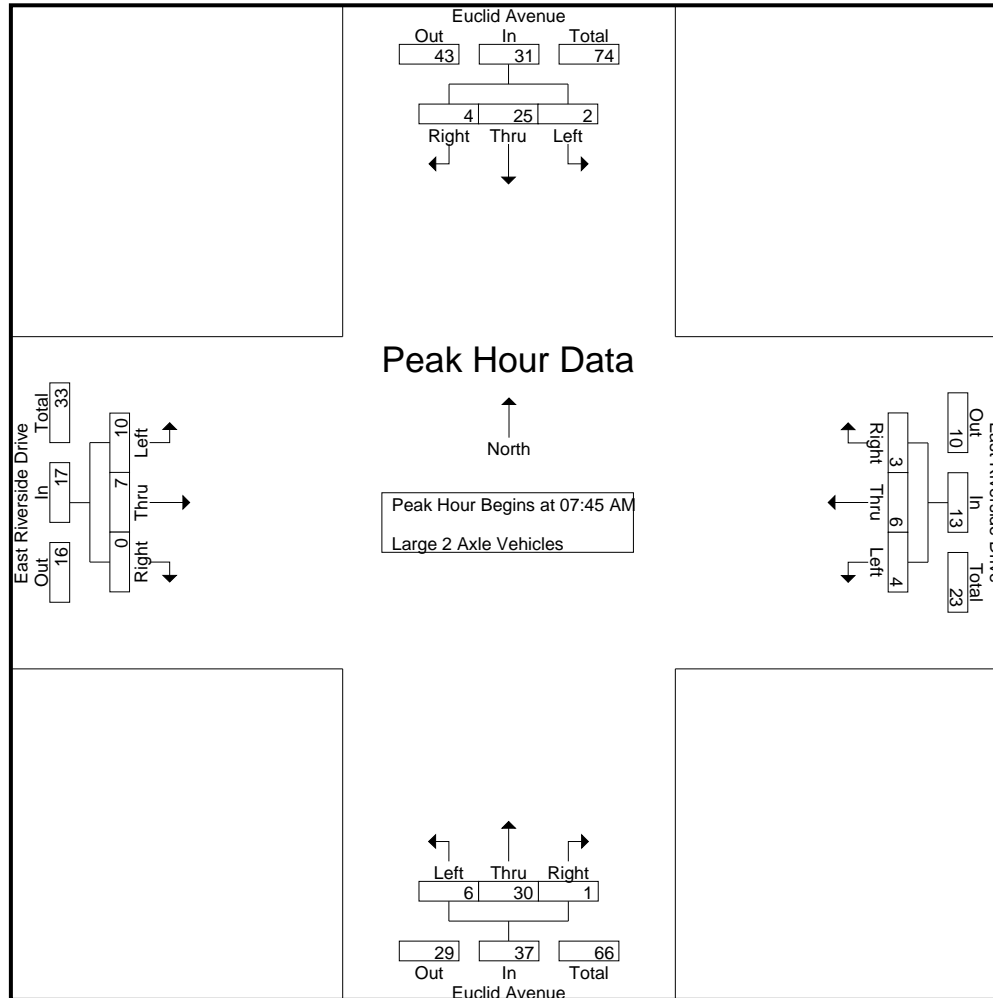
Groups Printed- Large 2 Axle Vehicles

Start Time	Euclid Avenue Southbound					East Riverside Drive Westbound					Euclid Avenue Northbound					East Riverside Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
06:00 AM	1	3	1	0	5	0	1	0	0	1	0	3	0	0	3	0	1	1	0	2	0	0	11	11
06:15 AM	2	6	0	0	8	1	0	0	0	1	1	10	1	0	12	5	2	1	1	8	1	29	30	
06:30 AM	1	5	2	1	8	2	0	1	1	3	0	13	0	0	13	2	1	0	0	3	2	27	29	
06:45 AM	3	9	1	0	13	2	5	0	0	7	0	10	0	0	10	2	5	4	3	11	3	41	44	
Total	7	23	4	1	34	5	6	1	1	12	1	36	1	0	38	9	9	6	4	24	6	108	114	
07:00 AM	3	4	0	0	7	1	1	0	0	2	0	18	1	0	19	1	2	0	0	3	0	31	31	
07:15 AM	3	5	1	0	9	2	2	1	1	5	0	11	1	0	12	0	3	3	1	6	2	32	34	
07:30 AM	1	9	1	0	11	1	0	0	0	1	4	10	2	1	16	1	1	0	0	2	1	30	31	
07:45 AM	1	3	0	0	4	1	2	1	1	4	2	6	0	0	8	4	1	0	0	5	1	21	22	
Total	8	21	2	0	31	5	5	2	2	12	6	45	4	1	55	6	7	3	1	16	4	114	118	
08:00 AM	0	6	1	1	7	1	2	2	0	5	0	9	0	0	9	2	2	0	0	4	1	25	26	
08:15 AM	1	5	1	0	7	0	1	0	0	1	2	9	1	1	12	3	3	0	0	6	1	26	27	
08:30 AM	0	11	2	0	13	2	1	0	0	3	2	6	0	0	8	1	1	0	0	2	0	26	26	
08:45 AM	1	10	2	1	13	1	1	1	0	3	0	13	2	0	15	1	1	2	1	4	2	35	37	
Total	2	32	6	2	40	4	5	3	0	12	4	37	3	1	44	7	7	2	1	16	4	112	116	
Grand Total	17	76	12	3	105	14	16	6	3	36	11	118	8	2	137	22	23	11	6	56	14	334	348	
Apprch %	16.2	72.4	11.4			38.9	44.4	16.7			8	86.1	5.8			39.3	41.1	19.6						
Total %	5.1	22.8	3.6		31.4	4.2	4.8	1.8		10.8	3.3	35.3	2.4		41	6.6	6.9	3.3		16.8	4	96		

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	3	0	4	1	2	1	4	2	6	0	8	4	1	0	5	21
08:00 AM	0	6	1	7	1	2	2	5	0	9	0	9	2	2	0	4	25
08:15 AM	1	5	1	7	0	1	0	1	2	9	1	12	3	3	0	6	26
08:30 AM	0	11	2	13	2	1	0	3	2	6	0	8	1	1	0	2	26
Total Volume	2	25	4	31	4	6	3	13	6	30	1	37	10	7	0	17	98
% App. Total	6.5	80.6	12.9		30.8	46.2	23.1		16.2	81.1	2.7		58.8	41.2	0		
PHF	.500	.568	.500	.596	.500	.750	.375	.650	.750	.833	.250	.771	.625	.583	.000	.708	.942

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

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City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv AM
 Site Code : 05122422
 Start Date : 5/10/2022
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Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	1	3	0	4	1	2	1	4	2	6	0	8	4	1	0	5	
+15 mins.	0	6	1	7	1	2	2	5	0	9	0	9	2	2	0	4	
+30 mins.	1	5	1	7	0	1	0	1	2	9	1	12	3	3	0	6	
+45 mins.	0	11	2	13	2	1	0	3	2	6	0	8	1	1	0	2	
Total Volume	2	25	4	31	4	6	3	13	6	30	1	37	10	7	0	17	
% App. Total	6.5	80.6	12.9		30.8	46.2	23.1		16.2	81.1	2.7		58.8	41.2	0		
PHF	.500	.568	.500	.596	.500	.750	.375	.650	.750	.833	.250	.771	.625	.583	.000	.708	

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

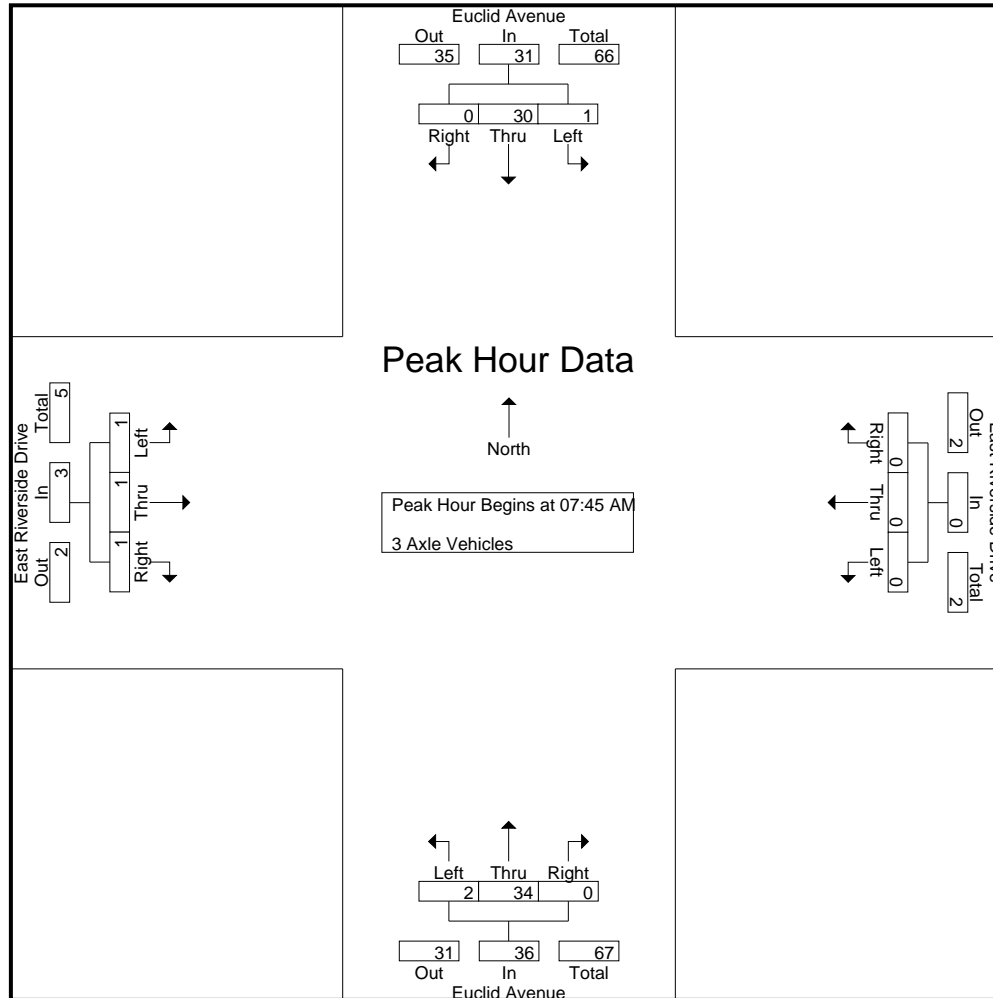
Groups Printed- 3 Axle Vehicles

Start Time	Euclid Avenue Southbound					East Riverside Drive Westbound					Euclid Avenue Northbound					East Riverside Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
06:00 AM	0	9	0	0	9	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	16	16
06:15 AM	0	9	1	1	10	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	19	20
06:30 AM	0	7	0	0	7	0	0	1	1	1	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	19	20
06:45 AM	1	9	0	0	10	0	0	1	0	1	1	8	0	0	9	0	0	0	0	0	0	0	0	0	0	0	20	20
Total	1	34	1	1	36	0	0	4	1	4	1	33	0	0	34	0	0	0	0	0	0	0	0	0	0	2	74	76
07:00 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	11	11
07:15 AM	1	3	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	0	0	0	0	1	0	15	15
07:30 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	11	11
07:45 AM	1	5	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	14	14
Total	2	22	0	0	24	0	0	0	0	0	0	26	0	0	26	0	0	1	0	1	0	0	0	0	1	0	51	51
08:00 AM	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	1	1	0	2	0	0	0	0	2	0	15	15
08:15 AM	0	11	0	0	11	0	0	0	0	0	2	11	0	0	13	1	0	0	0	1	0	0	0	0	1	0	25	25
08:30 AM	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	16	16
08:45 AM	0	11	1	1	12	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	22	23
Total	0	36	1	1	37	0	0	0	0	0	2	36	0	0	38	1	1	1	0	3	0	0	0	0	3	1	78	79
Grand Total	3	92	2	2	97	0	0	4	1	4	3	95	0	0	98	1	1	2	0	4	0	0	0	0	4	3	203	206
Apprch %	3.1	94.8	2.1			0	0	100			3.1	96.9	0			25	25	50										
Total %	1.5	45.3	1		47.8	0	0	2		2	1.5	46.8	0		48.3	0.5	0.5	1		2						1.5	98.5	

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	5	0	6	0	0	0	0	0	8	0	8	0	0	0	0	14
08:00 AM	0	9	0	9	0	0	0	0	0	4	0	4	0	1	1	2	15
08:15 AM	0	11	0	11	0	0	0	0	2	11	0	13	1	0	0	1	25
08:30 AM	0	5	0	5	0	0	0	0	0	11	0	11	0	0	0	0	16
Total Volume	1	30	0	31	0	0	0	0	2	34	0	36	1	1	1	3	70
% App. Total	3.2	96.8	0		0	0	0		5.6	94.4	0		33.3	33.3	33.3		
PHF	.250	.682	.000	.705	.000	.000	.000	.000	.250	.773	.000	.692	.250	.250	.250	.375	.700

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv AM
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City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv AM
 Site Code : 05122422
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 Page No : 3

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	1	5	0	6	0	0	0	0	0	8	0	8	0	0	0	0	
+15 mins.	0	9	0	9	0	0	0	0	0	4	0	4	0	1	1	2	
+30 mins.	0	11	0	11	0	0	0	0	2	11	0	13	1	0	0	1	
+45 mins.	0	5	0	5	0	0	0	0	0	11	0	11	0	0	0	0	
Total Volume	1	30	0	31	0	0	0	0	2	34	0	36	1	1	1	3	
% App. Total	3.2	96.8	0		0	0	0		5.6	94.4	0		33.3	33.3	33.3		
PHF	.250	.682	.000	.705	.000	.000	.000	.000	.250	.773	.000	.692	.250	.250	.250	.375	

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

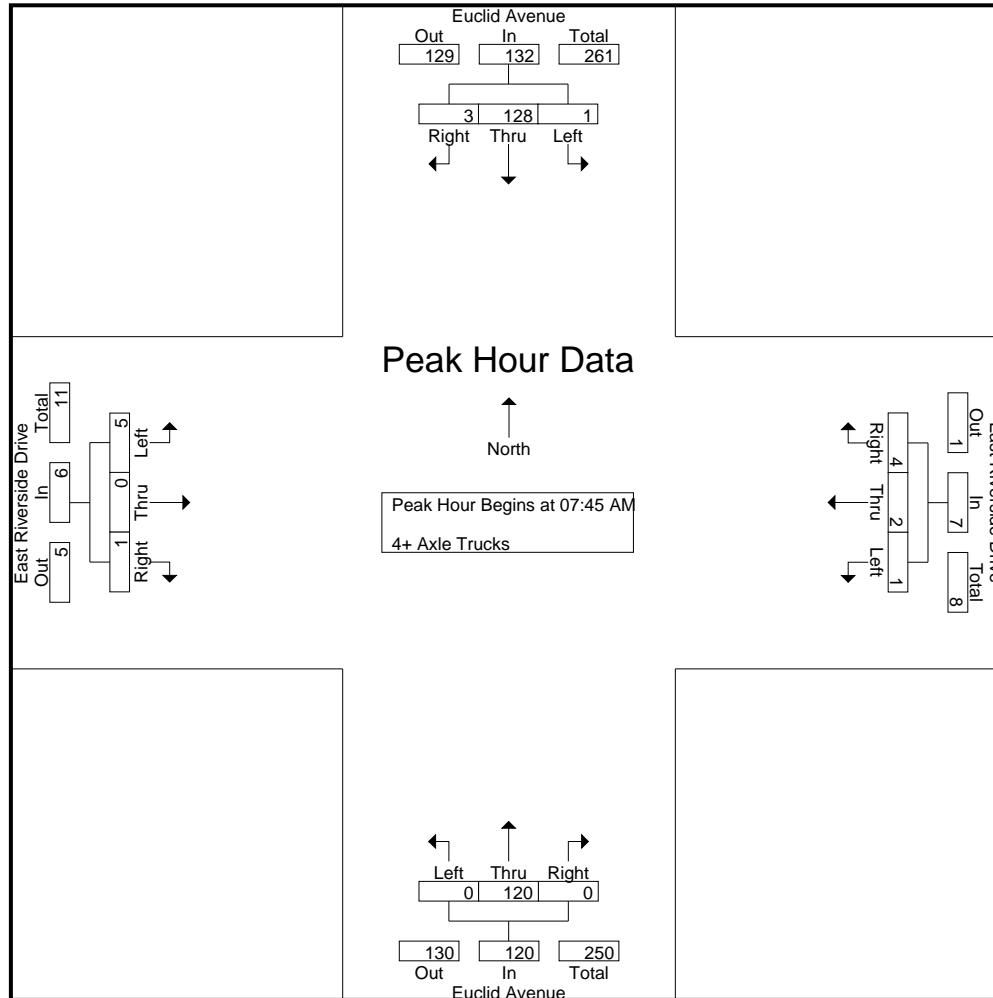
Groups Printed- 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					East Riverside Drive Westbound					Euclid Avenue Northbound					East Riverside Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	0	29	1	0	30	0	0	1	1	1	0	26	0	0	26	0	0	1	1	1	2	58	60
06:15 AM	1	17	0	0	18	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	42	42
06:30 AM	1	16	0	0	17	1	0	2	1	3	0	36	1	0	37	1	0	0	0	1	1	58	59
06:45 AM	1	28	0	0	29	1	0	1	0	2	0	38	0	0	38	0	0	0	0	0	0	69	69
Total	3	90	1	0	94	2	0	4	2	6	0	124	1	0	125	1	0	1	1	2	3	227	230
07:00 AM	1	19	1	0	21	1	0	3	1	4	0	31	0	0	31	0	0	2	0	2	1	58	59
07:15 AM	0	36	0	0	36	0	0	3	1	3	0	40	0	0	40	0	0	0	0	0	1	79	80
07:30 AM	0	22	1	0	23	0	0	0	0	0	0	47	0	0	47	3	0	1	0	4	0	74	74
07:45 AM	0	31	0	0	31	0	1	2	0	3	0	27	0	0	27	1	0	0	0	1	0	62	62
Total	1	108	2	0	111	1	1	8	2	10	0	145	0	0	145	4	0	3	0	7	2	273	275
08:00 AM	0	40	1	0	41	0	0	2	0	2	0	31	0	0	31	3	0	0	0	3	0	77	77
08:15 AM	1	33	2	0	36	0	0	0	0	0	0	40	0	0	40	1	0	1	1	2	1	78	79
08:30 AM	0	24	0	0	24	1	1	0	0	2	0	22	0	0	22	0	0	0	0	0	0	48	48
08:45 AM	1	23	2	1	26	0	0	0	0	0	1	40	0	0	41	2	0	0	0	2	1	69	70
Total	2	120	5	1	127	1	1	2	0	4	1	133	0	0	134	6	0	1	1	7	2	272	274
Grand Total	6	318	8	1	332	4	2	14	4	20	1	402	1	0	404	11	0	5	2	16	7	772	779
Apprch %	1.8	95.8	2.4			20	10	70			0.2	99.5	0.2			68.8	0	31.2					
Total %	0.8	41.2	1		43	0.5	0.3	1.8		2.6	0.1	52.1	0.1		52.3	1.4	0	0.6		2.1	0.9	99.1	

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	31	0	31	0	1	2	3	0	27	0	27	1	0	0	1	62
08:00 AM	0	40	1	41	0	0	2	2	0	31	0	31	3	0	0	3	77
08:15 AM	1	33	2	36	0	0	0	0	0	40	0	40	1	0	1	2	78
08:30 AM	0	24	0	24	1	1	0	2	0	22	0	22	0	0	0	0	48
Total Volume	1	128	3	132	1	2	4	7	0	120	0	120	5	0	1	6	265
% App. Total	0.8	97	2.3		14.3	28.6	57.1		0	100	0		83.3	0	16.7		
PHF	.250	.800	.375	.805	.250	.500	.500	.583	.000	.750	.000	.750	.417	.000	.250	.500	.849

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2



City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv AM
 Site Code : 05122422
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Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	31	0	31	0	1	2	3	0	27	0	27	1	0	0	1	
+15 mins.	0	40	1	41	0	0	2	2	0	31	0	31	3	0	0	3	
+30 mins.	1	33	2	36	0	0	0	0	0	40	0	40	1	0	1	2	
+45 mins.	0	24	0	24	1	1	0	2	0	22	0	22	0	0	0	0	
Total Volume	1	128	3	132	1	2	4	7	0	120	0	120	5	0	1	6	
% App. Total	0.8	97	2.3		14.3	28.6	57.1		0	100	0		83.3	0	16.7		
PHF	.250	.800	.375	.805	.250	.500	.500	.583	.000	.750	.000	.750	.417	.000	.250	.500	

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
 Site Code : 05122422
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					East Riverside Drive Westbound					Euclid Avenue Northbound					East Riverside Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	26	136	32	20	194	39	69	13	8	121	14	127	24	15	165	40	117	12	5	169	48	649	697
04:15 PM	29	125	39	17	193	38	88	16	4	142	11	156	24	7	191	37	117	17	4	171	32	697	729
04:30 PM	29	168	39	25	236	39	79	17	5	135	15	168	33	16	216	35	104	10	3	149	49	736	785
04:45 PM	24	177	35	21	236	33	86	18	13	137	12	157	40	21	209	36	114	10	6	160	61	742	803
Total	108	606	145	83	859	149	322	64	30	535	52	608	121	59	781	148	452	49	18	649	190	2824	3014
05:00 PM	23	135	40	27	198	20	108	22	13	150	10	173	40	13	223	26	111	11	6	148	59	719	778
05:15 PM	29	145	29	18	203	40	85	15	7	140	11	181	33	14	225	32	111	16	12	159	51	727	778
05:30 PM	23	156	47	32	226	37	90	11	6	138	6	169	32	14	207	32	127	9	7	168	59	739	798
05:45 PM	31	192	33	17	256	20	80	19	10	119	8	153	32	13	193	32	110	9	8	151	48	719	767
Total	106	628	149	94	883	117	363	67	36	547	35	676	137	54	848	122	459	45	33	626	217	2904	3121
06:00 PM	25	104	28	10	157	34	84	22	15	140	6	164	29	17	199	30	97	13	9	140	51	636	687
06:15 PM	30	133	31	21	194	22	63	16	10	101	5	105	34	26	144	38	87	7	4	132	61	571	632
06:30 PM	21	131	39	19	191	26	70	14	7	110	11	142	27	12	180	27	63	9	6	99	44	580	624
06:45 PM	24	124	27	16	175	25	56	14	5	95	11	113	34	17	158	21	63	4	2	88	40	516	556
Total	100	492	125	66	717	107	273	66	37	446	33	524	124	72	681	116	310	33	21	459	196	2303	2499
Grand Total	314	1726	419	243	2459	373	958	197	103	1528	120	1808	382	185	2310	386	1221	127	72	1734	603	8031	8634
Apprch %	12.8	70.2	17			24.4	62.7	12.9			5.2	78.3	16.5			22.3	70.4	7.3					
Total %	3.9	21.5	5.2		30.6	4.6	11.9	2.5		19	1.5	22.5	4.8		28.8	4.8	15.2	1.6		21.6	7	93	
Passenger Vehicles	305	1323	412		2280	368	955	196		1622	115	1438	379		2117	368	1206	115		1757	0	0	7776
% Passenger Vehicles	97.1	76.7	98.3	98.8	84.4	98.7	99.7	99.5	100	99.4	95.8	79.5	99.2	100	84.8	95.3	98.8	90.6	94.4	97.3	0	0	90.1
Large 2 Axle Vehicles	1	77	2		81	5	3	0		8	4	55	2		61	10	12	6		31	0	0	181
% Large 2 Axle Vehicles	0.3	4.5	0.5	0.4	3	1.3	0.3	0	0	0.5	3.3	3	0.5	0	2.4	2.6	1	4.7	4.2	1.7	0	0	2.1
3 Axle Vehicles	2	60	1		63	0	0	0		0	1	69	0		70	2	1	3		6	0	0	139
% 3 Axle Vehicles	0.6	3.5	0.2	0	2.3	0	0	0	0	0	0.8	3.8	0	0	2.8	0.5	0.1	2.4	0	0.3	0	0	1.6
4+ Axle Trucks	6	266	4		278	0	0	1		1	0	246	1		247	6	2	3		12	0	0	538
% 4+ Axle Trucks	1.9	15.4	1	0.8	10.3	0	0	0.5	0	0.1	0	13.6	0.3	0	9.9	1.6	0.2	2.4	1.4	0.7	0	0	6.2

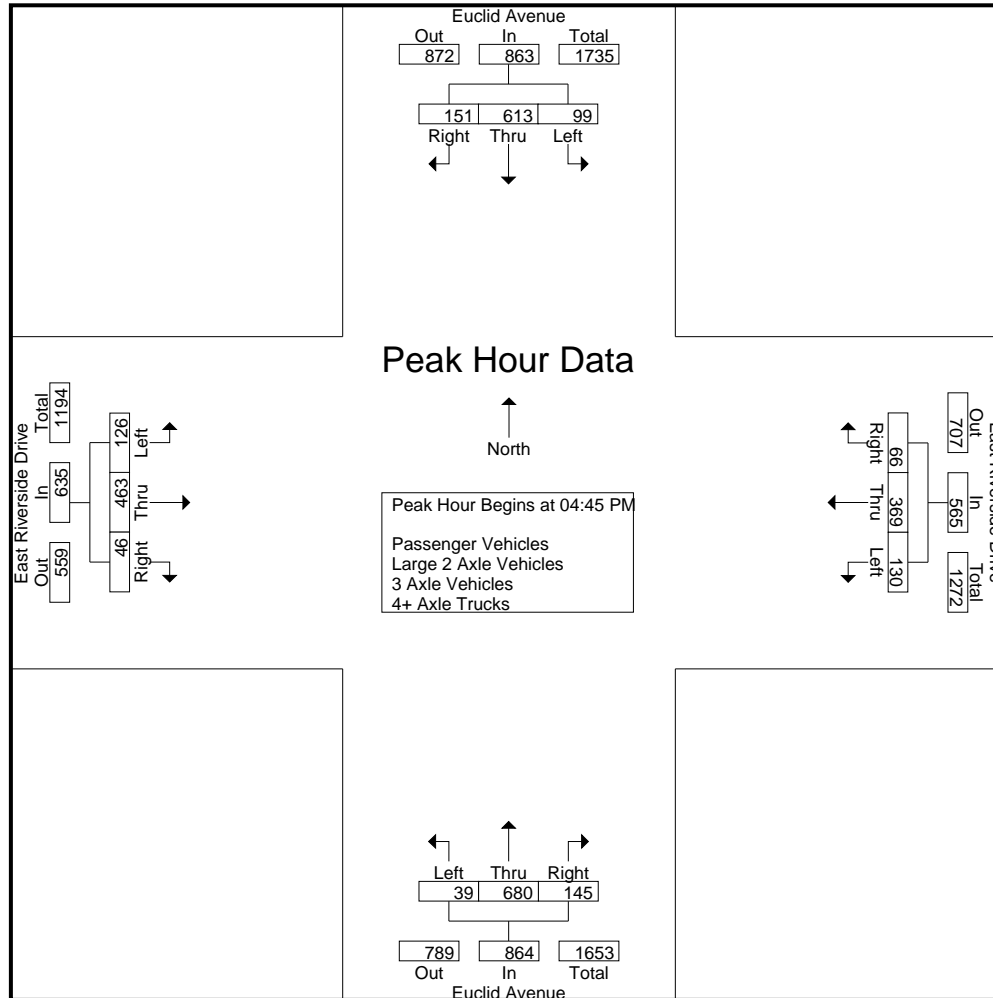
City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	24	177	35	236	33	86	18	137	12	157	40	209	36	114	10	160	742
05:00 PM	23	135	40	198	20	108	22	150	10	173	40	223	26	111	11	148	719
05:15 PM	29	145	29	203	40	85	15	140	11	181	33	225	32	111	16	159	727
05:30 PM	23	156	47	226	37	90	11	138	6	169	32	207	32	127	9	168	739
Total Volume	99	613	151	863	130	369	66	565	39	680	145	864	126	463	46	635	2927
% App. Total	11.5	71	17.5		23	65.3	11.7		4.5	78.7	16.8		19.8	72.9	7.2		
PHF	.853	.866	.803	.914	.813	.854	.750	.942	.813	.939	.906	.960	.875	.911	.719	.945	.986

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3



City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 4

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				04:45 PM				04:30 PM				04:00 PM				
+0 mins.	23	135	40	198	33	86	18	137	15	168	33	216	40	117	12	169	
+15 mins.	29	145	29	203	20	108	22	150	12	157	40	209	37	117	17	171	
+30 mins.	23	156	47	226	40	85	15	140	10	173	40	223	35	104	10	149	
+45 mins.	31	192	33	256	37	90	11	138	11	181	33	225	36	114	10	160	
Total Volume	106	628	149	883	130	369	66	565	48	679	146	873	148	452	49	649	
% App. Total	12	71.1	16.9		23	65.3	11.7		5.5	77.8	16.7		22.8	69.6	7.6		
PHF	.855	.818	.793	.862	.813	.854	.750	.942	.800	.938	.913	.970	.925	.966	.721	.949	

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
 Site Code : 05122422
 Start Date : 5/10/2022
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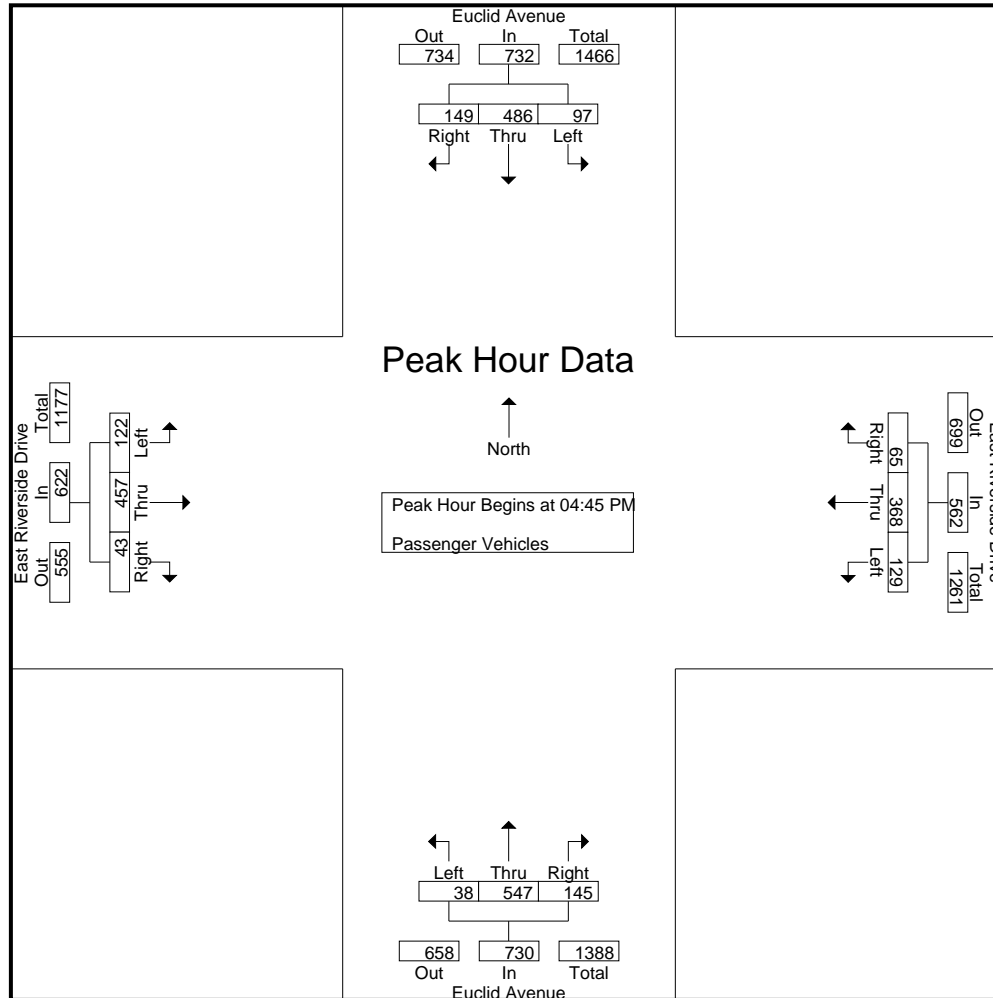
Groups Printed- Passenger Vehicles

Start Time	Euclid Avenue Southbound					East Riverside Drive Westbound					Euclid Avenue Northbound					East Riverside Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	24	102	31	19	157	39	69	13	8	121	13	102	24	15	139	36	115	9	5	160	47	577	624
04:15 PM	28	93	39	17	160	36	87	16	4	139	10	115	24	7	149	35	115	15	4	165	32	613	645
04:30 PM	27	125	38	25	190	38	79	17	5	134	15	133	33	16	181	33	103	10	3	146	49	651	700
04:45 PM	23	134	35	21	192	32	86	18	13	136	12	118	40	21	170	34	114	10	6	158	61	656	717
Total	102	454	143	82	699	145	321	64	30	530	50	468	121	59	639	138	447	44	18	629	189	2497	2686
05:00 PM	23	108	39	27	170	20	108	22	13	150	9	147	40	13	196	26	110	9	5	145	58	661	719
05:15 PM	28	121	29	18	178	40	85	14	7	139	11	141	33	14	185	31	109	15	11	155	50	657	707
05:30 PM	23	123	46	31	192	37	89	11	6	137	6	141	32	14	179	31	124	9	7	164	58	672	730
05:45 PM	31	162	32	17	225	20	80	19	10	119	8	126	31	13	165	30	110	9	8	149	48	658	706
Total	105	514	146	93	765	117	362	66	36	545	34	555	136	54	725	118	453	42	31	613	214	2648	2862
06:00 PM	24	78	27	10	129	34	83	22	15	139	5	136	29	17	170	29	95	10	7	134	49	572	621
06:15 PM	30	98	31	21	159	21	63	16	10	100	4	82	33	26	119	36	87	6	4	129	61	507	568
06:30 PM	21	88	38	18	147	26	70	14	7	110	11	117	27	12	155	26	62	9	6	97	43	509	552
06:45 PM	23	91	27	16	141	25	56	14	5	95	11	80	33	17	124	21	62	4	2	87	40	447	487
Total	98	355	123	65	576	106	272	66	37	444	31	415	122	72	568	112	306	29	19	447	193	2035	2228
Grand Total	305	1323	412	240	2040	368	955	196	103	1519	115	1438	379	185	1932	368	1206	115	68	1689	596	7180	7776
Apprch %	15	64.9	20.2			24.2	62.9	12.9			6	74.4	19.6			21.8	71.4	6.8					
Total %	4.2	18.4	5.7		28.4	5.1	13.3	2.7		21.2	1.6	20	5.3		26.9	5.1	16.8	1.6		23.5	7.7	92.3	

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	23	134	35	192	32	86	18	136	12	118	40	170	34	114	10	158	656
05:00 PM	23	108	39	170	20	108	22	150	9	147	40	196	26	110	9	145	661
05:15 PM	28	121	29	178	40	85	14	139	11	141	33	185	31	109	15	155	657
05:30 PM	23	123	46	192	37	89	11	137	6	141	32	179	31	124	9	164	672
Total Volume	97	486	149	732	129	368	65	562	38	547	145	730	122	457	43	622	2646
% App. Total	13.3	66.4	20.4		23	65.5	11.6		5.2	74.9	19.9		19.6	73.5	6.9		
PHF	.866	.907	.810	.953	.806	.852	.739	.937	.792	.930	.906	.931	.897	.921	.717	.948	.984

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
 Site Code : 05122422
 Start Date : 5/10/2022
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City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	23	134	35	192	32	86	18	136	12	118	40	170	34	114	10	158	
+15 mins.	23	108	39	170	20	108	22	150	9	147	40	196	26	110	9	145	
+30 mins.	28	121	29	178	40	85	14	139	11	141	33	185	31	109	15	155	
+45 mins.	23	123	46	192	37	89	11	137	6	141	32	179	31	124	9	164	
Total Volume	97	486	149	732	129	368	65	562	38	547	145	730	122	457	43	622	
% App. Total	13.3	66.4	20.4		23	65.5	11.6		5.2	74.9	19.9		19.6	73.5	6.9		
PHF	.866	.907	.810	.953	.806	.852	.739	.937	.792	.930	.906	.931	.897	.921	.717	.948	

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
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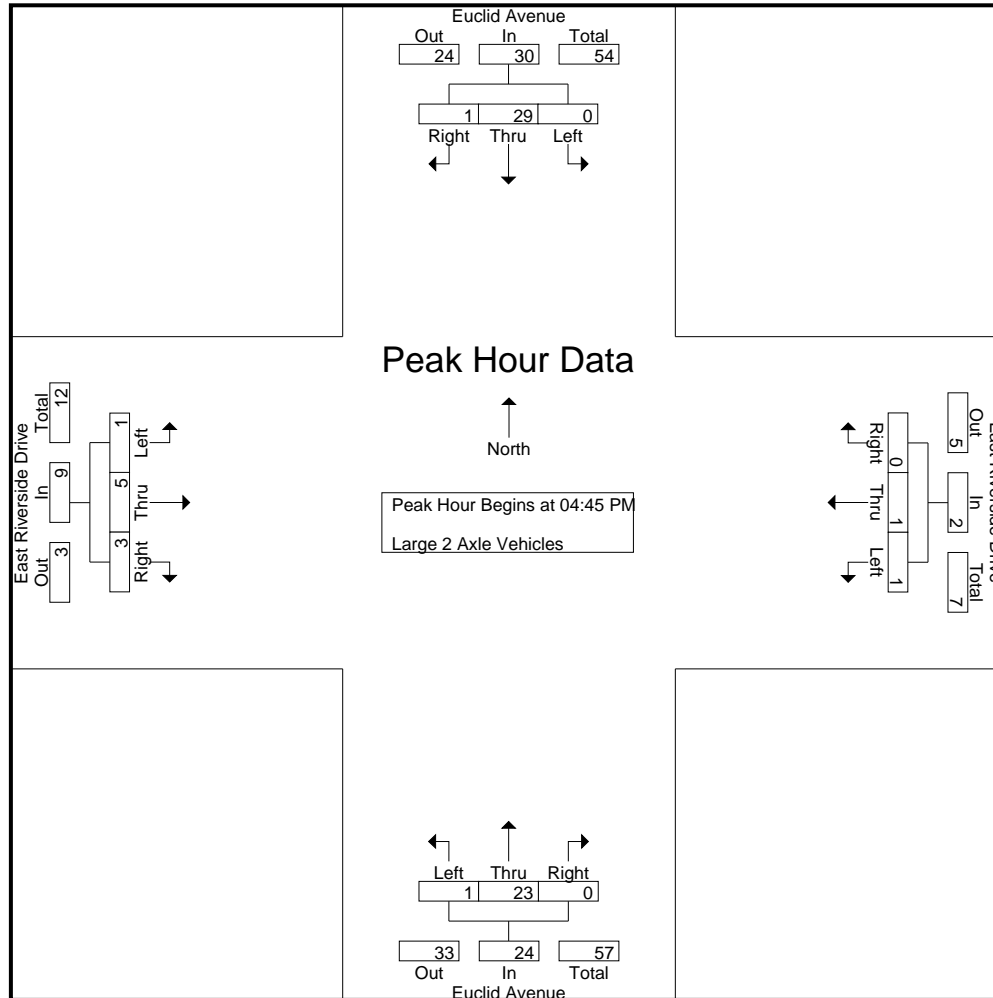
Groups Printed- Large 2 Axle Vehicles

Start Time	Euclid Avenue Southbound					East Riverside Drive Westbound					Euclid Avenue Northbound					East Riverside Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	1	8	0	0	9	0	0	0	0	0	1	3	0	0	4	3	2	1	0	6	0	19	19
04:15 PM	0	8	0	0	8	2	1	0	0	3	1	9	0	0	10	2	2	1	0	5	0	26	26
04:30 PM	0	8	0	0	8	1	0	0	0	1	0	5	0	0	5	1	0	0	0	1	0	15	15
04:45 PM	0	9	0	0	9	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	18	18
Total	1	33	0	0	34	4	1	0	0	5	2	25	0	0	27	6	4	2	0	12	0	78	78
05:00 PM	0	10	0	0	10	0	0	0	0	0	1	4	0	0	5	0	1	2	1	3	1	18	19
05:15 PM	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	2	1	1	3	1	18	19
05:30 PM	0	3	1	1	4	0	1	0	0	1	0	3	0	0	3	1	2	0	0	3	1	11	12
05:45 PM	0	6	1	0	7	0	0	0	0	0	0	4	1	0	5	2	0	0	0	2	0	14	14
Total	0	26	2	1	28	0	1	0	0	1	1	19	1	0	21	3	5	3	2	11	3	61	64
06:00 PM	0	4	0	0	4	0	1	0	0	1	0	5	0	0	5	1	1	1	1	3	1	13	14
06:15 PM	0	10	0	0	10	1	0	0	0	1	1	4	1	0	6	0	0	0	0	0	0	17	17
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	5	5
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	3
Total	0	18	0	0	18	1	1	0	0	2	1	11	1	0	13	1	3	1	1	5	1	38	39
Grand Total	1	77	2	1	80	5	3	0	0	8	4	55	2	0	61	10	12	6	3	28	4	177	181
Apprch %	1.2	96.2	2.5			62.5	37.5	0			6.6	90.2	3.3			35.7	42.9	21.4					
Total %	0.6	43.5	1.1		45.2	2.8	1.7	0		4.5	2.3	31.1	1.1		34.5	5.6	6.8	3.4		15.8	2.2	97.8	

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	9	0	9	1	0	0	1	0	8	0	8	0	0	0	0	18
05:00 PM	0	10	0	10	0	0	0	0	1	4	0	5	0	1	2	3	18
05:15 PM	0	7	0	7	0	0	0	0	0	8	0	8	0	2	1	3	18
05:30 PM	0	3	1	4	0	1	0	1	0	3	0	3	1	2	0	3	11
Total Volume	0	29	1	30	1	1	0	2	1	23	0	24	1	5	3	9	65
% App. Total	0	96.7	3.3		50	50	0		4.2	95.8	0		11.1	55.6	33.3		
PHF	.000	.725	.250	.750	.250	.250	.000	.500	.250	.719	.000	.750	.250	.625	.375	.750	.903

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
 Site Code : 05122422
 Start Date : 5/10/2022
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City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	9	0	9	1	0	0	1	0	8	0	8	0	0	0	0	
+15 mins.	0	10	0	10	0	0	0	0	1	4	0	5	0	1	2	3	
+30 mins.	0	7	0	7	0	0	0	0	0	8	0	8	0	2	1	3	
+45 mins.	0	3	1	4	0	1	0	1	0	3	0	3	1	2	0	3	
Total Volume	0	29	1	30	1	1	0	2	1	23	0	24	1	5	3	9	
% App. Total	0	96.7	3.3		50	50	0		4.2	95.8	0		11.1	55.6	33.3		
PHF	.000	.725	.250	.750	.250	.250	.000	.500	.250	.719	.000	.750	.250	.625	.375	.750	

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
 Site Code : 05122422
 Start Date : 5/10/2022
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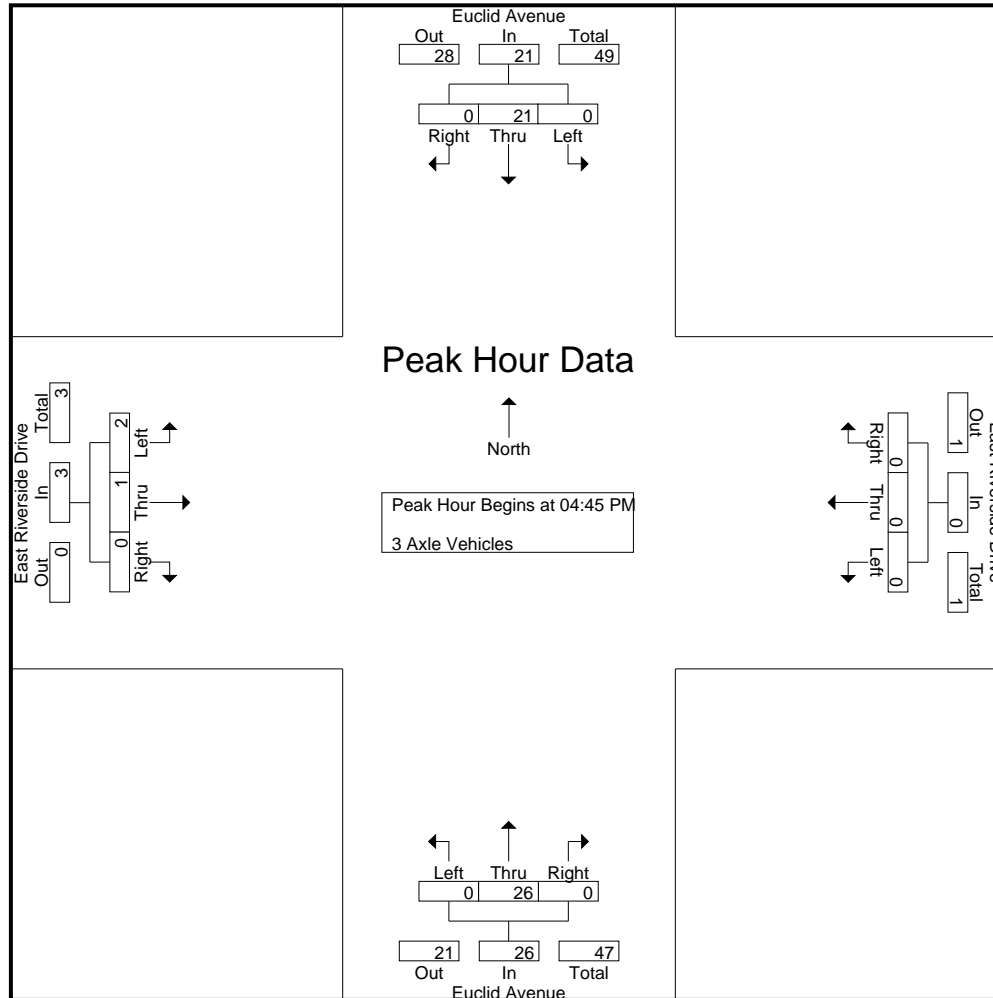
Groups Printed- 3 Axle Vehicles

Start Time	Euclid Avenue Southbound					East Riverside Drive Westbound					Euclid Avenue Northbound					East Riverside Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	0	11	11
04:15 PM	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	0	0	19	19
04:30 PM	1	6	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	14	14
04:45 PM	0	10	0	0	10	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	0	0	24	24
Total	1	27	0	0	28	0	0	0	0	0	0	37	0	0	37	1	0	2	0	3	0	0	68	68
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	9	9
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	6	6
05:30 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	0	11	11
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	5	5
Total	0	13	0	0	13	0	0	0	0	0	0	16	0	0	16	1	1	0	0	2	0	0	31	31
06:00 PM	0	4	1	0	5	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	0	9	9
06:15 PM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	12	12
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	5	5
06:45 PM	1	6	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	14	14
Total	1	20	1	0	22	0	0	0	0	0	1	16	0	0	17	0	0	1	0	1	0	0	40	40
Grand Total	2	60	1	0	63	0	0	0	0	0	1	69	0	0	70	2	1	3	0	6	0	0	139	139
Apprch %	3.2	95.2	1.6			0	0	0			1.4	98.6	0			33.3	16.7	50			0	0		
Total %	1.4	43.2	0.7		45.3	0	0	0			0.7	49.6	0		50.4	1.4	0.7	2.2		4.3	0	0	100	

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	10	0	10	0	0	0	0	0	13	0	13	1	0	0	1	24
05:00 PM	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
05:15 PM	0	2	0	2	0	0	0	0	0	3	0	3	1	0	0	1	6
05:30 PM	0	5	0	5	0	0	0	0	0	5	0	5	0	1	0	1	11
Total Volume	0	21	0	21	0	0	0	0	0	26	0	26	2	1	0	3	50
% App. Total	0	100	0		0	0	0		0	100	0		66.7	33.3	0		
PHF	.000	.525	.000	.525	.000	.000	.000	.000	.000	.500	.000	.500	.500	.250	.000	.750	.521

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2



City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	10	0	10	0	0	0	0	0	13	0	13	1	0	0	1	
+15 mins.	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	
+30 mins.	0	2	0	2	0	0	0	0	0	3	0	3	1	0	0	1	
+45 mins.	0	5	0	5	0	0	0	0	0	5	0	5	0	1	0	1	
Total Volume	0	21	0	21	0	0	0	0	0	26	0	26	2	1	0	3	
% App. Total	0	100	0		0	0	0		0	100	0		66.7	33.3	0		
PHF	.000	.525	.000	.525	.000	.000	.000	.000	.000	.500	.000	.500	.500	.250	.000	.750	

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

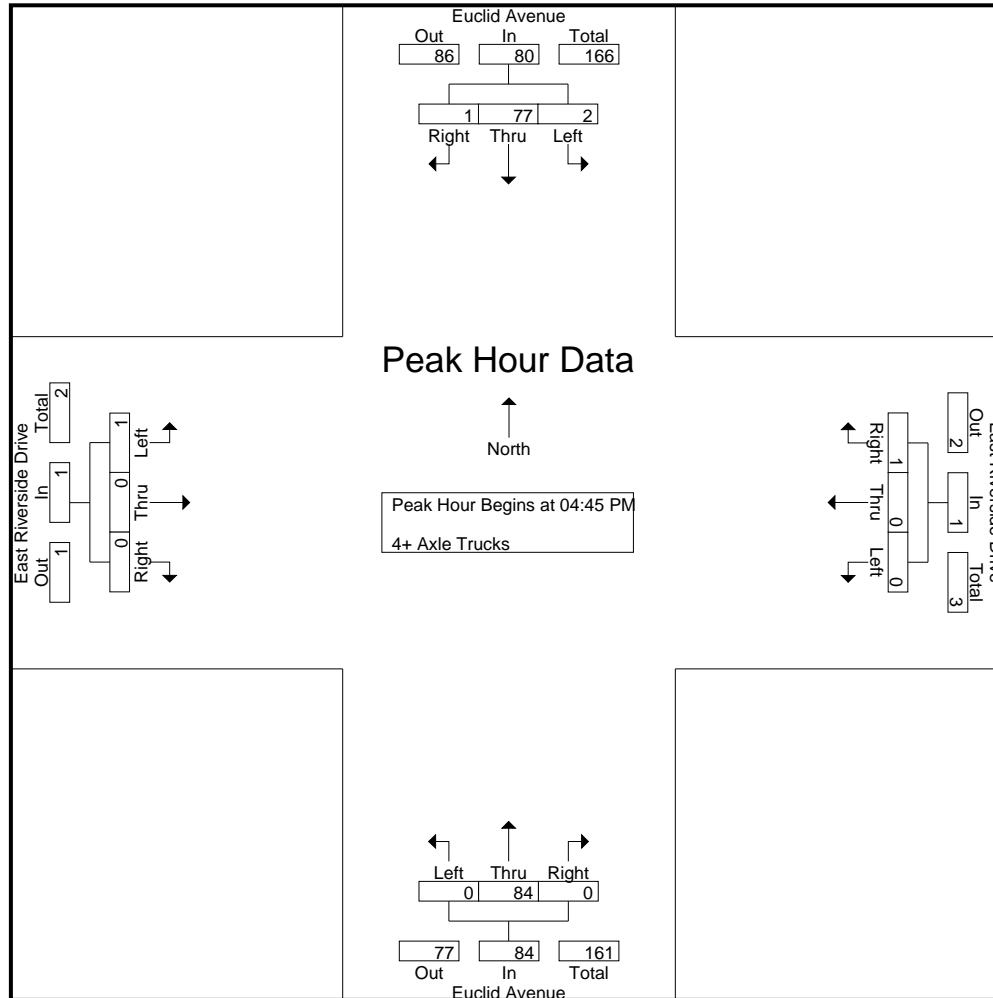
Groups Printed- 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					East Riverside Drive Westbound					Euclid Avenue Northbound					East Riverside Drive Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	1	22	1	1	24	0	0	0	0	0	0	16	0	0	16	1	0	1	0	2	1	42	43
04:15 PM	1	17	0	0	18	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	39	39
04:30 PM	1	29	1	0	31	0	0	0	0	0	0	23	0	0	23	1	1	0	0	2	0	56	56
04:45 PM	1	24	0	0	25	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	0	44	44
Total	4	92	2	1	98	0	0	0	0	0	0	78	0	0	78	3	1	1	0	5	1	181	182
05:00 PM	0	13	1	0	14	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	31	31
05:15 PM	1	15	0	0	16	0	0	1	0	1	0	29	0	0	29	0	0	0	0	0	0	46	46
05:30 PM	0	25	0	0	25	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	45	45
05:45 PM	0	22	0	0	22	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	42	42
Total	1	75	1	0	77	0	0	1	0	1	0	86	0	0	86	0	0	0	0	0	0	164	164
06:00 PM	1	18	0	0	19	0	0	0	0	0	0	21	0	0	21	0	1	1	1	2	1	42	43
06:15 PM	0	18	0	0	18	0	0	0	0	0	0	14	0	0	14	2	0	1	0	3	0	35	35
06:30 PM	0	37	1	1	38	0	0	0	0	0	0	22	0	0	22	1	0	0	0	1	1	61	62
06:45 PM	0	26	0	0	26	0	0	0	0	0	0	25	1	0	26	0	0	0	0	0	0	52	52
Total	1	99	1	1	101	0	0	0	0	0	0	82	1	0	83	3	1	2	1	6	2	190	192
Grand Total	6	266	4	2	276	0	0	1	0	1	0	246	1	0	247	6	2	3	1	11	3	535	538
Apprch %	2.2	96.4	1.4			0	0	100			0	99.6	0.4			54.5	18.2	27.3					
Total %	1.1	49.7	0.7		51.6	0	0	0.2		0.2	0	46	0.2		46.2	1.1	0.4	0.6		2.1	0.6	99.4	

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	24	0	25	0	0	0	0	0	18	0	18	1	0	0	1	44
05:00 PM	0	13	1	14	0	0	0	0	0	17	0	17	0	0	0	0	31
05:15 PM	1	15	0	16	0	0	1	1	0	29	0	29	0	0	0	0	46
05:30 PM	0	25	0	25	0	0	0	0	0	20	0	20	0	0	0	0	45
Total Volume	2	77	1	80	0	0	1	1	0	84	0	84	1	0	0	1	166
% App. Total	2.5	96.2	1.2		0	0	100		0	100	0		100	0	0		
PHF	.500	.770	.250	.800	.000	.000	.250	.250	.000	.724	.000	.724	.250	.000	.000	.250	.902

City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2



City of Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive
 Weather: Clear

File Name : 13_CHN_Eu_Riv PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				East Riverside Drive Westbound				Euclid Avenue Northbound				East Riverside Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	1	24	0	25	0	0	0	0	0	18	0	18	1	0	0	1	
+15 mins.	0	13	1	14	0	0	0	0	0	17	0	17	0	0	0	0	
+30 mins.	1	15	0	16	0	0	1	1	0	29	0	29	0	0	0	0	
+45 mins.	0	25	0	25	0	0	0	0	0	20	0	20	0	0	0	0	
Total Volume	2	77	1	80	0	0	1	1	0	84	0	84	1	0	0	1	
% App. Total	2.5	96.2	1.2		0	0	100		0	100	0		100	0	0		
PHF	.500	.770	.250	.800	.000	.000	.250	.250	.000	.724	.000	.724	.250	.000	.000	.250	

Location: Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive



Date: 5/10/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Euclid Avenue Pedestrians	East Leg East Riverside Drive Pedestrians	South Leg Euclid Avenue Pedestrians	West Leg East Riverside Drive Pedestrians	
6:00 AM	0	0	0	0	0
6:15 AM	0	0	1	0	1
6:30 AM	1	0	0	0	1
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	1	0	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	2	0	2	1	5
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	5	0	3	1	9

	North Leg Euclid Avenue Pedestrians	East Leg East Riverside Drive Pedestrians	South Leg Euclid Avenue Pedestrians	West Leg East Riverside Drive Pedestrians	
4:00 PM	1	0	0	1	2
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	1	0	0	0	1
6:45 PM	0	0	1	1	2
TOTAL VOLUMES:	3	0	2	3	8

Location: Chino
 N/S: Euclid Avenue
 E/W: East Riverside Drive



Date: 5/10/2022
 Day: Tuesday

BICYCLES

	Southbound Euclid Avenue			Westbound East Riverside Drive			Northbound Euclid Avenue			Eastbound East Riverside Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	0	0	0	0	0	2	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	3	0	0	0	0	1	2	0	8

	Southbound Euclid Avenue			Westbound East Riverside Drive			Northbound Euclid Avenue			Eastbound East Riverside Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	2	1	0	1	0	4
5:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	0	1	2	0	4	0	1	3	1	0	4	0	16

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

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

Start Time	Euclid Avenue Southbound					Chino Avenue Westbound					Euclid Avenue Northbound					Chino Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	9	187	13	6	209	8	11	8	3	27	1	100	4	1	105	6	11	7	6	24	16	365	381
06:15 AM	3	214	14	8	231	20	18	7	2	45	3	99	7	1	109	11	22	6	2	39	13	424	437
06:30 AM	8	230	9	7	247	22	38	8	0	68	3	113	7	4	123	7	14	2	0	23	11	461	472
06:45 AM	9	246	21	5	276	29	66	10	3	105	2	109	18	6	129	16	17	2	1	35	15	545	560
Total	29	877	57	26	963	79	133	33	8	245	9	421	36	12	466	40	64	17	9	121	55	1795	1850
07:00 AM	8	151	16	8	175	13	58	12	1	83	3	132	26	14	161	10	27	11	6	48	29	467	496
07:15 AM	12	156	14	2	182	17	62	23	1	102	4	154	19	4	177	19	39	8	3	66	10	527	537
07:30 AM	15	162	17	11	194	22	54	22	0	98	7	148	19	7	174	22	50	10	4	82	22	548	570
07:45 AM	10	190	22	11	222	20	86	15	0	121	12	139	29	12	180	12	41	8	4	61	27	584	611
Total	45	659	69	32	773	72	260	72	2	404	26	573	93	37	692	63	157	37	17	257	88	2126	2214
08:00 AM	15	202	20	9	237	23	78	18	0	119	5	116	23	12	144	12	40	12	6	64	27	564	591
08:15 AM	12	191	21	5	224	24	54	14	1	92	5	137	28	7	170	16	41	11	6	68	19	554	573
08:30 AM	7	186	17	7	210	16	34	10	2	60	4	126	25	1	155	18	39	14	5	71	15	496	511
08:45 AM	16	184	12	4	212	13	49	20	2	82	7	141	30	10	178	10	27	7	3	44	19	516	535
Total	50	763	70	25	883	76	215	62	5	353	21	520	106	30	647	56	147	44	20	247	80	2130	2210
Grand Total	124	2299	196	83	2619	227	608	167	15	1002	56	1514	235	79	1805	159	368	98	46	625	223	6051	6274
Apprch %	4.7	87.8	7.5			22.7	60.7	16.7			3.1	83.9	13			25.4	58.9	15.7					
Total %	2	38	3.2		43.3	3.8	10	2.8		16.6	0.9	25	3.9		29.8	2.6	6.1	1.6		10.3	3.6	96.4	
Passenger Vehicles	78	1853	185		2193	201	597	42		843	50	981	217		1325	148	351	93		635	0	0	4996
% Passenger Vehicles	62.9	80.6	94.4	92.8	81.2	88.5	98.2	25.1	20	82.9	89.3	64.8	92.3	97.5	70.3	93.1	95.4	94.9	93.5	94.6	0	0	79.6
Large 2 Axle Vehicles	12	68	4		87	13	8	18		40	2	115	5		123	3	13	4		22	0	0	272
% Large 2 Axle Vehicles	9.7	3	2	3.6	3.2	5.7	1.3	10.8	6.7	3.9	3.6	7.6	2.1	1.3	6.5	1.9	3.5	4.1	4.3	3.3	0	0	4.3
3 Axle Vehicles	19	76	2		98	7	0	13		22	0	87	5		92	1	1	0		2	0	0	214
% 3 Axle Vehicles	15.3	3.3	1	1.2	3.6	3.1	0	7.8	13.3	2.2	0	5.7	2.1	0	4.9	0.6	0.3	0	0	0.3	0	0	3.4
4+ Axle Trucks	15	302	5		324	6	3	94		112	4	331	8		344	7	3	1		12	0	0	792
% 4+ Axle Trucks	12.1	13.1	2.6	2.4	12	2.6	0.5	56.3	60	11	7.1	21.9	3.4	1.3	18.3	4.4	0.8	1	2.2	1.8	0	0	12.6

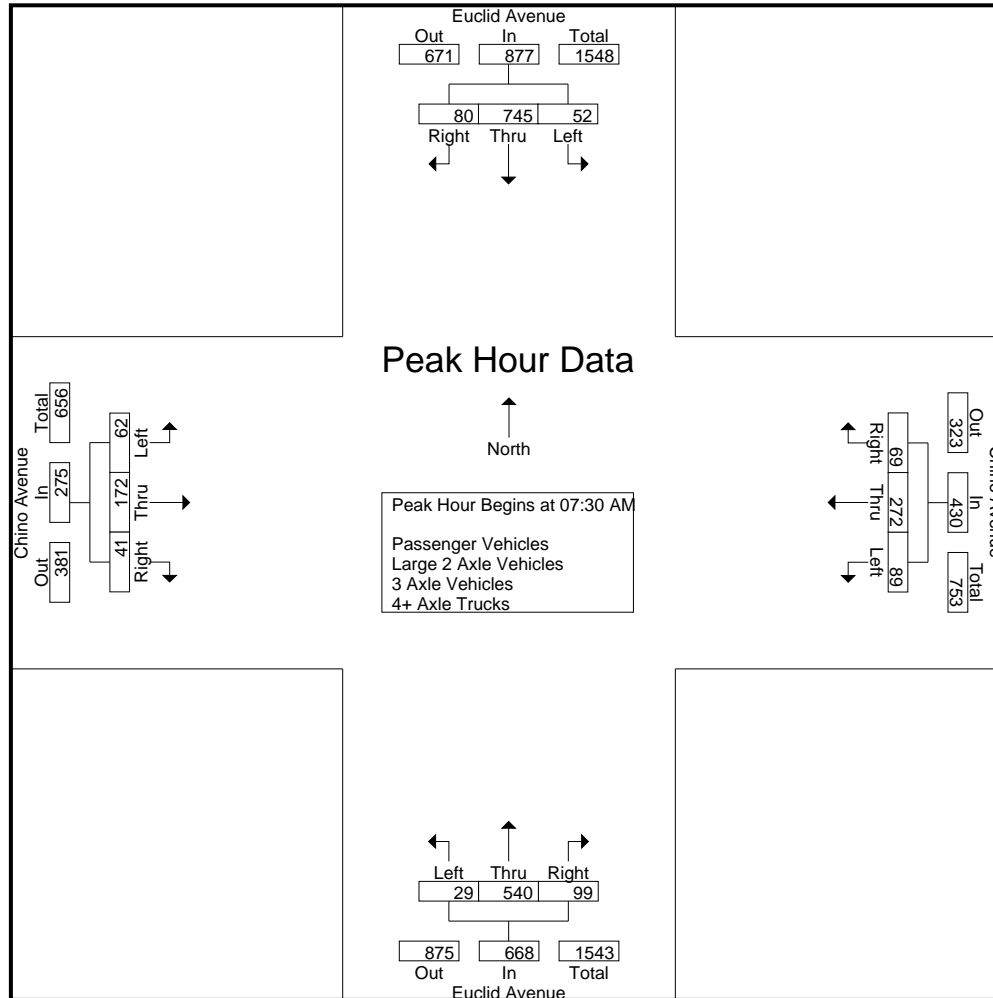
City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	15	162	17	194	22	54	22	98	7	148	19	174	22	50	10	82	548
07:45 AM	10	190	22	222	20	86	15	121	12	139	29	180	12	41	8	61	584
08:00 AM	15	202	20	237	23	78	18	119	5	116	23	144	12	40	12	64	564
08:15 AM	12	191	21	224	24	54	14	92	5	137	28	170	16	41	11	68	554
Total Volume	52	745	80	877	89	272	69	430	29	540	99	668	62	172	41	275	2250
% App. Total	5.9	84.9	9.1		20.7	63.3	16		4.3	80.8	14.8		22.5	62.5	14.9		
PHF	.867	.922	.909	.925	.927	.791	.784	.888	.604	.912	.853	.928	.705	.860	.854	.838	.963

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3



City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 4

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	06:00 AM				07:15 AM				07:00 AM				07:30 AM				
+0 mins.	9	187	13	209	17	62	23	102	3	132	26	161	22	50	10	82	
+15 mins.	3	214	14	231	22	54	22	98	4	154	19	177	12	41	8	61	
+30 mins.	8	230	9	247	20	86	15	121	7	148	19	174	12	40	12	64	
+45 mins.	9	246	21	276	23	78	18	119	12	139	29	180	16	41	11	68	
Total Volume	29	877	57	963	82	280	78	440	26	573	93	692	62	172	41	275	
% App. Total	3	91.1	5.9		18.6	63.6	17.7		3.8	82.8	13.4		22.5	62.5	14.9		
PHF	.806	.891	.679	.872	.891	.814	.848	.909	.542	.930	.802	.961	.705	.860	.854	.838	

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

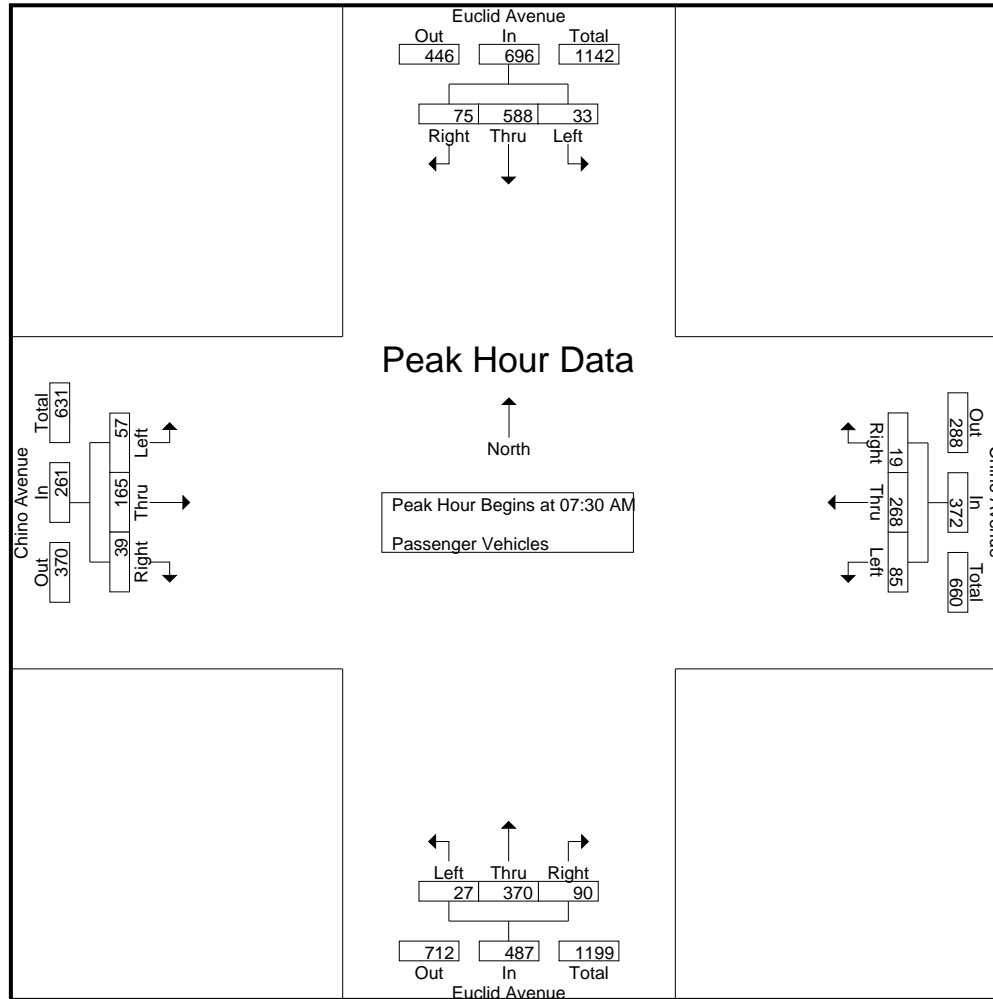
Groups Printed- Passenger Vehicles

Start Time	Euclid Avenue Southbound					Chino Avenue Westbound					Euclid Avenue Northbound					Chino Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	3	155	12	5	170	7	11	1	0	19	1	65	4	1	70	5	11	7	6	23	12	282	294
06:15 AM	3	177	14	8	194	20	18	1	0	39	2	56	6	1	64	10	21	6	2	37	11	334	345
06:30 AM	5	205	9	7	219	18	38	4	0	60	3	59	7	4	69	7	14	2	0	23	11	371	382
06:45 AM	5	195	20	5	220	25	63	2	1	90	2	59	16	6	77	15	16	2	1	33	13	420	433
Total	16	732	55	25	803	70	130	8	1	208	8	239	33	12	280	37	62	17	9	116	47	1407	1454
07:00 AM	4	122	14	6	140	11	57	2	0	70	3	81	25	14	109	10	25	10	6	45	26	364	390
07:15 AM	9	120	13	1	142	13	62	5	0	80	1	107	18	4	126	18	36	8	3	62	8	410	418
07:30 AM	11	129	14	9	154	22	54	6	0	82	7	103	18	7	128	20	48	10	4	78	20	442	462
07:45 AM	6	150	22	11	178	18	85	3	0	106	11	101	29	12	141	11	40	7	3	58	26	483	509
Total	30	521	63	27	614	64	258	16	0	338	22	392	90	37	504	59	149	35	16	243	80	1699	1779
08:00 AM	9	158	20	9	187	22	76	7	0	105	4	82	20	10	106	11	37	12	6	60	25	458	483
08:15 AM	7	151	19	5	177	23	53	3	1	79	5	84	23	7	112	15	40	10	5	65	18	433	451
08:30 AM	6	151	17	7	174	13	31	5	1	49	4	93	21	1	118	17	36	12	4	65	13	406	419
08:45 AM	10	140	11	4	161	9	49	3	0	61	7	91	30	10	128	9	27	7	3	43	17	393	410
Total	32	600	67	25	699	67	209	18	2	294	20	350	94	28	464	52	140	41	18	233	73	1690	1763
Grand Total	78	1853	185	77	2116	201	597	42	3	840	50	981	217	77	1248	148	351	93	43	592	200	4796	4996
Apprch %	3.7	87.6	8.7			23.9	71.1	5			4	78.6	17.4			25	59.3	15.7					
Total %	1.6	38.6	3.9		44.1	4.2	12.4	0.9		17.5	1	20.5	4.5		26	3.1	7.3	1.9		12.3	4	96	

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:30 AM																			
07:30 AM	11	129	14	154	22	54	6	82	7	103	18	128	20	48	10	78	442		
07:45 AM	6	150	22	178	18	85	3	106	11	101	29	141	11	40	7	58	483		
08:00 AM	9	158	20	187	22	76	7	105	4	82	20	106	11	37	12	60	458		
08:15 AM	7	151	19	177	23	53	3	79	5	84	23	112	15	40	10	65	433		
Total Volume	33	588	75	696	85	268	19	372	27	370	90	487	57	165	39	261	1816		
% App. Total	4.7	84.5	10.8		22.8	72	5.1		5.5	76	18.5		21.8	63.2	14.9				
PHF	.750	.930	.852	.930	.924	.788	.679	.877	.614	.898	.776	.863	.713	.859	.813	.837	.940		

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
 Site Code : 05122422
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City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
 Site Code : 05122422
 Start Date : 5/10/2022
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Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	11	129	14	154	22	54	6	82	7	103	18	128	20	48	10	78	
+15 mins.	6	150	22	178	18	85	3	106	11	101	29	141	11	40	7	58	
+30 mins.	9	158	20	187	22	76	7	105	4	82	20	106	11	37	12	60	
+45 mins.	7	151	19	177	23	53	3	79	5	84	23	112	15	40	10	65	
Total Volume	33	588	75	696	85	268	19	372	27	370	90	487	57	165	39	261	
% App. Total	4.7	84.5	10.8		22.8	72	5.1		5.5	76	18.5		21.8	63.2	14.9		
PHF	.750	.930	.852	.930	.924	.788	.679	.877	.614	.898	.776	.863	.713	.859	.813	.837	

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
 Site Code : 05122422
 Start Date : 5/10/2022
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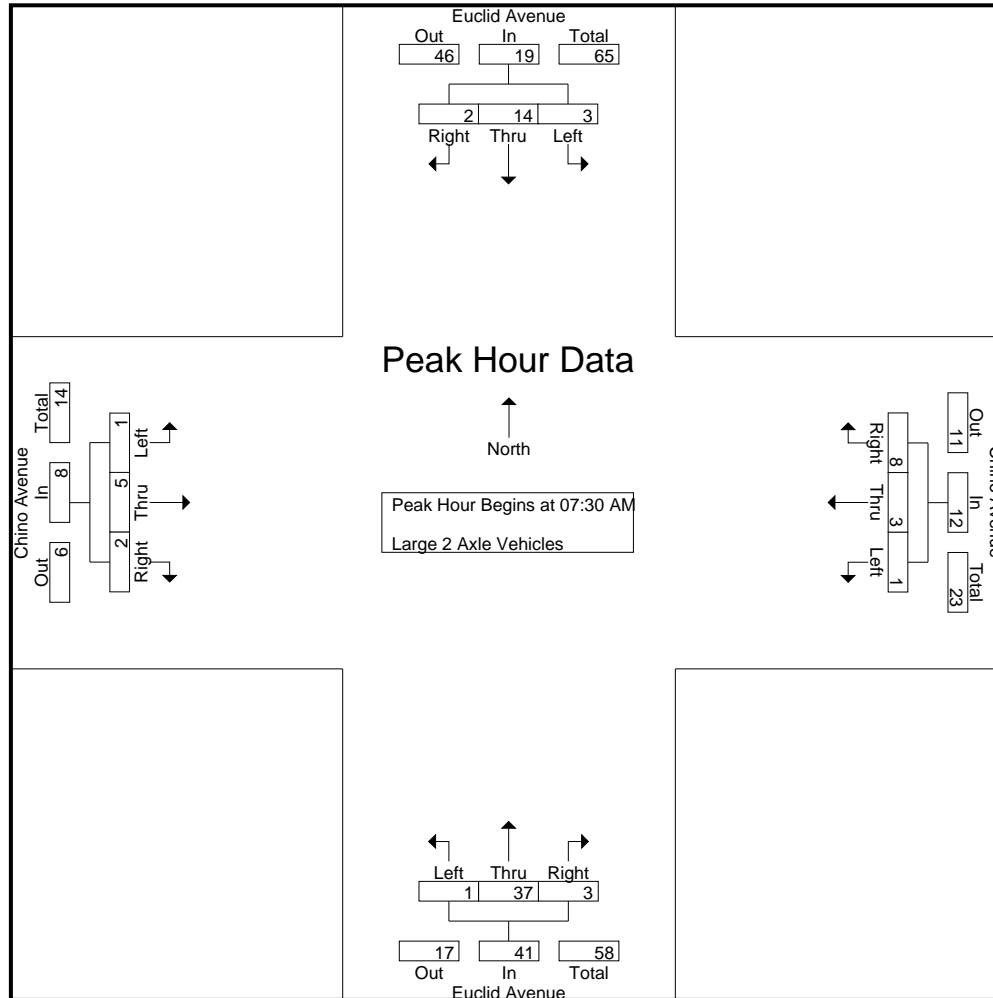
Groups Printed- Large 2 Axle Vehicles

Start Time	Euclid Avenue Southbound					Chino Avenue Westbound					Euclid Avenue Northbound					Chino Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
06:00 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	6	6
06:15 AM	0	6	0	0	6	0	0	0	0	0	0	14	0	0	14	0	1	0	0	1	0	0	0	0	1	0	21	21
06:30 AM	1	8	0	0	9	2	0	1	0	3	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	24	24
06:45 AM	2	11	1	0	14	3	3	1	0	7	0	10	1	0	11	1	1	0	0	2	0	0	0	0	2	0	34	34
Total	3	27	1	0	31	5	3	2	0	10	0	40	1	0	41	1	2	0	0	3	0	0	0	0	3	0	85	85
07:00 AM	1	4	1	1	6	1	1	3	0	5	0	14	0	0	14	0	1	1	0	2	1	1	0	0	2	1	27	28
07:15 AM	2	8	0	0	10	2	0	3	1	5	1	7	1	0	9	0	3	0	0	3	1	1	0	0	3	1	27	28
07:30 AM	2	6	2	2	10	0	0	2	0	2	0	11	0	0	11	0	2	0	0	2	2	2	0	0	2	2	25	27
07:45 AM	0	4	0	0	4	1	0	3	0	4	0	3	0	0	3	1	1	1	1	3	1	1	1	1	3	1	14	15
Total	5	22	3	3	30	4	1	11	1	16	1	35	1	0	37	1	7	2	1	10	5	5	2	2	10	5	93	98
08:00 AM	0	2	0	0	2	0	2	2	0	4	1	7	1	1	9	0	2	0	0	2	1	1	0	0	2	1	17	18
08:15 AM	1	2	0	0	3	0	1	1	0	2	0	16	2	0	18	0	0	1	1	1	1	1	0	0	1	1	24	25
08:30 AM	0	4	0	0	4	2	1	0	0	3	0	6	0	0	6	0	2	1	0	3	0	0	0	0	3	0	16	16
08:45 AM	3	11	0	0	14	2	0	2	0	4	0	11	0	0	11	1	0	0	0	1	0	0	0	0	1	0	30	30
Total	4	19	0	0	23	4	4	5	0	13	1	40	3	1	44	1	4	2	1	7	2	2	0	0	7	2	87	89
Grand Total	12	68	4	3	84	13	8	18	1	39	2	115	5	1	122	3	13	4	2	20	7	7	2	2	20	7	265	272
Apprch %	14.3	81	4.8			33.3	20.5	46.2			1.6	94.3	4.1			15	65	20										
Total %	4.5	25.7	1.5		31.7	4.9	3	6.8		14.7	0.8	43.4	1.9		46	1.1	4.9	1.5		7.5	2.6	2.6			7.5	2.6	97.4	

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	6	2	10	0	0	2	2	0	11	0	11	0	2	0	2	25
07:45 AM	0	4	0	4	1	0	3	4	0	3	0	3	1	1	1	3	14
08:00 AM	0	2	0	2	0	2	2	4	1	7	1	9	0	2	0	2	17
08:15 AM	1	2	0	3	0	1	1	2	0	16	2	18	0	0	1	1	24
Total Volume	3	14	2	19	1	3	8	12	1	37	3	41	1	5	2	8	80
% App. Total	15.8	73.7	10.5		8.3	25	66.7		2.4	90.2	7.3		12.5	62.5	25		
PHF	.375	.583	.250	.475	.250	.375	.667	.750	.250	.578	.375	.569	.250	.625	.500	.667	.800

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
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City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	2	6	2	10	0	0	2	2	0	11	0	11	0	2	0	2	
+15 mins.	0	4	0	4	1	0	3	4	0	3	0	3	1	1	1	3	
+30 mins.	0	2	0	2	0	2	2	4	1	7	1	9	0	2	0	2	
+45 mins.	1	2	0	3	0	1	1	2	0	16	2	18	0	0	1	1	
Total Volume	3	14	2	19	1	3	8	12	1	37	3	41	1	5	2	8	
% App. Total	15.8	73.7	10.5		8.3	25	66.7		2.4	90.2	7.3		12.5	62.5	25		
PHF	.375	.583	.250	.475	.250	.375	.667	.750	.250	.578	.375	.569	.250	.625	.500	.667	

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
 Site Code : 05122422
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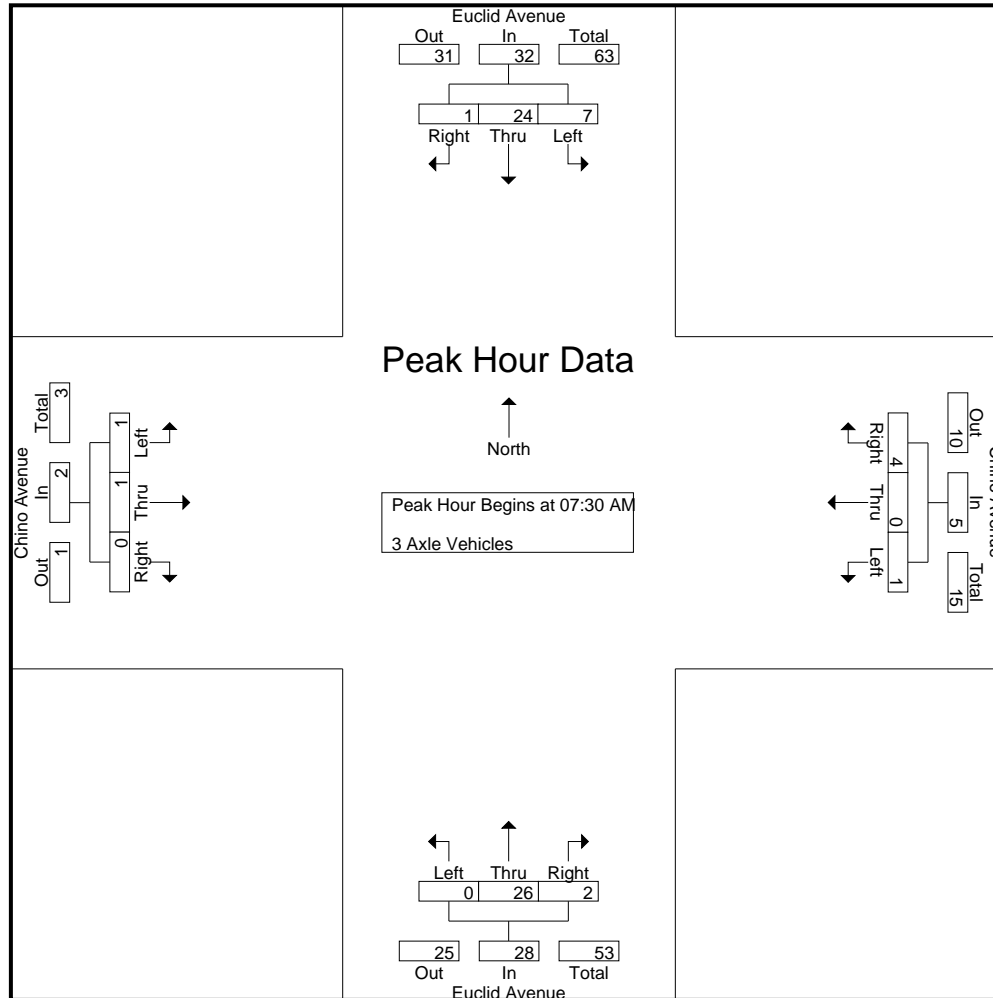
Groups Printed- 3 Axle Vehicles

Start Time	Euclid Avenue Southbound					Chino Avenue Westbound					Euclid Avenue Northbound					Chino Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	4	6	1	1	11	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	1	19	20
06:15 AM	0	11	0	0	11	0	0	3	1	3	0	5	0	0	5	0	0	0	0	0	1	19	20
06:30 AM	2	3	0	0	5	2	0	0	0	2	0	9	0	0	9	0	0	0	0	0	0	16	16
06:45 AM	1	10	0	0	11	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	0	20	20
Total	7	30	1	1	38	4	0	5	1	9	0	27	0	0	27	0	0	0	0	0	2	74	76
07:00 AM	3	5	0	0	8	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	14	14
07:15 AM	0	1	0	0	1	1	0	1	0	2	0	8	0	0	8	0	0	0	0	0	0	11	11
07:30 AM	0	6	0	0	6	0	0	2	0	2	0	2	0	0	2	1	0	0	0	1	0	11	11
07:45 AM	1	6	0	0	7	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	0	13	13
Total	4	18	0	0	22	2	0	5	0	7	0	19	0	0	19	1	0	0	0	1	0	49	49
08:00 AM	4	7	0	0	11	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	19	19
08:15 AM	2	5	1	0	8	0	0	1	0	1	0	12	2	0	14	0	1	0	0	1	0	24	24
08:30 AM	0	5	0	0	5	0	0	2	1	2	0	9	3	0	12	0	0	0	0	0	1	19	20
08:45 AM	2	11	0	0	13	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0	0	26	26
Total	8	28	1	0	37	1	0	3	1	4	0	41	5	0	46	0	1	0	0	1	1	88	89
Grand Total	19	76	2	1	97	7	0	13	2	20	0	87	5	0	92	1	1	0	0	2	3	211	214
Apprch %	19.6	78.4	2.1			35	0	65			0	94.6	5.4			50	50	0					
Total %	9	36	0.9		46	3.3	0	6.2		9.5	0	41.2	2.4		43.6	0.5	0.5	0		0.9	1.4	98.6	

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	6	0	6	0	0	2	2	0	2	0	2	1	0	0	1	11
07:45 AM	1	6	0	7	1	0	1	2	0	4	0	4	0	0	0	0	13
08:00 AM	4	7	0	11	0	0	0	0	0	8	0	8	0	0	0	0	19
08:15 AM	2	5	1	8	0	0	1	1	0	12	2	14	0	1	0	1	24
Total Volume	7	24	1	32	1	0	4	5	0	26	2	28	1	1	0	2	67
% App. Total	21.9	75	3.1		20	0	80		0	92.9	7.1		50	50	0		
PHF	.438	.857	.250	.727	.250	.000	.500	.625	.000	.542	.250	.500	.250	.250	.000	.500	.698

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
 Site Code : 05122422
 Start Date : 5/10/2022
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City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	6	0	6	0	0	2	2	0	2	0	2	1	0	0	1	
+15 mins.	1	6	0	7	1	0	1	2	0	4	0	4	0	0	0	0	
+30 mins.	4	7	0	11	0	0	0	0	0	8	0	8	0	0	0	0	
+45 mins.	2	5	1	8	0	0	1	1	0	12	2	14	0	1	0	1	
Total Volume	7	24	1	32	1	0	4	5	0	26	2	28	1	1	0	2	
% App. Total	21.9	75	3.1		20	0	80		0	92.9	7.1		50	50	0		
PHF	.438	.857	.250	.727	.250	.000	.500	.625	.000	.542	.250	.500	.250	.250	.000	.500	

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
 Site Code : 05122422
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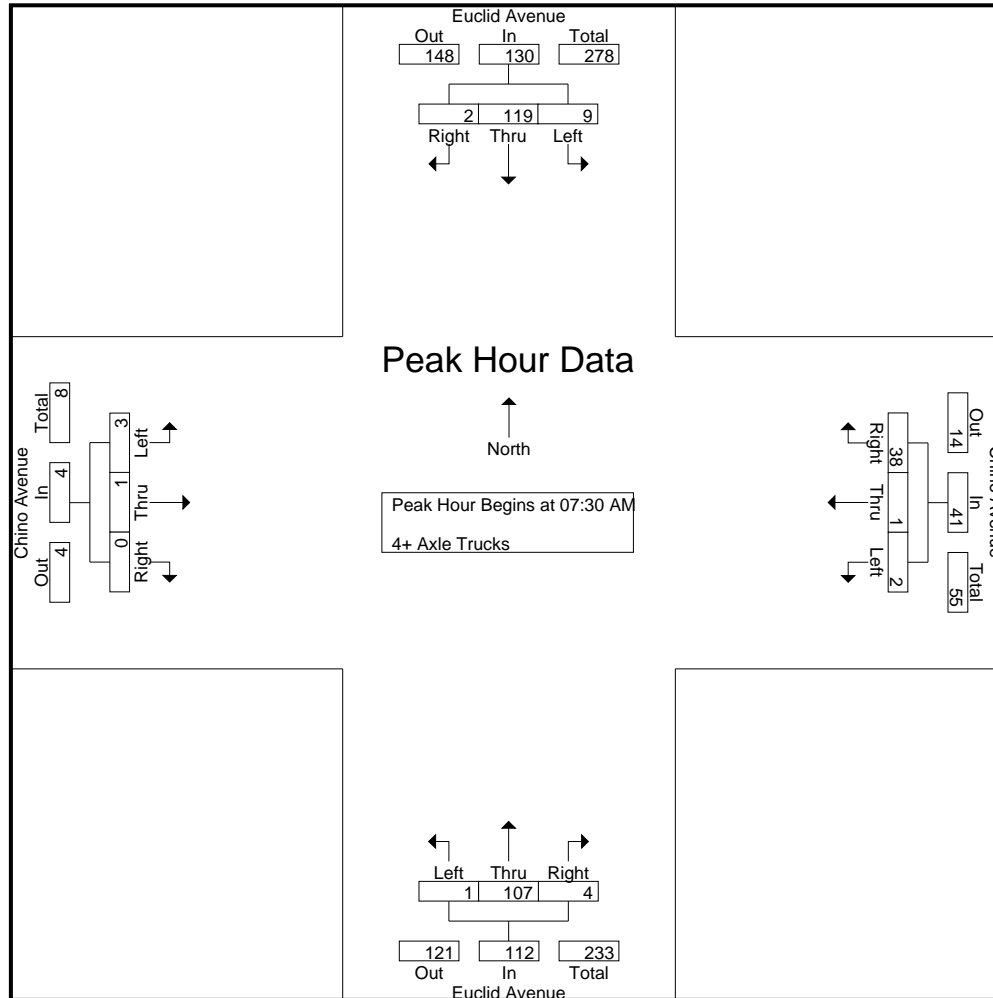
Groups Printed- 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					Chino Avenue Westbound					Euclid Avenue Northbound					Chino Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	2	24	0	0	26	0	0	6	3	6	0	25	0	0	25	1	0	0	0	1	3	58	61
06:15 AM	0	20	0	0	20	0	0	3	1	3	1	24	1	0	26	1	0	0	0	1	1	50	51
06:30 AM	0	14	0	0	14	0	0	3	0	3	0	33	0	0	33	0	0	0	0	0	0	50	50
06:45 AM	1	30	0	0	31	0	0	6	2	6	0	33	1	0	34	0	0	0	0	0	2	71	73
Total	3	88	0	0	91	0	0	18	6	18	1	115	2	0	118	2	0	0	0	2	6	229	235
07:00 AM	0	20	1	1	21	1	0	6	1	7	0	32	1	0	33	0	1	0	0	1	2	62	64
07:15 AM	1	27	1	1	29	1	0	14	0	15	2	32	0	0	34	1	0	0	0	1	1	79	80
07:30 AM	2	21	1	0	24	0	0	12	0	12	0	32	1	0	33	1	0	0	0	1	0	70	70
07:45 AM	3	30	0	0	33	0	1	8	0	9	1	31	0	0	32	0	0	0	0	0	0	74	74
Total	6	98	3	2	107	2	1	40	1	43	3	127	2	0	132	2	1	0	0	3	3	285	288
08:00 AM	2	35	0	0	37	1	0	9	0	10	0	19	2	1	21	1	1	0	0	2	1	70	71
08:15 AM	2	33	1	0	36	1	0	9	0	10	0	25	1	0	26	1	0	0	0	1	0	73	73
08:30 AM	1	26	0	0	27	1	2	3	0	6	0	18	1	0	19	1	1	1	1	3	1	55	56
08:45 AM	1	22	1	0	24	1	0	15	2	16	0	27	0	0	27	0	0	0	0	0	2	67	69
Total	6	116	2	0	124	4	2	36	2	42	0	89	4	1	93	3	2	1	1	6	4	265	269
Grand Total	15	302	5	2	322	6	3	94	9	103	4	331	8	1	343	7	3	1	1	11	13	779	792
Apprch %	4.7	93.8	1.6			5.8	2.9	91.3			1.2	96.5	2.3			63.6	27.3	9.1					
Total %	1.9	38.8	0.6		41.3	0.8	0.4	12.1		13.2	0.5	42.5	1		44	0.9	0.4	0.1		1.4	1.6	98.4	

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	21	1	24	0	0	12	12	0	32	1	33	1	0	0	1	70
07:45 AM	3	30	0	33	0	1	8	9	1	31	0	32	0	0	0	0	74
08:00 AM	2	35	0	37	1	0	9	10	0	19	2	21	1	1	0	2	70
08:15 AM	2	33	1	36	1	0	9	10	0	25	1	26	1	0	0	1	73
Total Volume	9	119	2	130	2	1	38	41	1	107	4	112	3	1	0	4	287
% App. Total	6.9	91.5	1.5		4.9	2.4	92.7		0.9	95.5	3.6		75	25	0		
PHF	.750	.850	.500	.878	.500	.250	.792	.854	.250	.836	.500	.848	.750	.250	.000	.500	.970

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
 Site Code : 05122422
 Start Date : 5/10/2022
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City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino AM
 Site Code : 05122422
 Start Date : 5/10/2022
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Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	2	21	1	24	0	0	12	12	0	32	1	33	1	0	0	1	
+15 mins.	3	30	0	33	0	1	8	9	1	31	0	32	0	0	0	0	
+30 mins.	2	35	0	37	1	0	9	10	0	19	2	21	1	1	0	2	
+45 mins.	2	33	1	36	1	0	9	10	0	25	1	26	1	0	0	1	
Total Volume	9	119	2	130	2	1	38	41	1	107	4	112	3	1	0	4	
% App. Total	6.9	91.5	1.5		4.9	2.4	92.7		0.9	95.5	3.6		75	25	0		
PHF	.750	.850	.500	.878	.500	.250	.792	.854	.250	.836	.500	.848	.750	.250	.000	.500	

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

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

Start Time	Euclid Avenue Southbound					Chino Avenue Westbound					Euclid Avenue Northbound					Chino Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	17	171	8	4	196	13	34	11	0	58	13	184	41	18	238	12	81	10	1	103	23	595	618
04:15 PM	10	144	17	9	171	16	36	8	3	60	7	164	41	8	212	15	94	8	3	117	23	560	583
04:30 PM	19	182	15	7	216	12	30	13	2	55	3	188	46	16	237	13	110	5	3	128	28	636	664
04:45 PM	15	170	20	10	205	14	24	10	0	48	5	164	39	10	208	21	111	15	6	147	26	608	634
Total	61	667	60	30	788	55	124	42	5	221	28	700	167	52	895	61	396	38	13	495	100	2399	2499
05:00 PM	11	145	12	4	168	23	29	11	2	63	11	209	50	17	270	20	87	3	1	110	24	611	635
05:15 PM	7	166	15	7	188	23	36	10	2	69	6	201	49	24	256	18	99	14	7	131	40	644	684
05:30 PM	10	180	17	10	207	15	40	6	2	61	2	173	32	9	207	17	111	11	5	139	26	614	640
05:45 PM	9	191	9	3	209	20	29	6	2	55	4	184	31	8	219	16	82	10	4	108	17	591	608
Total	37	682	53	24	772	81	134	33	8	248	23	767	162	58	952	71	379	38	17	488	107	2460	2567
06:00 PM	7	127	12	6	146	14	19	4	3	37	7	171	26	5	204	13	57	7	4	77	18	464	482
06:15 PM	7	154	12	5	173	7	23	12	2	42	10	147	17	7	174	11	44	10	7	65	21	454	475
06:30 PM	10	129	13	6	152	5	19	5	3	29	5	126	19	6	150	16	29	5	1	50	16	381	397
06:45 PM	4	141	2	0	147	14	26	3	0	43	0	147	16	7	163	14	22	4	1	40	8	393	401
Total	28	551	39	17	618	40	87	24	8	151	22	591	78	25	691	54	152	26	13	232	63	1692	1755
Grand Total	126	1900	152	71	2178	176	345	99	21	620	73	2058	407	135	2538	186	927	102	43	1215	270	6551	6821
Apprch %	5.8	87.2	7			28.4	55.6	16			2.9	81.1	16			15.3	76.3	8.4					
Total %	1.9	29	2.3		33.2	2.7	5.3	1.5		9.5	1.1	31.4	6.2		38.7	2.8	14.2	1.6		18.5	4	96	
Passenger Vehicles	72	1568	147		1854	175	344	64		601	72	1707	386		2293	181	909	101		1234	0	0	5982
% Passenger Vehicles	57.1	82.5	96.7	94.4	82.4	99.4	99.7	64.6	85.7	93.8	98.6	82.9	94.8	94.8	85.8	97.3	98.1	99	100	98.1	0	0	87.7
Large 2 Axle Vehicles	6	47	2		56	1	0	6		7	1	59	14		80	4	17	1		22	0	0	165
% Large 2 Axle Vehicles	4.8	2.5	1.3	1.4	2.5	0.6	0	6.1	0	1.1	1.4	2.9	3.4	4.4	3	2.2	1.8	1	0	1.7	0	0	2.4
3 Axle Vehicles	9	52	0		61	0	1	8		10	0	61	5		66	0	0	0		0	0	0	137
% 3 Axle Vehicles	7.1	2.7	0	0	2.7	0	0.3	8.1	4.8	1.6	0	3	1.2	0	2.5	0	0	0	0	0	0	0	2
4+ Axle Trucks	39	233	3		278	0	0	21		23	0	231	2		234	1	1	0		2	0	0	537
% 4+ Axle Trucks	31	12.3	2	4.2	12.4	0	0	21.2	9.5	3.6	0	11.2	0.5	0.7	8.8	0.5	0.1	0	0	0.2	0	0	7.9

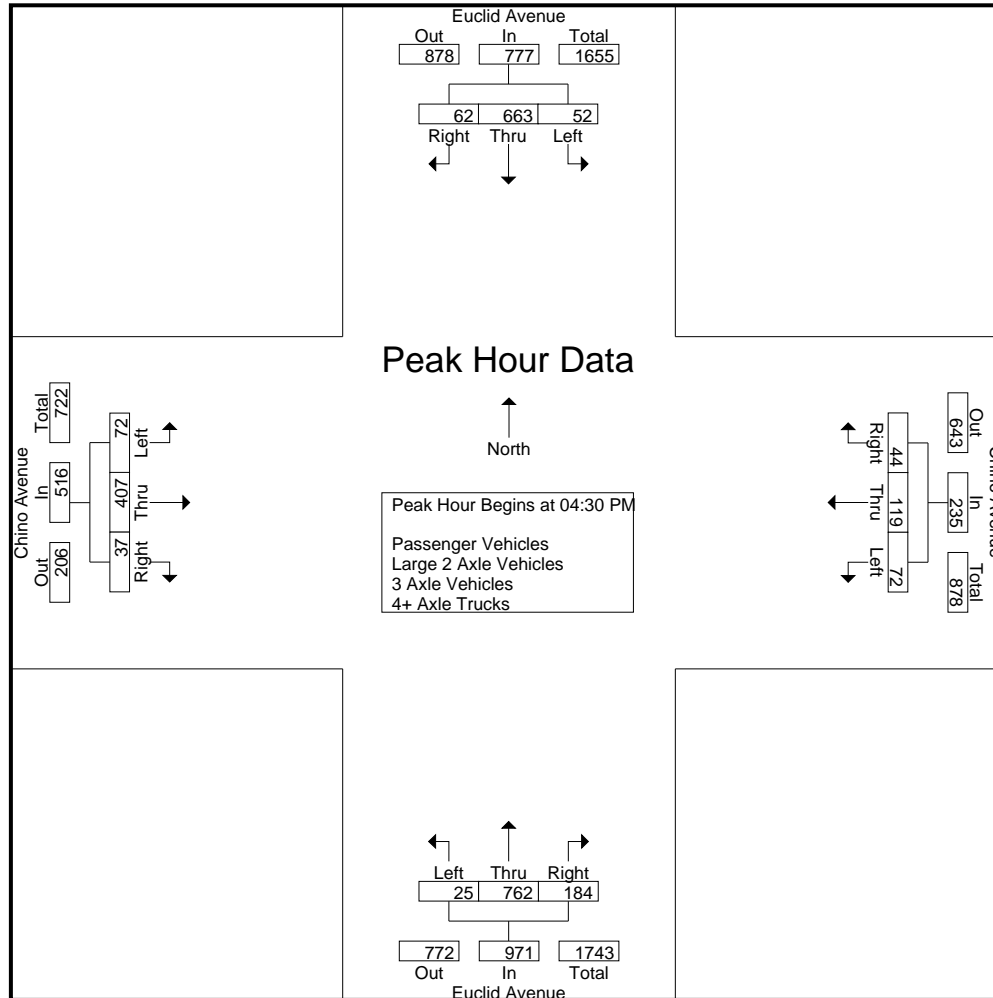
City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
 Site Code : 05122422
 Start Date : 5/10/2022
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Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	19	182	15	216	12	30	13	55	3	188	46	237	13	110	5	128	636
04:45 PM	15	170	20	205	14	24	10	48	5	164	39	208	21	111	15	147	608
05:00 PM	11	145	12	168	23	29	11	63	11	209	50	270	20	87	3	110	611
05:15 PM	7	166	15	188	23	36	10	69	6	201	49	256	18	99	14	131	644
Total Volume	52	663	62	777	72	119	44	235	25	762	184	971	72	407	37	516	2499
% App. Total	6.7	85.3	8		30.6	50.6	18.7		2.6	78.5	18.9		14	78.9	7.2		
PHF	.684	.911	.775	.899	.783	.826	.846	.851	.568	.911	.920	.899	.857	.917	.617	.878	.970

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
 Site Code : 05122422
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City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 4

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				05:00 PM				04:30 PM				04:45 PM				
+0 mins.	17	171	8	196	23	29	11	63	3	188	46	237	21	111	15	147	
+15 mins.	10	144	17	171	23	36	10	69	5	164	39	208	20	87	3	110	
+30 mins.	19	182	15	216	15	40	6	61	11	209	50	270	18	99	14	131	
+45 mins.	15	170	20	205	20	29	6	55	6	201	49	256	17	111	11	139	
Total Volume	61	667	60	788	81	134	33	248	25	762	184	971	76	408	43	527	
% App. Total	7.7	84.6	7.6		32.7	54	13.3		2.6	78.5	18.9		14.4	77.4	8.2		
PHF	.803	.916	.750	.912	.880	.838	.750	.899	.568	.911	.920	.899	.905	.919	.717	.896	

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
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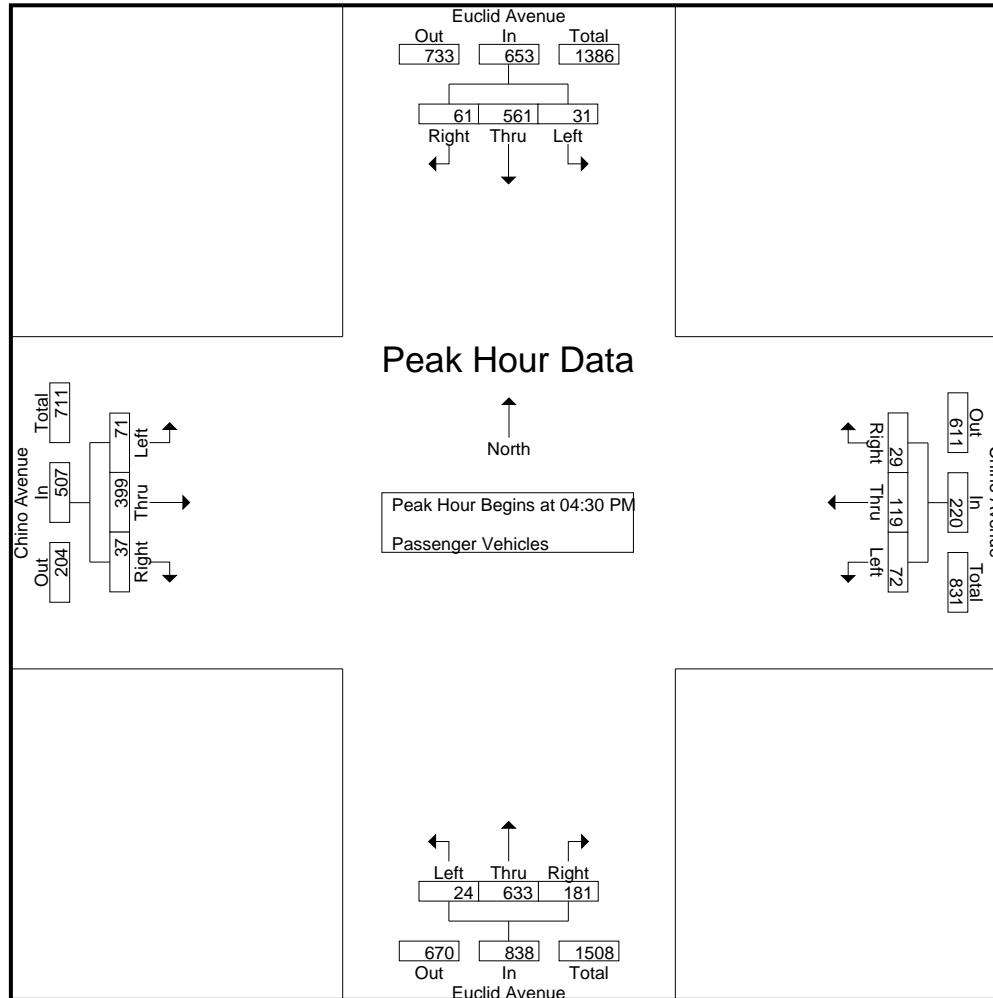
Groups Printed- Passenger Vehicles

Start Time	Euclid Avenue Southbound					Chino Avenue Westbound					Euclid Avenue Northbound					Chino Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	11	138	6	3	155	13	34	5	0	52	13	156	39	16	208	11	81	9	1	101	20	516	536
04:15 PM	3	120	16	8	139	16	36	6	3	58	7	133	38	8	178	14	92	8	3	114	22	489	511
04:30 PM	13	151	14	6	178	12	30	9	2	51	3	157	44	14	204	13	106	5	3	124	25	557	582
04:45 PM	5	141	20	10	166	14	24	4	0	42	5	134	39	10	178	21	108	15	6	144	26	530	556
Total	32	550	56	27	638	55	124	24	5	203	28	580	160	48	768	59	387	37	13	483	93	2092	2185
05:00 PM	7	124	12	4	143	23	29	8	2	60	10	182	50	17	242	20	87	3	1	110	24	555	579
05:15 PM	6	145	15	7	166	23	36	8	2	67	6	160	48	24	214	17	98	14	7	129	40	576	616
05:30 PM	6	151	17	10	174	15	39	5	2	59	2	143	29	8	174	17	108	11	5	136	25	543	568
05:45 PM	8	168	9	3	185	20	29	5	2	54	4	156	30	8	190	16	80	10	4	106	17	535	552
Total	27	588	53	24	668	81	133	26	8	240	22	641	157	57	820	70	373	38	17	481	106	2209	2315
06:00 PM	5	109	12	6	126	13	19	3	3	35	7	143	25	5	175	13	57	7	4	77	18	413	431
06:15 PM	3	115	11	4	129	7	23	6	0	36	10	126	16	7	152	9	43	10	7	62	18	379	397
06:30 PM	3	95	13	6	111	5	19	3	2	27	5	102	18	6	125	16	27	5	1	48	15	311	326
06:45 PM	2	111	2	0	115	14	26	2	0	42	0	115	10	5	125	14	22	4	1	40	6	322	328
Total	13	430	38	16	481	39	87	14	5	140	22	486	69	23	577	52	149	26	13	227	57	1425	1482
Grand Total	72	1568	147	67	1787	175	344	64	18	583	72	1707	386	128	2165	181	909	101	43	1191	256	5726	5982
Apprch %	4	87.7	8.2			30	59	11			3.3	78.8	17.8			15.2	76.3	8.5					
Total %	1.3	27.4	2.6		31.2	3.1	6	1.1		10.2	1.3	29.8	6.7		37.8	3.2	15.9	1.8		20.8	4.3	95.7	

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	13	151	14	178	12	30	9	51	3	157	44	204	13	106	5	124	557
04:45 PM	5	141	20	166	14	24	4	42	5	134	39	178	21	108	15	144	530
05:00 PM	7	124	12	143	23	29	8	60	10	182	50	242	20	87	3	110	555
05:15 PM	6	145	15	166	23	36	8	67	6	160	48	214	17	98	14	129	576
Total Volume	31	561	61	653	72	119	29	220	24	633	181	838	71	399	37	507	2218
% App. Total	4.7	85.9	9.3		32.7	54.1	13.2		2.9	75.5	21.6		14	78.7	7.3		
PHF	.596	.929	.763	.917	.783	.826	.806	.821	.600	.870	.905	.866	.845	.924	.617	.880	.963

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
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City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
 Site Code : 05122422
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Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	13	151	14	178	12	30	9	51	3	157	44	204	13	106	5	124	
+15 mins.	5	141	20	166	14	24	4	42	5	134	39	178	21	108	15	144	
+30 mins.	7	124	12	143	23	29	8	60	10	182	50	242	20	87	3	110	
+45 mins.	6	145	15	166	23	36	8	67	6	160	48	214	17	98	14	129	
Total Volume	31	561	61	653	72	119	29	220	24	633	181	838	71	399	37	507	
% App. Total	4.7	85.9	9.3		32.7	54.1	13.2		2.9	75.5	21.6		14	78.7	7.3		
PHF	.596	.929	.763	.917	.783	.826	.806	.821	.600	.870	.905	.866	.845	.924	.617	.880	

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
 Site Code : 05122422
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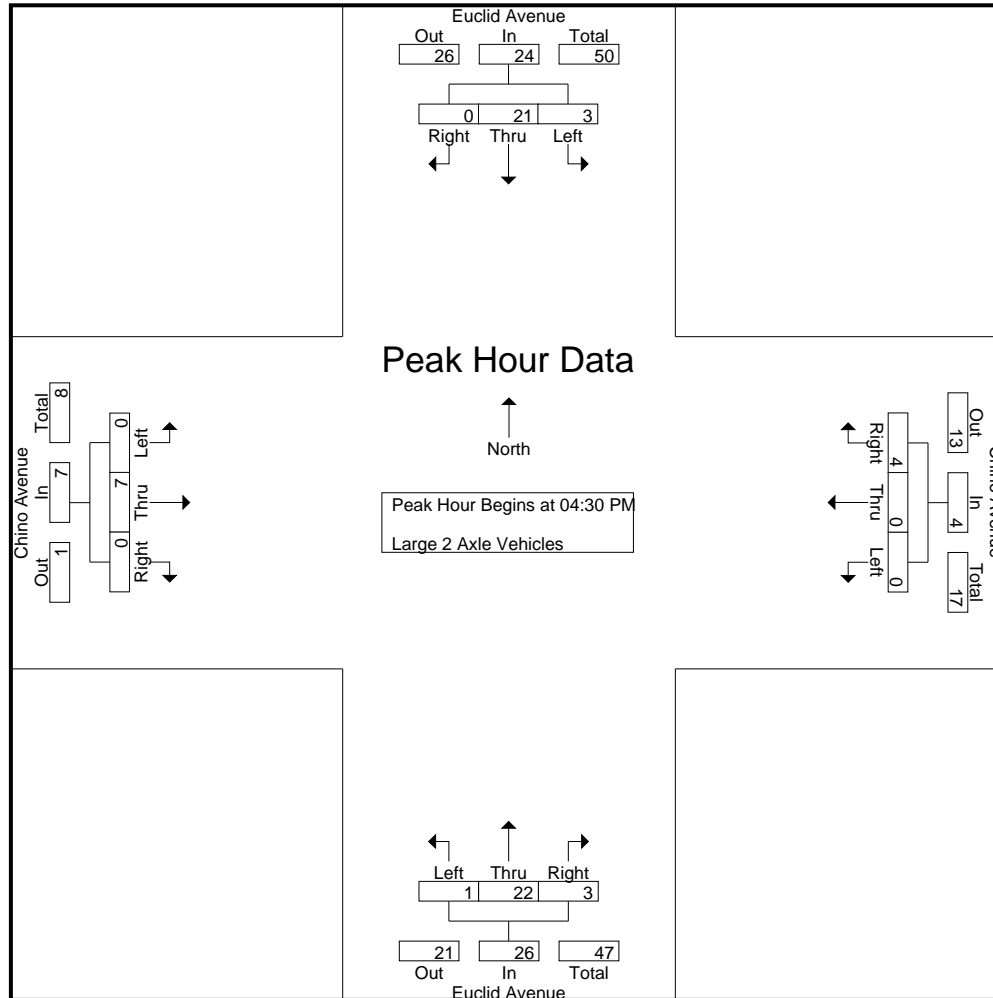
Groups Printed- Large 2 Axle Vehicles

Start Time	Euclid Avenue Southbound					Chino Avenue Westbound					Euclid Avenue Northbound					Chino Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	5	1	0	6	0	0	1	0	1	0	5	2	2	7	1	0	1	0	2	2	2	16	18
04:15 PM	2	4	0	0	6	0	0	0	0	0	0	8	2	0	10	1	2	0	0	3	0	19	19	19
04:30 PM	1	7	0	0	8	0	0	0	0	0	0	7	2	2	9	0	3	0	0	3	2	20	22	22
04:45 PM	2	4	0	0	6	0	0	2	0	2	0	6	0	0	6	0	3	0	0	3	0	17	17	17
Total	5	20	1	0	26	0	0	3	0	3	0	26	6	4	32	2	8	1	0	11	4	72	76	76
05:00 PM	0	6	0	0	6	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	10	10	10
05:15 PM	0	4	0	0	4	0	0	1	0	1	0	7	1	0	8	0	1	0	0	1	0	14	14	14
05:30 PM	0	2	0	0	2	0	0	1	0	1	0	3	2	1	5	0	3	0	0	3	1	11	12	12
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	8	1	0	9	0	2	0	0	2	0	16	16	16
Total	0	17	0	0	17	0	0	3	0	3	1	20	4	1	25	0	6	0	0	6	1	51	52	52
06:00 PM	1	1	0	0	2	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	7	7	7
06:15 PM	0	7	1	1	8	0	0	0	0	0	0	5	0	0	5	2	1	0	0	3	1	16	17	17
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	0	5	5	5
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	3	1	6	0	0	0	0	0	1	7	8	8
Total	1	10	1	1	12	1	0	0	0	1	0	13	4	1	17	2	3	0	0	5	2	35	37	37
Grand Total	6	47	2	1	55	1	0	6	0	7	1	59	14	6	74	4	17	1	0	22	7	158	165	165
Apprch %	10.9	85.5	3.6			14.3	0	85.7			1.4	79.7	18.9			18.2	77.3	4.5						
Total %	3.8	29.7	1.3		34.8	0.6	0	3.8		4.4	0.6	37.3	8.9		46.8	2.5	10.8	0.6		13.9	4.2	95.8		

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	7	0	8	0	0	0	0	0	7	2	9	0	3	0	3	20
04:45 PM	2	4	0	6	0	0	2	2	0	6	0	6	0	3	0	3	17
05:00 PM	0	6	0	6	0	0	1	1	1	2	0	3	0	0	0	0	10
05:15 PM	0	4	0	4	0	0	1	1	0	7	1	8	0	1	0	1	14
Total Volume	3	21	0	24	0	0	4	4	1	22	3	26	0	7	0	7	61
% App. Total	12.5	87.5	0		0	0	100		3.8	84.6	11.5		0	100	0		
PHF	.375	.750	.000	.750	.000	.000	.500	.500	.250	.786	.375	.722	.000	.583	.000	.583	.763

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
 Site Code : 05122422
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City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	1	7	0	8	0	0	0	0	0	7	2	9	0	3	0	3	
+15 mins.	2	4	0	6	0	0	2	2	0	6	0	6	0	3	0	3	
+30 mins.	0	6	0	6	0	0	1	1	1	2	0	3	0	0	0	0	
+45 mins.	0	4	0	4	0	0	1	1	0	7	1	8	0	1	0	1	
Total Volume	3	21	0	24	0	0	4	4	1	22	3	26	0	7	0	7	
% App. Total	12.5	87.5	0		0	0	100		3.8	84.6	11.5		0	100	0		
PHF	.375	.750	.000	.750	.000	.000	.500	.500	.250	.786	.375	.722	.000	.583	.000	.583	

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
 Site Code : 05122422
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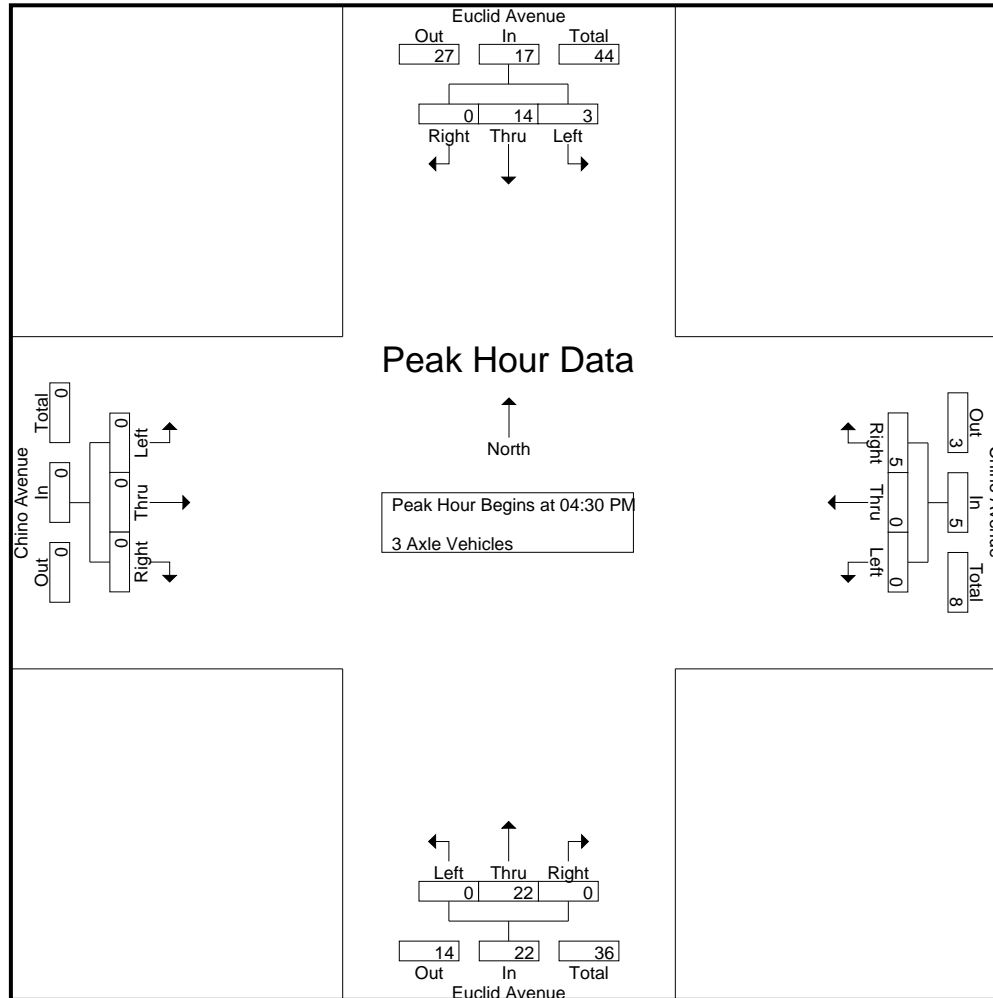
Groups Printed- 3 Axle Vehicles

Start Time	Euclid Avenue Southbound					Chino Avenue Westbound					Euclid Avenue Northbound					Chino Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
04:00 PM	1	7	0	0	8	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	14	14
04:15 PM	2	5	0	0	7	0	0	1	0	1	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	0	18	18
04:30 PM	1	3	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	12	12
04:45 PM	2	4	0	0	6	0	0	4	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	16	16
Total	6	19	0	0	25	0	0	6	0	6	0	28	1	0	29	0	0	0	0	0	0	0	0	0	0	0	60	60
05:00 PM	0	4	0	0	4	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	10	10
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	6
05:30 PM	1	4	0	0	5	0	1	0	0	1	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	12	12
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	1	14	0	0	15	0	1	1	0	2	0	16	1	0	17	0	0	0	0	0	0	0	0	0	0	0	34	34
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	7	7
06:15 PM	0	8	0	0	8	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	15	15
06:30 PM	1	4	0	0	5	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7	8
06:45 PM	1	3	0	0	4	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	0	0	0	0	0	0	13	13
Total	2	19	0	0	21	0	0	1	1	1	0	17	3	0	20	0	0	0	0	0	0	0	0	0	0	1	42	43
Grand Total	9	52	0	0	61	0	1	8	1	9	0	61	5	0	66	0	0	0	0	0	0	0	0	0	0	1	136	137
Apprch %	14.8	85.2	0			0	11.1	88.9			0	92.4	7.6			0	0	0										
Total %	6.6	38.2	0		44.9	0	0.7	5.9		6.6	0	44.9	3.7		48.5	0	0	0			0	0	0			0.7	99.3	

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	3	0	4	0	0	0	0	0	8	0	8	0	0	0	0	12
04:45 PM	2	4	0	6	0	0	4	4	0	6	0	6	0	0	0	0	16
05:00 PM	0	4	0	4	0	0	1	1	0	5	0	5	0	0	0	0	10
05:15 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
Total Volume	3	14	0	17	0	0	5	5	0	22	0	22	0	0	0	0	44
% App. Total	17.6	82.4	0		0	0	100		0	100	0		0	0	0		
PHF	.375	.875	.000	.708	.000	.000	.313	.313	.000	.688	.000	.688	.000	.000	.000	.000	.688

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2



City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	1	3	0	4	0	0	0	0	0	8	0	8	0	0	0	0	
+15 mins.	2	4	0	6	0	0	4	4	0	6	0	6	0	0	0	0	
+30 mins.	0	4	0	4	0	0	1	1	0	5	0	5	0	0	0	0	
+45 mins.	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	
Total Volume	3	14	0	17	0	0	5	5	0	22	0	22	0	0	0	0	
% App. Total	17.6	82.4	0		0	0	100		0	100	0		0	0	0		
PHF	.375	.875	.000	.708	.000	.000	.313	.313	.000	.688	.000	.688	.000	.000	.000	.000	

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

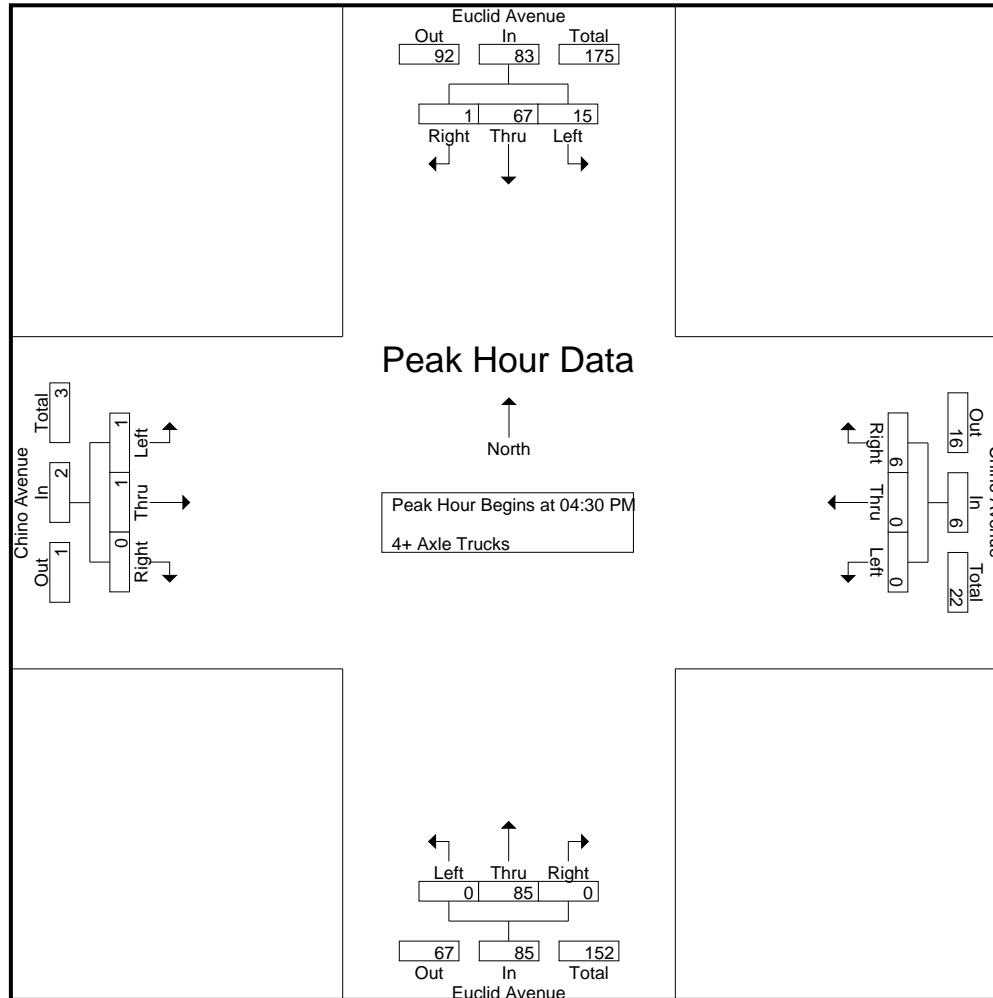
Groups Printed- 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					Chino Avenue Westbound					Euclid Avenue Northbound					Chino Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	5	21	1	1	27	0	0	4	0	4	0	18	0	0	18	0	0	0	0	0	1	49	50
04:15 PM	3	15	1	1	19	0	0	1	0	1	0	14	0	0	14	0	0	0	0	0	1	34	35
04:30 PM	4	21	1	1	26	0	0	4	0	4	0	16	0	0	16	0	1	0	0	1	1	47	48
04:45 PM	6	21	0	0	27	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	45	45
Total	18	78	3	3	99	0	0	9	0	9	0	66	0	0	66	0	1	0	0	1	3	175	178
05:00 PM	4	11	0	0	15	0	0	1	0	1	0	20	0	0	20	0	0	0	0	0	0	36	36
05:15 PM	1	14	0	0	15	0	0	1	0	1	0	31	0	0	31	1	0	0	0	1	0	48	48
05:30 PM	3	23	0	0	26	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	48	48
05:45 PM	1	15	0	0	16	0	0	1	0	1	0	17	0	0	17	0	0	0	0	0	0	34	34
Total	9	63	0	0	72	0	0	3	0	3	0	90	0	0	90	1	0	0	0	1	0	166	166
06:00 PM	1	13	0	0	14	0	0	1	0	1	0	21	1	0	22	0	0	0	0	0	0	37	37
06:15 PM	4	24	0	0	28	0	0	6	2	6	0	10	0	0	10	0	0	0	0	0	2	44	46
06:30 PM	6	29	0	0	35	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	0	58	58
06:45 PM	1	26	0	0	27	0	0	1	0	1	0	22	1	1	23	0	0	0	0	0	1	51	52
Total	12	92	0	0	104	0	0	9	2	9	0	75	2	1	77	0	0	0	0	0	3	190	193
Grand Total	39	233	3	3	275	0	0	21	2	21	0	231	2	1	233	1	1	0	0	2	6	531	537
Apprch %	14.2	84.7	1.1			0	0	100			0	99.1	0.9			50	50	0					
Total %	7.3	43.9	0.6		51.8	0	0	4		4	0	43.5	0.4		43.9	0.2	0.2	0		0.4	1.1	98.9	

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	21	1	26	0	0	4	4	0	16	0	16	0	1	0	1	47
04:45 PM	6	21	0	27	0	0	0	0	0	18	0	18	0	0	0	0	45
05:00 PM	4	11	0	15	0	0	1	1	0	20	0	20	0	0	0	0	36
05:15 PM	1	14	0	15	0	0	1	1	0	31	0	31	1	0	0	1	48
Total Volume	15	67	1	83	0	0	6	6	0	85	0	85	1	1	0	2	176
% App. Total	18.1	80.7	1.2		0	0	100		0	100	0		50	50	0		
PHF	.625	.798	.250	.769	.000	.000	.375	.375	.000	.685	.000	.685	.250	.250	.000	.500	.917

City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2



City of Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue
 Weather: Clear

File Name : 14_CHN_Eu_Chino PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Chino Avenue Westbound				Euclid Avenue Northbound				Chino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	4	21	1	26	0	0	4	4	0	16	0	16	0	1	0	1	
+15 mins.	6	21	0	27	0	0	0	0	0	18	0	18	0	0	0	0	
+30 mins.	4	11	0	15	0	0	1	1	0	20	0	20	0	0	0	0	
+45 mins.	1	14	0	15	0	0	1	1	0	31	0	31	1	0	0	1	
Total Volume	15	67	1	83	0	0	6	6	0	85	0	85	1	1	0	2	
% App. Total	18.1	80.7	1.2		0	0	100		0	100	0		50	50	0		
PHF	.625	.798	.250	.769	.000	.000	.375	.375	.000	.685	.000	.685	.250	.250	.000	.500	

Location: Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue



Date: 5/10/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Euclid Avenue Pedestrians	East Leg Chino Avenue Pedestrians	South Leg Euclid Avenue Pedestrians	West Leg Chino Avenue Pedestrians	
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	1	3

	North Leg Euclid Avenue Pedestrians	East Leg Chino Avenue Pedestrians	South Leg Euclid Avenue Pedestrians	West Leg Chino Avenue Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	2	3	5
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	3	4	7

Location: Chino
 N/S: Euclid Avenue
 E/W: Chino Avenue



Date: 5/10/2022
 Day: Tuesday

BICYCLES

	Southbound Euclid Avenue			Westbound Chino Avenue			Northbound Euclid Avenue			Eastbound Chino Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	2	0	0	0	0	0	0	1	6

	Southbound Euclid Avenue			Westbound Chino Avenue			Northbound Euclid Avenue			Eastbound Chino Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1	0	0	2	0	0	0	0	4

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

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

Start Time	Euclid Avenue Southbound					Schaefer Avenue Westbound					Euclid Avenue Northbound					Schaefer Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	7	163	12	2	182	8	9	8	0	25	7	78	5	0	90	12	9	5	1	26	3	323	326
06:15 AM	6	251	15	4	272	6	8	19	5	33	0	80	3	1	83	20	7	13	7	40	17	428	445
06:30 AM	5	232	22	9	259	11	17	13	7	41	5	85	3	1	93	16	10	14	9	40	26	433	459
06:45 AM	6	210	43	20	259	16	29	13	5	58	10	105	3	2	118	21	9	15	6	45	33	480	513
Total	24	856	92	35	972	41	63	53	17	157	22	348	14	4	384	69	35	47	23	151	79	1664	1743
07:00 AM	8	154	30	8	192	3	9	5	1	17	6	116	11	0	133	28	10	12	6	50	15	392	407
07:15 AM	5	153	25	10	183	0	2	2	2	4	12	140	3	0	155	36	14	8	7	58	19	400	419
07:30 AM	7	187	26	10	220	0	1	0	0	1	9	140	4	0	153	34	13	14	9	61	19	435	454
07:45 AM	6	174	30	9	210	1	2	0	0	3	15	147	4	0	166	35	7	15	8	57	17	436	453
Total	26	668	111	37	805	4	14	7	3	25	42	543	22	0	607	133	44	49	30	226	70	1663	1733
08:00 AM	10	208	31	7	249	1	0	3	2	4	17	128	9	0	154	28	15	20	9	63	18	470	488
08:15 AM	8	180	38	10	226	0	0	2	1	2	18	130	5	0	153	45	16	20	10	81	21	462	483
08:30 AM	6	190	21	8	217	2	2	1	1	5	16	111	3	1	130	33	16	19	13	68	23	420	443
08:45 AM	10	175	18	4	203	0	1	0	0	1	16	143	5	1	164	25	11	9	5	45	10	413	423
Total	34	753	108	29	895	3	3	6	4	12	67	512	22	2	601	131	58	68	37	257	72	1765	1837
Grand Total	84	2277	311	101	2672	48	80	66	24	194	131	1403	58	6	1592	333	137	164	90	634	221	5092	5313
Apprch %	3.1	85.2	11.6			24.7	41.2	34			8.2	88.1	3.6			52.5	21.6	25.9					
Total %	1.6	44.7	6.1		52.5	0.9	1.6	1.3		3.8	2.6	27.6	1.1		31.3	6.5	2.7	3.2		12.5	4.2	95.8	
Passenger Vehicles	48	1793	301		2239	20	74	11		111	126	948	31		1110	304	135	154		678	0	0	4138
% Passenger Vehicles	57.1	78.7	96.8	96	80.7	41.7	92.5	16.7	25	50.9	96.2	67.6	53.4	83.3	69.5	91.3	98.5	93.9	94.4	93.6	0	0	77.9
Large 2 Axle Vehicles	6	113	9		132	12	5	5		23	4	101	12		117	22	2	6		33	0	0	305
% Large 2 Axle Vehicles	7.1	5	2.9	4	4.8	25	6.2	7.6	4.2	10.6	3.1	7.2	20.7	0	7.3	6.6	1.5	3.7	3.3	4.6	0	0	5.7
3 Axle Vehicles	6	77	0		83	6	0	10		22	0	79	9		88	4	0	2		8	0	0	201
% 3 Axle Vehicles	7.1	3.4	0	0	3	12.5	0	15.2	25	10.1	0	5.6	15.5	0	5.5	1.2	0	1.2	2.2	1.1	0	0	3.8
4+ Axle Trucks	24	294	1		319	10	1	40		62	1	275	6		283	3	0	2		5	0	0	669
% 4+ Axle Trucks	28.6	12.9	0.3	0	11.5	20.8	1.2	60.6	45.8	28.4	0.8	19.6	10.3	16.7	17.7	0.9	0	1.2	0	0.7	0	0	12.6

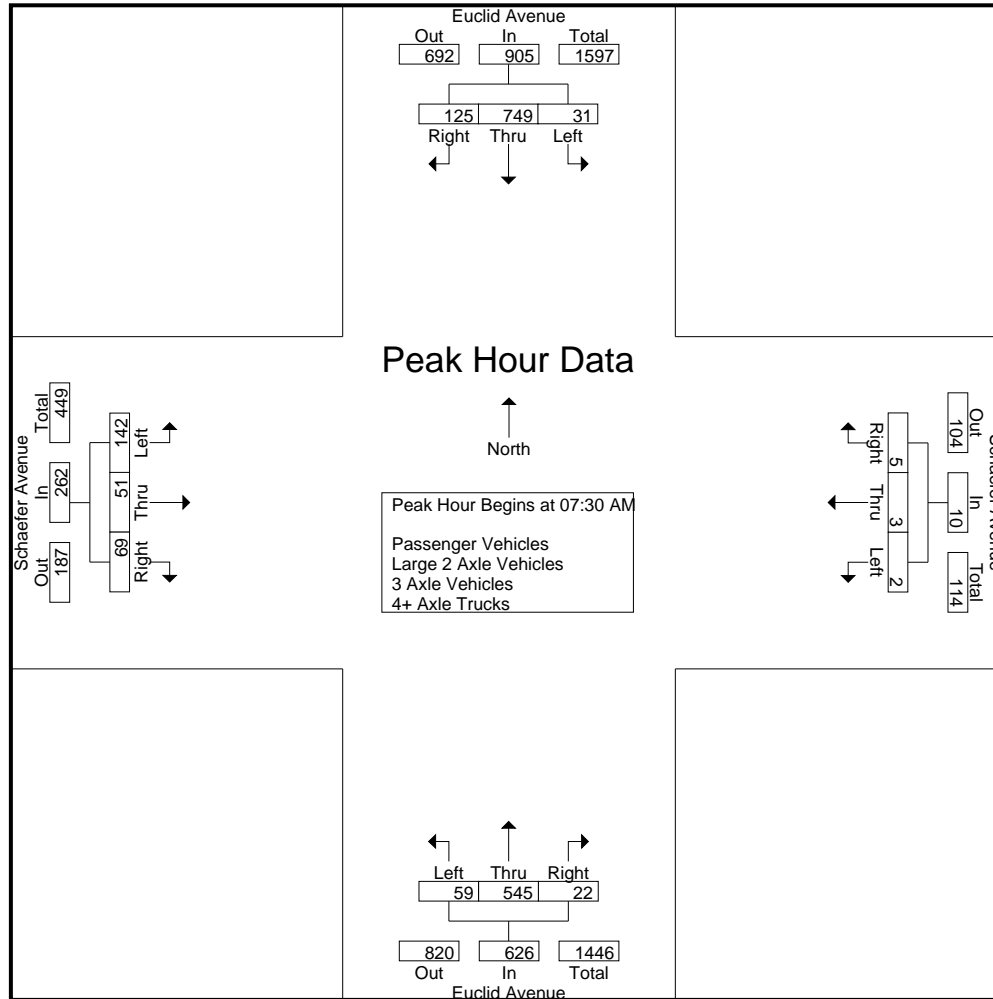
City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	187	26	220	0	1	0	1	9	140	4	153	34	13	14	61	435
07:45 AM	6	174	30	210	1	2	0	3	15	147	4	166	35	7	15	57	436
08:00 AM	10	208	31	249	1	0	3	4	17	128	9	154	28	15	20	63	470
08:15 AM	8	180	38	226	0	0	2	2	18	130	5	153	45	16	20	81	462
Total Volume	31	749	125	905	2	3	5	10	59	545	22	626	142	51	69	262	1803
% App. Total	3.4	82.8	13.8		20	30	50		9.4	87.1	3.5		54.2	19.5	26.3		
PHF	.775	.900	.822	.909	.500	.375	.417	.625	.819	.927	.611	.943	.789	.797	.863	.809	.959

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3



City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 4

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	06:15 AM				06:00 AM				07:15 AM				07:45 AM				
+0 mins.	6	251	15	272	8	9	8	25	12	140	3	155	35	7	15	57	
+15 mins.	5	232	22	259	6	8	19	33	9	140	4	153	28	15	20	63	
+30 mins.	6	210	43	259	11	17	13	41	15	147	4	166	45	16	20	81	
+45 mins.	8	154	30	192	16	29	13	58	17	128	9	154	33	16	19	68	
Total Volume	25	847	110	982	41	63	53	157	53	555	20	628	141	54	74	269	
% App. Total	2.5	86.3	11.2		26.1	40.1	33.8		8.4	88.4	3.2		52.4	20.1	27.5		
PHF	.781	.844	.640	.903	.641	.543	.697	.677	.779	.944	.556	.946	.783	.844	.925	.830	

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

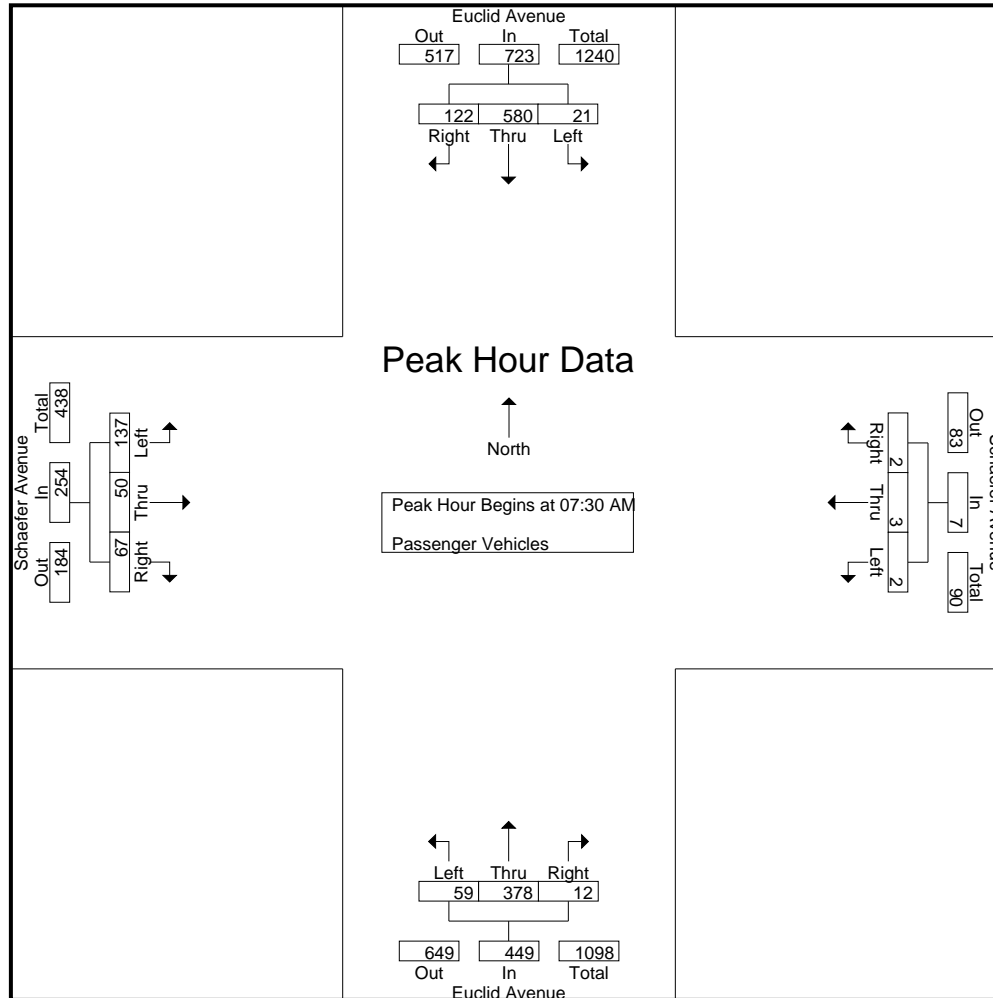
Groups Printed- Passenger Vehicles

Start Time	Euclid Avenue Southbound					Schaefer Avenue Westbound					Euclid Avenue Northbound					Schaefer Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	5	136	12	2	153	3	8	0	0	11	7	56	3	0	66	10	9	5	1	24	3	254	257
06:15 AM	1	207	15	4	223	2	8	4	0	14	0	48	0	0	48	15	7	12	7	34	11	319	330
06:30 AM	2	200	21	9	223	5	15	3	3	23	4	54	2	1	60	13	10	14	9	37	22	343	365
06:45 AM	4	164	41	18	209	4	29	1	1	34	9	69	2	2	80	19	9	12	5	40	26	363	389
Total	12	707	89	33	808	14	60	8	4	82	20	227	7	3	254	57	35	43	22	135	62	1279	1341
07:00 AM	7	117	29	8	153	2	8	0	0	10	6	75	5	0	86	25	10	11	5	46	13	295	308
07:15 AM	1	113	24	10	138	0	1	0	0	1	12	95	1	0	108	33	13	7	6	53	16	300	316
07:30 AM	5	149	26	10	180	0	1	0	0	1	9	94	2	0	105	34	12	14	9	60	19	346	365
07:45 AM	6	134	29	8	169	1	2	0	0	3	15	109	3	0	127	33	7	15	8	55	16	354	370
Total	19	513	108	36	640	3	12	0	0	15	42	373	11	0	426	125	42	47	28	214	64	1295	1359
08:00 AM	5	158	29	6	192	1	0	1	1	2	17	92	4	0	113	26	15	19	8	60	15	367	382
08:15 AM	5	139	38	10	182	0	0	1	0	1	18	83	3	0	104	44	16	19	10	79	20	366	386
08:30 AM	2	147	19	8	168	2	2	1	1	5	15	76	2	1	93	30	16	18	12	64	22	330	352
08:45 AM	5	129	18	4	152	0	0	0	0	0	14	97	4	1	115	22	11	8	5	41	10	308	318
Total	17	573	104	28	694	3	2	3	2	8	64	348	13	2	425	122	58	64	35	244	67	1371	1438
Grand Total	48	1793	301	97	2142	20	74	11	6	105	126	948	31	5	1105	304	135	154	85	593	193	3945	4138
Apprch %	2.2	83.7	14.1			19	70.5	10.5			11.4	85.8	2.8			51.3	22.8	26					
Total %	1.2	45.4	7.6		54.3	0.5	1.9	0.3		2.7	3.2	24	0.8		28	7.7	3.4	3.9		15	4.7	95.3	

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	149	26	180	0	1	0	1	9	94	2	105	34	12	14	60	346
07:45 AM	6	134	29	169	1	2	0	3	15	109	3	127	33	7	15	55	354
08:00 AM	5	158	29	192	1	0	1	2	17	92	4	113	26	15	19	60	367
08:15 AM	5	139	38	182	0	0	1	1	18	83	3	104	44	16	19	79	366
Total Volume	21	580	122	723	2	3	2	7	59	378	12	449	137	50	67	254	1433
% App. Total	2.9	80.2	16.9		28.6	42.9	28.6		13.1	84.2	2.7		53.9	19.7	26.4		
PHF	.875	.918	.803	.941	.500	.375	.500	.583	.819	.867	.750	.884	.778	.781	.882	.804	.976

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2



City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	5	149	26	180	0	1	0	1	9	94	2	105	34	12	14	60	
+15 mins.	6	134	29	169	1	2	0	3	15	109	3	127	33	7	15	55	
+30 mins.	5	158	29	192	1	0	1	2	17	92	4	113	26	15	19	60	
+45 mins.	5	139	38	182	0	0	1	1	18	83	3	104	44	16	19	79	
Total Volume	21	580	122	723	2	3	2	7	59	378	12	449	137	50	67	254	
% App. Total	2.9	80.2	16.9		28.6	42.9	28.6		13.1	84.2	2.7		53.9	19.7	26.4		
PHF	.875	.918	.803	.941	.500	.375	.500	.583	.819	.867	.750	.884	.778	.781	.882	.804	

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

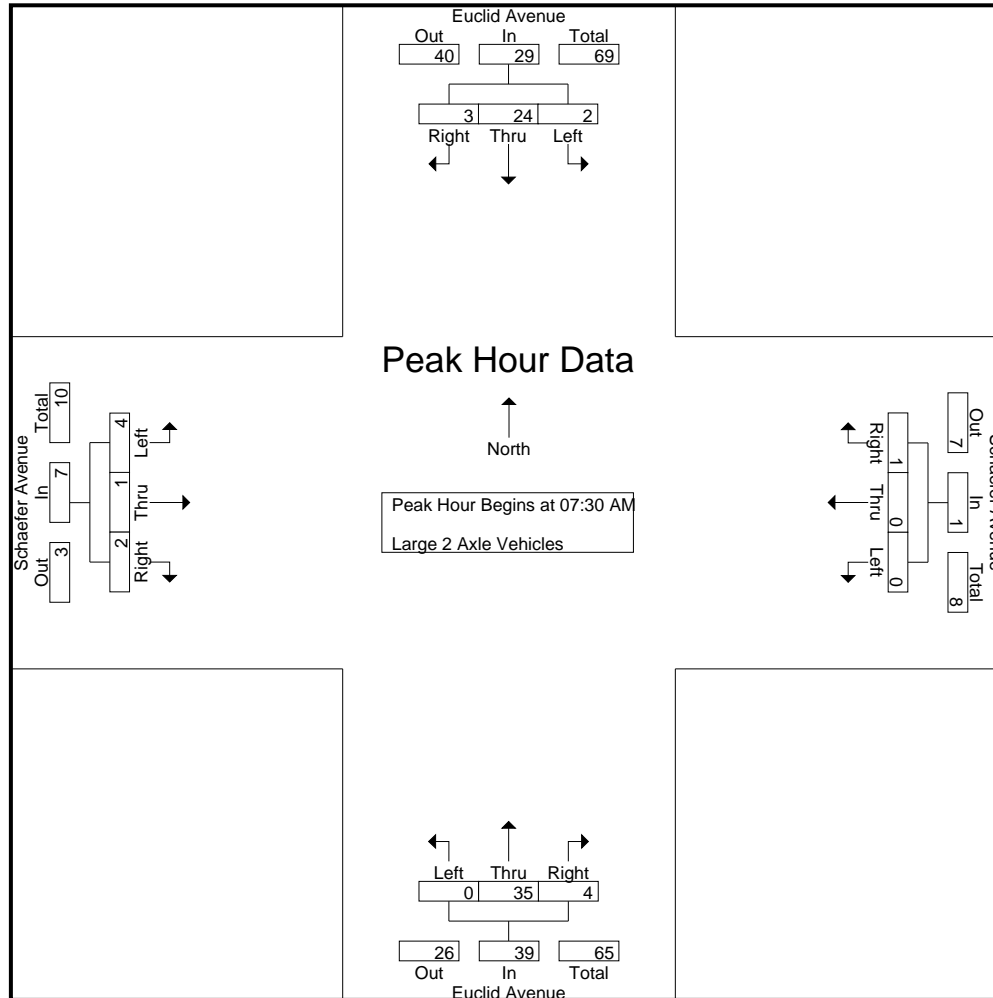
Groups Printed- Large 2 Axle Vehicles

Start Time	Euclid Avenue Southbound					Schaefer Avenue Westbound					Euclid Avenue Northbound					Schaefer Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
06:00 AM	0	4	0	0	4	2	1	0	0	3	0	7	1	0	8	1	0	0	0	1	0	0	16	16
06:15 AM	2	9	0	0	11	2	0	2	0	4	0	8	1	0	9	4	0	1	0	5	0	29	29	29
06:30 AM	0	15	1	0	16	6	2	1	0	9	1	8	1	0	10	3	0	0	0	3	0	38	38	38
06:45 AM	1	13	2	2	16	2	0	0	0	2	1	6	0	0	7	2	0	1	0	3	2	28	30	30
Total	3	41	3	2	47	12	3	3	0	18	2	29	3	0	34	10	0	2	0	12	2	111	113	113
07:00 AM	0	7	0	0	7	0	0	0	0	0	0	17	4	0	21	2	0	0	0	2	0	30	30	30
07:15 AM	0	13	1	0	14	0	1	1	1	2	0	5	0	0	5	2	1	1	1	4	2	25	27	27
07:30 AM	1	7	0	0	8	0	0	0	0	0	0	12	1	0	13	0	1	0	0	1	0	22	22	22
07:45 AM	0	7	1	1	8	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	1	13	14	14
Total	1	34	2	1	37	0	1	1	1	2	0	38	5	0	43	5	2	1	1	8	3	90	93	93
08:00 AM	1	6	2	1	9	0	0	1	0	1	0	8	3	0	11	2	0	1	1	3	2	24	26	26
08:15 AM	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	1	0	1	0	2	0	17	17	17
08:30 AM	1	12	2	0	15	0	0	0	0	0	0	7	1	0	8	2	0	1	1	3	1	26	27	27
08:45 AM	0	16	0	0	16	0	1	0	0	1	2	8	0	0	10	2	0	0	0	2	0	29	29	29
Total	2	38	4	1	44	0	1	1	0	2	2	34	4	0	40	7	0	3	2	10	3	96	99	99
Grand Total	6	113	9	4	128	12	5	5	1	22	4	101	12	0	117	22	2	6	3	30	8	297	305	305
Apprch %	4.7	88.3	7			54.5	22.7	22.7			3.4	86.3	10.3			73.3	6.7	20						
Total %	2	38	3		43.1	4	1.7	1.7		7.4	1.3	34	4		39.4	7.4	0.7	2		10.1	2.6	97.4		

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	7	0	8	0	0	0	0	0	12	1	13	0	1	0	1	22
07:45 AM	0	7	1	8	0	0	0	0	0	4	0	4	1	0	0	1	13
08:00 AM	1	6	2	9	0	0	1	1	0	8	3	11	2	0	1	3	24
08:15 AM	0	4	0	4	0	0	0	0	0	11	0	11	1	0	1	2	17
Total Volume	2	24	3	29	0	0	1	1	0	35	4	39	4	1	2	7	76
% App. Total	6.9	82.8	10.3		0	0	100		0	89.7	10.3		57.1	14.3	28.6		
PHF	.500	.857	.375	.806	.000	.000	.250	.250	.000	.729	.333	.750	.500	.250	.500	.583	.792

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2



City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	1	7	0	8	0	0	0	0	0	12	1	13	0	1	0	1	
+15 mins.	0	7	1	8	0	0	0	0	0	4	0	4	1	0	0	1	
+30 mins.	1	6	2	9	0	0	1	1	0	8	3	11	2	0	1	3	
+45 mins.	0	4	0	4	0	0	0	0	0	11	0	11	1	0	1	2	
Total Volume	2	24	3	29	0	0	1	1	0	35	4	39	4	1	2	7	
% App. Total	6.9	82.8	10.3		0	0	100		0	89.7	10.3		57.1	14.3	28.6		
PHF	.500	.857	.375	.806	.000	.000	.250	.250	.000	.729	.333	.750	.500	.250	.500	.583	

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

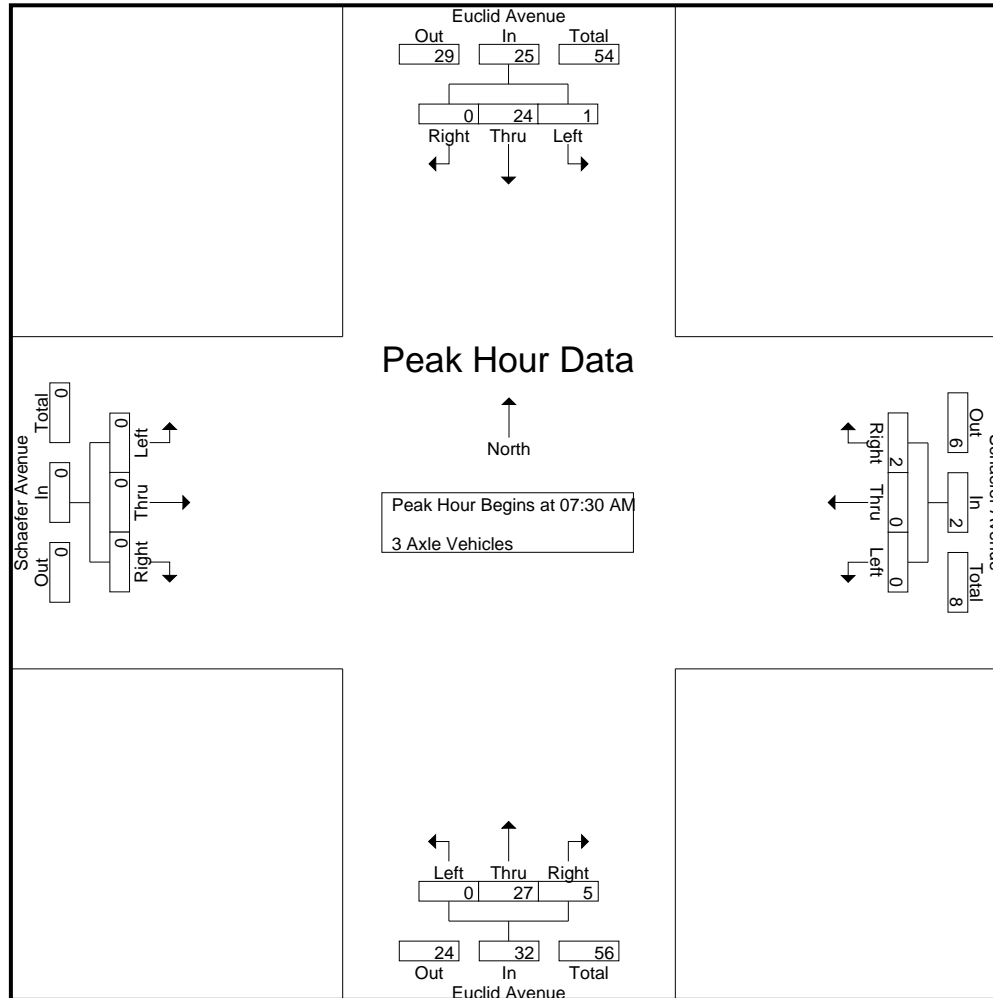
Groups Printed- 3 Axle Vehicles

Start Time	Euclid Avenue Southbound					Schaefer Avenue Westbound					Euclid Avenue Northbound					Schaefer Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
06:00 AM	1	5	0	0	6	1	0	1	0	2	0	3	0	0	3	1	0	0	0	1	0	0	12	12
06:15 AM	0	12	0	0	12	1	0	2	1	3	0	8	0	0	8	0	0	0	0	0	1	23	24	
06:30 AM	1	4	0	0	5	0	0	3	1	3	0	5	0	0	5	0	0	0	0	0	1	13	14	
06:45 AM	0	9	0	0	9	4	0	1	1	5	0	5	1	0	6	0	0	1	1	1	2	21	23	
Total	2	30	0	0	32	6	0	7	3	13	0	21	1	0	22	1	0	1	1	2	4	69	73	
07:00 AM	1	6	0	0	7	0	0	0	0	0	0	6	1	0	7	1	0	1	1	2	1	16	17	
07:15 AM	0	2	0	0	2	0	0	1	1	1	0	6	2	0	8	0	0	0	0	0	1	11	12	
07:30 AM	0	7	0	0	7	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	11	11	
07:45 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	9	9	
Total	1	20	0	0	21	0	0	1	1	1	0	19	4	0	23	1	0	1	1	2	2	47	49	
08:00 AM	1	7	0	0	8	0	0	1	1	1	0	7	2	0	9	0	0	0	0	0	1	18	19	
08:15 AM	0	5	0	0	5	0	0	1	1	1	0	13	2	0	15	0	0	0	0	0	1	21	22	
08:30 AM	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	0	15	15	
08:45 AM	2	10	0	0	12	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	0	23	23	
Total	3	27	0	0	30	0	0	2	2	2	0	39	4	0	43	2	0	0	0	2	2	77	79	
Grand Total	6	77	0	0	83	6	0	10	6	16	0	79	9	0	88	4	0	2	2	6	8	193	201	
Apprch %	7.2	92.8	0			37.5	0	62.5			0	89.8	10.2			66.7	0	33.3						
Total %	3.1	39.9	0		43	3.1	0	5.2		8.3	0	40.9	4.7		45.6	2.1	0	1		3.1	4	96		

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	7	0	7	0	0	0	0	0	3	1	4	0	0	0	0	11
07:45 AM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
08:00 AM	1	7	0	8	0	0	1	1	0	7	2	9	0	0	0	0	18
08:15 AM	0	5	0	5	0	0	1	1	0	13	2	15	0	0	0	0	21
Total Volume	1	24	0	25	0	0	2	2	0	27	5	32	0	0	0	0	59
% App. Total	4	96	0		0	0	100		0	84.4	15.6		0	0	0		
PHF	.250	.857	.000	.781	.000	.000	.500	.500	.000	.519	.625	.533	.000	.000	.000	.000	.702

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2



City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	7	0	7	0	0	0	0	0	3	1	4	0	0	0	0	
+15 mins.	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	
+30 mins.	1	7	0	8	0	0	1	1	0	7	2	9	0	0	0	0	
+45 mins.	0	5	0	5	0	0	1	1	0	13	2	15	0	0	0	0	
Total Volume	1	24	0	25	0	0	2	2	0	27	5	32	0	0	0	0	
% App. Total	4	96	0		0	0	100		0	84.4	15.6		0	0	0		
PHF	.250	.857	.000	.781	.000	.000	.500	.500	.000	.519	.625	.533	.000	.000	.000	.000	

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

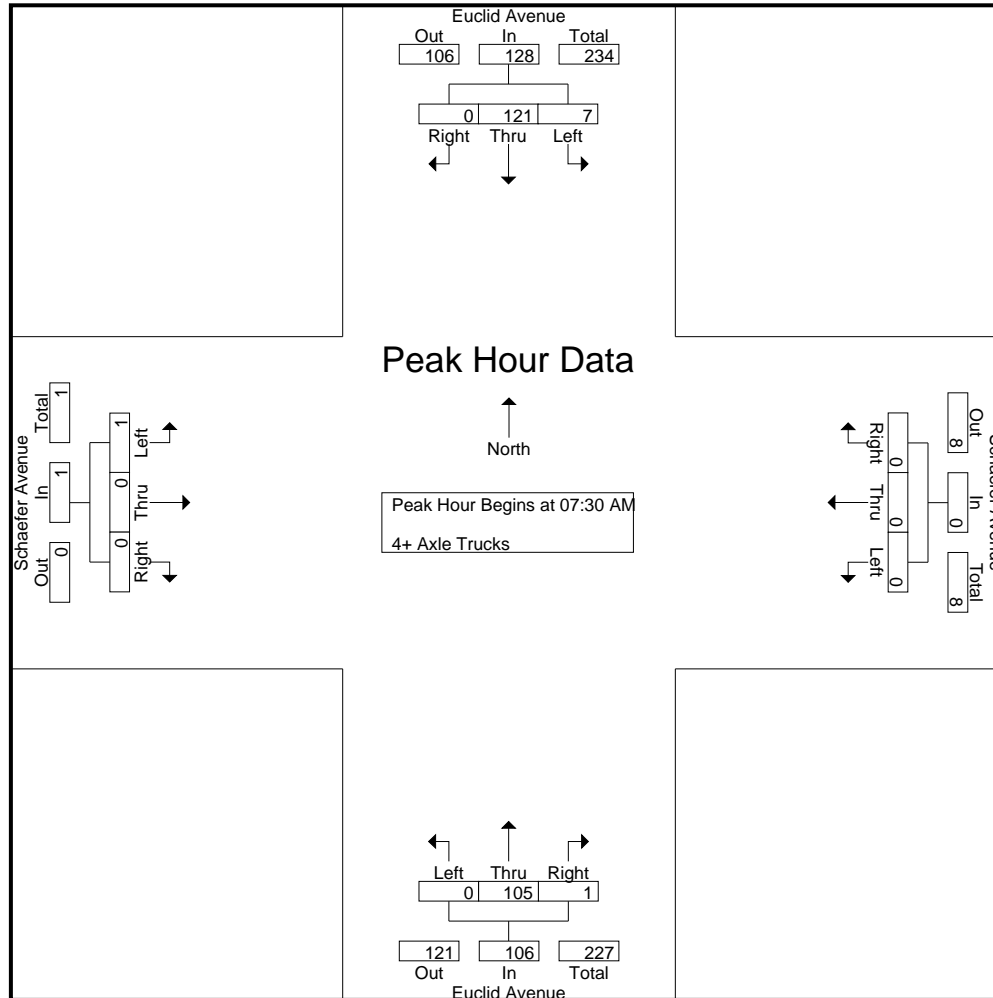
Groups Printed- 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					Schaefer Avenue Westbound					Euclid Avenue Northbound					Schaefer Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
06:00 AM	1	18	0	0	19	2	0	7	0	9	0	12	1	0	13	0	0	0	0	0	0	0	41	41
06:15 AM	3	23	0	0	26	1	0	11	4	12	0	16	2	1	18	1	0	0	0	1	5	57	62	62
06:30 AM	2	13	0	0	15	0	0	6	3	6	0	18	0	0	18	0	0	0	0	0	3	39	42	42
06:45 AM	1	24	0	0	25	6	0	11	3	17	0	25	0	0	25	0	0	1	0	1	3	68	71	71
Total	7	78	0	0	85	9	0	35	10	44	0	71	3	1	74	1	0	1	0	2	11	205	216	216
07:00 AM	0	24	1	0	25	1	1	5	1	7	0	18	1	0	19	0	0	0	0	0	1	51	52	52
07:15 AM	4	25	0	0	29	0	0	0	0	0	0	34	0	0	34	1	0	0	0	1	0	64	64	64
07:30 AM	1	24	0	0	25	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	56	56	56
07:45 AM	0	28	0	0	28	0	0	0	0	0	0	30	1	0	31	1	0	0	0	1	0	60	60	60
Total	5	101	1	0	107	1	1	5	1	7	0	113	2	0	115	2	0	0	0	2	1	231	232	232
08:00 AM	3	37	0	0	40	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	61	61	61
08:15 AM	3	32	0	0	35	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	58	58	58
08:30 AM	3	26	0	0	29	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	0	49	49	49
08:45 AM	3	20	0	0	23	0	0	0	0	0	0	28	1	0	29	0	0	1	0	1	0	53	53	53
Total	12	115	0	0	127	0	0	0	0	0	1	91	1	0	93	0	0	1	0	1	0	221	221	221
Grand Total	24	294	1	0	319	10	1	40	11	51	1	275	6	1	282	3	0	2	0	5	12	657	669	669
Apprch %	7.5	92.2	0.3			19.6	2	78.4			0.4	97.5	2.1			60	0	40						
Total %	3.7	44.7	0.2		48.6	1.5	0.2	6.1		7.8	0.2	41.9	0.9		42.9	0.5	0	0.3		0.8	1.8	98.2		

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	24	0	25	0	0	0	0	0	31	0	31	0	0	0	0	56
07:45 AM	0	28	0	28	0	0	0	0	0	30	1	31	1	0	0	1	60
08:00 AM	3	37	0	40	0	0	0	0	0	21	0	21	0	0	0	0	61
08:15 AM	3	32	0	35	0	0	0	0	0	23	0	23	0	0	0	0	58
Total Volume	7	121	0	128	0	0	0	0	0	105	1	106	1	0	0	1	235
% App. Total	5.5	94.5	0		0	0	0		0	99.1	0.9		100	0	0		
PHF	.583	.818	.000	.800	.000	.000	.000	.000	.000	.847	.250	.855	.250	.000	.000	.250	.963

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
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City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha AM
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Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	1	24	0	25	0	0	0	0	0	31	0	31	0	0	0	0	
+15 mins.	0	28	0	28	0	0	0	0	0	30	1	31	1	0	0	1	
+30 mins.	3	37	0	40	0	0	0	0	0	21	0	21	0	0	0	0	
+45 mins.	3	32	0	35	0	0	0	0	0	23	0	23	0	0	0	0	
Total Volume	7	121	0	128	0	0	0	0	0	105	1	106	1	0	0	1	
% App. Total	5.5	94.5	0		0	0	0		0	99.1	0.9		100	0	0		
PHF	.583	.818	.000	.800	.000	.000	.000	.000	.000	.847	.250	.855	.250	.000	.000	.250	

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					Schaefer Avenue Westbound					Euclid Avenue Northbound					Schaefer Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	9	155	23	10	187	4	17	3	2	24	8	164	12	3	184	51	57	22	12	130	27	525	552
04:15 PM	7	148	26	8	181	8	18	4	1	30	7	159	14	5	180	59	50	23	12	132	26	523	549
04:30 PM	8	161	22	7	191	6	9	8	1	23	9	154	11	3	174	47	64	28	10	139	21	527	548
04:45 PM	9	168	23	11	200	7	10	6	1	23	10	152	11	1	173	56	64	26	9	146	22	542	564
Total	33	632	94	36	759	25	54	21	5	100	34	629	48	12	711	213	235	99	43	547	96	2117	2213
05:00 PM	11	136	25	17	172	7	24	8	0	39	20	166	7	3	193	68	73	27	16	168	36	572	608
05:15 PM	6	187	22	6	215	7	12	10	4	29	13	192	3	1	208	52	56	29	13	137	24	589	613
05:30 PM	7	155	29	8	191	10	13	6	0	29	12	149	10	3	171	52	67	35	21	154	32	545	577
05:45 PM	5	196	26	13	227	10	18	6	2	34	12	154	8	0	174	52	57	32	13	141	28	576	604
Total	29	674	102	44	805	34	67	30	6	131	57	661	28	7	746	224	253	123	63	600	120	2282	2402
06:00 PM	7	136	23	8	166	8	6	5	1	19	7	145	3	0	155	52	55	22	14	129	23	469	492
06:15 PM	8	126	20	5	154	12	11	1	0	24	11	116	15	2	142	50	34	20	9	104	16	424	440
06:30 PM	5	119	19	4	143	6	6	4	0	16	11	131	13	4	155	37	22	21	11	80	19	394	413
06:45 PM	7	128	14	2	149	14	10	4	2	28	10	107	11	1	128	35	20	13	7	68	12	373	385
Total	27	509	76	19	612	40	33	14	3	87	39	499	42	7	580	174	131	76	41	381	70	1660	1730
Grand Total	89	1815	272	99	2176	99	154	65	14	318	130	1789	118	26	2037	611	619	298	147	1528	286	6059	6345
Apprch %	4.1	83.4	12.5			31.1	48.4	20.4			6.4	87.8	5.8			40	40.5	19.5					
Total %	1.5	30	4.5		35.9	1.6	2.5	1.1		5.2	2.1	29.5	1.9		33.6	10.1	10.2	4.9		25.2	4.5	95.5	
Passenger Vehicles	42	1506	261		1905	65	147	47		271	127	1463	65		1672	600	604	290		1636	0	0	5484
% Passenger Vehicles	47.2	83	96	97	83.7	65.7	95.5	72.3	85.7	81.6	97.7	81.8	55.1	65.4	81	98.2	97.6	97.3	96.6	97.7	0	0	86.4
Large 2 Axle Vehicles	3	64	9		78	13	5	4		22	3	59	5		68	9	12	7		32	0	0	200
% Large 2 Axle Vehicles	3.4	3.5	3.3	2	3.4	13.1	3.2	6.2	0	6.6	2.3	3.3	4.2	3.8	3.3	1.5	1.9	2.3	2.7	1.9	0	0	3.2
3 Axle Vehicles	13	46	1		60	17	1	6		24	0	56	12		71	1	2	1		5	0	0	160
% 3 Axle Vehicles	14.6	2.5	0.4	0	2.6	17.2	0.6	9.2	0	7.2	0	3.1	10.2	11.5	3.4	0.2	0.3	0.3	0.7	0.3	0	0	2.5
4+ Axle Trucks	31	199	1		232	4	1	8		15	0	211	36		252	1	1	0		2	0	0	501
% 4+ Axle Trucks	34.8	11	0.4	1	10.2	4	0.6	12.3	14.3	4.5	0	11.8	30.5	19.2	12.2	0.2	0.2	0	0	0.1	0	0	7.9

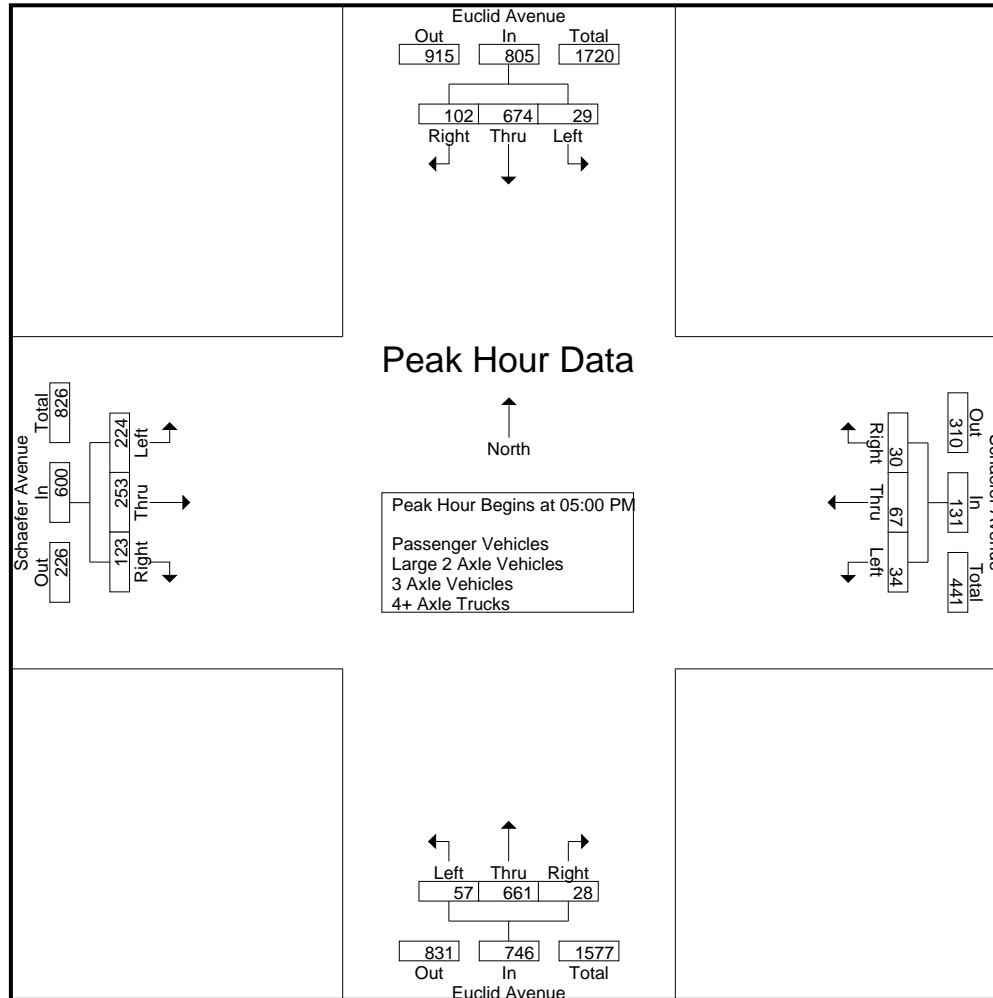
City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha PM
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Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	136	25	172	7	24	8	39	20	166	7	193	68	73	27	168	572
05:15 PM	6	187	22	215	7	12	10	29	13	192	3	208	52	56	29	137	589
05:30 PM	7	155	29	191	10	13	6	29	12	149	10	171	52	67	35	154	545
05:45 PM	5	196	26	227	10	18	6	34	12	154	8	174	52	57	32	141	576
Total Volume	29	674	102	805	34	67	30	131	57	661	28	746	224	253	123	600	2282
% App. Total	3.6	83.7	12.7		26	51.1	22.9		7.6	88.6	3.8		37.3	42.2	20.5		
PHF	.659	.860	.879	.887	.850	.698	.750	.840	.713	.861	.700	.897	.824	.866	.879	.893	.969

City of Chino
 N/S: Euclid Avenue
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City of Chino
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 Weather: Clear

File Name : 17_CHN_Eu_Scha PM
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Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				04:30 PM				04:45 PM				
+0 mins.	11	136	25	172	7	24	8	39	9	154	11	174	56	64	26	146	
+15 mins.	6	187	22	215	7	12	10	29	10	152	11	173	68	73	27	168	
+30 mins.	7	155	29	191	10	13	6	29	20	166	7	193	52	56	29	137	
+45 mins.	5	196	26	227	10	18	6	34	13	192	3	208	52	67	35	154	
Total Volume	29	674	102	805	34	67	30	131	52	664	32	748	228	260	117	605	
% App. Total	3.6	83.7	12.7		26	51.1	22.9		7	88.8	4.3		37.7	43	19.3		
PHF	.659	.860	.879	.887	.850	.698	.750	.840	.650	.865	.727	.899	.838	.890	.836	.900	

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha PM
 Site Code : 05122422
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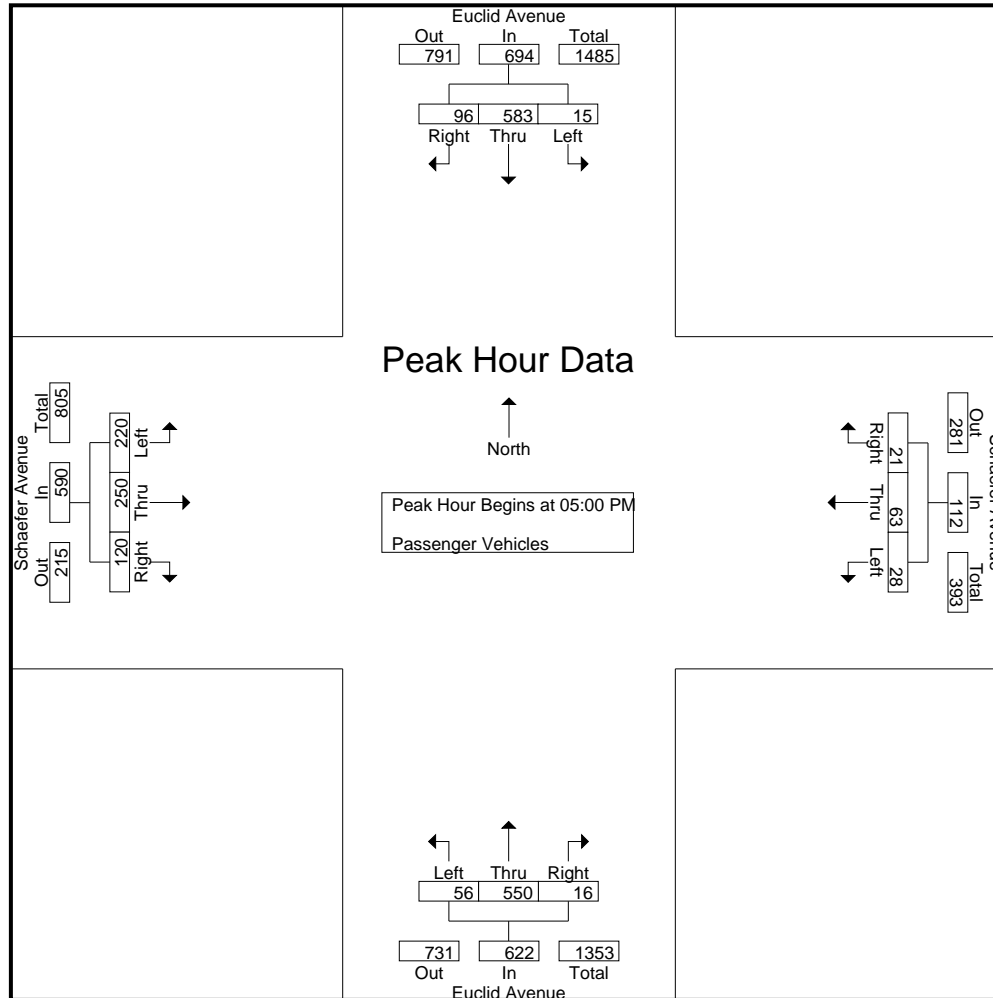
Groups Printed- Passenger Vehicles

Start Time	Euclid Avenue Southbound					Schaefer Avenue Westbound					Euclid Avenue Northbound					Schaefer Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	4	125	23	10	152	4	16	2	1	22	7	136	6	1	149	50	55	22	12	127	24	450	474
04:15 PM	4	123	24	7	151	4	18	3	1	25	7	127	8	4	142	58	47	23	12	128	24	446	470
04:30 PM	4	133	21	7	158	6	9	5	1	20	9	125	4	1	138	47	62	27	9	136	18	452	470
04:45 PM	5	141	22	10	168	6	9	4	1	19	10	127	5	1	142	55	62	25	8	142	20	471	491
Total	17	522	90	34	629	20	52	14	4	86	33	515	23	7	571	210	226	97	41	533	86	1819	1905
05:00 PM	5	117	24	17	146	7	24	6	0	37	20	142	5	3	167	67	73	25	15	165	35	515	550
05:15 PM	4	168	20	6	192	6	10	6	3	22	13	155	0	0	168	52	54	28	12	134	21	516	537
05:30 PM	5	130	29	8	164	8	11	3	0	22	11	124	9	3	144	50	67	35	21	152	32	482	514
05:45 PM	1	168	23	12	192	7	18	6	2	31	12	129	2	0	143	51	56	32	13	139	27	505	532
Total	15	583	96	43	694	28	63	21	5	112	56	550	16	6	622	220	250	120	61	590	115	2018	2133
06:00 PM	4	116	23	8	143	0	6	5	1	11	7	118	3	0	128	52	53	21	13	126	22	408	430
06:15 PM	3	93	20	5	116	5	11	1	0	17	10	96	13	2	119	49	34	19	9	102	16	354	370
06:30 PM	2	87	19	4	108	5	6	3	0	14	11	107	3	1	121	36	22	21	11	79	16	322	338
06:45 PM	1	105	13	2	119	7	9	3	2	19	10	77	7	1	94	33	19	12	7	64	12	296	308
Total	10	401	75	19	486	17	32	12	3	61	38	398	26	4	462	170	128	73	40	371	66	1380	1446
Grand Total	42	1506	261	96	1809	65	147	47	12	259	127	1463	65	17	1655	600	604	290	142	1494	267	5217	5484
Apprch %	2.3	83.3	14.4			25.1	56.8	18.1			7.7	88.4	3.9			40.2	40.4	19.4					
Total %	0.8	28.9	5		34.7	1.2	2.8	0.9		5	2.4	28	1.2		31.7	11.5	11.6	5.6		28.6	4.9	95.1	

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	117	24	146	7	24	6	37	20	142	5	167	67	73	25	165	515
05:15 PM	4	168	20	192	6	10	6	22	13	155	0	168	52	54	28	134	516
05:30 PM	5	130	29	164	8	11	3	22	11	124	9	144	50	67	35	152	482
05:45 PM	1	168	23	192	7	18	6	31	12	129	2	143	51	56	32	139	505
Total Volume	15	583	96	694	28	63	21	112	56	550	16	622	220	250	120	590	2018
% App. Total	2.2	84	13.8		25	56.2	18.8		9	88.4	2.6		37.3	42.4	20.3		
PHF	.750	.868	.828	.904	.875	.656	.875	.757	.700	.887	.444	.926	.821	.856	.857	.894	.978

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha PM
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City of Chino
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 Weather: Clear

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Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	5	117	24	146	7	24	6	37	20	142	5	167	67	73	25	165	
+15 mins.	4	168	20	192	6	10	6	22	13	155	0	168	52	54	28	134	
+30 mins.	5	130	29	164	8	11	3	22	11	124	9	144	50	67	35	152	
+45 mins.	1	168	23	192	7	18	6	31	12	129	2	143	51	56	32	139	
Total Volume	15	583	96	694	28	63	21	112	56	550	16	622	220	250	120	590	
% App. Total	2.2	84	13.8		25	56.2	18.8		9	88.4	2.6		37.3	42.4	20.3		
PHF	.750	.868	.828	.904	.875	.656	.875	.757	.700	.887	.444	.926	.821	.856	.857	.894	

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha PM
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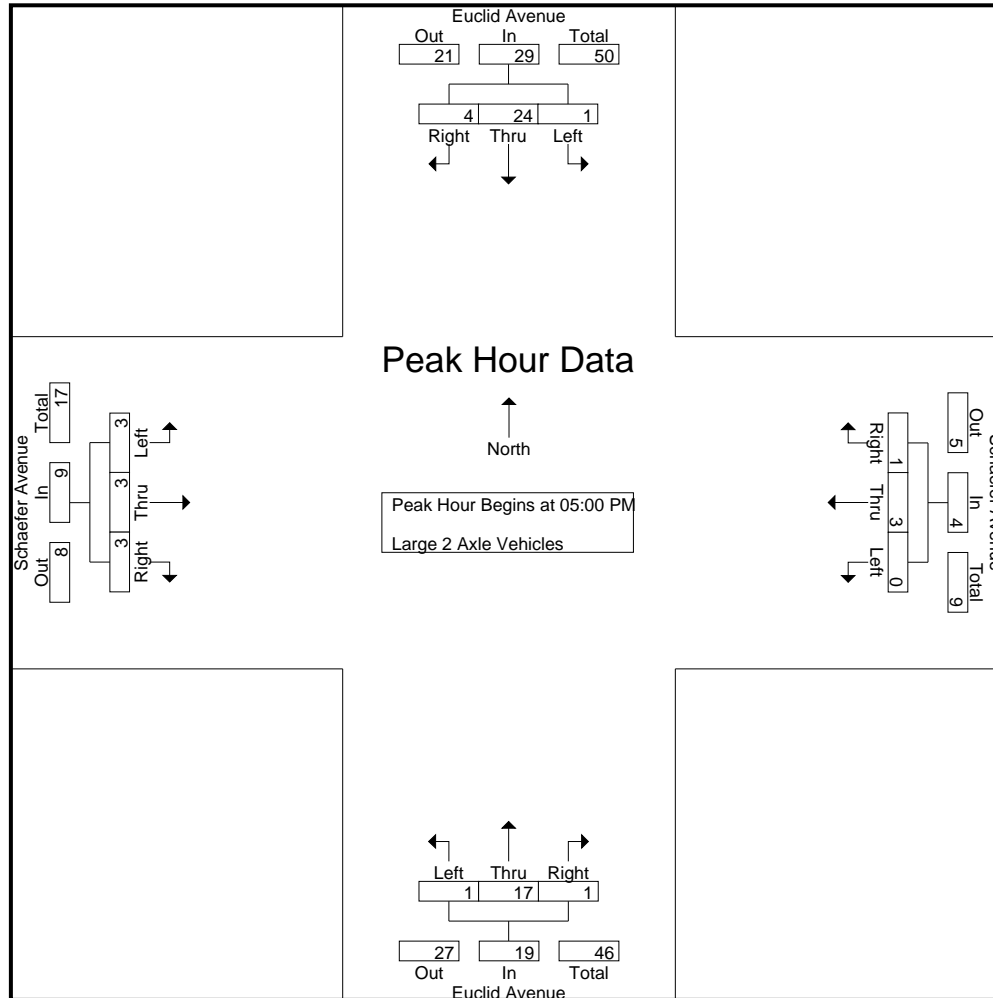
Groups Printed- Large 2 Axle Vehicles

Start Time	Euclid Avenue Southbound					Schaefer Avenue Westbound					Euclid Avenue Northbound					Schaefer Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	7	0	0	7	0	0	0	0	0	1	8	0	0	9	1	2	0	0	3	0	19	19
04:15 PM	0	5	2	1	7	1	0	0	0	1	0	6	1	1	7	1	2	0	0	3	2	18	20
04:30 PM	0	7	1	0	8	0	0	2	0	2	0	9	1	0	10	0	2	1	1	3	1	23	24
04:45 PM	1	5	1	1	7	0	1	1	0	2	0	5	1	0	6	1	2	1	1	4	2	19	21
Total	1	24	4	2	29	1	1	3	0	5	1	28	3	1	32	3	8	2	2	13	5	79	84
05:00 PM	1	8	1	0	10	0	0	0	0	0	0	4	0	0	4	0	0	2	1	2	1	16	17
05:15 PM	0	5	1	0	6	0	2	1	0	3	0	5	0	0	5	0	2	1	1	3	1	17	18
05:30 PM	0	4	0	0	4	0	1	0	0	1	1	3	0	0	4	2	0	0	0	2	0	11	11
05:45 PM	0	7	2	0	9	0	0	0	0	0	0	5	1	0	6	1	1	0	0	2	0	17	17
Total	1	24	4	0	29	0	3	1	0	4	1	17	1	0	19	3	3	3	2	9	2	61	63
06:00 PM	0	3	0	0	3	4	0	0	0	4	0	4	0	0	4	0	0	0	0	0	0	11	11
06:15 PM	1	10	0	0	11	5	0	0	0	5	1	4	0	0	5	1	0	1	0	2	0	23	23
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	5
06:45 PM	0	1	1	0	2	3	1	0	0	4	0	3	1	0	4	2	1	1	0	4	0	14	14
Total	1	16	1	0	18	12	1	0	0	13	1	14	1	0	16	3	1	2	0	6	0	53	53
Grand Total	3	64	9	2	76	13	5	4	0	22	3	59	5	1	67	9	12	7	4	28	7	193	200
Apprch %	3.9	84.2	11.8			59.1	22.7	18.2			4.5	88.1	7.5			32.1	42.9	25					
Total %	1.6	33.2	4.7		39.4	6.7	2.6	2.1		11.4	1.6	30.6	2.6		34.7	4.7	6.2	3.6		14.5	3.5	96.5	

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	8	1	10	0	0	0	0	0	4	0	4	0	0	2	2	16
05:15 PM	0	5	1	6	0	2	1	3	0	5	0	5	0	2	1	3	17
05:30 PM	0	4	0	4	0	1	0	1	1	3	0	4	2	0	0	2	11
05:45 PM	0	7	2	9	0	0	0	0	0	5	1	6	1	1	0	2	17
Total Volume	1	24	4	29	0	3	1	4	1	17	1	19	3	3	3	9	61
% App. Total	3.4	82.8	13.8		0	75	25		5.3	89.5	5.3		33.3	33.3	33.3		
PHF	.250	.750	.500	.725	.000	.375	.250	.333	.250	.850	.250	.792	.375	.375	.375	.750	.897

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2



City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	1	8	1	10	0	0	0	0	0	4	0	4	0	0	2	2	
+15 mins.	0	5	1	6	0	2	1	3	0	5	0	5	0	2	1	3	
+30 mins.	0	4	0	4	0	1	0	1	1	3	0	4	2	0	0	2	
+45 mins.	0	7	2	9	0	0	0	0	0	5	1	6	1	1	0	2	
Total Volume	1	24	4	29	0	3	1	4	1	17	1	19	3	3	3	9	
% App. Total	3.4	82.8	13.8		0	75	25		5.3	89.5	5.3		33.3	33.3	33.3		
PHF	.250	.750	.500	.725	.000	.375	.250	.333	.250	.850	.250	.792	.375	.375	.375	.750	

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

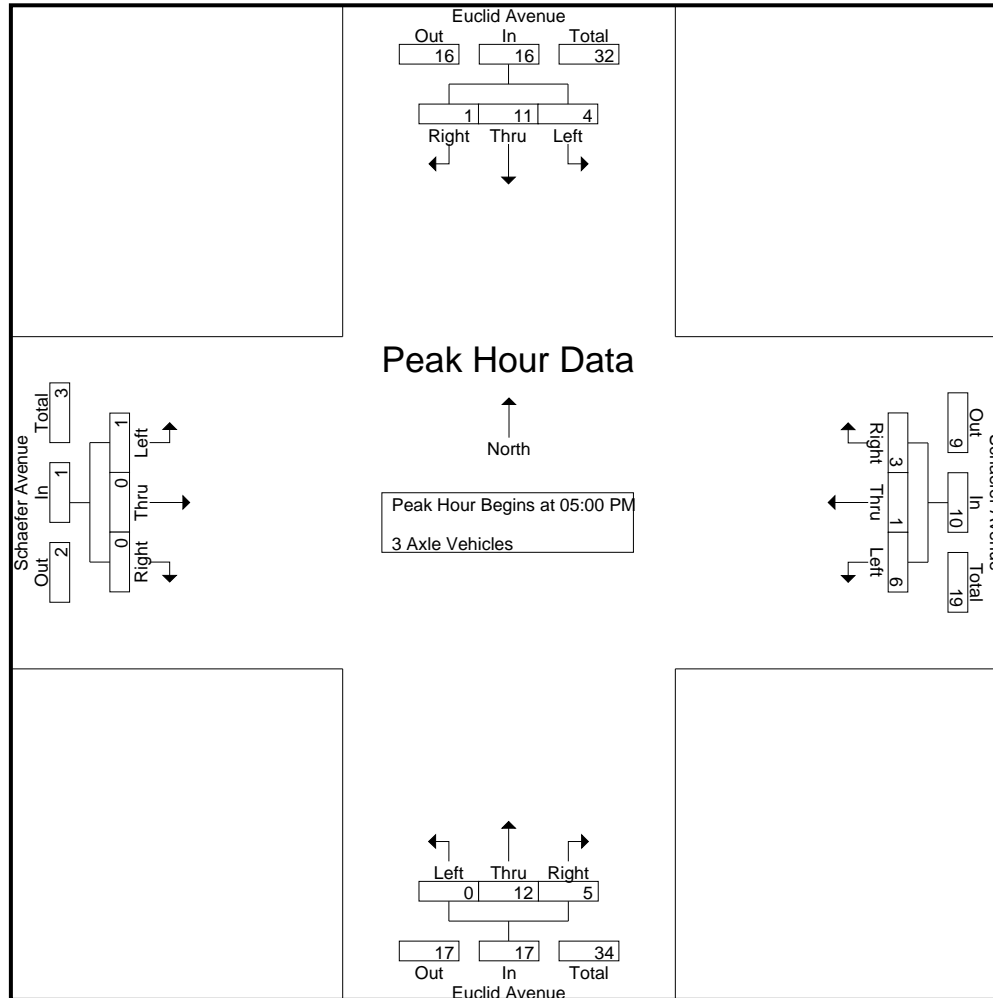
Groups Printed- 3 Axle Vehicles

Start Time	Euclid Avenue Southbound					Schaefer Avenue Westbound					Euclid Avenue Northbound					Schaefer Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	2	7	0	0	9	0	0	0	0	0	0	5	2	2	7	0	0	0	0	0	2	16	18
04:15 PM	1	4	0	0	5	1	0	1	0	2	0	10	0	0	10	0	1	0	0	1	0	18	18
04:30 PM	2	4	0	0	6	0	0	1	0	1	0	5	1	0	6	0	0	0	0	0	0	13	13
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	7	3	0	10	0	0	0	0	0	0	15	15
Total	5	20	0	0	25	1	0	2	0	3	0	27	6	2	33	0	1	0	0	1	2	62	64
05:00 PM	2	4	0	0	6	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	0	12	12
05:15 PM	0	3	1	0	4	1	0	2	0	3	0	1	2	1	3	0	0	0	0	0	1	10	11
05:30 PM	2	3	0	0	5	2	1	1	0	4	0	4	1	0	5	0	0	0	0	0	0	14	14
05:45 PM	0	1	0	0	1	3	0	0	0	3	0	3	1	0	4	0	0	0	0	0	0	8	8
Total	4	11	1	0	16	6	1	3	0	10	0	12	5	1	17	1	0	0	0	1	1	44	45
06:00 PM	2	3	0	0	5	4	0	0	0	4	0	5	0	0	5	0	1	1	1	2	1	16	17
06:15 PM	1	5	0	0	6	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	12	12
06:30 PM	1	5	0	0	6	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	9	9
06:45 PM	0	2	0	0	2	4	0	1	0	5	0	5	1	0	6	0	0	0	0	0	0	13	13
Total	4	15	0	0	19	10	0	1	0	11	0	17	1	0	18	0	1	1	1	2	1	50	51
Grand Total	13	46	1	0	60	17	1	6	0	24	0	56	12	3	68	1	2	1	1	4	4	156	160
Apprch %	21.7	76.7	1.7			70.8	4.2	25			0	82.4	17.6			25	50	25					
Total %	8.3	29.5	0.6		38.5	10.9	0.6	3.8		15.4	0	35.9	7.7		43.6	0.6	1.3	0.6		2.6	2.5	97.5	

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 05:00 PM																			
05:00 PM	2	4	0	6	0	0	0	0	0	4	1	5	1	0	0	1	12		
05:15 PM	0	3	1	4	1	0	2	3	0	1	2	3	0	0	0	0	10		
05:30 PM	2	3	0	5	2	1	1	4	0	4	1	5	0	0	0	0	14		
05:45 PM	0	1	0	1	3	0	0	3	0	3	1	4	0	0	0	0	8		
Total Volume	4	11	1	16	6	1	3	10	0	12	5	17	1	0	0	1	44		
% App. Total	25	68.8	6.2		60	10	30		0	70.6	29.4		100	0	0				
PHF	.500	.688	.250	.667	.500	.250	.375	.625	.000	.750	.625	.850	.250	.000	.000	.250	.786		

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2



City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	2	4	0	6	0	0	0	0	0	4	1	5	1	0	0	1	
+15 mins.	0	3	1	4	1	0	2	3	0	1	2	3	0	0	0	0	
+30 mins.	2	3	0	5	2	1	1	4	0	4	1	5	0	0	0	0	
+45 mins.	0	1	0	1	3	0	0	3	0	3	1	4	0	0	0	0	
Total Volume	4	11	1	16	6	1	3	10	0	12	5	17	1	0	0	1	
% App. Total	25	68.8	6.2		60	10	30		0	70.6	29.4		100	0	0		
PHF	.500	.688	.250	.667	.500	.250	.375	.625	.000	.750	.625	.850	.250	.000	.000	.250	

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

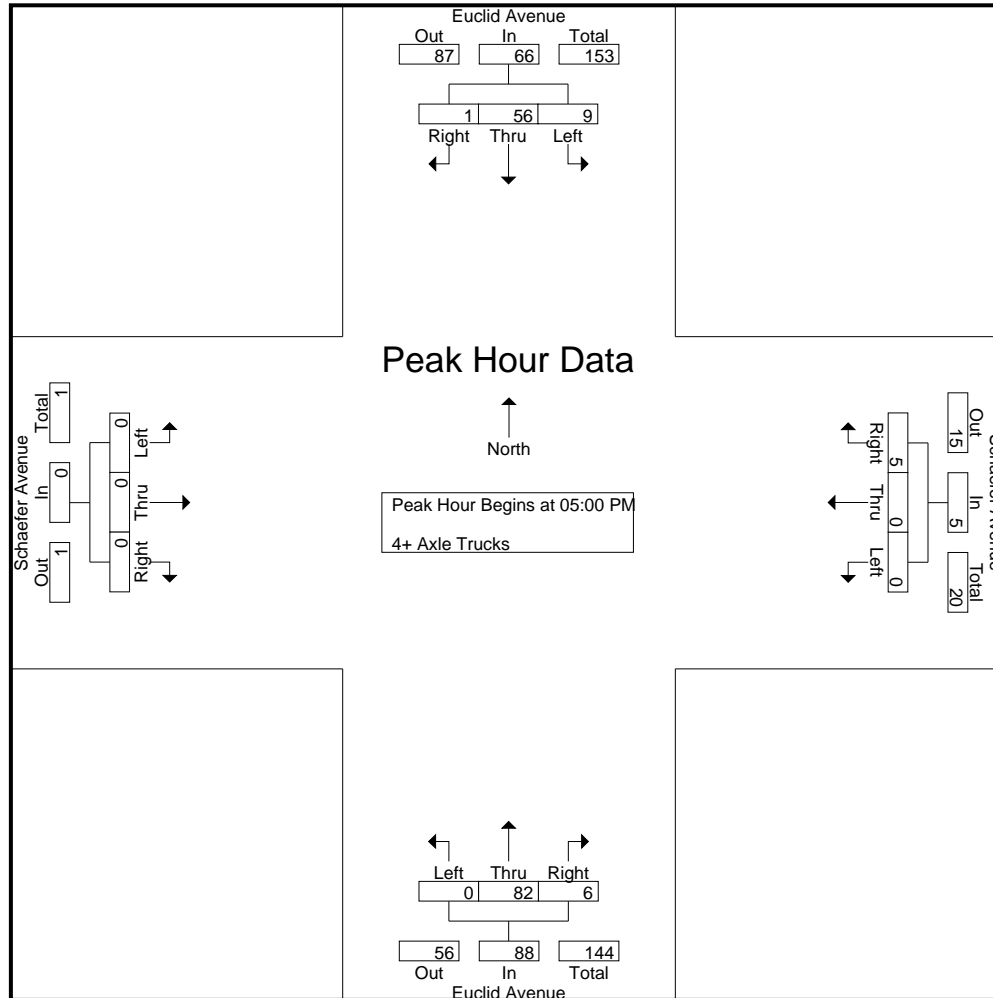
Groups Printed- 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					Schaefer Avenue Westbound					Euclid Avenue Northbound					Schaefer Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	3	16	0	0	19	0	1	1	1	2	0	15	4	0	19	0	0	0	0	0	1	40	41
04:15 PM	2	16	0	0	18	2	0	0	0	2	0	16	5	0	21	0	0	0	0	0	0	41	41
04:30 PM	2	17	0	0	19	0	0	0	0	0	0	15	5	2	20	0	0	0	0	0	2	39	41
04:45 PM	3	17	0	0	20	1	0	1	0	2	0	13	2	0	15	0	0	0	0	0	0	37	37
Total	10	66	0	0	76	3	1	2	1	6	0	59	16	2	75	0	0	0	0	0	3	157	160
05:00 PM	3	7	0	0	10	0	0	2	0	2	0	16	1	0	17	0	0	0	0	0	0	29	29
05:15 PM	2	11	0	0	13	0	0	1	1	1	0	31	1	0	32	0	0	0	0	0	1	46	47
05:30 PM	0	18	0	0	18	0	0	2	0	2	0	18	0	0	18	0	0	0	0	0	0	38	38
05:45 PM	4	20	1	1	25	0	0	0	0	0	0	17	4	0	21	0	0	0	0	0	1	46	47
Total	9	56	1	1	66	0	0	5	1	5	0	82	6	0	88	0	0	0	0	0	2	159	161
06:00 PM	1	14	0	0	15	0	0	0	0	0	0	18	0	0	18	0	1	0	0	1	0	34	34
06:15 PM	3	18	0	0	21	1	0	0	0	1	0	11	2	0	13	0	0	0	0	0	0	35	35
06:30 PM	2	25	0	0	27	0	0	1	0	1	0	19	10	3	29	1	0	0	0	1	3	58	61
06:45 PM	6	20	0	0	26	0	0	0	0	0	0	22	2	0	24	0	0	0	0	0	0	50	50
Total	12	77	0	0	89	1	0	1	0	2	0	70	14	3	84	1	1	0	0	2	3	177	180
Grand Total	31	199	1	1	231	4	1	8	2	13	0	211	36	5	247	1	1	0	0	2	8	493	501
Apprch %	13.4	86.1	0.4			30.8	7.7	61.5			0	85.4	14.6			50	50	0					
Total %	6.3	40.4	0.2		46.9	0.8	0.2	1.6		2.6	0	42.8	7.3		50.1	0.2	0.2	0		0.4	1.6	98.4	

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	7	0	10	0	0	2	2	0	16	1	17	0	0	0	0	29
05:15 PM	2	11	0	13	0	0	1	1	0	31	1	32	0	0	0	0	46
05:30 PM	0	18	0	18	0	0	2	2	0	18	0	18	0	0	0	0	38
05:45 PM	4	20	1	25	0	0	0	0	0	17	4	21	0	0	0	0	46
Total Volume	9	56	1	66	0	0	5	5	0	82	6	88	0	0	0	0	159
% App. Total	13.6	84.8	1.5		0	0	100		0	93.2	6.8		0	0	0		
PHF	.563	.700	.250	.660	.000	.000	.625	.625	.000	.661	.375	.688	.000	.000	.000	.000	.864

City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2



City of Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue
 Weather: Clear

File Name : 17_CHN_Eu_Scha PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Schaefer Avenue Westbound				Euclid Avenue Northbound				Schaefer Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	3	7	0	10	0	0	2	2	0	16	1	17	0	0	0	0	
+15 mins.	2	11	0	13	0	0	1	1	0	31	1	32	0	0	0	0	
+30 mins.	0	18	0	18	0	0	2	2	0	18	0	18	0	0	0	0	
+45 mins.	4	20	1	25	0	0	0	0	0	17	4	21	0	0	0	0	
Total Volume	9	56	1	66	0	0	5	5	0	82	6	88	0	0	0	0	
% App. Total	13.6	84.8	1.5		0	0	100		0	93.2	6.8		0	0	0		
PHF	.563	.700	.250	.660	.000	.000	.625	.625	.000	.661	.375	.688	.000	.000	.000	.000	

Location: Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue



Date: 5/10/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Euclid Avenue Pedestrians	East Leg Schaefer Avenue Pedestrians	South Leg Euclid Avenue Pedestrians	West Leg Schaefer Avenue Pedestrians	
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Euclid Avenue Pedestrians	East Leg Schaefer Avenue Pedestrians	South Leg Euclid Avenue Pedestrians	West Leg Schaefer Avenue Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	2	2
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
6:00 PM	0	1	1	0	2
6:15 PM	0	0	0	1	1
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	1	1
TOTAL VOLUMES:	1	1	2	4	8

Location: Chino
 N/S: Euclid Avenue
 E/W: Schaefer Avenue



Date: 5/10/2022
 Day: Tuesday

BICYCLES

	Southbound Euclid Avenue			Westbound Schaefer Avenue			Northbound Euclid Avenue			Eastbound Schaefer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	0	0	0	0	0	0	0	0	0	0	4

	Southbound Euclid Avenue			Westbound Schaefer Avenue			Northbound Euclid Avenue			Eastbound Schaefer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	1	1	0	0	2	0	2	0	0	7

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

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

Start Time	Euclid Avenue Southbound					Edison Avenue Westbound					Euclid Avenue Northbound					Edison Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	6	148	16	8	170	19	51	5	1	75	10	87	5	4	102	14	15	17	11	46	24	393	417
06:15 AM	9	219	19	9	247	17	58	6	1	81	11	53	2	0	66	17	18	14	8	49	18	443	461
06:30 AM	8	224	28	10	260	9	67	7	0	83	21	78	2	0	101	22	28	13	6	63	16	507	523
06:45 AM	8	207	30	10	245	16	76	6	0	98	19	88	3	0	110	18	31	16	9	65	19	518	537
Total	31	798	93	37	922	61	252	24	2	337	61	306	12	4	379	71	92	60	34	223	77	1861	1938
07:00 AM	16	131	18	11	165	14	80	13	1	107	19	100	5	2	124	25	30	16	9	71	23	467	490
07:15 AM	9	125	17	9	151	13	82	17	1	112	13	117	4	1	134	24	31	19	9	74	20	471	491
07:30 AM	10	161	21	8	192	10	92	16	2	118	32	142	4	1	178	18	42	17	9	77	20	565	585
07:45 AM	12	122	32	5	166	15	93	18	1	126	15	122	5	2	142	23	43	19	8	85	16	519	535
Total	47	539	88	33	674	52	347	64	5	463	79	481	18	6	578	90	146	71	35	307	79	2022	2101
08:00 AM	17	158	31	12	206	11	87	11	4	109	22	121	11	3	154	23	21	13	7	57	26	526	552
08:15 AM	10	145	40	9	195	16	79	13	3	108	31	119	2	1	152	21	23	22	11	66	24	521	545
08:30 AM	15	139	34	14	188	12	97	15	3	124	18	87	5	2	110	20	37	20	6	77	25	499	524
08:45 AM	15	158	28	17	201	7	67	12	1	86	23	137	3	1	163	25	22	20	11	67	30	517	547
Total	57	600	133	52	790	46	330	51	11	427	94	464	21	7	579	89	103	75	35	267	105	2063	2168
Grand Total	135	1937	314	122	2386	159	929	139	18	1227	234	1251	51	17	1536	250	341	206	104	797	261	5946	6207
Apprch %	5.7	81.2	13.2			13	75.7	11.3			15.2	81.4	3.3			31.4	42.8	25.8					
Total %	2.3	32.6	5.3		40.1	2.7	15.6	2.3		20.6	3.9	21	0.9		25.8	4.2	5.7	3.5		13.4	4.2	95.8	
Passenger Vehicles	91	1660	158		1980	93	815	85		1002	194	988	21		1213	69	277	167		599	0	0	4794
% Passenger Vehicles	67.4	85.7	50.3	58.2	78.9	58.5	87.7	61.2	50	80.5	82.9	79	41.2	58.8	78.1	27.6	81.2	81.1	82.7	66.5	0	0	77.2
Large 2 Axle Vehicles	7	63	24		105	6	36	14		59	13	56	4		74	43	29	18		101	0	0	339
% Large 2 Axle Vehicles	5.2	3.3	7.6	9	4.2	3.8	3.9	10.1	16.7	4.7	5.6	4.5	7.8	5.9	4.8	17.2	8.5	8.7	10.6	11.2	0	0	5.5
3 Axle Vehicles	10	55	23		99	25	31	14		75	8	50	15		77	29	15	5		51	0	0	302
% 3 Axle Vehicles	7.4	2.8	7.3	9	3.9	15.7	3.3	10.1	27.8	6	3.4	4	29.4	23.5	5	11.6	4.4	2.4	1.9	5.7	0	0	4.9
4+ Axle Trucks	27	159	109		324	35	47	26		109	19	157	11		189	109	20	16		150	0	0	772
% 4+ Axle Trucks	20	8.2	34.7	23.8	12.9	22	5.1	18.7	5.6	8.8	8.1	12.5	21.6	11.8	12.2	43.6	5.9	7.8	4.8	16.6	0	0	12.4

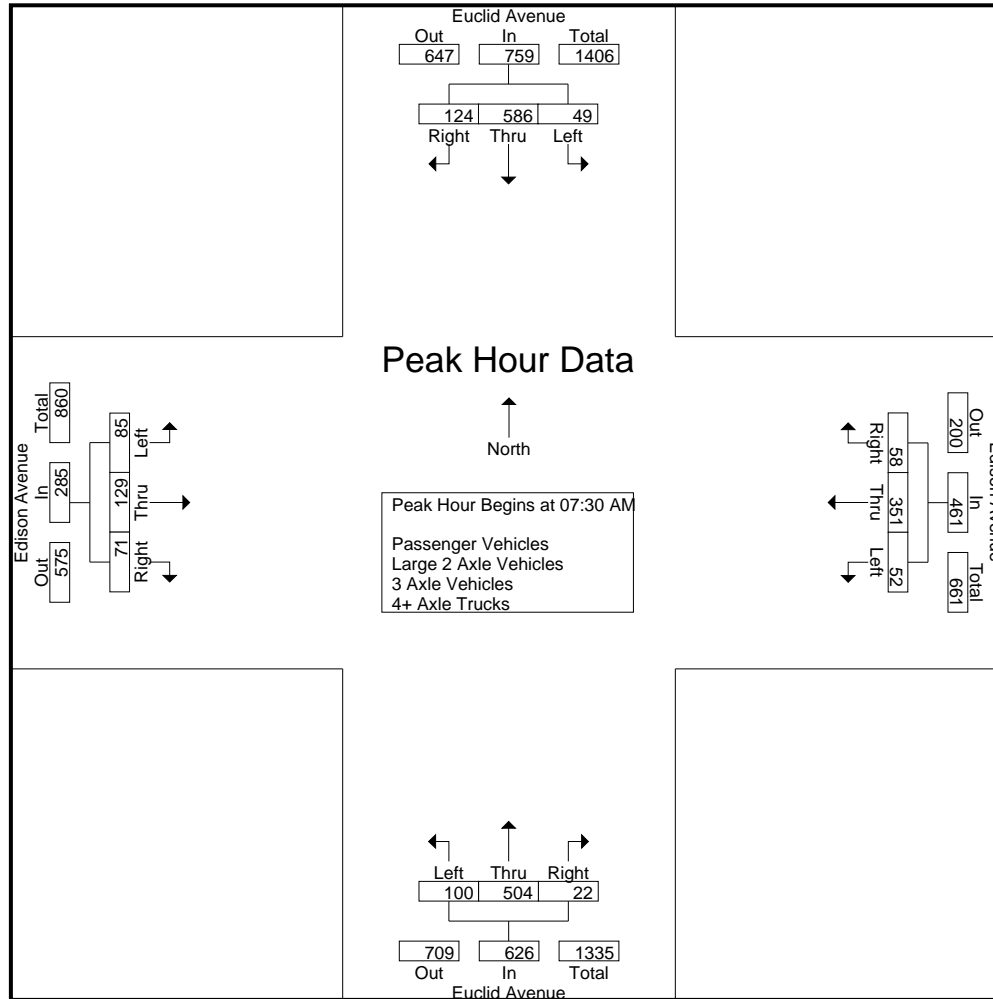
City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi AM
 Site Code : 05122422
 Start Date : 5/10/2022
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Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	161	21	192	10	92	16	118	32	142	4	178	18	42	17	77	565
07:45 AM	12	122	32	166	15	93	18	126	15	122	5	142	23	43	19	85	519
08:00 AM	17	158	31	206	11	87	11	109	22	121	11	154	23	21	13	57	526
08:15 AM	10	145	40	195	16	79	13	108	31	119	2	152	21	23	22	66	521
Total Volume	49	586	124	759	52	351	58	461	100	504	22	626	85	129	71	285	2131
% App. Total	6.5	77.2	16.3		11.3	76.1	12.6		16	80.5	3.5		29.8	45.3	24.9		
PHF	.721	.910	.775	.921	.813	.944	.806	.915	.781	.887	.500	.879	.924	.750	.807	.838	.943

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi AM
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City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi AM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 4

Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	06:00 AM				07:45 AM				07:30 AM				07:00 AM				
+0 mins.	6	148	16	170	15	93	18	126	32	142	4	178	25	30	16	71	
+15 mins.	9	219	19	247	11	87	11	109	15	122	5	142	24	31	19	74	
+30 mins.	8	224	28	260	16	79	13	108	22	121	11	154	18	42	17	77	
+45 mins.	8	207	30	245	12	97	15	124	31	119	2	152	23	43	19	85	
Total Volume	31	798	93	922	54	356	57	467	100	504	22	626	90	146	71	307	
% App. Total	3.4	86.6	10.1		11.6	76.2	12.2		16	80.5	3.5		29.3	47.6	23.1		
PHF	.861	.891	.775	.887	.844	.918	.792	.927	.781	.887	.500	.879	.900	.849	.934	.903	

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi AM
 Site Code : 05122422
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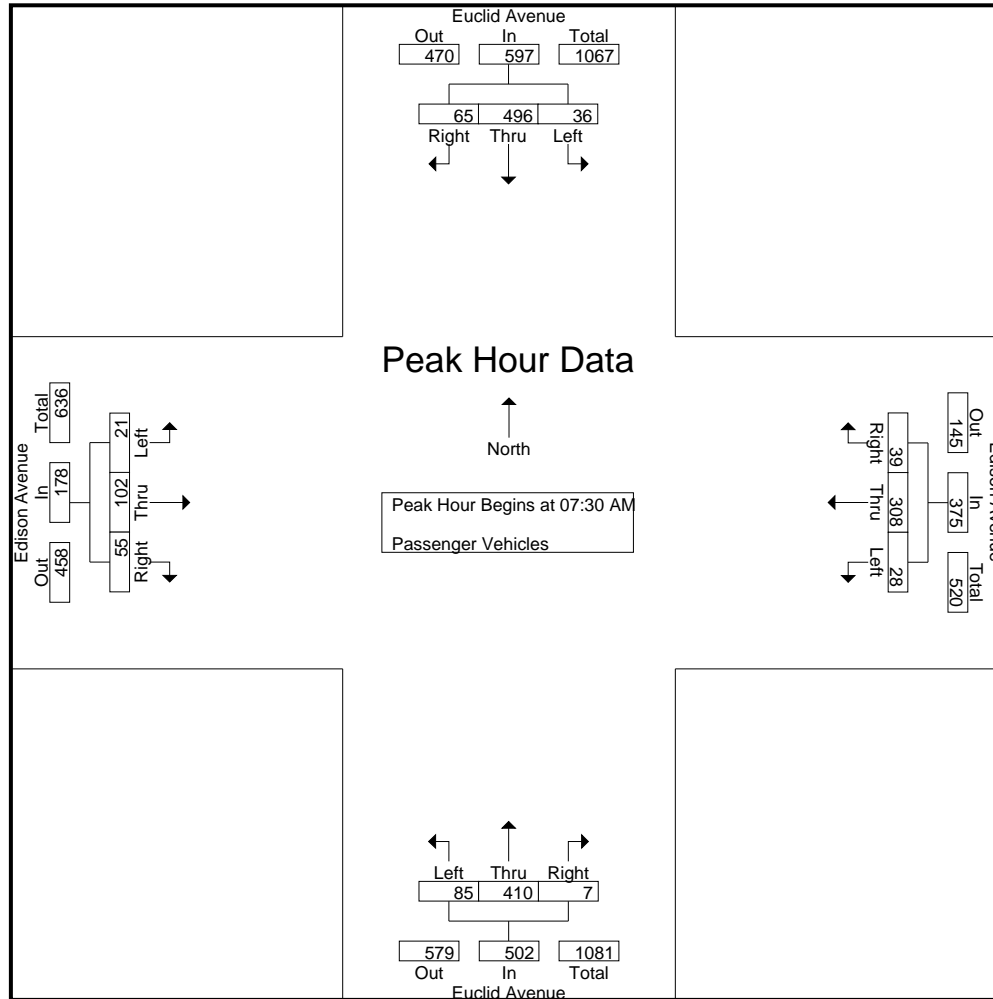
Groups Printed- Passenger Vehicles

Start Time	Euclid Avenue Southbound					Edison Avenue Westbound					Euclid Avenue Northbound					Edison Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	5	128	8	4	141	12	46	3	1	61	6	75	4	3	85	3	12	14	9	29	17	316	333
06:15 AM	3	192	7	3	202	13	51	2	0	66	9	34	1	0	44	4	15	11	6	30	9	342	351
06:30 AM	5	211	15	6	231	6	61	2	0	69	17	61	0	0	78	7	22	12	6	41	12	419	431
06:45 AM	8	177	11	5	196	11	60	4	0	75	15	64	1	0	80	7	22	12	6	41	11	392	403
Total	21	708	41	18	770	42	218	11	1	271	47	234	6	3	287	21	71	49	27	141	49	1469	1518
07:00 AM	5	112	8	6	125	9	68	9	1	86	15	72	3	2	90	9	28	12	7	49	16	350	366
07:15 AM	6	102	7	5	115	5	72	7	0	84	10	95	2	0	107	5	27	16	8	48	13	354	367
07:30 AM	5	144	9	4	158	6	78	11	1	95	25	116	0	0	141	6	33	13	6	52	11	446	457
07:45 AM	8	103	14	3	125	8	88	12	1	108	14	106	1	1	121	6	34	13	7	53	12	407	419
Total	24	461	38	18	523	28	306	39	3	373	64	389	6	3	459	26	122	54	28	202	52	1557	1609
08:00 AM	13	127	17	5	157	3	75	8	2	86	19	96	5	2	120	7	17	11	7	35	16	398	414
08:15 AM	10	122	25	7	157	11	67	8	2	86	27	92	1	1	120	2	18	18	10	38	20	401	421
08:30 AM	13	115	21	13	149	6	89	11	1	106	18	64	2	0	84	7	31	20	6	58	20	397	417
08:45 AM	10	127	16	10	153	3	60	8	0	71	19	113	1	1	133	6	18	15	8	39	19	396	415
Total	46	491	79	35	616	23	291	35	5	349	83	365	9	4	457	22	84	64	31	170	75	1592	1667
Grand Total	91	1660	158	71	1909	93	815	85	9	993	194	988	21	10	1203	69	277	167	86	513	176	4618	4794
Apprch %	4.8	87	8.3			9.4	82.1	8.6			16.1	82.1	1.7			13.5	54	32.6					
Total %	2	35.9	3.4		41.3	2	17.6	1.8		21.5	4.2	21.4	0.5		26.1	1.5	6	3.6		11.1	3.7	96.3	

Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	144	9	158	6	78	11	95	25	116	0	141	6	33	13	52	446
07:45 AM	8	103	14	125	8	88	12	108	14	106	1	121	6	34	13	53	407
08:00 AM	13	127	17	157	3	75	8	86	19	96	5	120	7	17	11	35	398
08:15 AM	10	122	25	157	11	67	8	86	27	92	1	120	2	18	18	38	401
Total Volume	36	496	65	597	28	308	39	375	85	410	7	502	21	102	55	178	1652
% App. Total	6	83.1	10.9		7.5	82.1	10.4		16.9	81.7	1.4		11.8	57.3	30.9		
PHF	.692	.861	.650	.945	.636	.875	.813	.868	.787	.884	.350	.890	.750	.750	.764	.840	.926

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi AM
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City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi AM
 Site Code : 05122422
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 Page No : 3

Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	5	144	9	158	6	78	11	95	25	116	0	141	6	33	13	52	
+15 mins.	8	103	14	125	8	88	12	108	14	106	1	121	6	34	13	53	
+30 mins.	13	127	17	157	3	75	8	86	19	96	5	120	7	17	11	35	
+45 mins.	10	122	25	157	11	67	8	86	27	92	1	120	2	18	18	38	
Total Volume	36	496	65	597	28	308	39	375	85	410	7	502	21	102	55	178	
% App. Total	6	83.1	10.9		7.5	82.1	10.4		16.9	81.7	1.4		11.8	57.3	30.9		
PHF	.692	.861	.650	.945	.636	.875	.813	.868	.787	.884	.350	.890	.750	.750	.764	.840	

City of Chino
 N/S: Euclid Avenue
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File Name : 18_CHN_Eu_Edi AM
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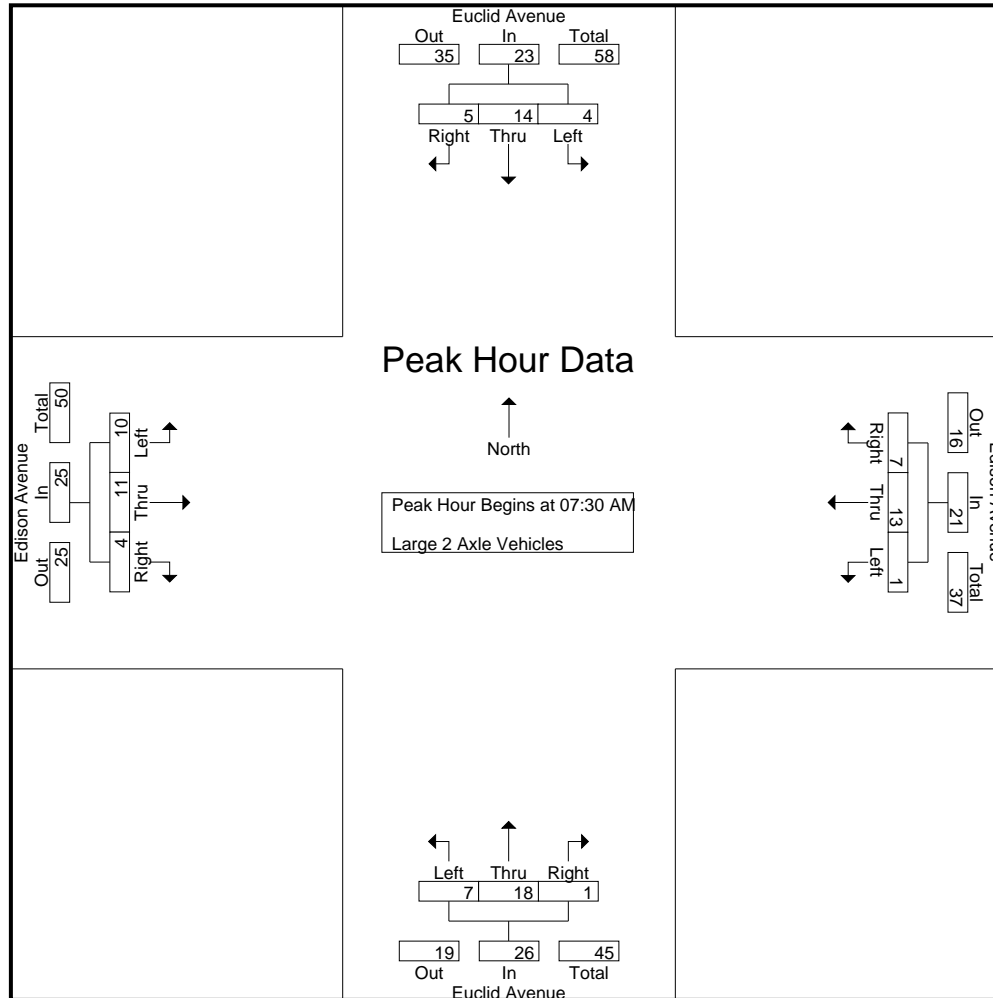
Groups Printed- Large 2 Axle Vehicles

Start Time	Euclid Avenue Southbound					Edison Avenue Westbound					Euclid Avenue Northbound					Edison Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	0	2	1	1	3	0	1	0	0	1	0	3	0	0	3	6	1	0	0	7	1	14	15
06:15 AM	1	5	3	3	9	0	3	1	1	4	1	2	1	0	4	7	3	3	2	13	6	30	36
06:30 AM	0	5	5	0	10	1	2	0	0	3	1	3	0	0	4	6	3	0	0	9	0	26	26
06:45 AM	0	5	4	3	9	1	5	0	0	6	0	3	1	0	4	3	4	2	2	9	5	28	33
Total	1	17	13	7	31	2	11	1	1	14	2	11	2	0	15	22	11	5	4	38	12	98	110
07:00 AM	2	4	0	0	6	2	5	2	0	9	2	12	0	0	14	6	2	3	1	11	1	40	41
07:15 AM	0	8	1	1	9	0	4	2	0	6	1	4	0	0	5	1	1	3	1	5	2	25	27
07:30 AM	3	2	0	0	5	0	3	2	0	5	2	6	1	1	9	1	6	2	1	9	2	28	30
07:45 AM	1	5	2	0	8	1	2	2	0	5	0	1	0	0	1	1	3	1	1	5	1	19	20
Total	6	19	3	1	28	3	14	8	0	25	5	23	1	1	29	9	12	9	4	30	6	112	118
08:00 AM	0	4	2	1	6	0	3	2	1	5	2	5	0	0	7	3	1	0	0	4	2	22	24
08:15 AM	0	3	1	0	4	0	5	1	0	6	3	6	0	0	9	5	1	1	1	7	1	26	27
08:30 AM	0	8	2	0	10	0	2	2	1	4	0	2	0	0	2	4	2	0	0	6	1	22	23
08:45 AM	0	12	3	2	15	1	1	0	0	2	1	9	1	0	11	0	2	3	2	5	4	33	37
Total	0	27	8	3	35	1	11	5	2	17	6	22	1	0	29	12	6	4	3	22	8	103	111
Grand Total	7	63	24	11	94	6	36	14	3	56	13	56	4	1	73	43	29	18	11	90	26	313	339
Apprch %	7.4	67	25.5			10.7	64.3	25			17.8	76.7	5.5			47.8	32.2	20					
Total %	2.2	20.1	7.7		30	1.9	11.5	4.5		17.9	4.2	17.9	1.3		23.3	13.7	9.3	5.8		28.8	7.7	92.3	

Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	2	0	5	0	3	2	5	2	6	1	9	1	6	2	9	28
07:45 AM	1	5	2	8	1	2	2	5	0	1	0	1	1	3	1	5	19
08:00 AM	0	4	2	6	0	3	2	5	2	5	0	7	3	1	0	4	22
08:15 AM	0	3	1	4	0	5	1	6	3	6	0	9	5	1	1	7	26
Total Volume	4	14	5	23	1	13	7	21	7	18	1	26	10	11	4	25	95
% App. Total	17.4	60.9	21.7		4.8	61.9	33.3		26.9	69.2	3.8		40	44	16		
PHF	.333	.700	.625	.719	.250	.650	.875	.875	.583	.750	.250	.722	.500	.458	.500	.694	.848

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

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City of Chino
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 Weather: Clear

File Name : 18_CHN_Eu_Edi AM
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Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	3	2	0	5	0	3	2	5	2	6	1	9	1	6	2	9	
+15 mins.	1	5	2	8	1	2	2	5	0	1	0	1	1	3	1	5	
+30 mins.	0	4	2	6	0	3	2	5	2	5	0	7	3	1	0	4	
+45 mins.	0	3	1	4	0	5	1	6	3	6	0	9	5	1	1	7	
Total Volume	4	14	5	23	1	13	7	21	7	18	1	26	10	11	4	25	
% App. Total	17.4	60.9	21.7		4.8	61.9	33.3		26.9	69.2	3.8		40	44	16		
PHF	.333	.700	.625	.719	.250	.650	.875	.875	.583	.750	.250	.722	.500	.458	.500	.694	

City of Chino
 N/S: Euclid Avenue
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File Name : 18_CHN_Eu_Edi AM
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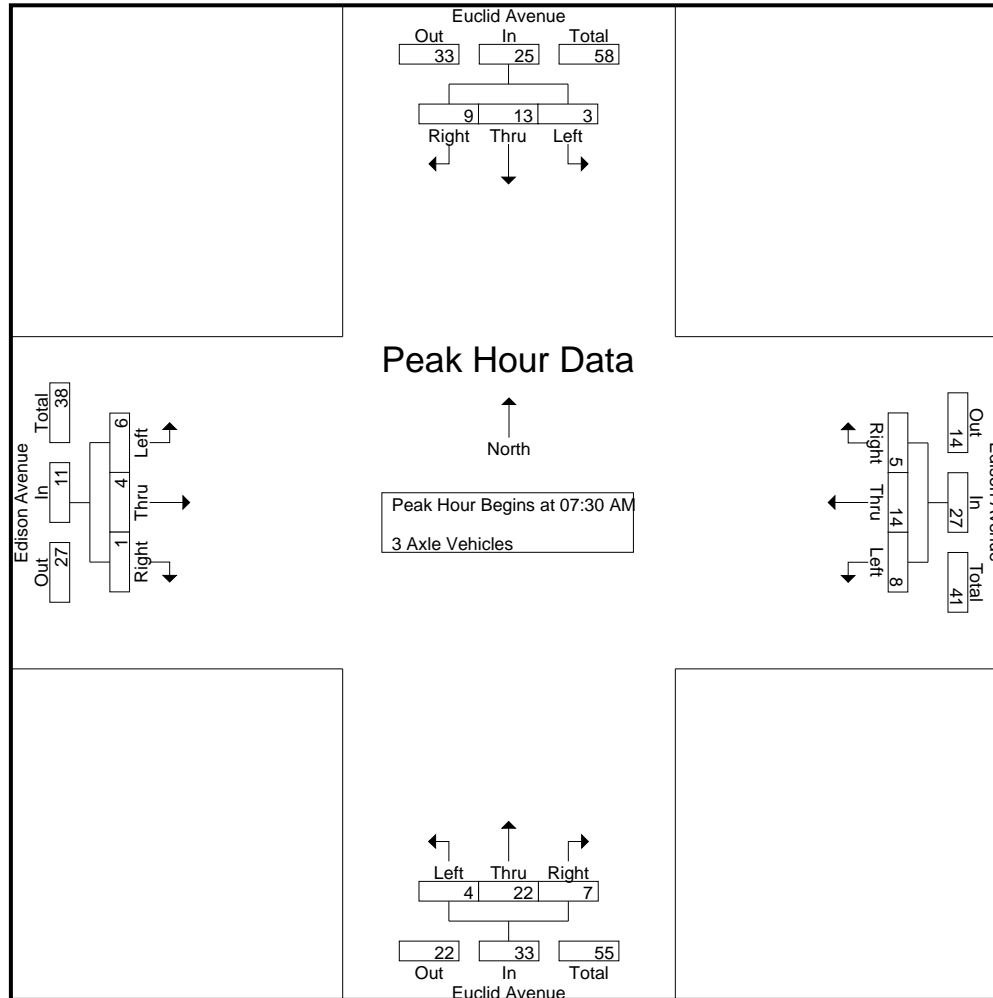
Groups Printed- 3 Axle Vehicles

Start Time	Euclid Avenue Southbound					Edison Avenue Westbound					Euclid Avenue Northbound					Edison Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	1	3	2	2	6	3	3	1	0	7	3	0	1	1	4	2	1	0	0	3	3	20	23
06:15 AM	0	11	2	2	13	3	3	2	0	8	0	4	0	0	4	2	0	0	0	2	2	27	29
06:30 AM	0	3	3	2	6	2	0	0	0	2	0	1	1	0	2	5	3	1	0	9	2	19	21
06:45 AM	0	11	4	0	15	1	5	0	0	6	1	3	0	0	4	3	3	2	1	8	1	33	34
Total	1	28	11	6	40	9	11	3	0	23	4	8	2	1	14	12	7	3	1	22	8	99	107
07:00 AM	2	5	0	0	7	0	2	1	0	3	0	5	1	0	6	4	0	0	0	4	0	20	20
07:15 AM	0	1	1	1	2	3	2	2	1	7	0	2	2	1	4	2	2	0	0	4	3	17	20
07:30 AM	0	4	2	0	6	2	7	1	0	10	2	4	1	0	7	0	2	0	0	2	0	25	25
07:45 AM	2	1	3	1	6	2	1	1	0	4	1	1	2	0	4	0	1	1	0	2	1	16	17
Total	4	11	6	2	21	7	12	5	1	24	3	12	6	1	21	6	5	1	0	12	4	78	82
08:00 AM	1	4	2	1	7	2	3	1	1	6	0	8	3	0	11	3	0	0	0	3	2	27	29
08:15 AM	0	4	2	1	6	2	3	2	1	7	1	9	1	0	11	3	1	0	0	4	2	28	30
08:30 AM	0	1	1	1	2	4	1	1	1	6	0	7	3	2	10	1	2	0	0	3	4	21	25
08:45 AM	4	7	1	0	12	1	1	2	1	4	0	6	0	0	6	4	0	1	1	5	2	27	29
Total	5	16	6	3	27	9	8	6	4	23	1	30	7	2	38	11	3	1	1	15	10	103	113
Grand Total	10	55	23	11	88	25	31	14	5	70	8	50	15	4	73	29	15	5	2	49	22	280	302
Apprch %	11.4	62.5	26.1			35.7	44.3	20			11	68.5	20.5			59.2	30.6	10.2					
Total %	3.6	19.6	8.2		31.4	8.9	11.1	5		25	2.9	17.9	5.4		26.1	10.4	5.4	1.8		17.5	7.3	92.7	

Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	4	2	6	2	7	1	10	2	4	1	7	0	2	0	2	25
07:45 AM	2	1	3	6	2	1	1	4	1	1	2	4	0	1	1	2	16
08:00 AM	1	4	2	7	2	3	1	6	0	8	3	11	3	0	0	3	27
08:15 AM	0	4	2	6	2	3	2	7	1	9	1	11	3	1	0	4	28
Total Volume	3	13	9	25	8	14	5	27	4	22	7	33	6	4	1	11	96
% App. Total	12	52	36		29.6	51.9	18.5		12.1	66.7	21.2		54.5	36.4	9.1		
PHF	.375	.813	.750	.893	1.00	.500	.625	.675	.500	.611	.583	.750	.500	.500	.250	.688	.857

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi AM
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City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi AM
 Site Code : 05122422
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Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	4	2	6	2	7	1	10	2	4	1	7	0	2	0	2	
+15 mins.	2	1	3	6	2	1	1	4	1	1	2	4	0	1	1	2	
+30 mins.	1	4	2	7	2	3	1	6	0	8	3	11	3	0	0	3	
+45 mins.	0	4	2	6	2	3	2	7	1	9	1	11	3	1	0	4	
Total Volume	3	13	9	25	8	14	5	27	4	22	7	33	6	4	1	11	
% App. Total	12	52	36		29.6	51.9	18.5		12.1	66.7	21.2		54.5	36.4	9.1		
PHF	.375	.813	.750	.893	1.000	.500	.625	.675	.500	.611	.583	.750	.500	.500	.250	.688	

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi AM
 Site Code : 05122422
 Start Date : 5/10/2022
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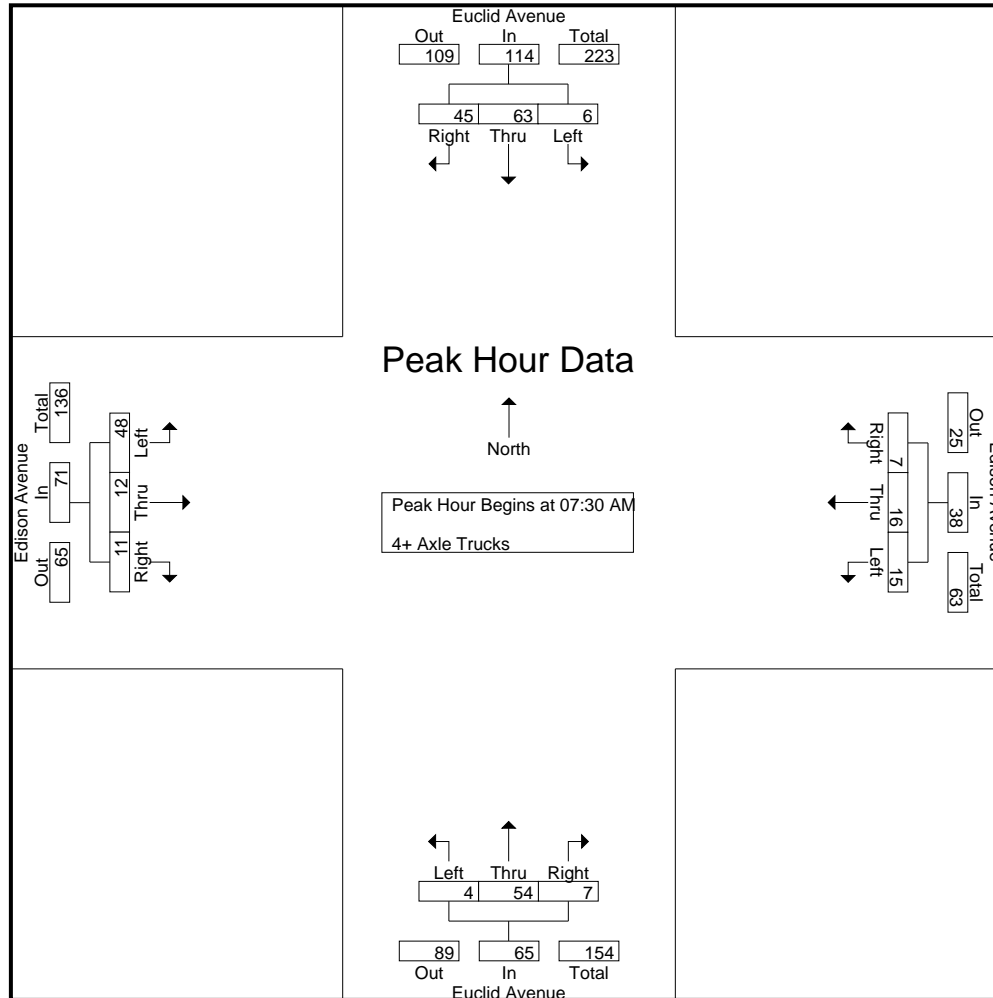
Groups Printed- 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					Edison Avenue Westbound					Euclid Avenue Northbound					Edison Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
06:00 AM	0	15	5	1	20	4	1	1	0	6	1	9	0	0	10	3	1	3	2	7	3	43	46
06:15 AM	5	11	7	1	23	1	1	1	0	3	1	13	0	0	14	4	0	0	0	4	1	44	45
06:30 AM	3	5	5	2	13	0	4	5	0	9	3	13	1	0	17	4	0	0	0	4	2	43	45
06:45 AM	0	14	11	2	25	3	6	2	0	11	3	18	1	0	22	5	2	0	0	7	2	65	67
Total	8	45	28	6	81	8	12	9	0	29	8	53	2	0	63	16	3	3	2	22	8	195	203
07:00 AM	7	10	10	5	27	3	5	1	0	9	2	11	1	0	14	6	0	1	1	7	6	57	63
07:15 AM	3	14	8	2	25	5	4	6	0	15	2	16	0	0	18	16	1	0	0	17	2	75	77
07:30 AM	2	11	10	4	23	2	4	2	1	8	3	16	2	0	21	11	1	2	2	14	7	66	73
07:45 AM	1	13	13	1	27	4	2	3	0	9	0	14	2	1	16	16	5	4	0	25	2	77	79
Total	13	48	41	12	102	14	15	12	1	41	7	57	5	1	69	49	7	7	3	63	17	275	292
08:00 AM	3	23	10	5	36	6	6	0	0	12	1	12	3	1	16	10	3	2	0	15	6	79	85
08:15 AM	0	16	12	1	28	3	4	2	0	9	0	12	0	0	12	11	3	3	0	17	1	66	67
08:30 AM	2	15	10	0	27	2	5	1	0	8	0	14	0	0	14	8	2	0	0	10	0	59	59
08:45 AM	1	12	8	5	21	2	5	2	0	9	3	9	1	0	13	15	2	1	0	18	5	61	66
Total	6	66	40	11	112	13	20	5	0	38	4	47	4	1	55	44	10	6	0	60	12	265	277
Grand Total	27	159	109	29	295	35	47	26	1	108	19	157	11	2	187	109	20	16	5	145	37	735	772
Apprch %	9.2	53.9	36.9			32.4	43.5	24.1			10.2	84	5.9			75.2	13.8	11					
Total %	3.7	21.6	14.8		40.1	4.8	6.4	3.5		14.7	2.6	21.4	1.5		25.4	14.8	2.7	2.2		19.7	4.8	95.2	

Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	11	10	23	2	4	2	8	3	16	2	21	11	1	2	14	66
07:45 AM	1	13	13	27	4	2	3	9	0	14	2	16	16	5	4	25	77
08:00 AM	3	23	10	36	6	6	0	12	1	12	3	16	10	3	2	15	79
08:15 AM	0	16	12	28	3	4	2	9	0	12	0	12	11	3	3	17	66
Total Volume	6	63	45	114	15	16	7	38	4	54	7	65	48	12	11	71	288
% App. Total	5.3	55.3	39.5		39.5	42.1	18.4		6.2	83.1	10.8		67.6	16.9	15.5		
PHF	.500	.685	.865	.792	.625	.667	.583	.792	.333	.844	.583	.774	.750	.600	.688	.710	.911

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

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City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi AM
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Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	2	11	10	23	2	4	2	8	3	16	2	21	11	1	2	14	
+15 mins.	1	13	13	27	4	2	3	9	0	14	2	16	16	5	4	25	
+30 mins.	3	23	10	36	6	6	0	12	1	12	3	16	10	3	2	15	
+45 mins.	0	16	12	28	3	4	2	9	0	12	0	12	11	3	3	17	
Total Volume	6	63	45	114	15	16	7	38	4	54	7	65	48	12	11	71	
% App. Total	5.3	55.3	39.5		39.5	42.1	18.4		6.2	83.1	10.8		67.6	16.9	15.5		
PHF	.500	.685	.865	.792	.625	.667	.583	.792	.333	.844	.583	.774	.750	.600	.688	.710	

City of Chino
 N/S: Euclid Avenue
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 Weather: Clear

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

Start Time	Euclid Avenue Southbound					Edison Avenue Westbound					Euclid Avenue Northbound					Edison Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	13	134	34	16	181	5	54	6	0	65	12	138	11	3	161	36	87	24	9	147	28	554	582
04:15 PM	14	127	30	11	171	2	39	11	5	52	16	136	9	4	161	40	87	35	10	162	30	546	576
04:30 PM	12	162	27	14	201	4	37	12	3	53	18	132	10	3	160	42	103	41	19	186	39	600	639
04:45 PM	12	141	28	13	181	3	56	15	2	74	16	128	9	3	153	37	105	29	13	171	31	579	610
Total	51	564	119	54	734	14	186	44	10	244	62	534	39	13	635	155	382	129	51	666	128	2279	2407
05:00 PM	17	135	31	12	183	9	42	13	2	64	18	157	9	4	184	38	97	38	14	173	32	604	636
05:15 PM	14	166	19	11	199	10	50	14	4	74	20	152	2	0	174	41	87	20	4	148	19	595	614
05:30 PM	16	166	22	5	204	2	53	5	2	60	19	140	3	1	162	39	88	37	13	164	21	590	611
05:45 PM	13	162	27	17	202	5	38	4	1	47	19	117	6	1	142	35	72	30	10	137	29	528	557
Total	60	629	99	45	788	26	183	36	9	245	76	566	20	6	662	153	344	125	41	622	101	2317	2418
06:00 PM	18	130	32	13	180	7	31	3	1	41	11	124	3	1	138	35	87	20	8	142	23	501	524
06:15 PM	11	118	28	13	157	5	47	8	1	60	11	106	5	2	122	34	92	29	4	155	20	494	514
06:30 PM	14	87	32	13	133	7	35	7	0	49	8	116	3	0	127	29	69	22	9	120	22	429	451
06:45 PM	6	109	26	12	141	3	44	4	1	51	19	113	6	2	138	25	42	17	6	84	21	414	435
Total	49	444	118	51	611	22	157	22	3	201	49	459	17	5	525	123	290	88	27	501	86	1838	1924
Grand Total	160	1637	336	150	2133	62	526	102	22	690	187	1559	76	24	1822	431	1016	342	119	1789	315	6434	6749
Apprch %	7.5	76.7	15.8			9	76.2	14.8			10.3	85.6	4.2			24.1	56.8	19.1					
Total %	2.5	25.4	5.2		33.2	1	8.2	1.6		10.7	2.9	24.2	1.2		28.3	6.7	15.8	5.3		27.8	4.7	95.3	
Passenger Vehicles	141	1448	203		1903	51	501	87		659	154	1303	51		1527	307	939	285		1640	0	0	5729
% Passenger Vehicles	88.1	88.5	60.4	74	83.4	82.3	95.2	85.3	90.9	92.6	82.4	83.6	67.1	79.2	82.7	71.2	92.4	83.3	91.6	86	0	0	84.9
Large 2 Axle Vehicles	5	42	25		81	0	12	3		15	17	44	9		72	19	26	13		61	0	0	229
% Large 2 Axle Vehicles	3.1	2.6	7.4	6	3.5	0	2.3	2.9	0	2.1	9.1	2.8	11.8	8.3	3.9	4.4	2.6	3.8	2.5	3.2	0	0	3.4
3 Axle Vehicles	4	40	24		77	5	8	8		23	1	44	5		51	19	11	13		46	0	0	197
% 3 Axle Vehicles	2.5	2.4	7.1	6	3.4	8.1	1.5	7.8	9.1	3.2	0.5	2.8	6.6	4.2	2.8	4.4	1.1	3.8	2.5	2.4	0	0	2.9
4+ Axle Trucks	10	107	84		222	6	5	4		15	15	168	11		196	86	40	31		161	0	0	594
% 4+ Axle Trucks	6.2	6.5	25	14	9.7	9.7	1	3.9	0	2.1	8	10.8	14.5	8.3	10.6	20	3.9	9.1	3.4	8.4	0	0	8.8

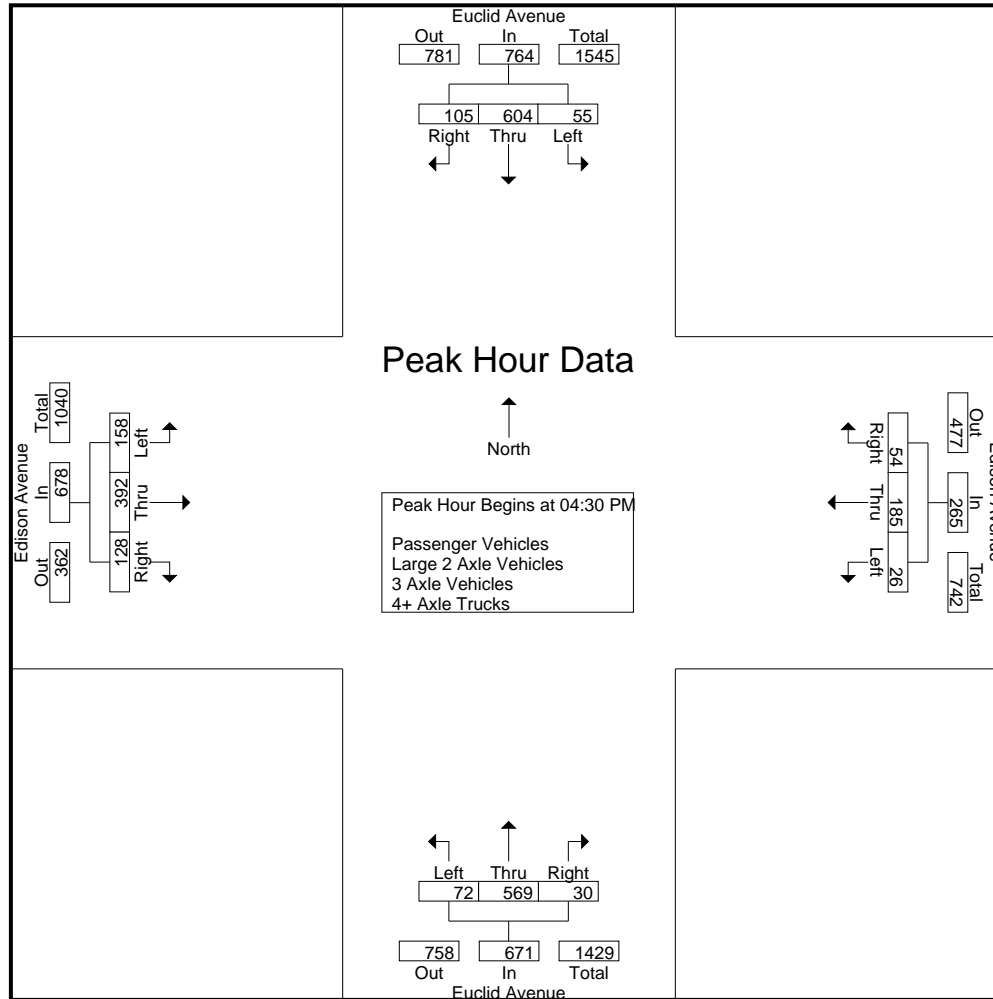
City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

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Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	12	162	27	201	4	37	12	53	18	132	10	160	42	103	41	186	600
04:45 PM	12	141	28	181	3	56	15	74	16	128	9	153	37	105	29	171	579
05:00 PM	17	135	31	183	9	42	13	64	18	157	9	184	38	97	38	173	604
05:15 PM	14	166	19	199	10	50	14	74	20	152	2	174	41	87	20	148	595
Total Volume	55	604	105	764	26	185	54	265	72	569	30	671	158	392	128	678	2378
% App. Total	7.2	79.1	13.7		9.8	69.8	20.4		10.7	84.8	4.5		23.3	57.8	18.9		
PHF	.809	.910	.847	.950	.650	.826	.900	.895	.900	.906	.750	.912	.940	.933	.780	.911	.984

City of Chino
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Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				04:45 PM				04:45 PM				04:15 PM				
+0 mins.	17	135	31	183	3	56	15	74	16	128	9	153	40	87	35	162	
+15 mins.	14	166	19	199	9	42	13	64	18	157	9	184	42	103	41	186	
+30 mins.	16	166	22	204	10	50	14	74	20	152	2	174	37	105	29	171	
+45 mins.	13	162	27	202	2	53	5	60	19	140	3	162	38	97	38	173	
Total Volume	60	629	99	788	24	201	47	272	73	577	23	673	157	392	143	692	
% App. Total	7.6	79.8	12.6		8.8	73.9	17.3		10.8	85.7	3.4		22.7	56.6	20.7		
PHF	.882	.947	.798	.966	.600	.897	.783	.919	.913	.919	.639	.914	.935	.933	.872	.930	

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

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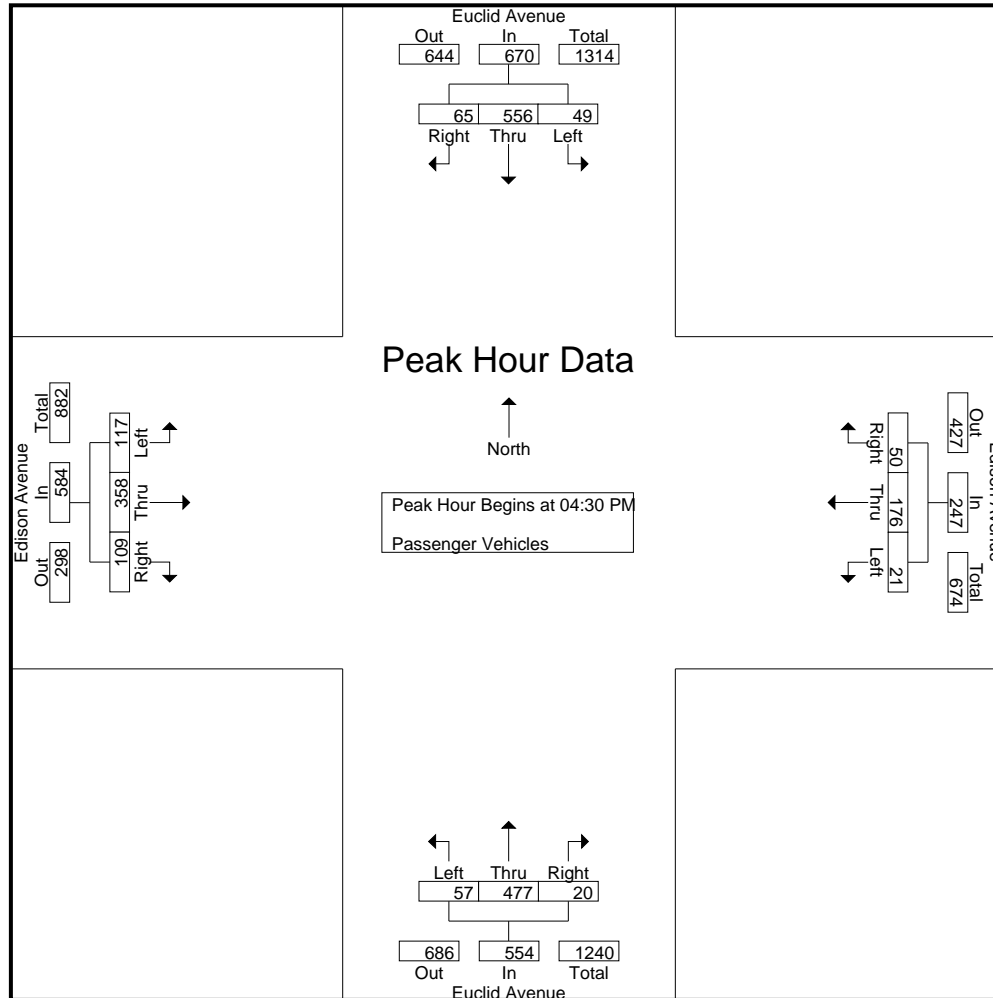
Groups Printed- Passenger Vehicles

Start Time	Euclid Avenue Southbound					Edison Avenue Westbound					Euclid Avenue Northbound					Edison Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	12	122	17	10	151	4	51	4	0	59	9	123	5	2	137	18	77	18	7	113	19	460	479
04:15 PM	11	113	21	11	145	2	37	9	4	48	12	111	6	3	129	28	78	32	9	138	27	460	487
04:30 PM	11	146	14	10	171	4	36	10	3	50	15	107	5	2	127	31	88	35	17	154	32	502	534
04:45 PM	11	130	15	9	156	3	51	14	2	68	13	105	7	1	125	29	96	23	12	148	24	497	521
Total	45	511	67	40	623	13	175	37	9	225	49	446	23	8	518	106	339	108	45	553	102	1919	2021
05:00 PM	15	123	23	11	161	5	41	13	2	59	17	138	7	4	162	31	92	33	13	156	30	538	568
05:15 PM	12	157	13	9	182	9	48	13	4	70	12	127	1	0	140	26	82	18	4	126	17	518	535
05:30 PM	16	149	10	3	175	2	49	4	2	55	15	123	3	1	141	27	81	32	11	140	17	511	528
05:45 PM	13	144	21	14	178	3	37	4	1	44	16	101	6	1	123	22	70	27	10	119	26	464	490
Total	56	573	67	37	696	19	175	34	9	228	60	489	17	6	566	106	325	110	38	541	90	2031	2121
06:00 PM	18	109	27	13	154	5	30	2	1	37	10	111	2	1	123	27	82	14	7	123	22	437	459
06:15 PM	9	90	11	5	110	5	45	7	1	57	11	87	5	2	103	31	87	20	4	138	12	408	420
06:30 PM	10	74	16	8	100	6	33	5	0	44	8	86	1	0	95	25	66	20	9	111	17	350	367
06:45 PM	3	91	15	8	109	3	43	2	0	48	16	84	3	2	103	12	40	13	6	65	16	325	341
Total	40	364	69	34	473	19	151	16	2	186	45	368	11	5	424	95	275	67	26	437	67	1520	1587
Grand Total	141	1448	203	111	1792	51	501	87	20	639	154	1303	51	19	1508	307	939	285	109	1531	259	5470	5729
Apprch %	7.9	80.8	11.3			8	78.4	13.6			10.2	86.4	3.4			20.1	61.3	18.6					
Total %	2.6	26.5	3.7		32.8	0.9	9.2	1.6		11.7	2.8	23.8	0.9		27.6	5.6	17.2	5.2		28	4.5	95.5	

Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	11	146	14	171	4	36	10	50	15	107	5	127	31	88	35	154	502
04:45 PM	11	130	15	156	3	51	14	68	13	105	7	125	29	96	23	148	497
05:00 PM	15	123	23	161	5	41	13	59	17	138	7	162	31	92	33	156	538
05:15 PM	12	157	13	182	9	48	13	70	12	127	1	140	26	82	18	126	518
Total Volume	49	556	65	670	21	176	50	247	57	477	20	554	117	358	109	584	2055
% App. Total	7.3	83	9.7		8.5	71.3	20.2		10.3	86.1	3.6		20	61.3	18.7		
PHF	.817	.885	.707	.920	.583	.863	.893	.882	.838	.864	.714	.855	.944	.932	.779	.936	.955

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

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City of Chino
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 Weather: Clear

File Name : 18_CHN_Eu_Edi PM
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Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	11	146	14	171	4	36	10	50	15	107	5	127	31	88	35	154	
+15 mins.	11	130	15	156	3	51	14	68	13	105	7	125	29	96	23	148	
+30 mins.	15	123	23	161	5	41	13	59	17	138	7	162	31	92	33	156	
+45 mins.	12	157	13	182	9	48	13	70	12	127	1	140	26	82	18	126	
Total Volume	49	556	65	670	21	176	50	247	57	477	20	554	117	358	109	584	
% App. Total	7.3	83	9.7		8.5	71.3	20.2		10.3	86.1	3.6		20	61.3	18.7		
PHF	.817	.885	.707	.920	.583	.863	.893	.882	.838	.864	.714	.855	.944	.932	.779	.936	

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi PM
 Site Code : 05122422
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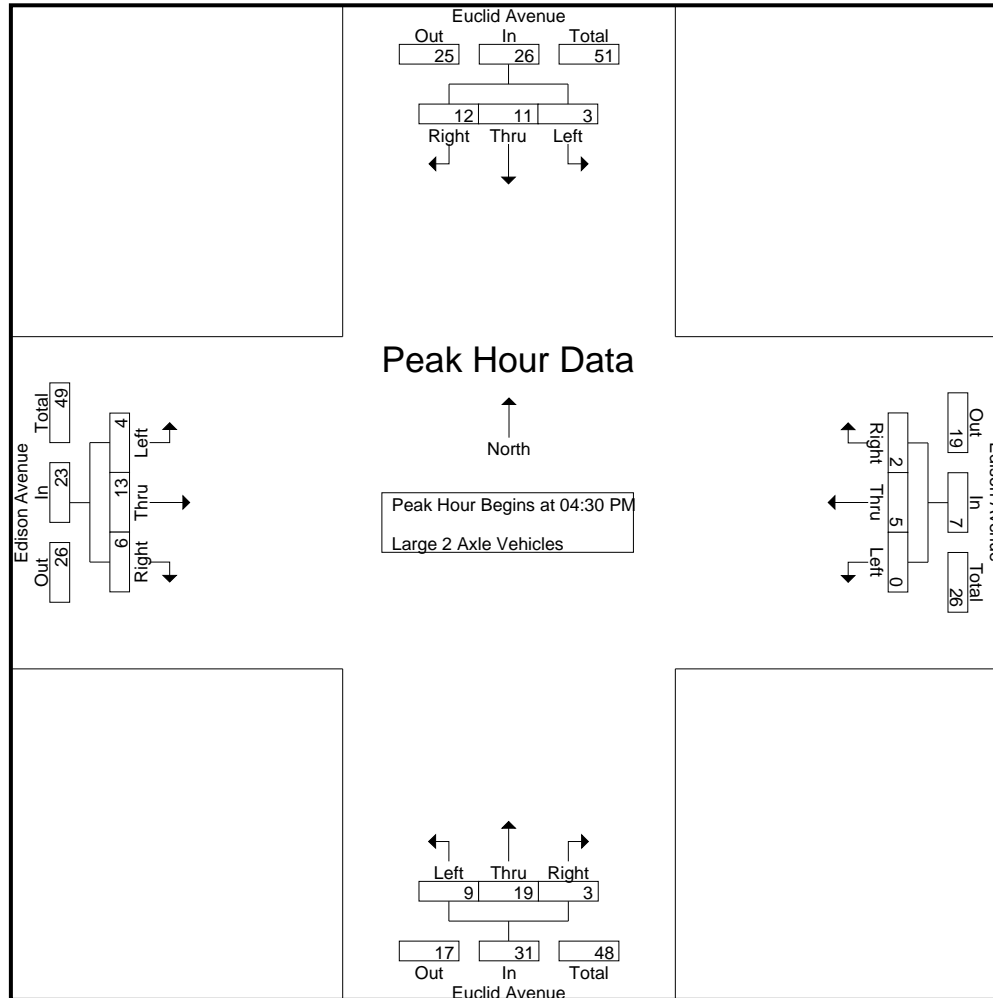
Groups Printed- Large 2 Axle Vehicles

Start Time	Euclid Avenue Southbound					Edison Avenue Westbound					Euclid Avenue Northbound					Edison Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	1	6	2	7	0	1	0	0	1	1	3	3	0	7	5	4	2	1	11	3	26	29
04:15 PM	0	3	1	0	4	0	0	0	0	0	1	4	2	1	7	3	1	0	0	4	1	15	16
04:30 PM	1	5	3	1	9	0	1	1	0	2	3	6	2	1	11	1	7	1	1	9	3	31	34
04:45 PM	1	1	4	0	6	0	2	0	0	2	2	6	0	0	8	2	4	3	0	9	0	25	25
Total	2	10	14	3	26	0	4	1	0	5	7	19	7	2	33	11	16	6	2	33	7	97	104
05:00 PM	1	4	3	1	8	0	1	0	0	1	0	4	1	0	5	0	2	2	0	4	1	18	19
05:15 PM	0	1	2	1	3	0	1	1	0	2	4	3	0	0	7	1	0	0	0	1	1	13	14
05:30 PM	0	2	1	1	3	0	3	0	0	3	2	3	0	0	5	2	2	1	1	5	2	16	18
05:45 PM	0	5	0	0	5	0	1	0	0	1	2	4	0	0	6	2	0	0	0	2	0	14	14
Total	1	12	6	3	19	0	6	1	0	7	8	14	1	0	23	5	4	3	1	12	4	61	65
06:00 PM	0	6	0	0	6	0	1	0	0	1	1	2	0	0	3	1	2	0	0	3	0	13	13
06:15 PM	1	10	3	2	14	0	0	1	0	1	0	1	0	0	1	2	3	1	0	6	2	22	24
06:30 PM	0	2	1	0	3	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	6	6
06:45 PM	1	2	1	1	4	0	0	0	0	0	1	6	1	0	8	0	1	3	0	4	1	16	17
Total	2	20	5	3	27	0	2	1	0	3	2	11	1	0	14	3	6	4	0	13	3	57	60
Grand Total	5	42	25	9	72	0	12	3	0	15	17	44	9	2	70	19	26	13	3	58	14	215	229
Apprch %	6.9	58.3	34.7			0	80	20			24.3	62.9	12.9			32.8	44.8	22.4					
Total %	2.3	19.5	11.6		33.5	0	5.6	1.4		7	7.9	20.5	4.2		32.6	8.8	12.1	6		27	6.1	93.9	

Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	5	3	9	0	1	1	2	3	6	2	11	1	7	1	9	31
04:45 PM	1	1	4	6	0	2	0	2	2	6	0	8	2	4	3	9	25
05:00 PM	1	4	3	8	0	1	0	1	0	4	1	5	0	2	2	4	18
05:15 PM	0	1	2	3	0	1	1	2	4	3	0	7	1	0	0	1	13
Total Volume	3	11	12	26	0	5	2	7	9	19	3	31	4	13	6	23	87
% App. Total	11.5	42.3	46.2		0	71.4	28.6		29	61.3	9.7		17.4	56.5	26.1		
PHF	.750	.550	.750	.722	.000	.625	.500	.875	.563	.792	.375	.705	.500	.464	.500	.639	.702

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi PM
 Site Code : 05122422
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City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	1	5	3	9	0	1	1	2	3	6	2	11	1	7	1	9	
+15 mins.	1	1	4	6	0	2	0	2	2	6	0	8	2	4	3	9	
+30 mins.	1	4	3	8	0	1	0	1	0	4	1	5	0	2	2	4	
+45 mins.	0	1	2	3	0	1	1	2	4	3	0	7	1	0	0	1	
Total Volume	3	11	12	26	0	5	2	7	9	19	3	31	4	13	6	23	
% App. Total	11.5	42.3	46.2		0	71.4	28.6		29	61.3	9.7		17.4	56.5	26.1		
PHF	.750	.550	.750	.722	.000	.625	.500	.875	.563	.792	.375	.705	.500	.464	.500	.639	

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi PM
 Site Code : 05122422
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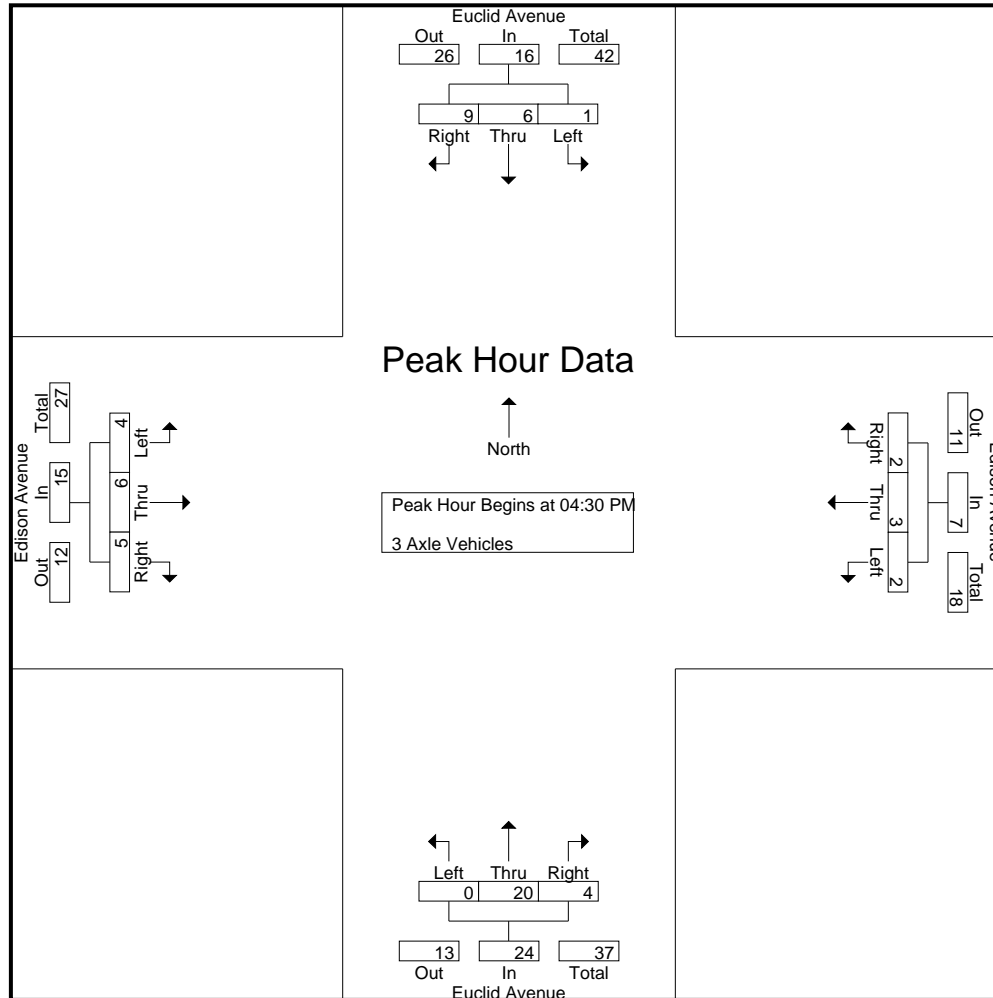
Groups Printed- 3 Axle Vehicles

Start Time	Euclid Avenue Southbound					Edison Avenue Westbound					Euclid Avenue Northbound					Edison Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	4	3	3	7	0	0	1	0	1	0	4	1	0	5	1	0	2	1	3	4	16	20
04:15 PM	1	1	2	0	4	0	1	1	1	2	0	7	0	0	7	1	2	0	0	3	1	16	17
04:30 PM	0	1	3	1	4	0	0	1	0	1	0	8	1	0	9	1	3	2	1	6	2	20	22
04:45 PM	0	2	3	2	5	0	2	1	0	3	0	5	1	1	6	1	1	0	0	2	3	16	19
Total	1	8	11	6	20	0	3	4	1	7	0	24	3	1	27	4	6	4	2	14	10	68	78
05:00 PM	0	2	2	0	4	2	0	0	0	2	0	5	1	0	6	2	1	2	1	5	1	17	18
05:15 PM	1	1	1	0	3	0	1	0	0	1	0	2	1	0	3	0	1	1	0	2	0	9	9
05:30 PM	0	3	2	0	5	0	0	1	0	1	1	2	0	0	3	4	1	1	0	6	0	15	15
05:45 PM	0	2	2	1	4	2	0	0	0	2	0	1	0	0	1	3	1	0	0	4	1	11	12
Total	1	8	7	1	16	4	1	1	0	6	1	10	2	0	13	9	4	4	1	17	2	52	54
06:00 PM	0	6	1	0	7	0	0	1	0	1	0	2	0	0	2	1	0	3	0	4	0	14	14
06:15 PM	1	9	2	1	12	0	2	0	0	2	0	5	0	0	5	0	0	2	0	2	1	21	22
06:30 PM	0	3	3	1	6	1	1	1	0	3	0	1	0	0	1	0	1	0	0	1	1	11	12
06:45 PM	1	6	0	0	7	0	1	1	1	2	0	2	0	0	2	5	0	0	0	5	1	16	17
Total	2	24	6	2	32	1	4	3	1	8	0	10	0	0	10	6	1	5	0	12	3	62	65
Grand Total	4	40	24	9	68	5	8	8	2	21	1	44	5	1	50	19	11	13	3	43	15	182	197
Apprch %	5.9	58.8	35.3			23.8	38.1	38.1			2	88	10			44.2	25.6	30.2					
Total %	2.2	22	13.2		37.4	2.7	4.4	4.4		11.5	0.5	24.2	2.7		27.5	10.4	6	7.1		23.6	7.6	92.4	

Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	3	4	0	0	1	1	0	8	1	9	1	3	2	6	20
04:45 PM	0	2	3	5	0	2	1	3	0	5	1	6	1	1	0	2	16
05:00 PM	0	2	2	4	2	0	0	2	0	5	1	6	2	1	2	5	17
05:15 PM	1	1	1	3	0	1	0	1	0	2	1	3	0	1	1	2	9
Total Volume	1	6	9	16	2	3	2	7	0	20	4	24	4	6	5	15	62
% App. Total	6.2	37.5	56.2		28.6	42.9	28.6		0	83.3	16.7		26.7	40	33.3		
PHF	.250	.750	.750	.800	.250	.375	.500	.583	.000	.625	1.00	.667	.500	.500	.625	.625	.775

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2



City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	1	3	4	0	0	1	1	0	8	1	9	1	3	2	6	
+15 mins.	0	2	3	5	0	2	1	3	0	5	1	6	1	1	0	2	
+30 mins.	0	2	2	4	2	0	0	2	0	5	1	6	2	1	2	5	
+45 mins.	1	1	1	3	0	1	0	1	0	2	1	3	0	1	1	2	
Total Volume	1	6	9	16	2	3	2	7	0	20	4	24	4	6	5	15	
% App. Total	6.2	37.5	56.2		28.6	42.9	28.6		0	83.3	16.7		26.7	40	33.3		
PHF	.250	.750	.750	.800	.250	.375	.500	.583	.000	.625	1.000	.667	.500	.500	.625	.625	

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 1

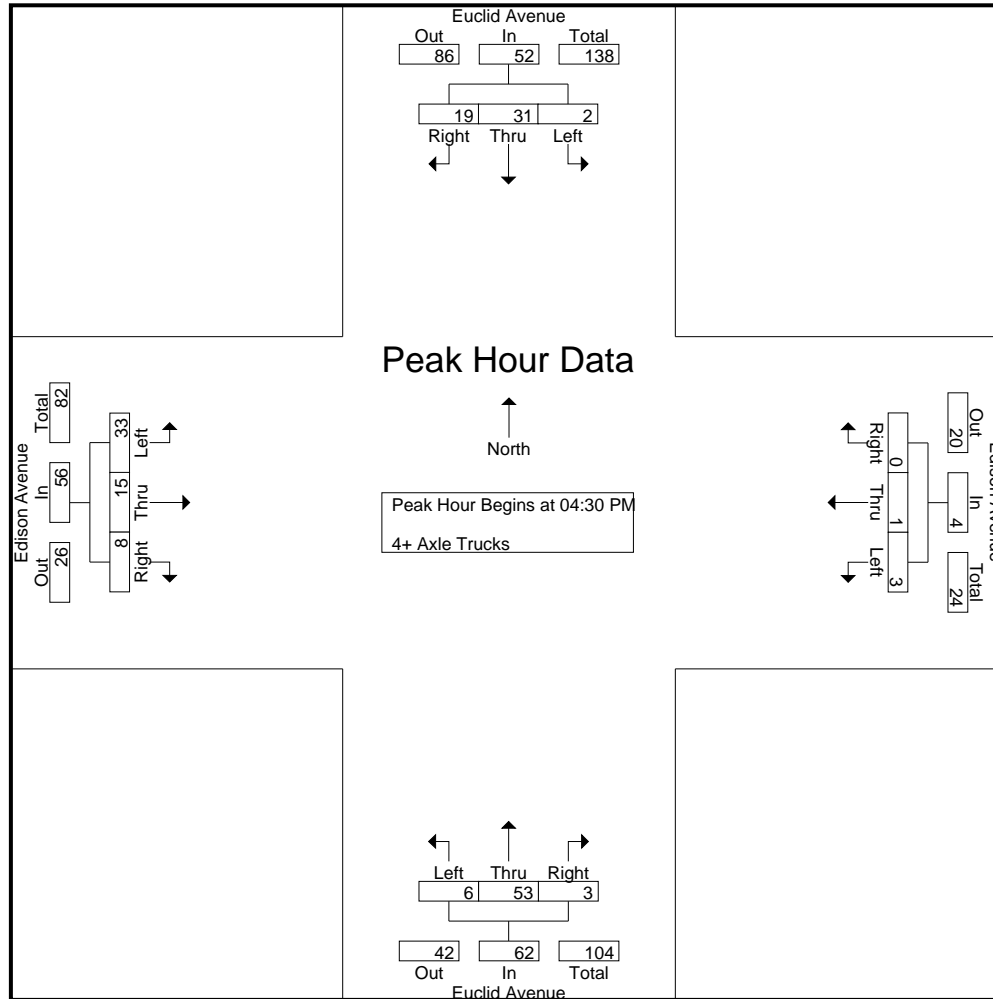
Groups Printed- 4+ Axle Trucks

Start Time	Euclid Avenue Southbound					Edison Avenue Westbound					Euclid Avenue Northbound					Edison Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	1	7	8	1	16	1	2	1	0	4	2	8	2	1	12	12	6	2	0	20	2	52	54
04:15 PM	2	10	6	0	18	0	1	1	0	2	3	14	1	0	18	8	6	3	1	17	1	55	56
04:30 PM	0	10	7	2	17	0	0	0	0	0	0	11	2	0	13	9	5	3	0	17	2	47	49
04:45 PM	0	8	6	2	14	0	1	0	0	1	1	12	1	1	14	5	4	3	1	12	4	41	45
Total	3	35	27	5	65	1	4	2	0	7	6	45	6	2	57	34	21	11	2	66	9	195	204
05:00 PM	1	6	3	0	10	2	0	0	0	2	1	10	0	0	11	5	2	1	0	8	0	31	31
05:15 PM	1	7	3	1	11	1	0	0	0	1	4	20	0	0	24	14	4	1	0	19	1	55	56
05:30 PM	0	12	9	1	21	0	1	0	0	1	1	12	0	0	13	6	4	3	1	13	2	48	50
05:45 PM	0	11	4	2	15	0	0	0	0	0	1	11	0	0	12	8	1	3	0	12	2	39	41
Total	2	36	19	4	57	3	1	0	0	4	7	53	0	0	60	33	11	8	1	52	5	173	178
06:00 PM	0	9	4	0	13	2	0	0	0	2	0	9	1	0	10	6	3	3	1	12	1	37	38
06:15 PM	0	9	12	5	21	0	0	0	0	0	0	13	0	0	13	1	2	6	0	9	5	43	48
06:30 PM	4	8	12	4	24	0	0	1	0	1	0	27	2	0	29	4	2	2	0	8	4	62	66
06:45 PM	1	10	10	3	21	0	0	1	0	1	2	21	2	0	25	8	1	1	0	10	3	57	60
Total	5	36	38	12	79	2	0	2	0	4	2	70	5	0	77	19	8	12	1	39	13	199	212
Grand Total	10	107	84	21	201	6	5	4	0	15	15	168	11	2	194	86	40	31	4	157	27	567	594
Apprch %	5	53.2	41.8			40	33.3	26.7			7.7	86.6	5.7			54.8	25.5	19.7					
Total %	1.8	18.9	14.8		35.4	1.1	0.9	0.7		2.6	2.6	29.6	1.9		34.2	15.2	7.1	5.5		27.7	4.5	95.5	

Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	10	7	17	0	0	0	0	0	11	2	13	9	5	3	17	47
04:45 PM	0	8	6	14	0	1	0	1	1	12	1	14	5	4	3	12	41
05:00 PM	1	6	3	10	2	0	0	2	1	10	0	11	5	2	1	8	31
05:15 PM	1	7	3	11	1	0	0	1	4	20	0	24	14	4	1	19	55
Total Volume	2	31	19	52	3	1	0	4	6	53	3	62	33	15	8	56	174
% App. Total	3.8	59.6	36.5		75	25	0		9.7	85.5	4.8		58.9	26.8	14.3		
PHF	.500	.775	.679	.765	.375	.250	.000	.500	.375	.663	.375	.646	.589	.750	.667	.737	.791

City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 2



City of Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue
 Weather: Clear

File Name : 18_CHN_Eu_Edi PM
 Site Code : 05122422
 Start Date : 5/10/2022
 Page No : 3

Start Time	Euclid Avenue Southbound				Edison Avenue Westbound				Euclid Avenue Northbound				Edison Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	10	7	17	0	0	0	0	0	11	2	13	9	5	3	17	
+15 mins.	0	8	6	14	0	1	0	1	1	12	1	14	5	4	3	12	
+30 mins.	1	6	3	10	2	0	0	2	1	10	0	11	5	2	1	8	
+45 mins.	1	7	3	11	1	0	0	1	4	20	0	24	14	4	1	19	
Total Volume	2	31	19	52	3	1	0	4	6	53	3	62	33	15	8	56	
% App. Total	3.8	59.6	36.5		75	25	0		9.7	85.5	4.8		58.9	26.8	14.3		
PHF	.500	.775	.679	.765	.375	.250	.000	.500	.375	.663	.375	.646	.589	.750	.667	.737	

Location: Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue



Date: 5/10/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Euclid Avenue Pedestrians	East Leg Edison Avenue Pedestrians	South Leg Euclid Avenue Pedestrians	West Leg Edison Avenue Pedestrians	
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	1	1
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	1	2

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

Location: Chino
 N/S: Euclid Avenue
 E/W: Edison Avenue



Date: 5/10/2022
 Day: Tuesday

BICYCLES

	Southbound Euclid Avenue			Westbound Edison Avenue			Northbound Euclid Avenue			Eastbound Edison Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

	Southbound Euclid Avenue			Westbound Edison Avenue			Northbound Euclid Avenue			Eastbound Edison Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	1	0	2	0	0	1	1	0	0	0	6

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 29, 22 LOCATION: Ontario PROJECT #: SC3761
 NORTH & SOUTH: Euclid LOCATION #: 1
 EAST & WEST: Eucalyptus CONTROL: 1 SIGNAL



Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	24	133	2	7	195	5	7	4	21	4	32	3	437
7:15 AM	35	124	2	4	173	11	10	5	26	8	31	6	435
7:30 AM	38	176	1	4	172	3	14	7	33	5	32	6	491
7:45 AM	36	157	4	4	208	5	15	4	29	6	34	5	507
8:00 AM	31	134	2	7	171	10	13	3	33	4	39	3	450
8:15 AM	28	142	2	7	167	2	9	5	25	5	21	6	419
8:30 AM	31	153	2	10	170	5	8	3	20	3	18	7	430
8:45 AM	32	145	3	6	139	5	14	4	20	4	16	4	392
VOLUMES	255	1,164	18	49	1,395	46	90	35	207	39	223	40	3,561
APPROACH %	18%	81%	1%	3%	94%	3%	27%	11%	62%	13%	74%	13%	
APP/DEPART	1,437	/	1,305	1,490	/	1,644	332	/	91	302	/	521	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	140	591	9	19	724	29	52	19	121	23	136	20	1,883
APPROACH %	19%	80%	1%	2%	94%	4%	27%	10%	63%	13%	76%	11%	
PEAK HR FACTOR	0.860			0.889			0.889			0.973			0.929
APP/DEPART	740	/	668	772	/	871	192	/	42	179	/	302	0
04:00 PM	17	211	4	5	185	6	5	21	30	0	6	2	492
4:15 PM	14	206	2	8	199	10	6	25	35	1	4	3	513
4:30 PM	17	211	4	9	187	7	3	27	42	1	4	3	515
4:45 PM	18	180	2	12	232	11	6	28	47	0	6	3	545
5:00 PM	21	188	6	6	239	13	7	34	39	1	5	2	561
5:15 PM	20	195	5	9	217	10	9	31	47	2	5	3	553
5:30 PM	24	192	4	9	248	13	8	34	43	2	5	0	582
5:45 PM	30	130	12	5	217	10	13	25	34	1	9	0	486
VOLUMES	161	1,513	39	63	1,724	80	57	225	317	8	44	16	4,247
APPROACH %	9%	88%	2%	3%	92%	4%	10%	38%	53%	12%	65%	24%	
APP/DEPART	1,713	/	1,596	1,867	/	2,051	599	/	315	68	/	285	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	83	755	17	36	936	47	30	127	176	5	21	8	2,241
APPROACH %	10%	88%	2%	4%	92%	5%	9%	38%	53%	15%	62%	24%	
PEAK HR FACTOR	0.972			0.944			0.957			0.850			0.963
APP/DEPART	855	/	800	1,019	/	1,117	333	/	172	34	/	152	0

NB	SB	EB	WB	TTL
0	2	0	0	2
0	1	0	0	1
1	1	0	0	2
0	2	0	0	2
2	1	0	0	3
0	2	0	0	2
0	0	0	0	0
3	11	0	0	14

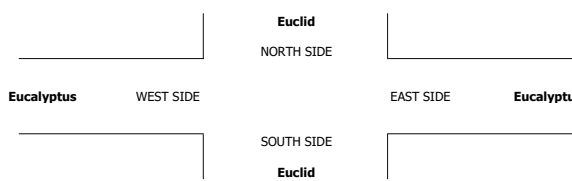
NRR	SRR	ERR	WRR
0	0	16	0
1	5	17	1
0	1	21	3
1	2	17	1
0	3	24	1
0	0	18	3
1	0	12	4
1	1	14	3
4	12	139	16

0	0	0	0
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0	0	0	0	0
0	2	0	0	2
0	2	0	0	2
0	3	1	0	4
0	1	0	0	1
0	1	0	0	1
0	3	0	0	3
2	0	1	0	3
2	12	2	0	16

1	0	18	1
0	3	25	1
1	1	29	0
0	1	28	1
2	4	21	1
0	3	24	1
0	3	18	0
3	1	17	0
7	16	180	5

0	0	0	0
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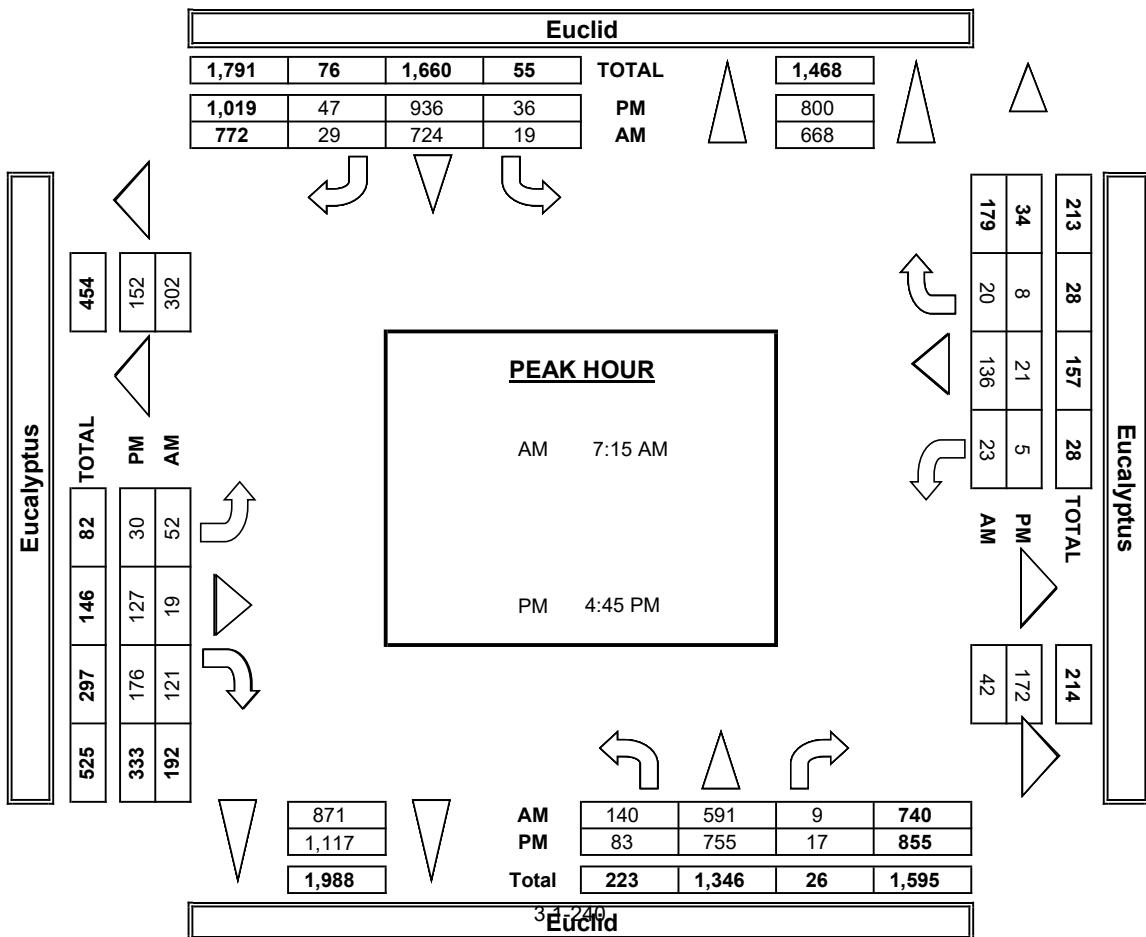
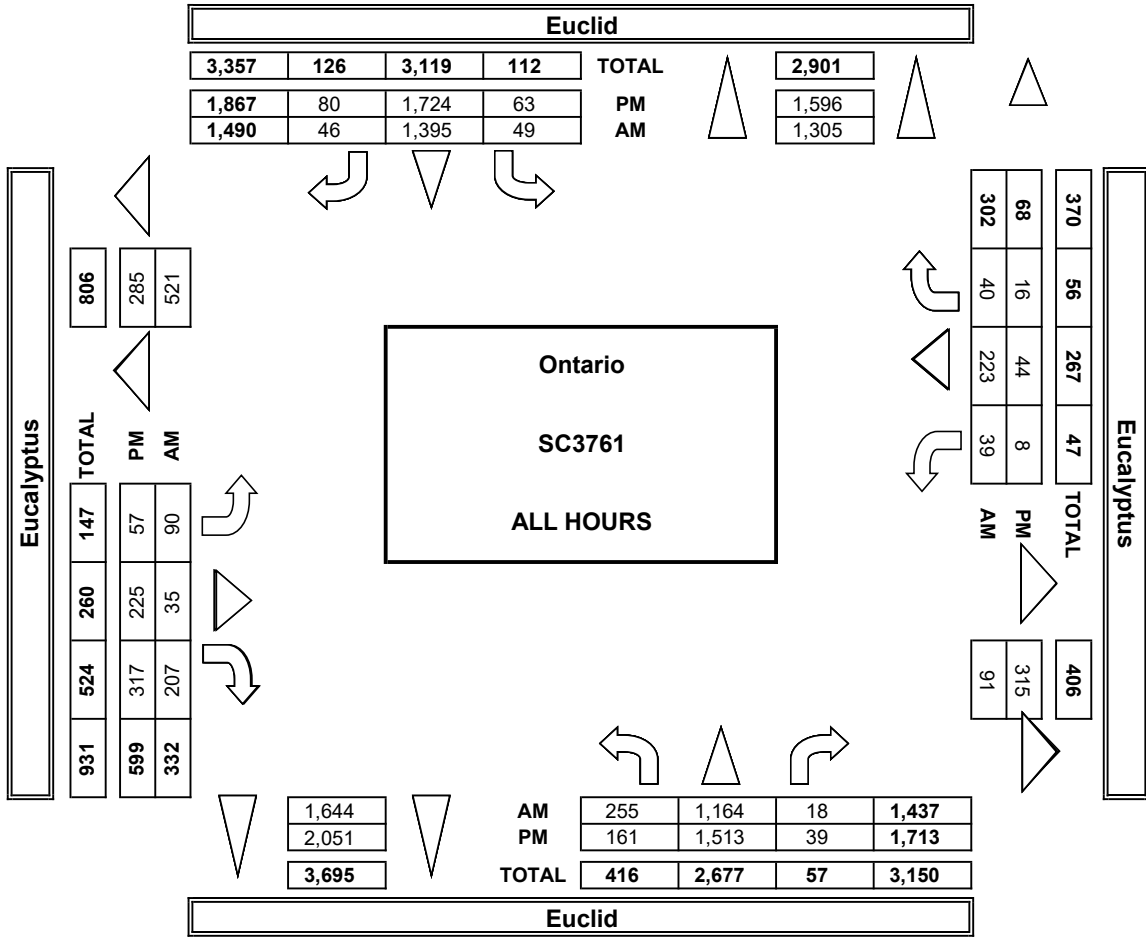
Time	E Side	W Side	S Side	N Side	TOTAL
7:00 AM	0	1	0	0	1
7:15 AM	0	2	0	0	2
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	1	1	0	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	1	5	0	1	7

Time	E Side	W Side	S Side	N Side	TOTAL
7:00 AM	0	1	0	0	1
7:15 AM	0	2	0	0	2
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	1	1	0	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	1	4	2	0	7

Time	E Side	W Side	S Side	N Side	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	2	0	0	2

Time	ES	WS	SS	NS	TOTAL
7:00 AM	0	1	0	0	1
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	1	1	0	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	1	3	0	1	5

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Eucalyptus	PROJECT #: SC3761	LOCATION #: 1	CONTROL: SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND Euclid			SOUTHBOUND Euclid			EASTBOUND Eucalyptus			WESTBOUND Eucalyptus			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS					
NB	SB	EB	WB	TTL	

RTOR			
NRR	SRR	ERR	WRR

7:00 AM	24	101	2	6	141	3	6	4	20	4	30	2	343
7:15 AM	32	104	2	3	128	8	8	5	21	6	31	1	349
7:30 AM	36	147	1	4	131	0	14	6	32	5	32	3	411
7:45 AM	35	131	1	2	157	3	14	4	27	6	33	3	416
8:00 AM	30	97	2	6	143	8	12	2	28	2	36	1	367
8:15 AM	25	105	2	6	125	2	8	5	23	4	19	2	326
8:30 AM	27	110	0	7	126	3	8	3	19	2	18	5	328
8:45 AM	31	108	3	3	100	1	14	3	15	4	16	3	301
VOLUMES	240	903	13	37	1,051	28	84	32	185	33	215	20	2,841
APPROACH %	21%	78%	1%	3%	94%	3%	28%	11%	61%	12%	80%	7%	
APP/DEPART	1,156	/	1,018	1,116	/	1,272	301	/	71	268	/	480	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	130	479	6	10	559	19	48	17	108	19	132	8	1,543
APPROACH %	21%	78%	1%	2%	94%	3%	28%	10%	62%	12%	83%	5%	
PEAK HR FACTOR	0.840			0.915									
APP/DEPART	618	/	540	593	/	689	173	/	33	159	/	281	0
04:00 PM	14	181	1	3	160	6	4	21	29	0	6	2	427
4:15 PM	13	169	2	6	169	10	6	25	34	1	4	3	442
4:30 PM	16	181	3	5	162	7	3	27	39	1	4	3	451
4:45 PM	17	157	2	8	201	10	6	28	44	0	6	3	482
5:00 PM	20	162	6	5	210	12	6	33	36	1	5	2	498
5:15 PM	16	157	5	8	191	9	8	29	47	2	4	1	477
5:30 PM	23	168	3	6	223	12	6	33	41	2	5	0	522
5:45 PM	28	108	11	5	194	9	12	25	33	0	8	0	433
VOLUMES	147	1,283	33	46	1,510	75	51	221	303	7	42	14	3,732
APPROACH %	10%	88%	2%	3%	93%	5%	9%	38%	53%	11%	67%	22%	
APP/DEPART	1,463	/	1,356	1,631	/	1,822	575	/	290	63	/	264	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	76	644	16	20	825	43	25	123	168	5	20	6	1,979
APPROACH %	10%	88%	2%	2%	92%	5%	8%	39%	53%	16%	65%	19%	
PEAK HR FACTOR	0.948			0.928									
APP/DEPART	736	/	682	895	/	998	317	/	159	31	/	140	0

0	2	0	0	2
0	1	0	0	1
1	1	0	0	2
0	2	0	0	2
2	1	0	0	3
0	2	0	0	2
0	2	0	0	2
0	0	0	0	0
3	11	0	0	14

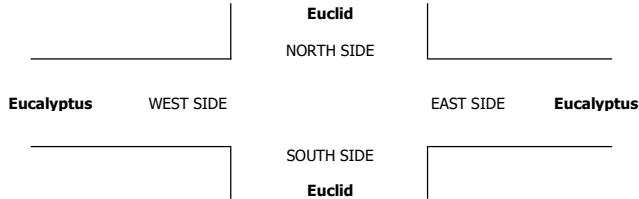
0	0	16	0
1	5	15	0
0	0	20	3
0	2	17	0
0	3	22	0
0	0	17	2
0	0	12	3
1	0	12	3
2	10	131	11

1	10	74	3
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0	0	0	0	0
0	2	0	0	2
0	1	0	0	1
0	3	1	0	4
0	1	0	0	1
0	0	0	0	0
0	3	0	0	3
2	0	1	0	3
2	10	2	0	14

1	0	18	1
0	3	25	1
1	1	27	0
0	1	27	1
2	4	20	1
0	3	24	1
0	3	17	0
3	1	17	0
7	16	175	5

2	11	88	3
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Eucalyptus	PROJECT #: LOCATION #: CONTROL:	SC3761 1 SIGNAL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	← W S ↓	▲ N E ►
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	1	1	1	1	1	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

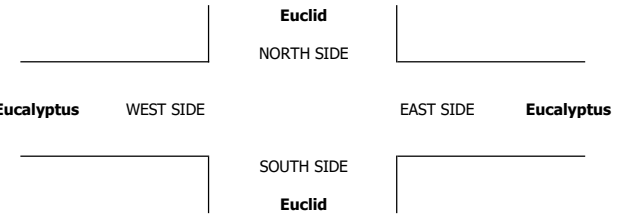
AM	7:00 AM	0	11	0	1	15	1	0	0	1	0	2	0	31
	7:15 AM	2	5	0	0	13	2	1	0	2	1	0	1	27
	7:30 AM	1	9	0	0	18	2	0	0	1	0	0	0	31
	7:45 AM	1	9	0	0	12	1	0	0	1	0	1	0	25
	8:00 AM	1	5	0	0	6	1	0	0	5	1	1	0	20
	8:15 AM	2	6	0	1	4	0	0	0	2	0	2	2	19
	8:30 AM	3	10	0	1	12	1	0	0	1	0	0	0	28
	8:45 AM	0	9	0	0	4	1	0	1	5	0	0	0	20
	VOLUMES	10	64	0	3	84	9	1	1	18	2	6	3	201
	APPROACH %	14%	86%	0%	3%	88%	9%	5%	5%	90%	18%	55%	27%	
APP/DEPART	74	/	68	96	/	104	20	/	4	11	/	25	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	5	28	0	0	49	6	1	0	9	2	2	1	103	
APPROACH %	15%	85%	0%	0%	89%	11%	10%	0%	90%	40%	40%	20%		
PEAK HR FACTOR	0.825			0.688			0.500			0.625			0.831	
APP/DEPART	33	/	30	55	/	60	10	/	0	5	/	13	0	
PM	04:00 PM	3	11	2	0	6	0	0	0	1	0	0	0	23
	4:15 PM	1	13	0	0	11	0	0	0	0	0	0	0	25
	4:30 PM	1	5	1	0	7	0	0	0	2	0	0	0	16
	4:45 PM	1	10	0	0	7	0	0	0	3	0	0	0	21
	5:00 PM	0	3	0	1	8	1	0	1	2	0	0	0	16
	5:15 PM	4	11	0	0	7	0	0	1	0	0	1	1	25
	5:30 PM	1	6	0	0	3	0	1	1	2	0	0	0	14
	5:45 PM	1	3	1	0	0	1	1	0	1	1	1	0	10
	VOLUMES	12	62	4	1	49	2	2	3	11	1	2	1	150
	APPROACH %	15%	79%	5%	2%	94%	4%	13%	19%	69%	25%	50%	25%	
APP/DEPART	78	/	65	52	/	61	16	/	8	4	/	16	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	6	30	0	1	25	1	1	3	7	0	1	1	76	
APPROACH %	17%	83%	0%	4%	93%	4%	9%	27%	64%	0%	50%	50%		
PEAK HR FACTOR	0.600			0.675			0.688			0.250			0.760	
APP/DEPART	36	/	32	27	/	32	11	/	4	2	/	8	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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0	0	0	0
0	0	0	0
0	0	1	0
0	0	1	0
0	0	1	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	1	0
0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Eucalyptus	PROJECT #: LOCATION #: CONTROL:	SC3761 1 SIGNAL																				
CLASS 3: 3-AXLE TRUCKS	NOTES:			<table border="1" style="margin: auto;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>N</td><td></td></tr> <tr><td>MD</td><td>◀ W</td><td></td><td>E ▶</td></tr> <tr><td>OTHER</td><td></td><td>S</td><td></td></tr> <tr><td>OTHER</td><td></td><td>▼</td><td></td></tr> </table>	AM		▲		PM		N		MD	◀ W		E ▶	OTHER		S		OTHER		▼	
AM		▲																						
PM		N																						
MD	◀ W		E ▶																					
OTHER		S																						
OTHER		▼																						

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	1	0	0	12	0	0	0	0	0	0	13	
	7:15 AM	0	4	0	0	11	0	1	0	0	0	0	16	
	7:30 AM	0	6	0	0	6	0	0	0	0	0	1	13	
	7:45 AM	0	4	1	0	7	0	0	0	0	0	0	12	
	8:00 AM	0	8	0	0	4	1	0	1	0	0	0	14	
	8:15 AM	0	5	0	0	7	0	1	0	0	0	1	14	
	8:30 AM	0	8	0	1	2	0	0	0	0	0	0	11	
	8:45 AM	0	5	0	0	7	0	0	0	0	0	0	12	
	VOLUMES	0	41	1	1	56	1	2	1	0	0	0	2	105
	APPROACH %	0%	98%	2%	2%	97%	2%	67%	33%	0%	0%	0%	100%	
APP/DEPART	42	/	45	58	/	56	3	/	3	2	/	1	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	0	22	1	0	28	1	1	1	0	0	0	1	55	
APPROACH %	0%	96%	4%	0%	97%	3%	50%	50%	0%	0%	0%	100%		
PEAK HR FACTOR	0.719			0.659			0.500			0.250			0.859	
APP/DEPART	23	/	24	29	/	28	2	/	2	1	/	1	0	
PM	04:00 PM	0	4	0	0	4	0	0	0	0	0	0	8	
	4:15 PM	0	7	0	1	6	0	0	0	0	0	0	14	
	4:30 PM	0	6	0	0	5	0	0	0	0	0	0	11	
	4:45 PM	0	3	0	2	8	0	0	0	0	0	0	13	
	5:00 PM	0	5	0	0	9	0	0	0	0	0	0	14	
	5:15 PM	0	5	0	0	3	0	0	1	0	0	0	9	
	5:30 PM	0	5	0	2	5	0	0	0	0	0	0	12	
	5:45 PM	0	2	0	0	4	0	0	0	0	0	0	6	
	VOLUMES	0	37	0	5	44	0	0	1	0	0	0	0	87
	APPROACH %	0%	100%	0%	10%	90%	0%	0%	100%	0%	0%	0%	0%	
APP/DEPART	37	/	37	49	/	44	1	/	6	0	/	0	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	18	0	4	25	0	0	1	0	0	0	0	48	
APPROACH %	0%	100%	0%	14%	86%	0%	0%	100%	0%	0%	0%	0%		
PEAK HR FACTOR	0.900			0.725			0.250			0.000			0.857	
APP/DEPART	18	/	18	29	/	25	1	/	5	0	/	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

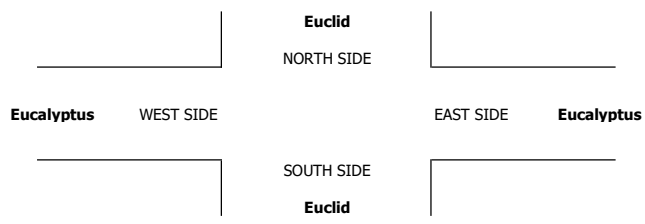
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Eucalyptus	PROJECT #: LOCATION #: CONTROL:	SC3761 1 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER	▲ N ▼ S	← W E →
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	1	1	1	1	1	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

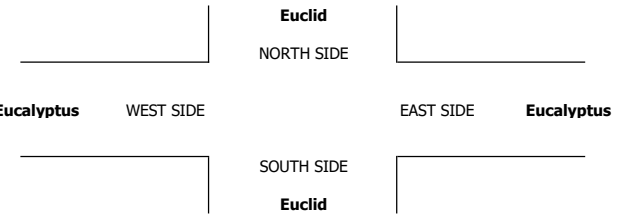
AM	7:00 AM	0	18	0	0	26	1	0	0	0	0	0	1	46
	7:15 AM	1	11	0	1	21	1	0	0	2	1	0	4	42
	7:30 AM	0	14	0	0	16	0	0	0	0	0	1	1	31
	7:45 AM	0	12	2	2	29	0	1	0	0	0	0	0	46
	8:00 AM	0	23	0	1	18	0	0	0	0	1	0	2	45
	8:15 AM	0	23	0	0	31	0	0	0	0	1	0	1	56
	8:30 AM	1	25	2	1	30	0	0	0	0	1	0	2	62
	8:45 AM	1	23	0	2	28	3	0	0	0	0	0	1	58
	VOLUMES	3	149	4	7	199	5	1	0	2	4	0	12	386
	APPROACH %	2%	96%	3%	3%	94%	2%	33%	0%	67%	25%	0%	75%	
APP/DEPART	156	/	162	211	/	205	3	/	11	16	/	8	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	1	60	2	4	84	1	1	0	2	2	0	7	164	
APPROACH %	2%	95%	3%	4%	94%	1%	33%	0%	67%	22%	0%	78%		
PEAK HR FACTOR	0.685			0.718			0.375			0.450			0.891	
APP/DEPART	63	/	68	89	/	88	3	/	6	9	/	2	0	
PM	04:00 PM	0	13	1	2	15	0	0	0	0	0	0	0	31
	4:15 PM	0	17	0	1	13	0	0	0	1	0	0	0	32
	4:30 PM	0	19	0	3	13	0	0	0	1	0	0	0	36
	4:45 PM	0	10	0	2	16	0	0	0	0	0	0	0	28
	5:00 PM	1	18	0	0	11	0	1	0	1	0	0	0	32
	5:15 PM	0	22	0	0	16	1	0	0	0	0	1	1	40
	5:30 PM	0	13	1	1	17	0	1	0	0	0	0	0	33
	5:45 PM	1	17	0	0	19	0	0	0	0	0	0	0	37
	VOLUMES	2	129	2	9	120	1	2	0	3	0	0	1	269
	APPROACH %	2%	97%	2%	7%	92%	1%	40%	0%	60%	0%	0%	100%	
APP/DEPART	133	/	132	130	/	123	5	/	11	1	/	3	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	1	63	1	3	60	1	2	0	1	0	0	1	133	
APPROACH %	2%	97%	2%	5%	94%	2%	67%	0%	33%	0%	0%	100%		
PEAK HR FACTOR	0.739			0.889			0.375			0.250			0.831	
APP/DEPART	65	/	66	64	/	61	3	/	4	1	/	2	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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0	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	1	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Eucalyptus	PROJECT #: LOCATION #: CONTROL:	SC3761 1 SIGNAL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	1	1	1	1	1	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

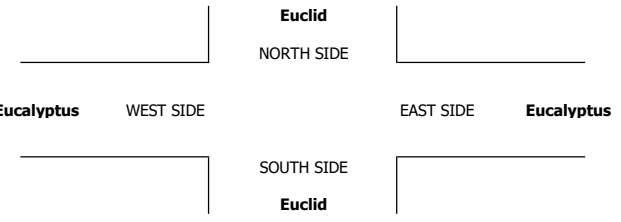
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Eucalyptus	PROJECT #: SC3761	LOCATION #: 1	CONTROL: SIGNAL
CLASS 6:	NOTES:				
BUSES					

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	1	1	1	1	1	1	0	

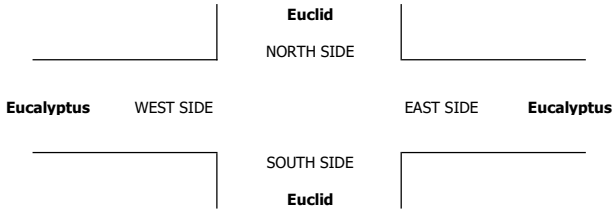
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

AM	7:00 AM	0	2	0	0	1	0	1	0	0	0	0	0	4
	7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
	7:30 AM	1	0	0	0	1	1	0	1	0	0	0	1	5
	7:45 AM	0	1	0	0	3	1	0	0	1	0	0	2	8
	8:00 AM	0	1	0	0	0	0	1	0	0	0	2	0	4
	8:15 AM	1	3	0	0	0	0	0	0	0	0	0	0	4
	8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
	VOLUMES	2	7	0	1	5	3	2	1	2	0	2	3	28
	APPROACH %	22%	78%	0%	11%	56%	33%	40%	20%	40%	0%	40%	60%	
APP/DEPART	9	/	12	9	/	7	5	/	2	5	/	7	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	1	2	0	0	4	2	1	1	2	0	2	3	18	
APPROACH %	33%	67%	0%	0%	67%	33%	25%	25%	50%	0%	40%	60%		
PEAK HR FACTOR	0.750		0.375		1.000		0.625		0.563					
APP/DEPART	3	/	6	6	/	6	4	/	1	5	/	5	0	
PM	04:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	1	2	2	0	0	0	0	0	7
	APPROACH %	0%	100%	0%	0%	33%	67%	100%	0%	0%	0%	0%	0%	
APP/DEPART	2	/	4	3	/	1	2	/	0	0	/	2	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	0	0	0	1	2	1	0	0	0	0	0	4	
APPROACH %	0%	0%	0%	0%	33%	67%	100%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000		0.750		0.250		0.000				1.000			
APP/DEPART	0	/	1	3	/	1	1	/	0	0	/	2	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0

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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 29, 22 LOCATION: Ontario PROJECT #: SC3761
 NORTH & SOUTH: Euclid LOCATION #: 2
 EAST & WEST: Merrill CONTROL: SIGNAL

NOTES:

AM	▲	N	▶
PM	◀	W	E
MD	◀	W	E
OTHER	◀	W	E
OTHER	◀	W	E
	▼	S	▶

Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	3	131	26	30	171	19	2	2	0	52	20	30	486
7:15 AM	5	133	15	32	165	10	1	0	1	43	7	27	439
7:30 AM	0	183	15	38	162	10	0	2	2	42	9	32	495
7:45 AM	4	169	20	34	197	12	3	0	0	36	13	25	513
8:00 AM	4	132	14	26	173	9	0	1	1	47	7	33	447
8:15 AM	1	135	19	29	160	8	1	1	0	39	4	36	433
8:30 AM	0	152	16	35	156	2	1	0	1	19	1	34	417
8:45 AM	0	149	23	25	133	5	1	0	3	28	2	32	401
VOLUMES	17	1,184	148	249	1,317	75	9	6	8	306	63	249	3,631
APPROACH %	1%	88%	11%	15%	80%	5%	39%	26%	35%	50%	10%	40%	
APP/DEPART	1,349	/	1,444	1,641	/	1,632	23	/	401	618	/	154	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	12	616	76	134	695	51	6	4	3	173	49	114	1,933
APPROACH %	2%	88%	11%	15%	79%	6%	46%	31%	23%	51%	15%	34%	
PEAK HR FACTOR		0.889			0.905			0.813		0.824			0.942
APP/DEPART	704	/	737	880	/	872	13	/	213	336	/	111	0
04:00 PM	0	185	36	36	178	1	9	15	4	27	0	41	532
4:15 PM	2	203	26	33	202	0	1	10	1	26	0	18	522
4:30 PM	0	198	33	45	184	1	4	15	2	31	0	30	543
4:45 PM	0	162	32	43	236	0	2	10	7	22	0	36	550
5:00 PM	1	166	27	47	226	6	1	7	0	32	0	48	561
5:15 PM	0	192	32	41	224	1	0	1	1	22	0	28	542
5:30 PM	0	198	36	55	237	1	0	0	0	24	0	26	577
5:45 PM	1	152	27	61	189	2	1	0	2	29	0	19	483
VOLUMES	4	1,456	249	361	1,676	12	18	58	17	213	0	246	4,310
APPROACH %	0%	85%	15%	18%	82%	1%	19%	62%	18%	46%	0%	54%	
APP/DEPART	1,709	/	1,721	2,049	/	1,908	93	/	667	459	/	14	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	1	718	127	186	923	8	3	18	8	100	0	138	2,230
APPROACH %	0%	85%	15%	17%	83%	1%	10%	62%	28%	42%	0%	58%	
PEAK HR FACTOR		0.904			0.953			0.382		0.744			0.966
APP/DEPART	846	/	860	1,117	/	1,032	29	/	330	238	/	8	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	2	0	0	3

RTOR

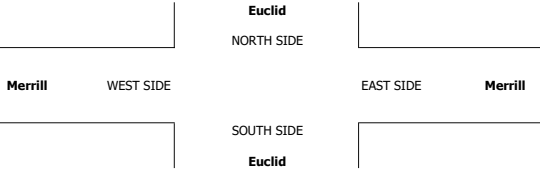
NRR	SRR	ERR	WRR
3	7	0	0
4	3	1	6
3	3	2	14
4	2	0	3
2	4	0	6
6	0	0	7
5	0	0	3
5	3	1	3
32	22	4	42

14	15	3	23
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0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
2	1	0	0	3

11	0	1	6
7	0	0	4
9	0	1	5
6	0	4	10
11	2	0	6
8	0	1	7
8	0	0	5
7	0	2	2
67	2	9	45

33	2	5	28
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AM

7:00 AM	0
7:15 AM	0
7:30 AM	0
7:45 AM	0
8:00 AM	0
8:15 AM	1
8:30 AM	0
8:45 AM	0
TOTAL	1

PM

4:00 PM	0
4:15 PM	0
4:30 PM	0
4:45 PM	0
5:00 PM	0
5:15 PM	2
5:30 PM	0
5:45 PM	0
TOTAL	2

ALL PED AND BIKE

	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	2	0	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	1	0	0	1	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	1	3	0	1	5
4:00 PM	0	1	0	0	1
4:15 PM	0	2	0	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	2	1	0	1	4
5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1
TOTAL	2	5	0	1	8

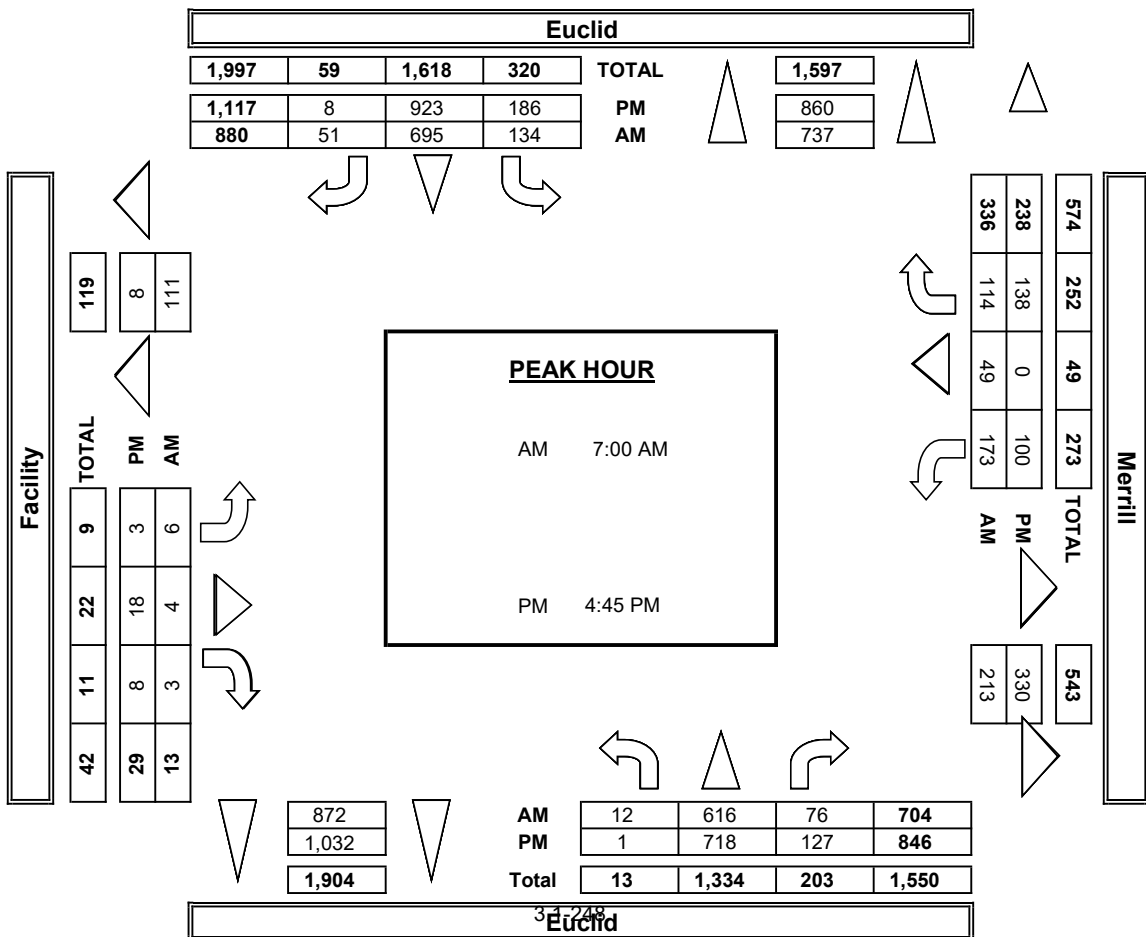
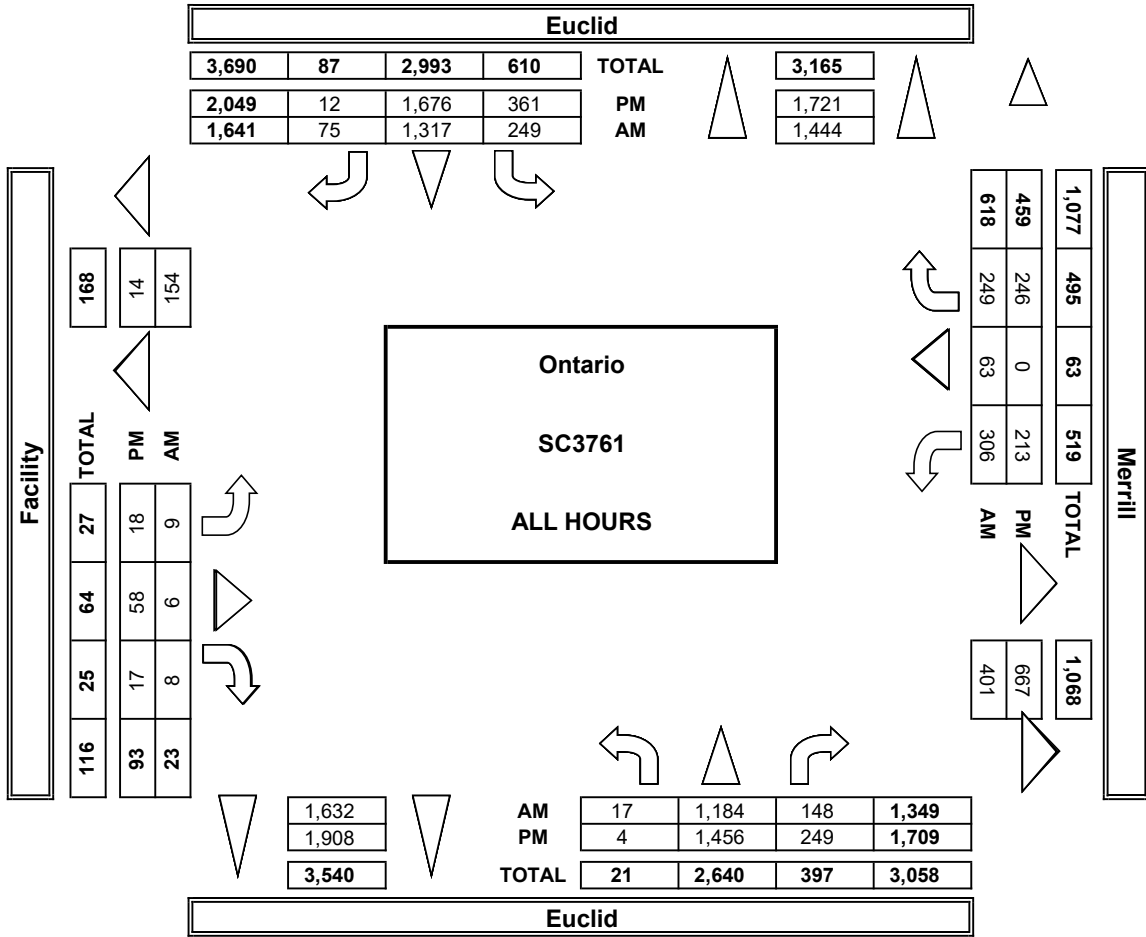
PEDESTRIAN CROSSINGS

	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	2	1	0	1	4
5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1
TOTAL	2	2	0	1	5

BICYCLE CROSSINGS

	ES	WS	SS	NS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	2	0	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	1	0	0	1	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	1	3	0	1	5
4:00 PM	0	1	0	0	1
4:15 PM	0	2	0	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	3	0	0	3

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Merrill	PROJECT #: LOCATION #: CONTROL:	SC3761 2 SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	<table style="margin: auto;"> <tr> <td>AM</td> <td></td> <td>▲</td> <td></td> </tr> <tr> <td>PM</td> <td></td> <td>N</td> <td></td> </tr> <tr> <td>MD</td> <td>◀ W</td> <td></td> <td>E ▶</td> </tr> <tr> <td>OTHER:</td> <td></td> <td>S</td> <td></td> </tr> <tr> <td>OTHER:</td> <td></td> <td>▼</td> <td></td> </tr> </table>	AM		▲		PM		N		MD	◀ W		E ▶	OTHER:		S		OTHER:		▼	
AM		▲																				
PM		N																				
MD	◀ W		E ▶																			
OTHER:		S																				
OTHER:		▼																				

LANES:	NORTHBOUND Euclid			SOUTHBOUND Euclid			EASTBOUND Merrill			WESTBOUND Merrill			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	

U-TURNS					
NB	SB	EB	WB	TTL	

RTOR			
NRR 0	SRR 0	ERR 0	WRR 0

AM	7:00 AM	3	107	16	20	126	19	1	2	0	44	19	22	379
	7:15 AM	5	114	8	21	124	10	1	0	0	34	7	23	347
	7:30 AM	0	157	7	27	132	10	0	1	2	31	9	25	401
	7:45 AM	4	142	13	26	154	10	3	0	0	27	13	22	414
	8:00 AM	4	99	11	21	144	8	0	1	1	33	6	28	356
	8:15 AM	1	102	15	21	125	7	1	0	0	26	4	29	331
	8:30 AM	0	112	9	26	119	2	0	0	1	12	1	25	307
	8:45 AM	0	120	14	19	96	4	1	0	1	18	1	22	296
	VOLUMES	17	953	93	181	1,020	70	7	4	5	225	60	196	2,831
	APPROACH %	2%	90%	9%	14%	80%	6%	44%	25%	31%	47%	12%	41%	
APP/DEPART	1,063	/	1,158	1,271	/	1,251	16	/	276	481	/	146	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	11	520	44	93	536	49	5	3	2	136	48	92	1,541	
APPROACH %	2%	90%	8%	14%	79%	7%	50%	30%	20%	49%	17%	33%		
PEAK HR FACTOR	0.878			0.893			0.833			0.812			0.931	
APP/DEPART	576	/	618	679	/	675	10	/	140	276	/	108	0	
PM	04:00 PM	0	160	25	31	157	1	9	15	4	18	0	29	449
	4:15 PM	1	170	14	22	183	0	1	10	1	19	0	13	434
	4:30 PM	0	170	31	37	164	1	4	14	0	22	0	25	468
	4:45 PM	0	149	18	38	207	0	2	10	7	18	0	25	474
	5:00 PM	1	151	20	36	207	4	1	6	0	30	0	36	492
	5:15 PM	0	158	28	31	208	1	0	1	1	17	0	20	465
	5:30 PM	0	181	34	49	217	1	0	0	0	16	0	17	515
	5:45 PM	1	133	22	52	173	2	0	0	2	21	0	14	420
	VOLUMES	3	1,272	192	296	1,516	10	17	56	15	161	0	179	3,717
	APPROACH %	0%	87%	13%	16%	83%	1%	19%	64%	17%	47%	0%	53%	
APP/DEPART	1,467	/	1,469	1,822	/	1,694	88	/	543	340	/	11	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	639	100	153	839	6	3	17	8	81	0	98	1,946	
APPROACH %	0%	86%	14%	15%	84%	1%	11%	61%	29%	45%	0%	55%		
PEAK HR FACTOR	0.860			0.935			0.368			0.678			0.945	
APP/DEPART	740	/	741	999	/	929	28	/	270	179	/	6	0	

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	1	0	0	0	2
0	0	0	0	0	0
0	1	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
1	2	0	0	0	3

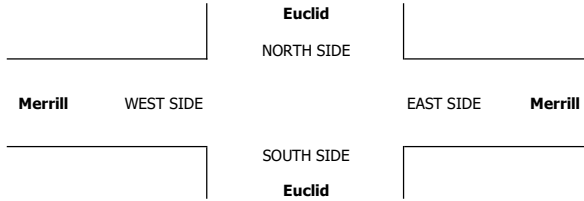
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4	3	0	5
1	3	2	12
4	2	0	3
2	3	0	6
6	0	0	3
4	0	0	2
2	2	0	1
25	20	2	32

11	15	2	20
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0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
0	1	0	0	0	1
0	0	0	0	0	0
2	1	0	0	0	3

7	0	1	4
2	0	0	3
9	0	0	3
4	0	4	6
9	1	0	5
7	0	1	6
8	0	0	2
5	0	2	2
51	1	8	31

28	1	5	19
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Merrill	PROJECT #: LOCATION #: CONTROL:	SC3761 2 SIGNAL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	1	2	1	1	2	0	0	1	0	0	0	1	1	0
7:00 AM	0	8	3	1	15	0	1	0	0	1	1	2	32	
7:15 AM	0	6	2	3	13	0	0	0	1	3	0	1	29	
7:30 AM	0	9	2	4	15	0	0	1	0	2	0	2	35	
7:45 AM	0	10	2	1	12	0	0	0	0	4	0	0	29	
8:00 AM	0	6	1	0	11	1	0	0	0	4	0	0	23	
8:15 AM	0	6	1	0	5	0	0	0	0	2	0	2	16	
8:30 AM	0	10	1	0	13	0	0	0	0	1	0	4	29	
8:45 AM	0	6	2	1	8	0	0	0	0	1	1	3	22	
VOLUMES	0	61	14	10	92	1	1	1	1	18	2	14	215	
APPROACH %	0%	81%	19%	10%	89%	1%	33%	33%	33%	53%	6%	41%		
APP/DEPART	75	/	76	103	/	111	3	/	25	34	/	3	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	0	33	9	9	55	0	1	1	1	10	1	5	125	
APPROACH %	0%	79%	21%	14%	86%	0%	33%	33%	33%	63%	6%	31%		
PEAK HR FACTOR	0.875			0.842			0.750			1.000			0.893	
APP/DEPART	42	/	39	64	/	66	3	/	19	16	/	1	0	
04:00 PM	0	10	4	3	4	0	0	0	0	4	0	7	32	
4:15 PM	1	13	2	7	4	0	0	0	0	0	0	1	28	
4:30 PM	0	6	1	2	7	0	0	1	2	1	0	1	21	
4:45 PM	0	4	3	1	9	0	0	0	0	3	0	7	27	
5:00 PM	0	1	0	2	7	1	0	1	0	0	0	2	14	
5:15 PM	0	12	0	5	2	0	0	0	0	2	0	3	24	
5:30 PM	0	5	0	0	4	0	0	0	0	0	0	2	11	
5:45 PM	0	5	1	1	1	0	0	0	0	1	0	0	9	
VOLUMES	1	56	11	21	38	1	0	2	2	11	0	23	166	
APPROACH %	1%	82%	16%	35%	63%	2%	0%	50%	50%	32%	0%	68%		
APP/DEPART	68	/	79	60	/	51	4	/	34	34	/	2	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	22	3	8	22	1	0	1	0	5	0	14	76	
APPROACH %	0%	88%	12%	26%	71%	3%	0%	100%	0%	26%	0%	74%		
PEAK HR FACTOR	0.521			0.775			0.250			0.475			0.704	
APP/DEPART	25	/	36	31	/	27	1	/	12	19	/	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

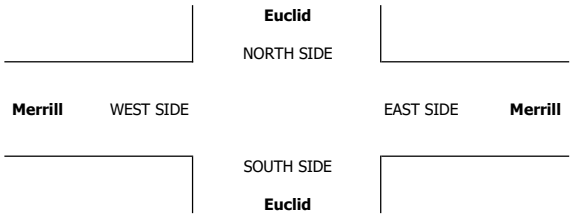
RTOR			
NRR	SRR	ERR	WRR
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2	0	0	0
0	0	0	0
0	1	0	0
0	0	0	1
0	0	0	1
1	0	0	0
3	1	1	2

2	0	1	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

3	0	0	2
2	0	0	0
0	0	1	0
2	0	0	3
0	1	0	0
0	0	0	1
0	0	0	1
0	0	0	0
7	1	1	7

2	1	0	5
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Merrill	PROJECT #: 2	SC3761	LOCATION #: 2	CONTROL: SIGNAL
CLASS 3: 3-AXLE TRUCKS	NOTES:					
			AM PM MD OTHER OTHER	← W E →	▲ N S ▼	

LANES:	NORTHBOUND Euclid			SOUTHBOUND Euclid			EASTBOUND Merrill			WESTBOUND Merrill			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	0	3	4	8	0	0	0	0	4	0	1	20
	7:15 AM	0	2	0	2	9	0	0	0	0	2	0	2	17
	7:30 AM	0	5	1	2	4	0	0	0	0	2	0	2	16
	7:45 AM	0	5	1	1	6	0	0	0	0	1	0	0	14
	8:00 AM	0	7	0	1	3	0	0	0	0	2	1	1	15
	8:15 AM	0	4	0	4	2	1	0	1	0	4	0	1	17
	8:30 AM	0	6	3	1	1	0	0	0	0	2	0	2	15
	8:45 AM	0	4	3	1	5	1	0	0	1	1	0	1	17
	VOLUMES	0	33	11	16	38	2	0	1	1	18	1	10	131
	APPROACH %	0%	75%	25%	29%	68%	4%	0%	50%	50%	62%	3%	34%	
APP/DEPART	44	/	43	56	/	57	2	/	28	29	/	3	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	0	12	5	9	27	0	0	0	0	9	0	5	67	
APPROACH %	0%	71%	29%	25%	75%	0%	0%	0%	0%	64%	0%	36%		
PEAK HR FACTOR	0.708			0.750			0.000			0.700			0.838	
APP/DEPART	17	/	17	36	/	36	0	/	14	14	/	0	0	
PM	04:00 PM	0	3	1	1	3	0	0	0	0	4	0	1	13
	4:15 PM	0	6	3	1	5	0	0	0	0	1	0	1	17
	4:30 PM	0	5	0	3	2	0	0	0	0	4	0	1	15
	4:45 PM	0	2	3	2	6	0	0	0	0	0	0	1	14
	5:00 PM	0	4	1	3	5	1	0	0	0	0	0	1	15
	5:15 PM	0	3	1	2	1	0	0	0	0	1	0	2	10
	5:30 PM	0	3	1	3	2	0	0	0	0	2	0	2	13
	5:45 PM	0	0	0	3	1	0	1	0	0	1	0	1	7
	VOLUMES	0	26	10	18	25	1	1	0	0	13	0	10	104
	APPROACH %	0%	72%	28%	41%	57%	2%	100%	0%	0%	57%	0%	43%	
APP/DEPART	36	/	37	44	/	38	1	/	28	23	/	1	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	12	6	10	14	1	0	0	0	3	0	6	52	
APPROACH %	0%	67%	33%	40%	56%	4%	0%	0%	0%	33%	0%	67%		
PEAK HR FACTOR	0.900			0.694			0.000			0.563			0.867	
APP/DEPART	18	/	18	25	/	17	0	/	16	9	/	1	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

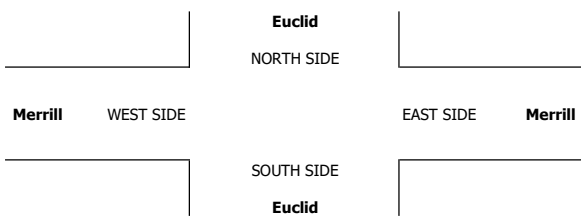
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0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
1	1	1	1
3	1	1	3

1	0	0	1
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
2	0	0	1
0	0	0	1
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
3	0	0	3

1	0	0	1
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Merrill	PROJECT #: LOCATION #: CONTROL:	SC3761 2 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER	▲ N ▼ S	← W E →
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	2	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

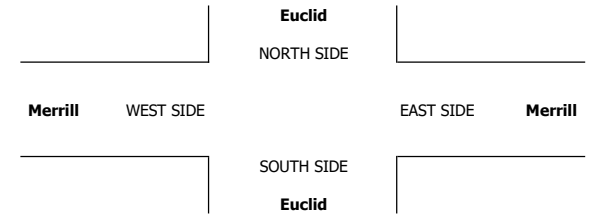
AM	7:00 AM	0	14	4	5	21	0	0	0	0	3	0	5	52
	7:15 AM	0	11	5	6	18	0	0	0	0	4	0	1	45
	7:30 AM	0	12	5	5	10	0	0	0	0	7	0	2	41
	7:45 AM	0	11	4	6	21	2	0	0	0	4	0	3	51
	8:00 AM	0	19	2	4	15	0	0	0	0	8	0	4	52
	8:15 AM	0	19	3	4	28	0	0	0	0	7	0	4	65
	8:30 AM	0	24	3	8	23	0	1	0	0	4	0	3	66
	8:45 AM	0	19	4	4	24	0	0	0	1	8	0	6	66
	VOLUMES	0	129	30	42	160	2	1	0	1	45	0	28	438
	APPROACH %	0%	81%	19%	21%	78%	1%	50%	0%	50%	62%	0%	38%	
APP/DEPART	159	/	158	204	/	206	2	/	72	73	/	2	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	0	48	18	22	70	2	0	0	0	18	0	11	189	
APPROACH %	0%	73%	27%	23%	74%	2%	0%	0%	0%	62%	0%	38%		
PEAK HR FACTOR	0.917			0.810			0.000			0.806			0.909	
APP/DEPART	66	/	59	94	/	88	0	/	40	29	/	2	0	
PM	04:00 PM	0	10	6	1	14	0	0	0	0	1	0	4	36
	4:15 PM	0	14	7	3	10	0	0	0	6	0	3	43	
	4:30 PM	0	17	1	3	11	0	0	0	4	0	3	39	
	4:45 PM	0	7	8	2	14	0	0	0	1	0	3	35	
	5:00 PM	0	10	6	6	6	0	0	0	2	0	9	39	
	5:15 PM	0	19	3	3	13	0	0	0	2	0	3	43	
	5:30 PM	0	9	1	3	14	0	0	0	6	0	5	38	
	5:45 PM	0	14	4	5	14	0	0	0	6	0	4	47	
	VOLUMES	0	100	36	26	96	0	0	0	0	28	0	34	320
	APPROACH %	0%	74%	26%	21%	79%	0%	0%	0%	0%	45%	0%	55%	
APP/DEPART	136	/	134	122	/	124	0	/	62	62	/	0	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	45	18	14	47	0	0	0	0	11	0	20	155	
APPROACH %	0%	71%	29%	23%	77%	0%	0%	0%	0%	35%	0%	65%		
PEAK HR FACTOR	0.716			0.897			0.000			0.705			0.901	
APP/DEPART	63	/	65	61	/	58	0	/	32	31	/	0	0	

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	1
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1	0	0	0
1	0	0	0
0	0	0	1
0	0	0	1
1	0	0	1
1	0	0	0
0	0	0	1
2	0	0	0
6	0	0	4

2	0	0	3
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Merrill	PROJECT #: SC3761	LOCATION #: 2	CONTROL: SIGNAL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	2	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

0	0	0	0
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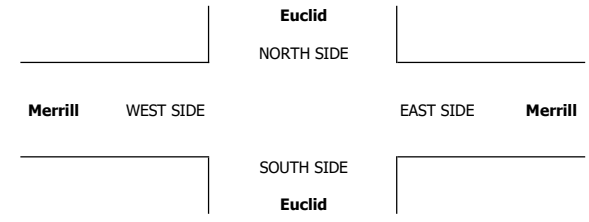
PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Merrill	PROJECT #: SC3761	LOCATION #: 2	CONTROL: SIGNAL															
CLASS 6:	NOTES:																			
BUSES	<table style="display: inline-table; border: none;"> <tr> <td style="padding: 0 5px;">AM</td> <td style="padding: 0 5px;">PM</td> <td style="padding: 0 5px;">MD</td> <td style="padding: 0 5px;">OTHER</td> <td style="padding: 0 5px;">OTHER</td> </tr> <tr> <td style="text-align: center;">▲</td> <td style="text-align: center;">N</td> <td style="text-align: center;">◀</td> <td style="text-align: center;">W</td> <td style="text-align: center;">E ▶</td> </tr> <tr> <td style="text-align: center;">▼</td> <td style="text-align: center;">S</td> <td></td> <td></td> <td></td> </tr> </table>					AM	PM	MD	OTHER	OTHER	▲	N	◀	W	E ▶	▼	S			
AM	PM	MD	OTHER	OTHER																
▲	N	◀	W	E ▶																
▼	S																			

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Euclid			Euclid			Merrill			Merrill			
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	

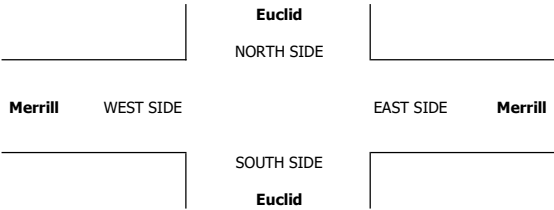
U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1
	7:45 AM	0	1	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	8:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	8	0	0	7	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%		0	0	0	0	0	0	0	0	1
	APP/DEPART	8	/	9	7	/	7	0	/	0	1	/	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR	7:00 AM																					
VOLUMES	0	3	0	0	7	0	0	0	0	0	0	1	11	0	0	0	0	0	0	0	0	1	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%		0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR	0.375																						
APP/DEPART	3	/	4	7	/	7	0	/	0	1	/	0	0.550	0	0	0	0	0	0	0	0	0	
PM	04:00 PM	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%		0	0	0	0	0	0	0	0	
	APP/DEPART	2	/	2	1	/	1	0	/	0	0	/	0	0	0	0	0	0	0	0	0	0	
	BEGIN PEAK HR	4:45 PM																					
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%		0	0	0	0	0	0	0	0		
PEAK HR FACTOR	0.000																						
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0.250	0	0	0	0	0	0	0	0		

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0

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0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 29, 22 LOCATION: Ontario PROJECT #: SC3761
 NORTH & SOUTH: Euclid Euclid LOCATION #: 3
 EAST & WEST: Kimball Kimball CONTROL: SIGNAL



Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	11	91	8	23	101	69	16	34	6	12	200	43	614
7:15 AM	7	91	7	25	131	52	17	45	10	20	244	68	717
7:30 AM	7	93	2	28	84	80	16	57	4	25	251	91	738
7:45 AM	11	91	11	36	118	89	22	63	3	20	214	70	748
8:00 AM	10	85	6	44	104	64	15	61	9	17	223	51	689
8:15 AM	14	98	8	38	121	56	15	79	3	11	140	51	634
8:30 AM	6	88	10	35	89	45	23	80	2	16	160	41	595
8:45 AM	7	105	5	27	84	39	22	57	3	5	103	40	497
VOLUMES	73	742	57	256	832	494	146	476	40	126	1,535	455	5,232
APPROACH %	8%	85%	7%	16%	53%	31%	22%	72%	6%	6%	73%	22%	
APP/DEPART	872	/	1,348	1,582	/	1,007	662	/	791	2,116	/	2,086	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	35	360	26	133	437	285	70	226	26	82	932	280	2,892
APPROACH %	8%	86%	6%	16%	51%	33%	22%	70%	8%	6%	72%	22%	
PEAK HR FACTOR	0.931			0.880			0.915			0.881			0.967
APP/DEPART	421	/	712	855	/	549	322	/	388	1,294	/	1,243	0
04:00 PM	11	135	29	93	106	30	55	175	6	15	63	49	767
4:15 PM	10	109	27	90	85	29	52	189	6	7	87	45	736
4:30 PM	15	104	37	100	88	32	64	190	5	10	125	44	814
4:45 PM	18	118	42	100	131	33	42	188	1	11	76	26	786
5:00 PM	7	102	43	117	99	33	63	195	7	13	87	49	815
5:15 PM	12	99	37	116	85	29	57	233	6	12	97	38	821
5:30 PM	22	78	38	134	101	35	92	190	14	9	95	26	834
5:45 PM	12	84	18	84	76	28	38	180	8	9	78	45	660
VOLUMES	107	829	271	834	771	249	463	1,540	53	86	708	322	6,233
APPROACH %	9%	69%	22%	45%	42%	13%	23%	75%	3%	8%	63%	29%	
APP/DEPART	1,207	/	1,745	1,854	/	918	2,056	/	2,524	1,116	/	1,046	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	59	397	160	467	416	130	254	806	28	45	355	139	3,256
APPROACH %	10%	64%	26%	46%	41%	13%	23%	74%	3%	8%	66%	26%	
PEAK HR FACTOR	0.865			0.938			0.919			0.904			0.976
APP/DEPART	616	/	881	1,013	/	494	1,088	/	1,344	539	/	537	0

U-TURNS

NB	SB	EB	WB	TTL
0	1	0	0	1
2	2	0	1	5
0	0	0	0	0
5	0	0	2	7
2	0	0	2	4
5	0	0	0	5
1	0	0	1	2
1	2	0	1	4
16	5	0	7	28

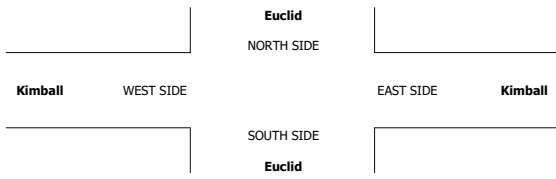
RTOR

NRR	SRR	ERR	WRR
5	8	3	24
4	13	5	58
2	11	3	44
6	16	0	33
2	9	2	38
2	14	1	26
7	14	0	15
1	10	0	20
29	95	14	258

14	49	10	173
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11	12	2	33
11	9	0	25
10	10	3	14
6	12	1	12
15	12	2	32
7	7	2	17
13	10	7	9
6	10	2	26
79	82	19	168

41	41	12	70
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AM

7:00 AM	0	0	0	0	0
7:15 AM	0	2	0	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	2	0	2
8:45 AM	0	0	2	0	2
TOTAL	0	2	5	0	7

PM

4:00 PM	0	1	0	0	1
4:15 PM	0	2	0	0	2
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	1	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	1	1	0	2
5:45 PM	0	0	1	0	1
TOTAL	1	4	2	1	8

ALL PED AND BIKE

E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	2	0	2
0	0	2	0	2
0	2	5	0	7
0	1	0	0	1
0	2	0	0	2
0	0	0	0	0
1	0	0	1	2
0	0	0	0	0
0	0	0	0	0
0	1	1	0	2
0	0	1	0	1
1	4	2	1	8

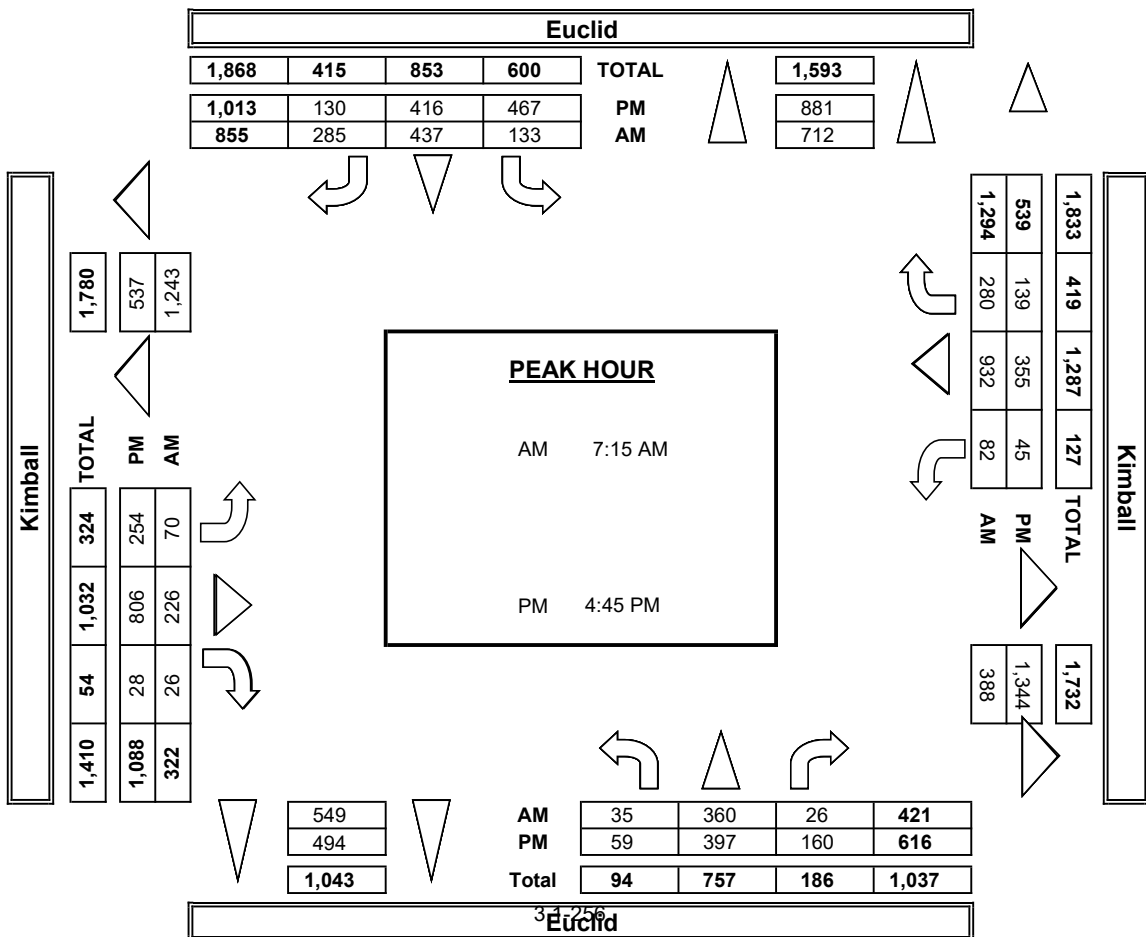
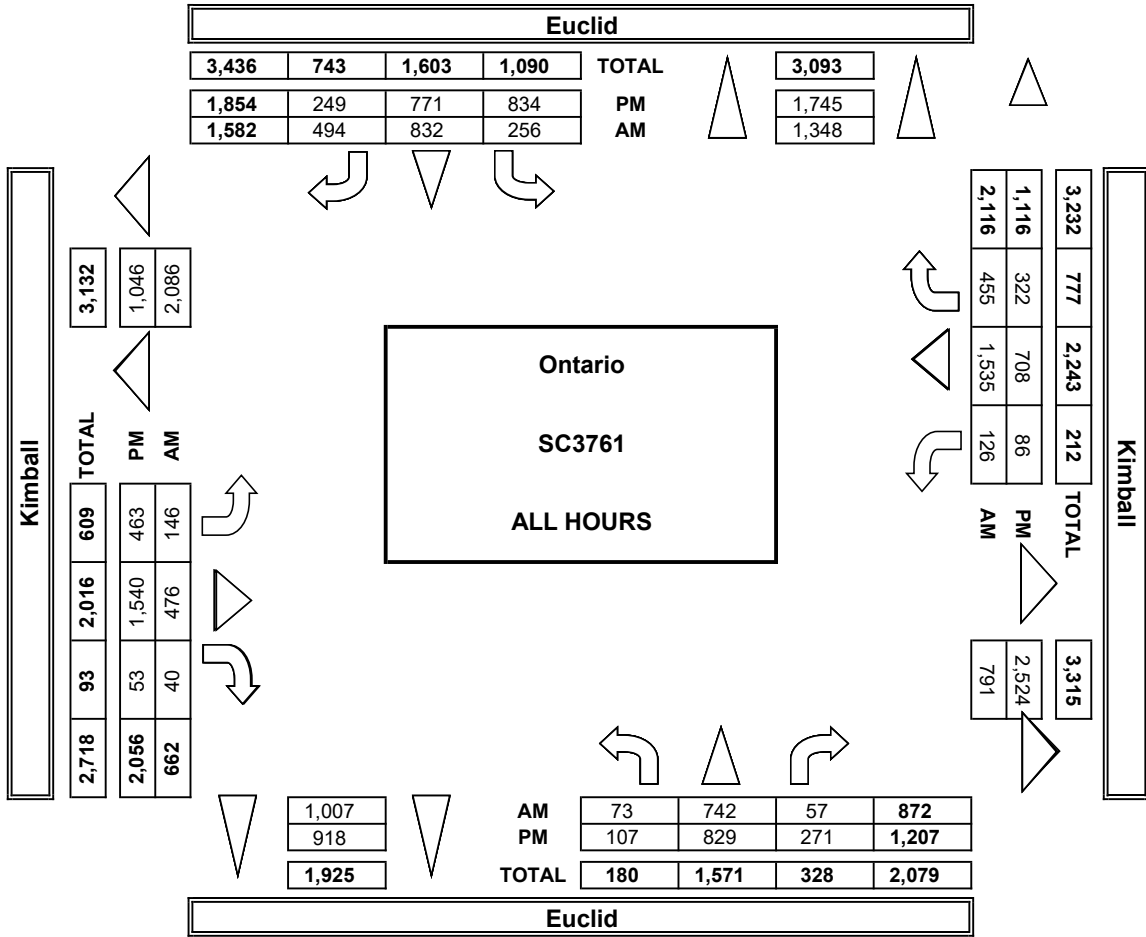
PEDESTRIAN CROSSINGS

E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	2	0	2
0	0	2	0	2
0	0	5	0	5
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	1	2
0	0	0	0	0
0	0	0	0	0
0	1	1	0	2
0	0	1	0	1
1	1	2	1	5

BICYCLE CROSSINGS

ES	WS	SS	NS	TOTAL
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	1	0	0	1
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	3	0	0	3

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Kimball	PROJECT #: SC3761	LOCATION #: 3	CONTROL: SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS					
NB	SB	EB	WB	TTL	

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	8	72	6	17	77	51	10	31	5	11	194	40	522
	7:15 AM	4	65	7	18	103	39	9	40	4	18	240	65	612
	7:30 AM	7	75	2	26	66	63	8	50	2	21	248	87	655
	7:45 AM	7	68	9	32	88	75	13	60	1	18	211	67	649
	8:00 AM	8	68	6	42	77	53	6	58	6	14	213	46	597
	8:15 AM	11	66	6	35	90	36	4	76	3	10	135	45	517
	8:30 AM	4	74	10	33	66	24	6	79	2	14	153	39	504
	8:45 AM	5	83	4	25	56	22	8	53	2	4	100	39	401
	VOLUMES	54	571	50	228	623	363	64	447	25	110	1,494	428	4,457
	APPROACH %	8%	85%	7%	19%	51%	30%	12%	83%	5%	5%	74%	21%	
	APP/DEPART	675	/	1,068	1,214	/	764	536	/	726	2,032	/	1,899	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	21	276	24	116	334	230	36	208	13	67	912	265	2,513
	APPROACH %	6%	85%	7%	17%	49%	34%	14%	81%	5%	5%	73%	21%	
	PEAK HR FACTOR	0.970			0.874			0.868			0.876			0.959
	APP/DEPART	326	/	579	682	/	419	257	/	352	1,248	/	1,163	0
PM	04:00 PM	11	111	29	92	91	15	37	172	6	14	59	47	684
	4:15 PM	10	81	26	87	71	18	40	183	3	6	83	42	650
	4:30 PM	14	89	34	95	70	22	52	188	4	10	125	43	746
	4:45 PM	18	105	41	98	116	21	35	182	0	10	73	26	725
	5:00 PM	7	80	42	115	91	25	51	191	7	13	83	45	750
	5:15 PM	12	85	37	115	80	16	47	229	5	11	97	37	771
	5:30 PM	22	67	38	132	92	19	82	189	12	9	95	24	781
	5:45 PM	11	73	18	83	67	14	29	175	7	9	77	45	608
	VOLUMES	105	691	265	817	678	150	373	1,509	44	82	692	309	5,715
	APPROACH %	10%	85%	25%	50%	41%	9%	19%	78%	2%	8%	64%	29%	
	APP/DEPART	1,061	/	1,504	1,645	/	814	1,926	/	2,467	1,083	/	930	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	52	337	158	369	379	81	215	791	24	43	348	132	3,027
	APPROACH %	9%	61%	29%	40%	41%	9%	21%	77%	2%	8%	67%	25%	
	PEAK HR FACTOR	0.845			0.947			0.910			0.902			0.969
	APP/DEPART	554	/	775	920	/	453	1,030	/	1,318	523	/	481	0

0	1	0	0	1
0	2	0	1	3
0	0	0	0	0
3	0	0	2	5
2	0	0	1	3
5	0	0	0	5
1	0	0	1	2
1	2	0	1	4
12	5	0	6	23

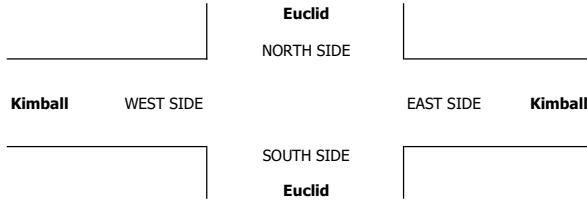
3	6	2	23
4	10	2	55
2	5	1	42
4	12	0	32
2	9	2	36
2	11	1	24
7	10	0	15
1	8	0	19
25	71	8	246

12	36	5	165
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3	10	0	0	13
2	10	0	3	15
2	14	0	2	18
1	12	0	0	13
2	17	0	0	19
0	21	0	0	21
4	41	0	0	45
3	6	0	2	11
17	131	0	7	155

11	7	2	32
10	7	0	22
10	7	3	14
6	5	0	12
15	9	2	30
7	5	2	17
13	6	5	7
6	5	2	26
78	51	16	160

41	25	9	66
----	----	---	----



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Kimball	PROJECT #: LOCATION #: CONTROL:	SC3761 3 SIGNAL
------------------------------	---	------------------------------	---------------------------------------	-----------------------

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	<table style="margin: auto;"> <tr> <td style="border: 1px solid black;">AM</td> <td style="border: 1px solid black;">▲</td> <td style="border: 1px solid black;">N</td> </tr> <tr> <td style="border: 1px solid black;">PM</td> <td style="border: 1px solid black;">←</td> <td style="border: 1px solid black;">W</td> </tr> <tr> <td style="border: 1px solid black;">MD</td> <td style="border: 1px solid black;">S</td> <td style="border: 1px solid black;">E</td> </tr> <tr> <td style="border: 1px solid black;">OTHER</td> <td style="border: 1px solid black;">▼</td> <td style="border: 1px solid black;">S</td> </tr> </table>	AM	▲	N	PM	←	W	MD	S	E	OTHER	▼	S
AM	▲	N												
PM	←	W												
MD	S	E												
OTHER	▼	S												

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	2	2	1	2	2	1	1	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

AM	7:00 AM	1	5	1	3	7	4	2	2	0	0	2	0	27
	7:15 AM	1	13	0	4	11	1	0	0	3	0	3	3	39
	7:30 AM	0	3	0	1	8	5	2	2	2	1	3	3	30
	7:45 AM	1	6	1	2	6	2	0	2	0	1	2	0	23
	8:00 AM	0	4	0	2	11	1	2	1	0	1	3	2	27
	8:15 AM	2	8	2	1	7	5	2	2	0	0	1	4	34
	8:30 AM	0	3	0	1	7	3	3	1	0	2	4	0	24
	8:45 AM	2	3	1	1	3	3	1	4	0	1	3	1	23

0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2

1	0	0	0
0	1	2	3
0	2	2	2
1	1	0	0
0	0	0	1
0	1	0	2
0	0	0	0
0	0	0	1
2	5	4	9

VOLUMES	7	45	5	15	60	24	12	14	5	6	21	13	227
APPROACH %	12%	79%	9%	15%	61%	24%	39%	45%	16%	15%	53%	33%	
APP/DEPART	57	/	70	99	/	73	31	/	34	40	/	50	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	26	1	9	36	9	4	5	5	3	11	8	119
APPROACH %	0%	90%	3%	17%	67%	17%	29%	36%	36%	14%	50%	36%	
PEAK HR FACTOR	0.518			0.844			0.583			0.786			0.763
APP/DEPART	29	/	38	54	/	46	14	/	15	22	/	20	0

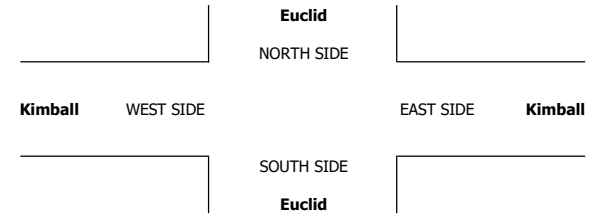
1	4	4	6
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PM	04:00 PM	0	8	0	0	4	6	5	2	0	0	2	0	27
	4:15 PM	0	11	0	1	4	0	1	5	0	1	3	3	29
	4:30 PM	0	3	1	5	6	1	3	2	0	0	0	0	21
	4:45 PM	0	2	1	1	6	1	2	3	1	0	1	0	18
	5:00 PM	0	5	1	2	1	0	2	4	0	0	4	3	22
	5:15 PM	0	6	0	1	1	2	1	2	1	0	0	1	15
	5:30 PM	0	2	0	2	1	2	0	0	0	0	0	1	8
	5:45 PM	0	5	0	1	1	1	3	3	0	0	1	0	15
VOLUMES	0	42	3	13	24	13	17	21	2	1	11	8	155	
APPROACH %	0%	93%	7%	26%	48%	26%	43%	53%	5%	5%	55%	40%		
APP/DEPART	45	/	67	50	/	27	40	/	37	20	/	24	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	15	2	6	9	5	5	9	2	0	5	5	63	
APPROACH %	0%	88%	12%	30%	45%	25%	31%	56%	13%	0%	50%	50%		
PEAK HR FACTOR	0.708			0.625			0.667			0.357			0.716	
APP/DEPART	17	/	25	20	/	11	16	/	17	10	/	10	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	2	0	0
0	0	0	3
0	1	0	0
0	1	1	0
0	0	0	2
0	0	0	0
0	0	0	1
0	0	0	0
0	4	1	6

0	1	1	3
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Kimball	PROJECT #: SC3761	LOCATION #: 3	CONTROL: SIGNAL								
CLASS 3: 3-AXLE TRUCKS	NOTES:		<table style="margin: auto; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">AM</td> <td style="border: 1px solid black; padding: 2px;">▲ N</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">PM</td> <td style="border: 1px solid black; padding: 2px;">S</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">MD</td> <td style="border: 1px solid black; padding: 2px;">◀ W E ▶</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">OTHER</td> <td style="border: 1px solid black; padding: 2px;">▼</td> </tr> </table>			AM	▲ N	PM	S	MD	◀ W E ▶	OTHER	▼
AM	▲ N												
PM	S												
MD	◀ W E ▶												
OTHER	▼												

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Euclid			Euclid			Kimball			Kimball			
	NL 1	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 2	ER 1	WL 1	WT 2	WR 1	
AM													
7:00 AM	0	4	0	2	5	3	0	0	0	1	2	0	17
7:15 AM	1	4	0	1	6	4	2	1	0	1	0	0	20
7:30 AM	0	2	0	0	3	1	0	1	0	1	0	0	8
7:45 AM	1	2	0	0	4	3	3	0	0	0	0	1	14
8:00 AM	1	3	0	0	6	1	0	1	0	0	2	1	15
8:15 AM	0	7	0	0	2	1	1	0	0	0	3	0	14
8:30 AM	0	2	0	1	0	2	2	0	0	0	1	2	10
8:45 AM	0	3	0	1	5	3	2	0	0	0	0	0	14
VOLUMES	3	27	0	5	31	18	10	3	0	3	8	4	112
APPROACH %	10%	90%	0%	9%	57%	33%	77%	23%	0%	20%	53%	27%	
APP/DEPART	30	/	41	54	/	35	13	/	8	15	/	28	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	2	11	0	1	19	9	5	3	0	2	2	2	57
APPROACH %	14%	79%	0%	3%	66%	31%	63%	38%	0%	33%	33%	33%	
PEAK HR FACTOR	0.700			0.659			0.667			0.500			0.713
APP/DEPART	14	/	18	29	/	22	8	/	4	6	/	13	0
PM													
04:00 PM	0	2	0	1	5	1	1	0	0	0	0	0	10
4:15 PM	0	6	1	0	3	2	4	1	0	0	0	0	17
4:30 PM	1	2	2	0	4	3	2	0	0	0	0	0	14
4:45 PM	0	3	0	0	4	2	0	2	0	0	1	0	12
5:00 PM	0	3	0	0	0	3	2	0	0	0	0	0	8
5:15 PM	0	3	0	0	0	2	2	2	0	0	0	0	9
5:30 PM	0	3	0	0	1	2	1	0	2	0	0	1	10
5:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	4
VOLUMES	1	22	3	1	17	16	13	7	2	0	1	1	84
APPROACH %	4%	85%	12%	3%	50%	47%	59%	32%	9%	0%	50%	50%	
APP/DEPART	26	/	36	34	/	20	22	/	11	2	/	17	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	0	12	0	0	5	9	5	4	2	0	1	1	39
APPROACH %	0%	100%	0%	0%	36%	64%	45%	36%	18%	0%	50%	50%	
PEAK HR FACTOR	1.000			0.583			0.688			0.500			0.813
APP/DEPART	12	/	18	14	/	7	11	/	4	2	/	10	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

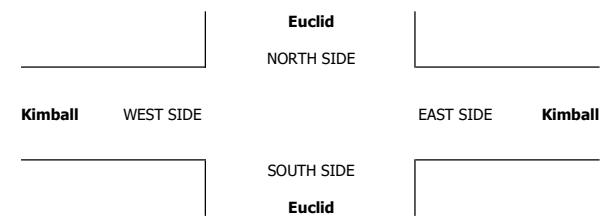
RTOR			
NRR	SRR	ERR	WRR
0	0	0	0
0	1	0	0
0	0	0	0
0	1	0	1
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
0	3	0	2

0	2	0	2
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0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	1	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	1	1

0	1	0	0
1	2	0	0
0	1	0	0
0	1	0	0
0	2	0	0
0	1	0	0
0	1	2	1
0	0	0	0
1	9	2	1

0	5	2	1
---	---	---	---



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Kimball	PROJECT #: LOCATION #: CONTROL:	SC3761 3 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER	▲ N ▼ S	← W E →
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	2	2	1	2	2	1	1	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

AM	7:00 AM	1	10	1	1	12	11	4	0	0	0	0	0	1	41
	7:15 AM	1	9	0	0	11	8	6	4	3	1	0	0	0	43
	7:30 AM	0	13	0	0	7	11	6	3	0	1	0	0	0	41
	7:45 AM	2	15	0	0	18	9	6	0	2	0	1	2	55	
	8:00 AM	1	10	0	0	10	9	7	0	3	0	1	0	41	
	8:15 AM	1	16	0	2	22	14	8	1	0	1	1	0	66	
	8:30 AM	2	9	0	0	16	16	12	0	0	0	1	0	56	
	8:45 AM	0	16	0	0	20	11	11	0	1	0	0	0	59	
	VOLUMES	8	98	1	3	116	89	60	8	9	3	4	3	402	
	APPROACH %	7%	92%	1%	1%	56%	43%	78%	10%	12%	30%	40%	30%		
APP/DEPART	107	/	161	208	/	129	77	/	12	10	/	100	0		
BEGIN PEAK HR	7:15 AM														
VOLUMES	3	47	0	0	46	37	25	7	8	2	2	2	180		
APPROACH %	6%	92%	0%	0%	55%	45%	63%	18%	20%	33%	33%	33%			
PEAK HR FACTOR	0.750			0.769			0.769			0.500			0.818		
APP/DEPART	51	/	74	83	/	57	40	/	7	6	/	42	0		
PM	04:00 PM	0	14	0	0	6	8	12	1	0	0	1	0	42	
	4:15 PM	0	11	0	2	7	9	7	0	3	0	0	0	39	
	4:30 PM	0	10	0	0	8	6	7	0	1	0	0	1	33	
	4:45 PM	0	8	0	1	5	9	5	1	0	0	1	0	30	
	5:00 PM	0	14	0	0	6	5	8	0	0	0	0	1	34	
	5:15 PM	0	5	0	0	4	9	7	0	0	0	0	0	25	
	5:30 PM	0	6	0	0	7	12	9	1	0	0	0	0	35	
	5:45 PM	1	6	0	0	8	12	5	0	1	0	0	0	33	
	VOLUMES	1	74	0	3	51	70	60	3	5	0	2	2	271	
	APPROACH %	1%	99%	0%	2%	41%	56%	88%	4%	7%	0%	50%	50%		
APP/DEPART	75	/	136	124	/	56	68	/	6	4	/	73	0		
BEGIN PEAK HR	4:45 PM														
VOLUMES	0	33	0	1	22	35	29	2	0	0	1	1	124		
APPROACH %	0%	100%	0%	2%	38%	60%	94%	6%	0%	0%	50%	50%			
PEAK HR FACTOR	0.589			0.763			0.775			0.500			0.886		
APP/DEPART	33	/	63	58	/	22	31	/	3	2	/	36	0		

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
1	0	0	0	1

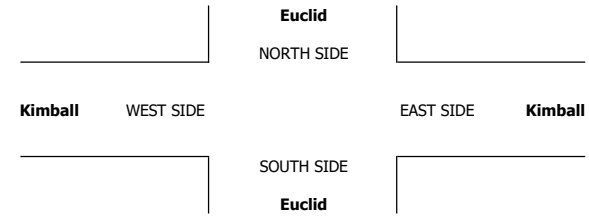
1	2	0	0
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0	4	0	0
0	2	0	0
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0	4	0	0
0	1	0	0
1	16	1	0

0	7	1	0
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0	0	0	0
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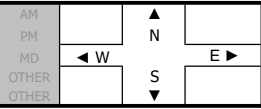
0	10	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Kimball	PROJECT #: LOCATION #: CONTROL:	SC3761 3 SIGNAL
CLASS 5:	NOTES:			
RV				



LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Euclid			Euclid			Kimball			Kimball			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

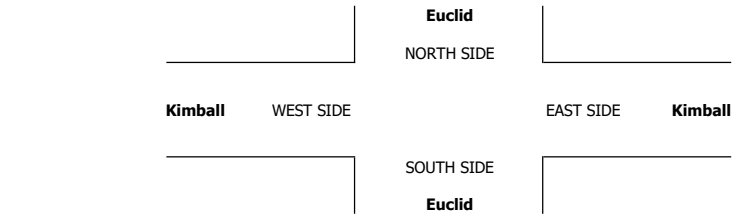
U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

7:00 AM												
7:15 AM												
7:30 AM												
7:45 AM												
8:00 AM												
8:15 AM												
8:30 AM												
8:45 AM												
VOLUMES												
APPROACH %												
APP/DEPART												
7:15 AM												
VOLUMES												
APPROACH %												
PEAK HR FACTOR												
APP/DEPART												
4:45 PM												
4:15 PM												
4:30 PM												
4:45 PM												
5:00 PM												
5:15 PM												
5:30 PM												
5:45 PM												
VOLUMES												
APPROACH %												
APP/DEPART												
4:45 PM												
VOLUMES												
APPROACH %												
PEAK HR FACTOR												
APP/DEPART												

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Euclid Kimball	PROJECT #: LOCATION #: CONTROL:	SC3761 3 SIGNAL
CLASS 6: BUSES	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Euclid			Euclid			Kimball			Kimball			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	1	0	0	0	0	0	0	1	1	0	2	2	7
7:15 AM	0	0	0	2	0	0	0	0	0	0	1	0	3
7:30 AM	0	0	0	1	0	0	0	1	0	1	0	1	4
7:45 AM	0	0	1	2	2	0	0	1	0	1	0	0	7
8:00 AM	0	0	0	0	0	0	0	1	0	1	4	2	8
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	2	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	1	1	1	5	2	0	0	4	1	3	8	7	33
APPROACH %	33%	33%	33%	71%	29%	0%	0%	80%	20%	17%	44%	39%	
APP/DEPART	3	/	8	7	/	6	5	/	10	18	/	9	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	1	5	2	0	0	3	0	3	5	3	22
APPROACH %	0%	0%	100%	71%	29%	0%	0%	100%	0%	27%	45%	27%	
PEAK HR FACTOR	0.250			0.438			0.750			0.393			0.688
APP/DEPART	1	/	3	7	/	5	3	/	9	11	/	5	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	2	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	1	0	0	0	0	0	2	2	5
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	50%	50%	
APP/DEPART	0	/	2	1	/	1	0	/	0	4	/	2	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.250			0.000			0.000			0.250
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0

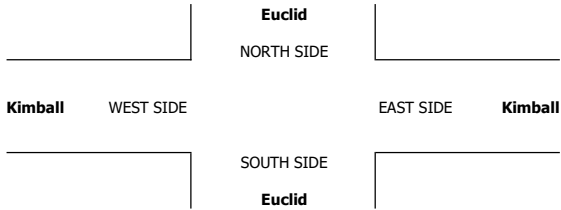
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NRR	SRR	ERR	WRR
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0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	1	1

1	0	0	0
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0	0	0	0	0
0	0	0	0	0

0	0	0	1
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0	0	0	0
0	0	0	0
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0	0	0	0
0	0	0	1

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 29, 22 LOCATION: Ontario PROJECT #: SC3761
NORTH & SOUTH: Bon View LOCATION #: 4
EAST & WEST: Schaefer CONTROL: STOP ALL



Add U-Turns to Left Turns

LANES:	NORTHBOUND Bon View			SOUTHBOUND Bon View			EASTBOUND Schaefer			WESTBOUND Schaefer			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	2	14	1	1	25	5	4	11	4	5	34	6	112
7:15 AM	4	18	1	3	28	15	6	17	0	2	32	4	130
7:30 AM	4	37	3	6	19	10	2	18	2	1	41	2	145
7:45 AM	6	23	2	2	27	9	5	20	3	3	40	1	141
8:00 AM	1	11	3	3	26	10	3	15	0	2	34	3	111
8:15 AM	2	25	4	1	23	5	3	13	2	2	36	3	119
8:30 AM	5	16	1	2	18	0	1	17	4	2	25	2	93
8:45 AM	2	15	0	4	24	9	8	10	3	3	29	2	109
VOLUMES	26	159	15	22	190	63	32	121	18	20	271	23	960
APPROACH %	13%	80%	8%	8%	69%	23%	19%	71%	11%	6%	86%	7%	
APP/DEPART	200	/	214	275	/	228	171	/	158	314	/	360	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	16	92	7	12	99	39	17	66	9	11	147	13	528
APPROACH %	14%	80%	6%	8%	66%	26%	18%	72%	10%	6%	86%	8%	
PEAK HR FACTOR	0.653			0.815			0.821			0.950			0.910
APP/DEPART	115	/	122	150	/	119	92	/	85	171	/	202	0
04:00 PM	9	44	5	4	18	7	14	58	7	1	16	2	185
4:15 PM	1	34	2	5	16	2	13	63	3	1	19	3	162
4:30 PM	6	38	2	1	26	6	12	69	4	1	14	3	182
4:45 PM	2	31	4	4	18	2	10	75	4	2	11	4	167
5:00 PM	7	33	3	3	15	3	12	65	4	0	18	2	165
5:15 PM	3	33	2	0	17	2	16	59	4	1	19	2	158
5:30 PM	3	31	1	0	26	3	12	54	6	0	20	0	156
5:45 PM	0	18	1	0	9	4	7	53	2	0	21	2	117
VOLUMES	31	262	20	17	145	29	96	496	34	6	138	18	1,292
APPROACH %	10%	84%	6%	9%	76%	15%	15%	79%	5%	4%	85%	11%	
APP/DEPART	313	/	376	191	/	185	626	/	533	162	/	198	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	18	147	13	14	78	17	49	265	18	5	60	12	696
APPROACH %	10%	83%	7%	13%	72%	16%	15%	80%	5%	6%	78%	16%	
PEAK HR FACTOR	0.767			0.826			0.933			0.837			0.941
APP/DEPART	178	/	208	109	/	101	332	/	292	77	/	95	0

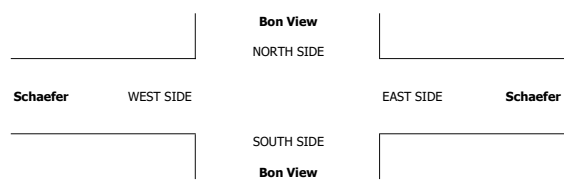
U-TURNS				
NB	SB	EB	WB	TTL
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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0	0	0	0

0	0	0	0
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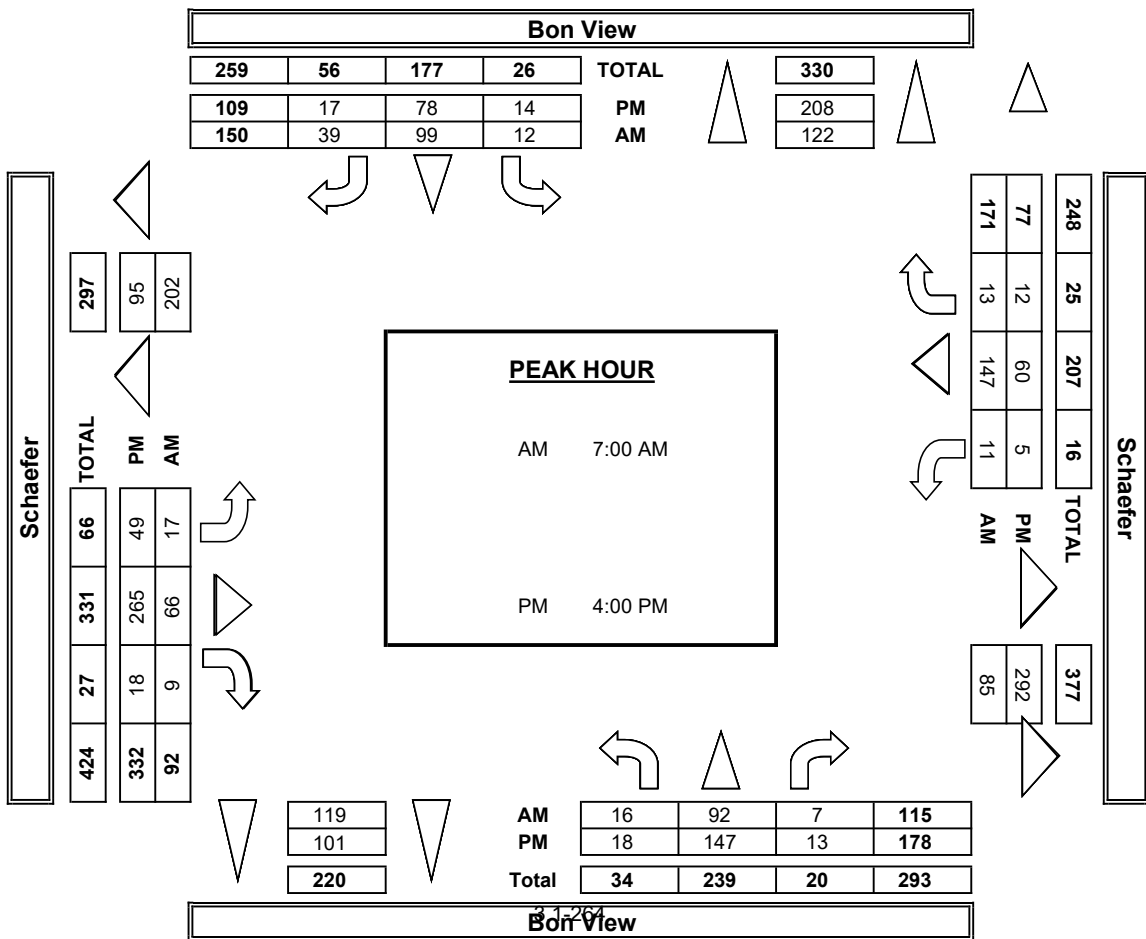
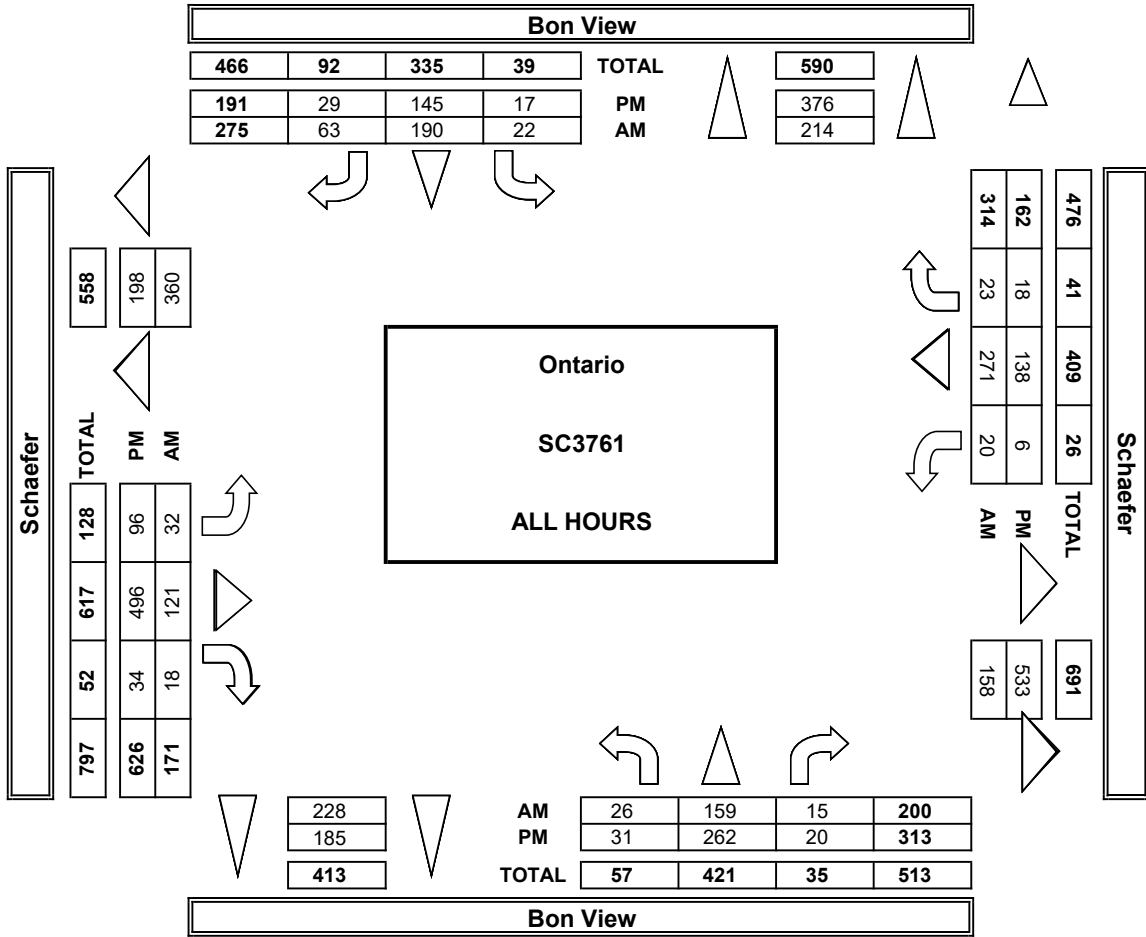
		7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	TOTAL				
AM	VOLUMES	26	159	15	22	190	63	32	121	18	20	271	23	960
	APPROACH %	13%	80%	8%	8%	69%	23%	19%	71%	11%	6%	86%	7%	
	APP/DEPART	200	/	214	275	/	228	171	/	158	314	/	360	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	16	92	7	12	99	39	17	66	9	11	147	13	528
APPROACH %	14%	80%	6%	8%	66%	26%	18%	72%	10%	6%	86%	8%		
PEAK HR FACTOR	0.653			0.815			0.821			0.950			0.910	
APP/DEPART	115	/	122	150	/	119	92	/	85	171	/	202	0	
PM	VOLUMES	31	262	20	17	145	29	96	496	34	6	138	18	1,292
	APPROACH %	10%	84%	6%	9%	76%	15%	15%	79%	5%	4%	85%	11%	
	APP/DEPART	313	/	376	191	/	185	626	/	533	162	/	198	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	18	147	13	14	78	17	49	265	18	5	60	12	696
APPROACH %	10%	83%	7%	13%	72%	16%	15%	80%	5%	6%	78%	16%		
PEAK HR FACTOR	0.767			0.826			0.933			0.837			0.941	
APP/DEPART	178	/	208	109	/	101	332	/	292	77	/	95	0	

ALL PED AND BIKE					TOTAL
E SIDE	W SIDE	S SIDE	N SIDE		
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

PEDESTRIAN CROSSINGS					TOTAL
E SIDE	W SIDE	S SIDE	N SIDE		
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

BICYCLE CROSSINGS					TOTAL
ES	WS	SS	NS		
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
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0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Bon View Schaefer	PROJECT #: SC3761	LOCATION #: 4	CONTROL: STOP ALL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND <small>Bon View</small>			SOUTHBOUND <small>Bon View</small>			EASTBOUND <small>Schaefer</small>			WESTBOUND <small>Schaefer</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS					
NB	SB	EB	WB	TTL	

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	2	12	0	1	24	5	4	5	4	3	11	6	77
	7:15 AM	4	17	1	1	27	14	6	14	0	1	10	2	97
	7:30 AM	4	35	1	4	14	9	2	11	2	1	18	2	103
	7:45 AM	4	23	0	1	26	6	5	14	3	1	21	1	105
	8:00 AM	1	10	1	2	25	10	2	6	0	0	17	2	76
	8:15 AM	2	23	2	0	21	5	3	8	1	1	16	2	84
	8:30 AM	4	16	1	2	17	0	1	9	4	0	14	0	68
	8:45 AM	2	11	0	3	21	8	7	6	3	0	16	2	79
	VOLUMES	23	147	6	14	175	57	30	73	17	7	123	17	689
	APPROACH %	13%	84%	3%	6%	71%	23%	25%	61%	14%	5%	84%	12%	
APP/DEPART	176	/	194	246	/	199	120	/	93	147	/	203	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	14	87	2	7	91	34	17	44	9	6	60	11	382	
APPROACH %	14%	84%	2%	5%	69%	26%	24%	63%	13%	8%	78%	14%		
PEAK HR FACTOR	0.644			0.786			0.795			0.837			0.910	
APP/DEPART	103	/	115	132	/	106	70	/	53	77	/	108	0	
PM	04:00 PM	6	41	4	3	16	7	13	47	6	0	13	2	158
	4:15 PM	1	30	1	5	16	2	13	46	3	0	13	2	132
	4:30 PM	5	37	2	1	24	6	11	58	3	1	11	3	162
	4:45 PM	1	29	3	2	16	1	9	53	4	2	9	3	132
	5:00 PM	7	32	3	3	13	3	12	55	4	0	13	2	147
	5:15 PM	3	31	1	0	15	1	15	48	4	1	10	2	131
	5:30 PM	2	28	1	0	25	3	11	43	6	0	13	0	132
	5:45 PM	0	16	0	0	9	4	7	37	2	0	12	1	88
	VOLUMES	25	244	15	14	134	27	91	387	32	4	94	15	1,082
	APPROACH %	9%	86%	5%	8%	77%	15%	18%	76%	6%	4%	83%	13%	
APP/DEPART	284	/	350	175	/	170	510	/	416	113	/	146	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	13	137	10	11	72	16	46	204	16	3	46	10	584	
APPROACH %	8%	86%	6%	11%	73%	16%	17%	77%	6%	5%	78%	17%		
PEAK HR FACTOR	0.784			0.798			0.924			0.983			0.901	
APP/DEPART	160	/	193	99	/	91	266	/	225	59	/	75	0	

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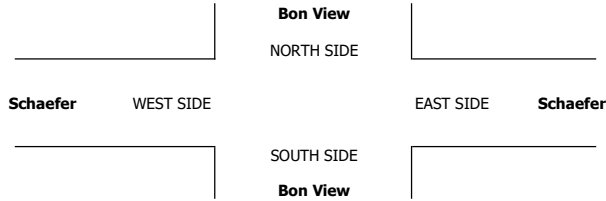
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Bon View Schaefer	PROJECT #: LOCATION #: CONTROL:
			SC3761 4 STOP ALL

CLASS 2: 2-AXLE WORK VEHICLES/TRUCKS	NOTES:	AM PM MD OTHER OTHER	
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

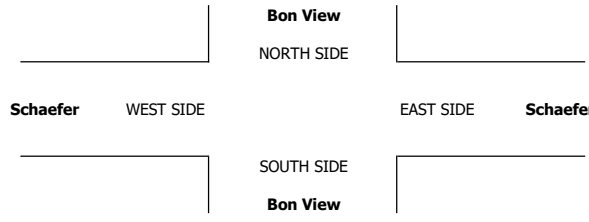
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	0	0	0	0	1	0	0	2	0	2	1	0	6
7:15 AM	0	0	0	1	0	0	0	1	0	0	1	1	4
7:30 AM	0	1	1	1	2	0	0	1	0	0	4	0	10
7:45 AM	2	0	0	0	1	0	0	0	0	0	3	0	6
8:00 AM	0	0	1	0	1	0	1	0	0	0	1	0	4
8:15 AM	0	0	2	0	0	0	0	0	0	1	2	0	5
8:30 AM	1	0	0	0	1	0	0	2	0	1	1	1	7
8:45 AM	0	1	0	0	2	1	1	1	0	1	0	0	7
VOLUMES	3	2	4	2	8	1	2	7	0	5	13	2	49
APPROACH %	33%	22%	44%	18%	73%	9%	22%	78%	0%	25%	65%	10%	
APP/DEPART	9	/	6	11	/	13	9	/	13	20	/	17	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	2	1	1	2	4	0	0	4	0	2	9	1	26
APPROACH %	50%	25%	25%	33%	67%	0%	0%	100%	0%	17%	75%	8%	
PEAK HR FACTOR	0.500			0.500			0.500			0.750			0.650
APP/DEPART	4	/	2	6	/	6	4	/	7	12	/	11	0
PM													
04:00 PM	1	2	0	1	1	0	0	3	1	0	0	0	9
4:15 PM	0	3	0	0	0	0	0	1	0	1	0	1	6
4:30 PM	0	0	0	0	2	0	1	1	0	0	2	0	6
4:45 PM	0	2	0	2	0	0	0	6	0	0	0	1	11
5:00 PM	0	1	0	0	2	0	0	2	0	0	0	0	5
5:15 PM	0	2	0	0	2	0	0	2	0	0	0	0	6
5:30 PM	1	2	0	0	1	0	1	3	0	0	1	0	9
5:45 PM	0	2	0	0	0	0	0	2	0	0	0	1	5
VOLUMES	2	14	0	3	8	0	2	20	1	1	3	3	57
APPROACH %	13%	88%	0%	27%	73%	0%	9%	87%	4%	14%	43%	43%	
APP/DEPART	16	/	19	11	/	10	23	/	23	7	/	5	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	1	7	0	3	3	0	1	11	1	1	2	2	32
APPROACH %	13%	88%	0%	50%	50%	0%	8%	85%	8%	20%	40%	40%	
PEAK HR FACTOR	0.667			0.750			0.542			0.625			0.727
APP/DEPART	8	/	10	6	/	5	13	/	14	5	/	3	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

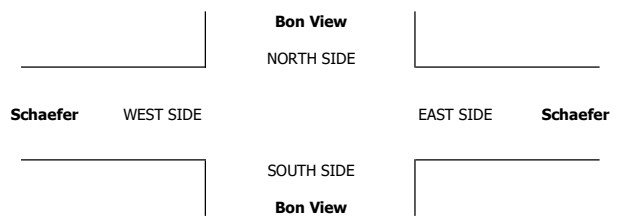
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Bon View Schaefer	PROJECT #: LOCATION #: CONTROL:	SC3761 4 STOP ALL																				
CLASS 3: 3-AXLE TRUCKS	NOTES:			<table border="1" style="margin: auto;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>N</td><td></td></tr> <tr><td>MD</td><td>◀ W</td><td></td><td>E ▶</td></tr> <tr><td>OTHER</td><td></td><td>S</td><td></td></tr> <tr><td>OTHER</td><td></td><td>▼</td><td></td></tr> </table>	AM		▲		PM		N		MD	◀ W		E ▶	OTHER		S		OTHER		▼	
AM		▲																						
PM		N																						
MD	◀ W		E ▶																					
OTHER		S																						
OTHER		▼																						
NORTHBOUND		SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL													
Bon View		Bon View			Schaefer			Schaefer																
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR												
7:00 AM	0	0	1	0	0	0	0	2	0	0	3	0	6											
7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2											
7:30 AM	0	1	1	1	0	0	0	2	0	0	1	0	6											
7:45 AM	0	0	0	1	0	2	0	4	0	1	2	0	10											
8:00 AM	0	0	0	0	0	0	0	3	0	1	2	0	6											
8:15 AM	0	1	0	0	1	0	0	0	0	0	5	1	8											
8:30 AM	0	0	0	0	0	0	0	1	0	0	3	0	4											
8:45 AM	0	1	0	1	1	0	0	2	0	0	4	0	9											
VOLUMES	0	3	2	3	2	2	0	15	0	2	21	1	51											
APPROACH %	0%	60%	40%	43%	29%	29%	0%	100%	0%	8%	88%	4%												
APP/DEPART	5	/	4	7	/	4	15	/	20	24	/	23	0											
BEGIN PEAK HR	7:00 AM																							
VOLUMES	0	1	2	2	0	2	0	9	0	1	7	0	24											
APPROACH %	0%	33%	67%	50%	0%	50%	0%	100%	0%	13%	88%	0%												
PEAK HR FACTOR	0.375			0.333			0.563			0.667			0.600											
APP/DEPART	3	/	1	4	/	1	9	/	13	8	/	9	0											
PM	04:00 PM	1	1	0	0	0	0	1	1	0	0	0	4											
	4:15 PM	0	1	0	0	0	0	0	4	0	0	3	8											
	4:30 PM	0	0	0	0	0	0	0	4	0	0	1	5											
	4:45 PM	0	0	0	0	0	1	0	3	0	0	1	5											
	5:00 PM	0	0	0	0	0	0	0	3	0	0	1	4											
	5:15 PM	0	0	1	0	0	0	1	1	0	0	0	3											
	5:30 PM	0	0	0	0	0	0	2	0	0	1	0	3											
	5:45 PM	0	0	1	0	0	0	1	0	0	0	0	2											
VOLUMES	1	2	2	0	0	1	2	19	0	0	7	0	34											
APPROACH %	20%	40%	40%	0%	0%	100%	10%	90%	0%	0%	100%	0%												
APP/DEPART	5	/	4	1	/	0	21	/	21	7	/	9	0											
BEGIN PEAK HR	4:00 PM																							
VOLUMES	1	2	0	0	0	1	1	12	0	0	5	0	22											
APPROACH %	33%	67%	0%	0%	0%	100%	8%	92%	0%	0%	100%	0%												
PEAK HR FACTOR	0.375			0.250			0.813			0.417			0.688											
APP/DEPART	3	/	3	1	/	0	13	/	12	5	/	7	0											

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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0	0	0	0

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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Bon View Schaefer	PROJECT #: LOCATION #: CONTROL:	SC3761 4 STOP ALL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

AM	7:00 AM	0	2	0	0	0	0	0	1	0	0	18	0	21
	7:15 AM	0	1	0	1	1	1	0	1	0	1	20	1	27
	7:30 AM	0	0	0	0	3	1	0	4	0	0	18	0	26
	7:45 AM	0	0	2	0	0	1	0	2	0	1	14	0	20
	8:00 AM	0	1	1	1	0	0	0	5	0	1	14	1	24
	8:15 AM	0	1	0	1	1	0	0	5	1	0	13	0	22
	8:30 AM	0	0	0	0	0	0	0	5	0	1	7	1	14
	8:45 AM	0	2	0	0	0	0	0	1	0	2	9	0	14
	VOLUMES	0	7	3	3	5	3	0	24	1	6	113	3	168
	APPROACH %	0%	70%	30%	27%	45%	27%	0%	96%	4%	5%	93%	2%	
	APP/DEPART	10	/	10	11	/	12	25	/	30	122	/	116	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	0	3	2	1	4	3	0	8	0	2	70	1	94
	APPROACH %	0%	60%	40%	13%	50%	38%	0%	100%	0%	3%	96%	1%	
	PEAK HR FACTOR	0.625			0.500			0.500			0.830			0.870
	APP/DEPART	5	/	4	8	/	6	8	/	11	73	/	73	0

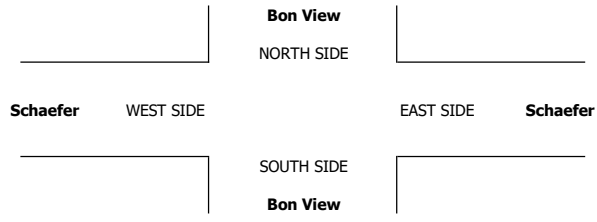
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0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

PM	04:00 PM	1	0	1	0	0	0	0	7	0	1	3	0	13
	4:15 PM	0	0	1	0	0	0	0	12	0	0	3	0	16
	4:30 PM	1	1	0	0	0	0	0	6	1	0	0	0	9
	4:45 PM	1	0	1	0	2	0	1	13	0	0	1	0	19
	5:00 PM	0	0	0	0	0	0	0	5	0	0	4	0	9
	5:15 PM	0	0	0	0	0	1	0	8	0	0	9	0	18
	5:30 PM	0	1	0	0	0	0	0	6	0	0	5	0	12
	5:45 PM	0	0	0	0	0	0	0	13	0	0	9	0	22
	VOLUMES	3	2	3	0	2	1	1	70	1	1	34	0	118
	APPROACH %	38%	25%	38%	0%	67%	33%	1%	97%	1%	3%	97%	0%	
	APP/DEPART	8	/	3	3	/	4	72	/	73	35	/	38	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	3	1	3	0	2	0	1	38	1	1	7	0	57
	APPROACH %	43%	14%	43%	0%	100%	0%	3%	95%	3%	13%	88%	0%	
	PEAK HR FACTOR	0.875			0.250			0.714			0.500			0.750
	APP/DEPART	7	/	2	2	/	4	40	/	41	8	/	10	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Bon View Schaefer	PROJECT #: SC3761 LOCATION #: 4 CONTROL: STOP ALL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND <small>Bon View</small>			SOUTHBOUND <small>Bon View</small>			EASTBOUND <small>Schaefer</small>			WESTBOUND <small>Schaefer</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

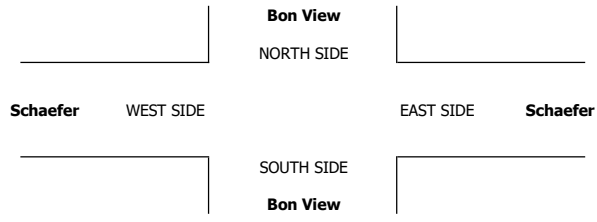
RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Bon View Schaefer	PROJECT #: SC3761
CLASS 6: BUSES	NOTES:		LOCATION #: 4
			CONTROL: STOP ALL

LANES:	NORTHBOUND <small>Bon View</small>			SOUTHBOUND <small>Bon View</small>			EASTBOUND <small>Schaefer</small>			WESTBOUND <small>Schaefer</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	2

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

AM	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	1	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	2	0	0	1	0	3
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	2	/	2	1	/	1	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.250			0.250
APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0
PM	04:00 PM	0	0	0	0	1	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1	
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.250			0.000			0.000			0.250
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0

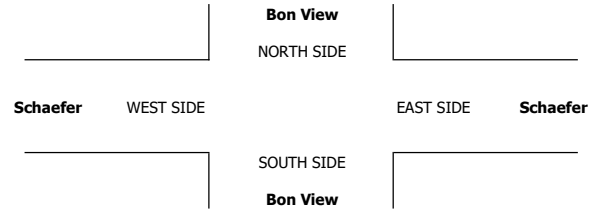
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0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 29, 22 LOCATION: NORTH & SOUTH: Ontario PROJECT #: SC3761
 NORTH & SOUTH: Bon View LOCATION #: 5
 EAST & WEST: Edison CONTROL: STOP ALL

NOTES:

AP
PM
MD
OTHER
OTHER

Add U-Turns to Left Turns

LANES:	NORTHBOUND <small>Bon View</small>			SOUTHBOUND <small>Bon View</small>			EASTBOUND <small>Edison</small>			WESTBOUND <small>Edison</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	2	12	3	3	26	6	4	30	2	3	76	0	167
7:15 AM	2	18	2	1	19	13	7	27	1	1	64	1	156
7:30 AM	2	28	1	4	14	5	11	27	0	1	92	8	193
7:45 AM	2	22	1	2	21	11	6	53	2	0	111	5	236
8:00 AM	1	4	0	1	20	6	4	47	4	2	76	2	167
8:15 AM	3	19	1	2	18	4	8	41	3	2	79	8	188
8:30 AM	1	9	1	3	14	7	6	45	2	3	90	3	184
8:45 AM	1	6	1	4	16	9	5	38	0	3	73	5	161
VOLUMES	14	118	10	20	148	61	51	308	14	15	661	32	1,452
APPROACH %	10%	83%	7%	9%	65%	27%	14%	83%	4%	2%	93%	5%	
APP/DEPART	142	/	201	229	/	177	373	/	338	708	/	736	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	8	73	3	9	73	26	29	168	9	5	358	23	784
APPROACH %	10%	87%	4%	8%	68%	24%	14%	82%	4%	1%	93%	6%	
PEAK HR FACTOR	0.677												
APP/DEPART	84	/	125	108	/	87	206	/	180	386	/	392	0
04:00 PM	2	41	4	5	14	8	14	93	4	0	40	4	229
4:15 PM	2	20	3	3	15	3	16	116	7	1	44	1	231
4:30 PM	3	31	1	4	20	5	14	113	7	3	43	5	249
4:45 PM	0	18	0	5	14	4	9	111	2	1	43	0	207
5:00 PM	3	20	0	1	15	3	22	98	3	4	40	2	211
5:15 PM	1	24	1	5	14	3	14	103	3	4	48	0	220
5:30 PM	1	13	1	4	21	6	15	134	1	0	50	1	247
5:45 PM	1	9	0	2	9	0	8	90	5	0	36	2	162
VOLUMES	13	176	10	29	122	32	112	858	32	13	344	15	1,756
APPROACH %	7%	88%	5%	16%	67%	17%	11%	86%	3%	3%	92%	4%	
APP/DEPART	199	/	303	183	/	167	1,002	/	897	372	/	389	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	7	110	8	17	63	20	53	433	20	5	170	10	916
APPROACH %	6%	88%	6%	17%	63%	20%	10%	86%	4%	3%	92%	5%	
PEAK HR FACTOR	0.665												
APP/DEPART	125	/	173	100	/	88	506	/	458	185	/	197	0

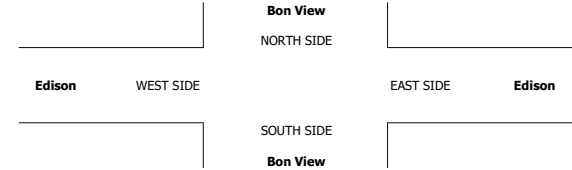
U-TURNS					
NB	SB	EB	WB	TTL	
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RTOR			
NRR	SRR	ERR	WRR
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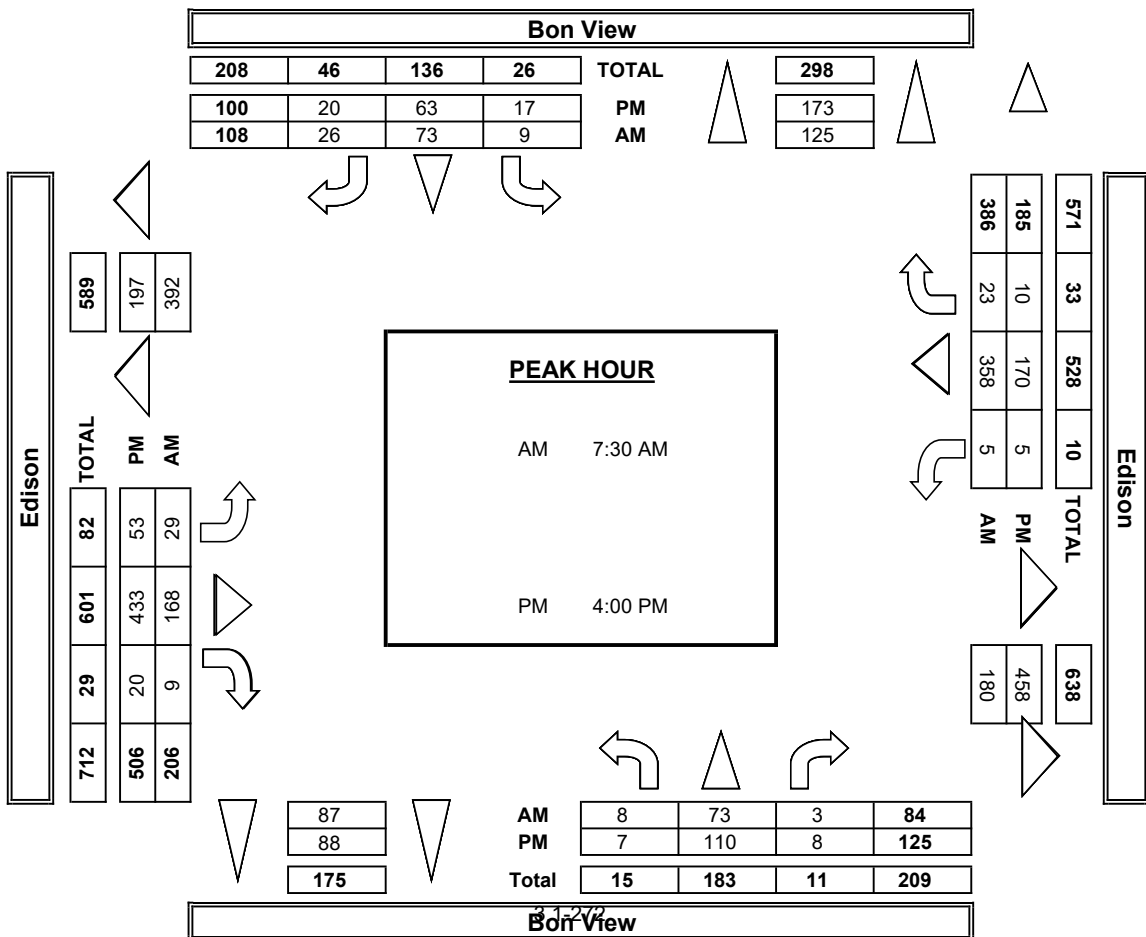
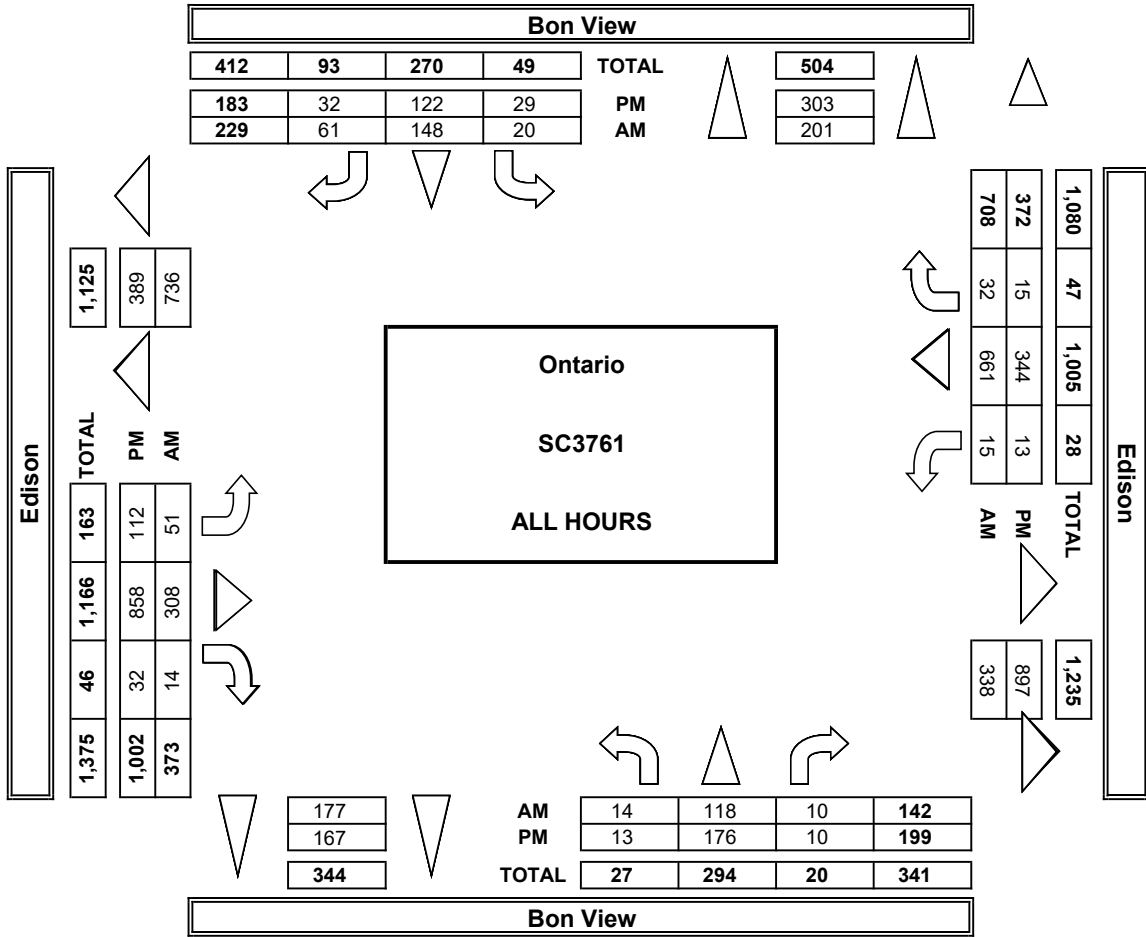


	ALL PED AND BIKE				
	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM	4:00 PM	0	0	0	0
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	0	0	0	0
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
TOTAL	0	0	0	0	0

	PEDESTRIAN CROSSINGS				
	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM	4:00 PM	0	0	0	0
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	0	0	0	0
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
TOTAL	0	0	0	0	0

	BICYCLE CROSSINGS				
	ES	WS	SS	NS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM	4:00 PM	0	0	0	0
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	0	0	0	0
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
TOTAL	0	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Bon View Edison	PROJECT #: SC3761 LOCATION #: 5 CONTROL: STOP ALL
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CLASS 1: PASSENGER VEHICLES	NOTES:	<table border="0"> <tr> <td style="border: none;">AM</td> <td style="border: none;">▲</td> <td style="border: none;">N</td> <td style="border: none;">▶</td> </tr> <tr> <td style="border: none;">PM</td> <td style="border: none;">◀</td> <td style="border: none;">W</td> <td style="border: none;">E</td> </tr> <tr> <td style="border: none;">MD</td> <td style="border: none;">▶</td> <td style="border: none;">S</td> <td style="border: none;">▶</td> </tr> <tr> <td style="border: none;">OTHER:</td> <td style="border: none;">◀</td> <td style="border: none;">W</td> <td style="border: none;">E</td> </tr> <tr> <td style="border: none;">OTHER:</td> <td style="border: none;">▶</td> <td style="border: none;">S</td> <td style="border: none;">▶</td> </tr> </table>	AM	▲	N	▶	PM	◀	W	E	MD	▶	S	▶	OTHER:	◀	W	E	OTHER:	▶	S	▶
AM	▲	N	▶																			
PM	◀	W	E																			
MD	▶	S	▶																			
OTHER:	◀	W	E																			
OTHER:	▶	S	▶																			

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	10	0	3	22	6	3	20	2	1	67	0	134
	7:15 AM	1	17	1	1	17	12	6	15	1	1	53	1	126
	7:30 AM	2	27	0	3	13	1	7	18	0	1	73	5	150
	7:45 AM	1	20	1	1	19	10	5	36	0	0	95	4	192
	8:00 AM	1	4	0	1	18	5	1	34	3	1	64	1	133
	8:15 AM	1	17	1	2	18	3	7	26	2	1	71	8	157
	8:30 AM	0	8	1	3	13	5	6	30	2	2	73	3	146
	8:45 AM	1	5	1	4	11	9	4	29	0	0	63	5	132
	VOLUMES	7	108	5	18	131	51	39	208	10	7	559	27	1,170
	APPROACH %	6%	90%	4%	9%	66%	26%	15%	81%	4%	1%	94%	5%	
APP/DEPART	120	/	174	200	/	148	257	/	231	593	/	617	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	5	68	2	7	68	19	20	114	5	3	303	18	632	
APPROACH %	7%	91%	3%	7%	72%	20%	14%	82%	4%	1%	94%	6%		
PEAK HR FACTOR	0.647													
APP/DEPART	75	/	106	94	/	76	139	/	123	324	/	327	0	
PM	04:00 PM	2	35	3	4	12	6	12	77	3	0	37	3	194
	4:15 PM	2	20	2	3	14	2	15	98	7	1	40	0	204
	4:30 PM	3	30	1	4	18	5	13	97	6	2	38	3	220
	4:45 PM	0	16	0	4	12	4	8	99	2	1	36	0	182
	5:00 PM	3	20	0	1	14	1	22	89	3	4	39	1	197
	5:15 PM	1	24	1	5	13	2	12	90	2	4	44	0	198
	5:30 PM	1	13	1	4	20	5	13	123	1	0	44	0	225
	5:45 PM	1	9	0	2	9	0	7	83	4	0	30	2	147
	VOLUMES	13	167	8	27	112	25	102	756	28	12	308	9	1,567
	APPROACH %	7%	89%	4%	16%	68%	15%	12%	85%	3%	4%	94%	3%	
APP/DEPART	188	/	278	164	/	152	886	/	791	329	/	346	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	7	101	6	15	56	17	48	371	18	4	151	6	800	
APPROACH %	6%	89%	5%	17%	64%	19%	11%	85%	4%	2%	94%	4%		
PEAK HR FACTOR	0.713													
APP/DEPART	114	/	155	88	/	78	437	/	392	161	/	175	0	

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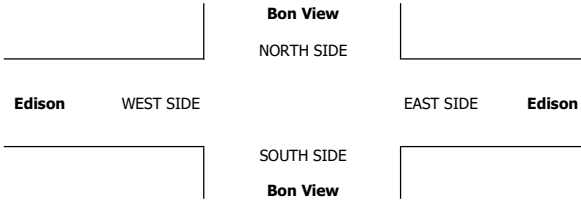
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Bon View Edison	PROJECT #: LOCATION #: CONTROL:	SC3761 5 STOP ALL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	<table border="1" style="margin: auto;"> <tr> <td style="padding: 2px;">AM</td> <td style="padding: 2px;">▲</td> </tr> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">N</td> </tr> <tr> <td style="padding: 2px;">MD</td> <td style="padding: 2px;">← W E →</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">S</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">▼</td> </tr> </table>	AM	▲	PM	N	MD	← W E →	OTHER	S	OTHER	▼
AM	▲											
PM	N											
MD	← W E →											
OTHER	S											
OTHER	▼											

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

AM	7:00 AM	1	1	1	0	2	0	0	3	0	1	2	0	11
	7:15 AM	0	1	1	0	1	0	0	3	0	0	2	0	8
	7:30 AM	0	0	0	1	0	2	3	1	0	0	5	0	12
	7:45 AM	1	1	0	1	0	0	0	7	1	0	4	1	16
	8:00 AM	0	0	0	0	2	0	2	2	0	1	3	0	10
	8:15 AM	1	0	0	0	0	0	0	3	0	0	5	0	9
	8:30 AM	0	1	0	0	1	0	0	5	0	0	4	0	11
	8:45 AM	0	1	0	0	3	0	0	0	0	0	5	0	9

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0	0	0	0	0
0	0	0	0	0
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VOLUMES	3	5	2	2	9	2	5	24	1	2	30	1	86
APPROACH %	30%	50%	20%	15%	69%	15%	17%	80%	3%	6%	91%	3%	
APP/DEPART	10	/	11	13	/	12	30	/	28	33	/	35	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	2	1	0	2	2	2	5	13	1	1	17	1	47
APPROACH %	67%	33%	0%	33%	33%	33%	26%	68%	5%	5%	89%	5%	
PEAK HR FACTOR	0.375			0.500			0.594			0.950			0.734
APP/DEPART	3	/	7	6	/	4	19	/	15	19	/	21	0

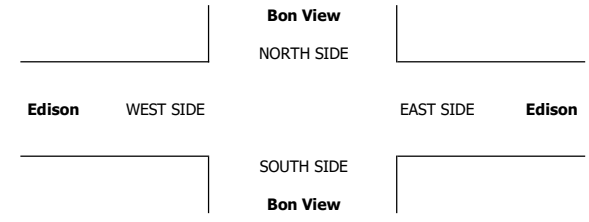
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PM	04:00 PM	0	3	0	1	0	2	1	8	0	0	2	0	17
	4:15 PM	0	0	0	0	1	1	0	8	0	0	1	1	12
	4:30 PM	0	1	0	0	1	0	1	4	1	1	1	0	10
	4:45 PM	0	1	0	1	0	0	0	4	0	0	3	0	9
	5:00 PM	0	0	0	0	1	2	0	5	0	0	1	1	10
	5:15 PM	0	0	0	0	1	1	1	8	0	0	1	0	12
	5:30 PM	0	0	0	0	1	1	1	3	0	0	0	1	7
	5:45 PM	0	0	0	0	0	0	0	0	1	0	2	0	3
VOLUMES	0	5	0	2	5	7	4	40	2	1	11	3	80	
APPROACH %	0%	100%	0%	14%	36%	50%	9%	87%	4%	7%	73%	20%		
APP/DEPART	5	/	12	14	/	8	46	/	42	15	/	18	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	5	0	2	2	3	2	24	1	1	7	1	48	
APPROACH %	0%	100%	0%	29%	29%	43%	7%	89%	4%	11%	78%	11%		
PEAK HR FACTOR	0.417			0.583			0.750			0.750			0.706	
APP/DEPART	5	/	8	7	/	4	27	/	26	9	/	10	0	

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Bon View Edison	PROJECT #: LOCATION #: CONTROL:	SC3761 5 STOP ALL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND <small>Bon View</small>			SOUTHBOUND <small>Bon View</small>			EASTBOUND <small>Edison</small>			WESTBOUND <small>Edison</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	0	0	0	0	0	0	3	0	1	2	0	6
	7:15 AM	0	0	0	0	0	0	0	6	0	0	1	0	7
	7:30 AM	0	1	0	0	0	0	1	0	0	0	3	1	6
	7:45 AM	0	0	0	0	1	1	0	1	0	0	4	0	7
	8:00 AM	0	0	0	0	0	1	0	3	0	0	3	1	8
	8:15 AM	0	1	0	0	0	1	1	4	0	1	0	0	8
	8:30 AM	0	0	0	0	0	0	0	2	0	0	4	0	6
	8:45 AM	0	0	0	0	1	0	0	2	0	0	2	0	5
	VOLUMES	0	2	0	0	2	3	2	21	0	2	19	2	53
	APPROACH %	0%	100%	0%	0%	40%	60%	9%	91%	0%	9%	83%	9%	
APP/DEPART	2	/	6	5	/	4	23	/	21	23	/	22	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	2	0	0	1	3	2	8	0	1	10	2	29	
APPROACH %	0%	100%	0%	0%	25%	75%	20%	80%	0%	8%	77%	15%		
PEAK HR FACTOR	0.500			0.500			0.500			0.813			0.906	
APP/DEPART	2	/	6	4	/	2	10	/	8	13	/	13	0	
PM	04:00 PM	0	1	0	0	0	0	0	1	0	0	1	1	4
	4:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	1	1	0	0	1	0	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
	5:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
	VOLUMES	0	1	0	0	0	0	3	6	0	0	8	1	19
	APPROACH %	0%	100%	0%	0%	0%	0%	33%	67%	0%	0%	89%	11%	
APP/DEPART	1	/	5	0	/	0	9	/	6	9	/	8	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	1	0	0	0	0	1	4	0	0	4	1	11	
APPROACH %	0%	100%	0%	0%	0%	0%	20%	80%	0%	0%	80%	20%		
PEAK HR FACTOR	0.250			0.000			0.625			0.625			0.688	
APP/DEPART	1	/	3	0	/	0	5	/	4	5	/	4	0	

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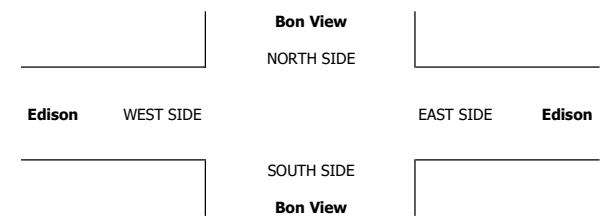
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0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Bon View Edison	PROJECT #: LOCATION #: CONTROL:	SC3761 5 STOP ALL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ▼ S	← W E →
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

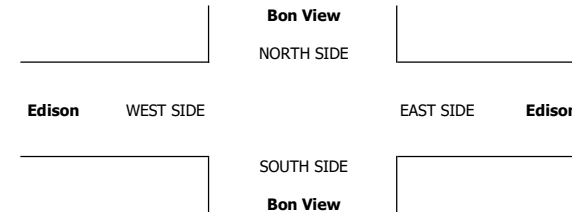
AM	7:00 AM	0	1	2	0	2	0	1	4	0	0	5	0	15
	7:15 AM	1	0	0	0	1	1	1	2	0	0	7	0	13
	7:30 AM	0	0	1	0	1	2	0	8	0	0	11	2	25
	7:45 AM	0	1	0	0	1	0	1	7	1	0	7	0	18
	8:00 AM	0	0	0	0	0	0	1	7	1	0	5	0	14
	8:15 AM	1	1	0	0	0	0	0	8	1	0	3	0	14
	8:30 AM	1	0	0	0	0	2	0	8	0	1	8	0	20
	8:45 AM	0	0	0	0	1	0	1	7	0	3	3	0	15
	VOLUMES	3	3	3	0	6	5	5	51	3	4	49	2	134
	APPROACH %	33%	33%	33%	0%	55%	45%	8%	86%	5%	7%	89%	4%	
APP/DEPART	9	/	10	11	/	13	59	/	54	55	/	57	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	1	2	1	0	2	2	2	30	3	0	26	2	71	
APPROACH %	25%	50%	25%	0%	50%	50%	6%	86%	9%	0%	93%	7%		
PEAK HR FACTOR	0.500			0.333			0.972			0.538			0.710	
APP/DEPART	4	/	6	4	/	5	35	/	31	28	/	29	0	
PM	04:00 PM	0	2	1	0	1	0	1	7	1	0	0	0	13
	4:15 PM	0	0	1	0	0	0	0	8	0	0	3	0	12
	4:30 PM	0	0	0	0	1	0	0	10	0	0	2	2	15
	4:45 PM	0	1	0	0	2	0	1	7	0	0	3	0	14
	5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
	5:15 PM	0	0	0	0	0	0	0	4	1	0	2	0	7
	5:30 PM	0	0	0	0	0	0	1	8	0	0	3	0	12
	5:45 PM	0	0	0	0	0	0	0	7	0	0	3	0	10
	VOLUMES	0	3	2	0	4	0	3	54	2	0	16	2	86
	APPROACH %	0%	60%	40%	0%	100%	0%	5%	92%	3%	0%	89%	11%	
APP/DEPART	5	/	8	4	/	6	59	/	56	18	/	16	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	3	2	0	4	0	2	32	1	0	8	2	54	
APPROACH %	0%	60%	40%	0%	100%	0%	6%	91%	3%	0%	80%	20%		
PEAK HR FACTOR	0.417			0.500			0.875			0.625			0.900	
APP/DEPART	5	/	7	4	/	5	35	/	34	10	/	8	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY LOCATION: Ontario NORTH & SOUTH: Bon View EAST & WEST: Edison PROJECT #: SC3761 LOCATION #: 5 CONTROL: STOP ALL

CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND <small>Bon View</small>			SOUTHBOUND <small>Bon View</small>			EASTBOUND <small>Edison</small>			WESTBOUND <small>Edison</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
AM													
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000		0.000		0.000		0.000		0.000		0.000		0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000		0.000		0.250		0.250		0.000		0.000		0.250
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

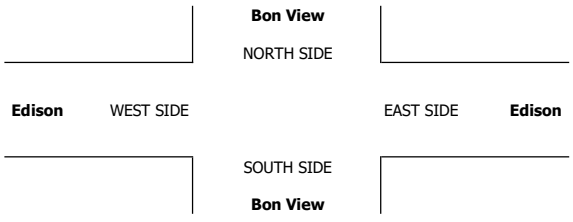
NRR	SRR	ERR	WRR
X	X	X	X
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0 0 0 0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Bon View Edison	PROJECT #: SC3761	LOCATION #: 5	CONTROL: STOP ALL												
CLASS 6:	NOTES:																
BUSES	<table border="1" style="margin: auto;"> <tr> <td style="padding: 2px;">AM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">N</td> </tr> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">◀</td> <td style="padding: 2px;">W</td> </tr> <tr> <td style="padding: 2px;">MD</td> <td style="padding: 2px;">▶</td> <td style="padding: 2px;">E</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">▼</td> <td style="padding: 2px;">S</td> </tr> </table>					AM	▲	N	PM	◀	W	MD	▶	E	OTHER	▼	S
AM	▲	N															
PM	◀	W															
MD	▶	E															
OTHER	▼	S															

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Bon View			Bon View			Edison			Edison			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	1	0	0	0	0	0	0	4	0	0	4	0	9
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	1	/	0	0	/	0	4	/	4	4	/	5	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	0	0	0	0	3	0	0	2	0	5
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.375			0.500			0.417
APP/DEPART	0	/	0	0	/	0	3	/	3	2	/	2	0
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	1	0	0	1	0	0	0	0	2
APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	
APP/DEPART	0	/	0	1	/	1	1	/	1	0	/	0	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	1	0	0	1	0	0	0	0	2
APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.250			0.250			0.000			0.500
APP/DEPART	0	/	0	1	/	1	1	/	1	0	/	0	0

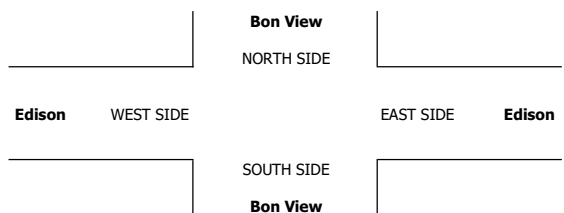
U-TURNS				
NB	SB	EB	WB	TTL
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 29, 22 LOCATION: Ontario PROJECT #: SC3761
 NORTH & SOUTH: Grove LOCATION #: 6
 EAST & WEST: Schaefer CONTROL: STOP ALL

NOTES:

AM
PM
ND
OTHER
GIBBER

▲ N

◀ W

▶ E

▼ S

Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	7	60	1	4	38	5	3	8	2	3	33	5	169
7:15 AM	8	69	2	6	34	8	5	10	6	3	24	7	182
7:30 AM	7	67	3	5	41	7	7	12	8	2	30	8	197
7:45 AM	9	71	2	8	43	6	6	11	5	5	29	7	202
8:00 AM	5	63	1	5	42	9	6	12	3	14	27	8	195
8:15 AM	6	53	3	9	47	9	5	9	4	3	28	5	179
8:30 AM	5	61	3	6	59	10	6	10	3	2	18	5	188
8:45 AM	5	58	2	5	57	9	3	6	5	2	22	4	178
VOLUMES	52	502	17	48	361	61	41	78	36	34	211	49	1,490
APPROACH %	9%	88%	3%	10%	77%	13%	26%	50%	23%	12%	72%	17%	
APP/DEPART	571	/	592	470	/	431	155	/	143	294	/	324	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	29	270	8	24	160	30	24	45	22	24	110	30	776
APPROACH %	9%	88%	3%	11%	75%	14%	26%	49%	24%	15%	67%	18%	
PEAK HR FACTOR	0.936			0.939			0.843			0.837			0.960
APP/DEPART	307	/	324	214	/	206	91	/	77	164	/	169	0
04:00 PM	6	51	7	8	33	3	14	37	16	0	10	7	192
4:15 PM	7	62	8	7	22	4	21	30	22	0	9	9	201
4:30 PM	6	94	3	8	31	7	24	29	19	1	6	10	238
4:45 PM	5	71	7	5	32	6	27	34	22	0	7	9	225
5:00 PM	3	59	5	8	27	8	25	22	26	1	9	7	200
5:15 PM	4	57	4	6	20	9	21	16	24	2	9	6	178
5:30 PM	4	67	4	5	45	8	19	18	21	1	8	7	207
5:45 PM	3	41	5	6	29	5	20	17	17	2	11	3	159
VOLUMES	38	502	43	53	239	50	171	203	167	7	69	58	1,600
APPROACH %	7%	86%	7%	15%	70%	15%	32%	38%	31%	5%	51%	43%	
APP/DEPART	583	/	731	342	/	413	541	/	299	134	/	157	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	21	286	23	28	112	25	97	115	89	2	31	35	864
APPROACH %	6%	87%	7%	17%	68%	15%	32%	38%	30%	3%	46%	51%	
PEAK HR FACTOR	0.801			0.897			0.907			0.944			0.908
APP/DEPART	330	/	418	165	/	203	301	/	166	68	/	77	0

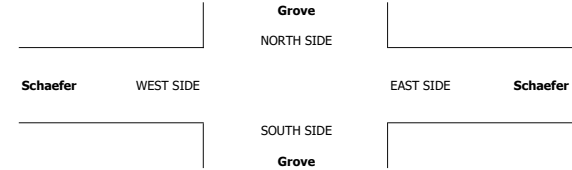
U-TURNS					
NB	SB	EB	WB	TTL	
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0
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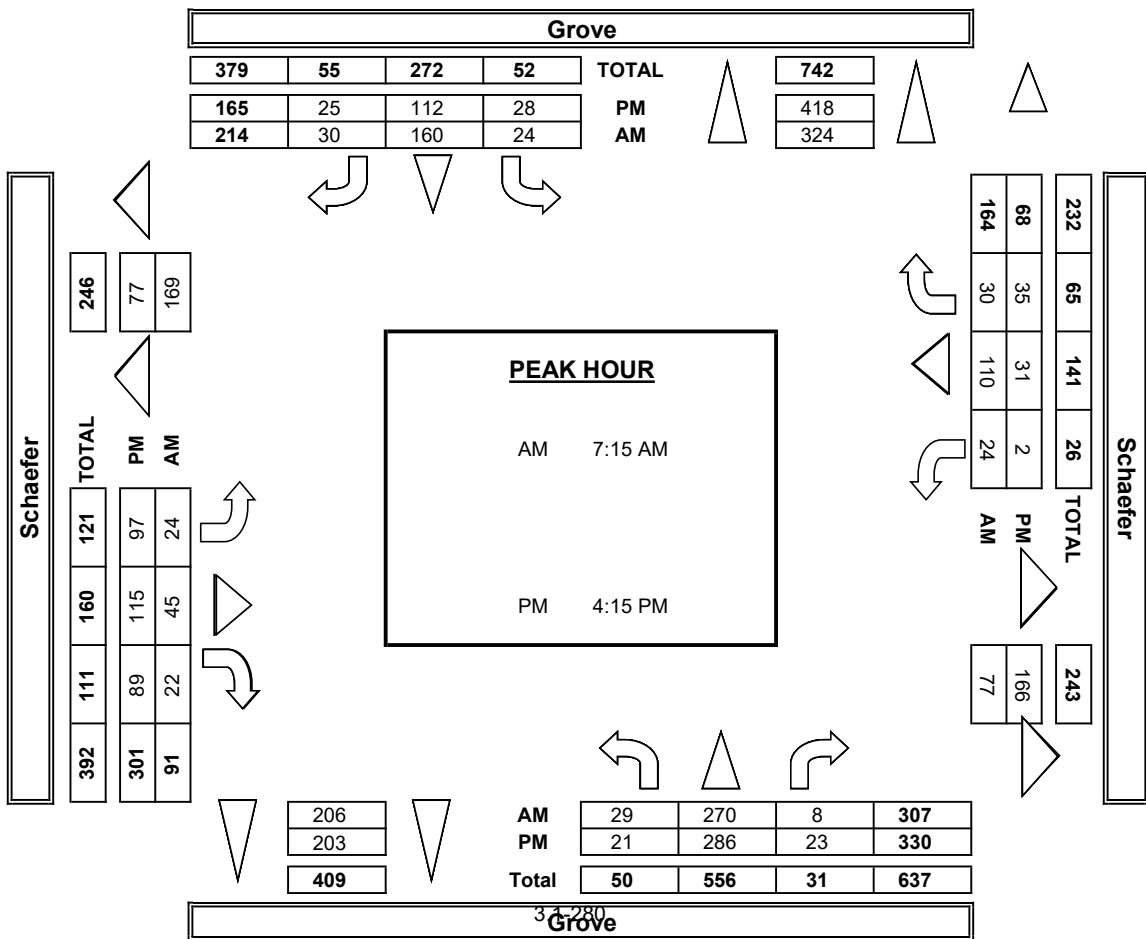
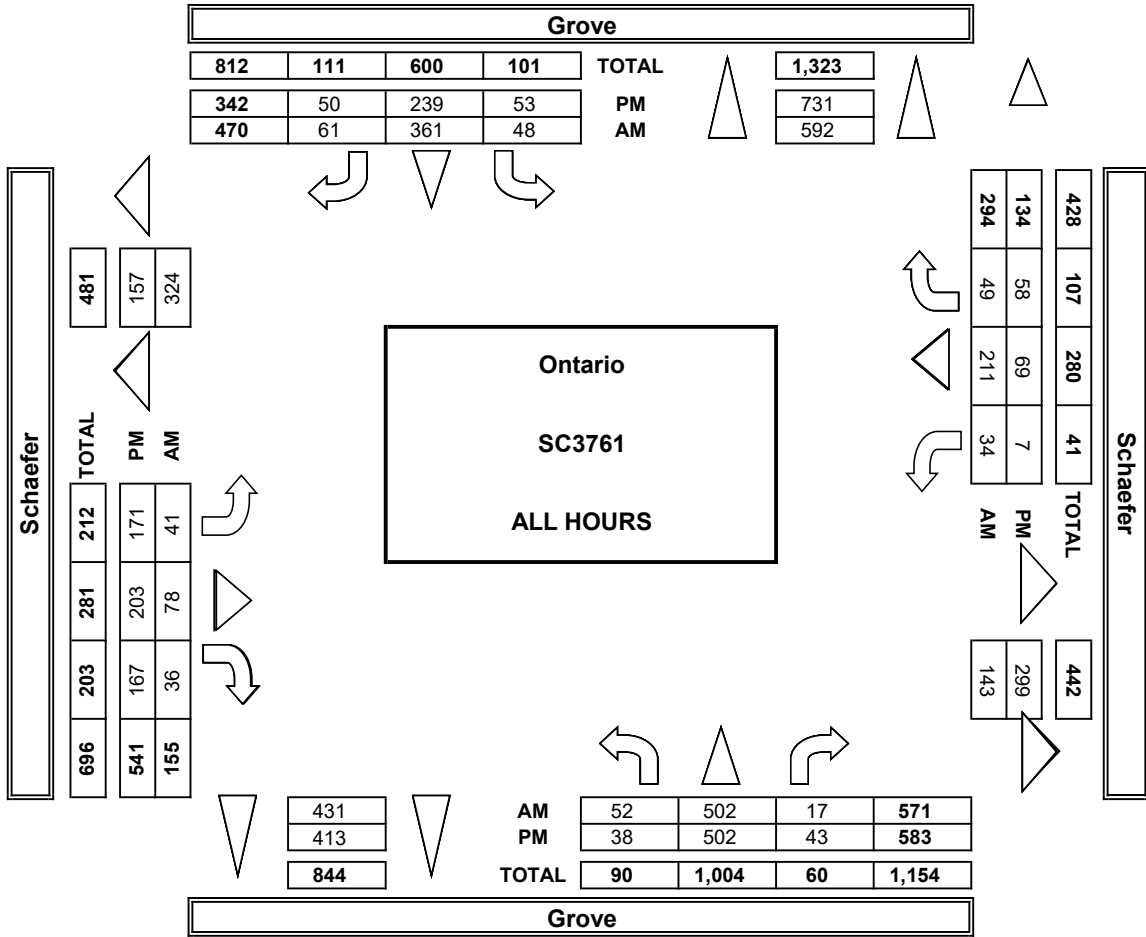


	ALL PED AND BIKE				TOTAL
	E SIDE	W SIDE	S SIDE	N SIDE	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0

	PEDESTRIAN CROSSINGS				TOTAL
	E SIDE	W SIDE	S SIDE	N SIDE	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0

	BICYCLE CROSSINGS				TOTAL
	ES	WS	SS	NS	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Grove Schaefer	PROJECT #: LOCATION #: CONTROL:	SC3761 6 STOP ALL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W S ▶	▲ N E ▶ S ▼
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LANES:	NORTHBOUND <small>Grove</small>			SOUTHBOUND <small>Grove</small>			EASTBOUND <small>Schaefer</small>			WESTBOUND <small>Schaefer</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS					
NB	SB	EB	WB	TTL	

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	7	49	0	4	27	2	3	4	0	1	13	0	110
	7:15 AM	7	57	2	5	27	4	2	8	6	3	4	3	128
	7:30 AM	5	61	2	5	31	3	4	5	7	0	12	4	139
	7:45 AM	8	64	2	6	34	4	4	4	5	4	10	5	150
	8:00 AM	4	57	1	4	36	8	3	4	3	10	10	4	144
	8:15 AM	4	45	2	6	41	4	3	3	4	2	12	3	129
	8:30 AM	4	50	1	4	45	6	4	6	2	2	6	3	133
	8:45 AM	5	52	2	2	47	8	1	3	5	1	9	1	136
	VOLUMES	44	435	12	36	288	39	24	37	32	23	76	23	1,069
	APPROACH %	9%	89%	2%	10%	79%	11%	26%	40%	34%	19%	62%	19%	
APP/DEPART	491	/	482	363	/	343	93	/	85	122	/	159	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	24	239	7	20	128	19	13	21	21	17	36	16	561	
APPROACH %	9%	89%	3%	12%	77%	11%	24%	38%	38%	25%	52%	23%		
PEAK HR FACTOR	0.912			0.870			0.859			0.719			0.935	
APP/DEPART	270	/	268	167	/	166	55	/	48	69	/	79	0	
PM	04:00 PM	6	46	6	1	27	2	12	27	15	0	7	4	153
	4:15 PM	6	56	7	2	19	4	20	16	21	0	2	9	162
	4:30 PM	6	88	2	4	28	6	22	20	19	1	3	7	206
	4:45 PM	4	68	5	1	29	6	23	17	20	0	4	3	180
	5:00 PM	3	54	4	2	26	6	24	15	25	1	6	5	171
	5:15 PM	4	45	1	0	16	7	19	6	24	0	1	4	127
	5:30 PM	4	62	2	1	41	6	14	15	19	1	3	3	171
	5:45 PM	3	38	4	2	25	3	19	3	17	2	2	1	119
	VOLUMES	36	457	31	13	211	40	153	119	160	5	28	36	1,289
	APPROACH %	7%	87%	6%	5%	80%	15%	35%	28%	37%	7%	41%	52%	
APP/DEPART	524	/	646	264	/	376	432	/	163	69	/	104	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	19	266	18	9	102	22	89	68	85	2	15	24	719	
APPROACH %	6%	88%	6%	7%	77%	17%	37%	28%	35%	5%	37%	59%		
PEAK HR FACTOR	0.789			0.875			0.945			0.854			0.873	
APP/DEPART	303	/	379	133	/	189	242	/	95	41	/	56	0	

0	0	0	0	0	0
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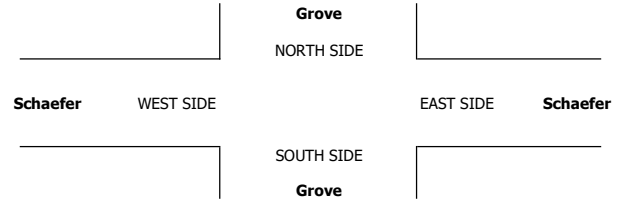
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Grove Schaefer	PROJECT #: LOCATION #: CONTROL:
			SC3761 6 STOP ALL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	<table style="margin: auto;"> <tr> <td style="border: 1px solid black;">AM</td> <td style="border: 1px solid black;">▲</td> <td style="border: 1px solid black;">N</td> </tr> <tr> <td style="border: 1px solid black;">PM</td> <td style="border: 1px solid black;">◀</td> <td style="border: 1px solid black;">W</td> </tr> <tr> <td style="border: 1px solid black;">MD</td> <td style="border: 1px solid black;">S</td> <td style="border: 1px solid black;">▶</td> </tr> <tr> <td style="border: 1px solid black;">OTHER</td> <td style="border: 1px solid black;">▼</td> <td style="border: 1px solid black;">E</td> </tr> </table>	AM	▲	N	PM	◀	W	MD	S	▶	OTHER	▼	E
AM	▲	N												
PM	◀	W												
MD	S	▶												
OTHER	▼	E												

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

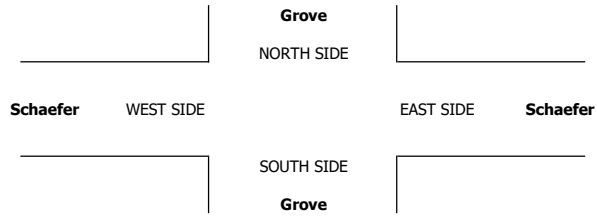
AM	7:00 AM	0	2	1	0	3	0	0	1	1	1	1	2	1	12
	7:15 AM	0	4	0	0	4	2	1	1	0	0	0	0	1	13
	7:30 AM	0	3	0	0	3	1	1	1	1	2	3	2	2	17
	7:45 AM	1	3	0	1	4	0	0	0	0	0	2	0	0	11
	8:00 AM	1	2	0	0	4	0	1	0	0	3	0	0	0	11
	8:15 AM	0	5	1	1	2	0	1	1	0	1	2	1	1	15
	8:30 AM	0	7	1	1	4	1	0	0	1	0	2	1	1	18
	8:45 AM	0	4	0	0	4	0	0	1	0	0	1	1	1	11
	VOLUMES	2	30	3	3	28	4	4	5	3	7	12	7		108
	APPROACH %	6%	86%	9%	9%	80%	11%	33%	42%	25%	27%	46%	27%		
APP/DEPART	35	/	41	35	/	38	12	/	11	26	/	18		0	
BEGIN PEAK HR	7:15 AM														
VOLUMES	2	12	0	1	15	3	3	2	1	5	5	3		52	
APPROACH %	14%	86%	0%	5%	79%	16%	50%	33%	17%	38%	38%	23%			
PEAK HR FACTOR	0.875			0.792			0.500			0.464				0.765	
APP/DEPART	14	/	18	19	/	21	6	/	3	13	/	10		0	
PM	04:00 PM	0	1	1	3	3	0	1	2	1	0	0	2	14	
	4:15 PM	1	4	0	2	1	0	0	0	1	0	1	0	10	
	4:30 PM	0	2	0	1	3	1	1	0	0	0	1	2	11	
	4:45 PM	1	1	1	2	2	0	1	4	2	0	0	4	18	
	5:00 PM	0	3	0	2	0	0	0	1	1	0	0	1	8	
	5:15 PM	0	8	2	1	2	1	1	1	0	1	0	1	18	
	5:30 PM	0	2	1	0	1	0	1	1	0	0	1	2	9	
	5:45 PM	0	2	1	1	2	0	0	1	0	0	1	2	10	
	VOLUMES	2	23	6	12	14	2	5	10	5	1	4	14		98
	APPROACH %	6%	74%	19%	43%	50%	7%	25%	50%	25%	5%	21%	74%		
APP/DEPART	31	/	42	28	/	20	20	/	28	19	/	8		0	
BEGIN PEAK HR	4:15 PM														
VOLUMES	2	10	1	7	6	1	2	5	4	0	2	7		47	
APPROACH %	15%	77%	8%	50%	43%	7%	18%	45%	36%	0%	22%	78%			
PEAK HR FACTOR	0.650			0.700			0.393			0.563				0.653	
APP/DEPART	13	/	19	14	/	10	11	/	13	9	/	5		0	

0	0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

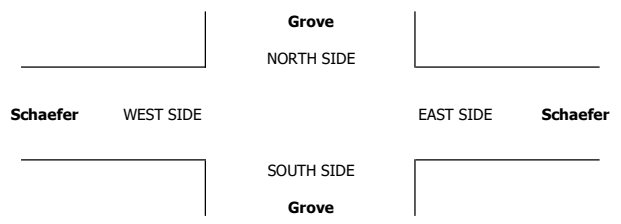
DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Grove Schaefer	PROJECT #: LOCATION #: CONTROL:	SC3761 6 STOP ALL																				
CLASS 3: 3-AXLE TRUCKS	NOTES:		<table border="1" style="margin: auto;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>N</td><td></td></tr> <tr><td>MD</td><td>← W</td><td></td><td>E →</td></tr> <tr><td>OTHER</td><td></td><td>S</td><td></td></tr> <tr><td>OTHER</td><td></td><td>▼</td><td></td></tr> </table>	AM		▲		PM		N		MD	← W		E →	OTHER		S		OTHER		▼		
AM		▲																						
PM		N																						
MD	← W		E →																					
OTHER		S																						
OTHER		▼																						

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Grove			Grove			Schaefer			Schaefer			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	0	4	0	0	4	1	0	2	0	1	2	0	14
7:15 AM	0	4	0	0	0	1	1	0	0	0	1	0	7
7:30 AM	0	1	1	0	1	0	0	4	0	0	2	0	9
7:45 AM	0	3	0	0	1	0	0	5	0	1	3	0	13
8:00 AM	0	2	0	0	0	0	1	2	0	0	3	1	9
8:15 AM	0	2	0	0	0	1	0	0	0	0	5	1	9
8:30 AM	0	1	1	0	5	1	0	1	0	0	2	0	11
8:45 AM	0	2	0	2	3	0	2	1	0	0	4	0	14
VOLUMES	0	19	2	2	14	4	4	15	0	2	22	2	86
APPROACH %	0%	90%	10%	10%	70%	20%	21%	79%	0%	8%	85%	8%	
APP/DEPART	21	/	25	20	/	16	19	/	19	26	/	26	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	10	1	0	2	1	2	11	0	1	9	1	38
APPROACH %	0%	91%	9%	0%	67%	33%	15%	85%	0%	9%	82%	9%	
PEAK HR FACTOR	0.688			0.750			0.650			0.688			0.731
APP/DEPART	11	/	13	3	/	3	13	/	12	11	/	10	0
PM													
04:00 PM	0	3	0	2	2	0	0	1	0	0	0	1	9
4:15 PM	0	1	0	0	2	0	0	3	0	0	3	0	9
4:30 PM	0	1	0	0	0	0	1	3	0	0	1	0	6
4:45 PM	0	1	0	0	1	0	1	2	0	0	1	1	7
5:00 PM	0	0	1	0	1	0	0	2	0	0	1	1	6
5:15 PM	0	0	1	0	0	0	0	2	0	0	0	0	3
5:30 PM	0	1	0	0	1	0	1	1	0	0	1	1	6
5:45 PM	0	1	0	0	1	1	1	1	0	0	0	0	5
VOLUMES	0	8	2	2	8	1	4	15	0	0	7	4	51
APPROACH %	0%	80%	20%	18%	73%	9%	21%	79%	0%	0%	64%	36%	
APP/DEPART	10	/	16	11	/	8	19	/	19	11	/	8	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	0	3	1	0	4	0	2	10	0	0	6	2	28
APPROACH %	0%	75%	25%	0%	100%	0%	17%	83%	0%	0%	75%	25%	
PEAK HR FACTOR	1.000			0.500			0.750			0.667			0.778
APP/DEPART	4	/	7	4	/	4	12	/	11	8	/	6	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Grove Schaefer	PROJECT #: LOCATION #: CONTROL:	SC3761 6 STOP ALL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER	▲ N ◀ W S ▼	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

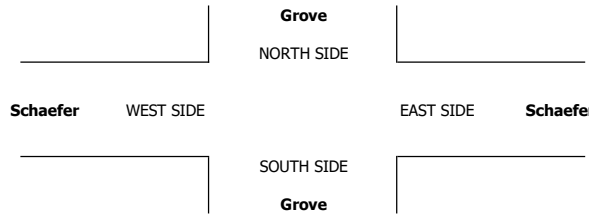
AM	7:00 AM	0	4	0	0	4	2	0	0	1	0	16	4	31
	7:15 AM	1	3	0	1	3	1	1	1	0	0	19	3	33
	7:30 AM	2	2	0	0	5	3	2	2	0	0	13	2	31
	7:45 AM	0	1	0	1	3	2	2	2	0	0	13	2	26
	8:00 AM	0	2	0	1	2	1	0	6	0	1	14	3	30
	8:15 AM	2	1	0	2	4	2	1	5	0	0	9	0	26
	8:30 AM	1	3	0	1	5	2	2	3	0	0	8	1	26
	8:45 AM	0	0	0	1	3	1	0	1	0	1	8	2	17
	VOLUMES	6	16	0	7	29	14	8	20	1	2	100	17	220
	APPROACH %	27%	73%	0%	14%	58%	28%	28%	69%	3%	2%	84%	14%	
APP/DEPART	22	/	41	50	/	32	29	/	27	119	/	120	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	3	8	0	3	13	7	5	11	0	1	59	10	120	
APPROACH %	27%	73%	0%	13%	57%	30%	31%	69%	0%	1%	84%	14%		
PEAK HR FACTOR	0.688			0.719			0.667			0.795			0.909	
APP/DEPART	11	/	23	23	/	14	16	/	14	70	/	69	0	
PM	04:00 PM	0	1	0	2	1	1	1	7	0	0	3	0	16
	4:15 PM	0	1	1	3	0	0	1	11	0	0	3	0	20
	4:30 PM	0	3	1	3	0	0	0	6	0	0	1	1	15
	4:45 PM	0	1	1	2	0	0	2	11	0	0	2	1	20
	5:00 PM	0	2	0	4	0	2	1	4	0	0	2	0	15
	5:15 PM	0	4	0	5	2	1	1	7	0	1	8	1	30
	5:30 PM	0	2	1	4	2	2	3	1	2	0	3	1	21
	5:45 PM	0	0	0	3	1	1	0	12	0	0	8	0	25
	VOLUMES	0	14	4	26	6	7	9	59	2	1	30	4	162
	APPROACH %	0%	78%	22%	67%	15%	18%	13%	84%	3%	3%	86%	11%	
APP/DEPART	18	/	27	39	/	9	70	/	89	35	/	37	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	0	7	3	12	0	2	4	32	0	0	8	2	70	
APPROACH %	0%	70%	30%	86%	0%	14%	11%	89%	0%	0%	80%	20%		
PEAK HR FACTOR	0.625			0.583			0.692			0.833			0.875	
APP/DEPART	10	/	13	14	/	0	36	/	47	10	/	10	0	

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Grove Schaefer	PROJECT #: SC3761 LOCATION #: 6 CONTROL: STOP ALL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

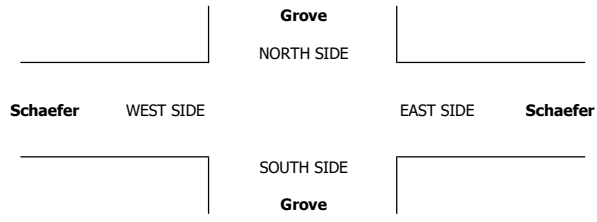
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Grove Schaefer	PROJECT #: SC3761	LOCATION #: 6	CONTROL: STOP ALL
CLASS 6:	NOTES:				
BUSES					

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Grove			Grove			Schaefer			Schaefer			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	2	0	0	2	0	1	1	0	0	1	0	7
APPROACH %	0%	100%	0%	0%	100%	0%	50%	50%	0%	0%	100%	0%	
APP/DEPART	2	/	3	2	/	2	2	/	1	1	/	1	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	1	0	0	2	0	1	0	0	0	1	0	5
APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	100%	0%	
PEAK HR FACTOR	0.250			0.500			0.250			0.250			0.625
APP/DEPART	1	/	2	2	/	2	1	/	0	1	/	1	0
PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

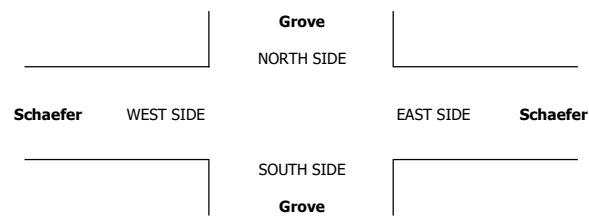
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 29, 22

LOCATION: NORTH & SOUTH: EAST & WEST:

Ontario Grove Edison

PROJECT #: LOCATION #: CONTROL:

SC3761 7 STOP ALL

NOTES: Diagram showing intersection layout with North, South, East, and West directions, and a legend for lane types (APP, PM, MD, OTHER, OTHER).

Add U-Turns to Left Turns

Main data table with columns for Northbound, Southbound, Eastbound, and Westbound lanes, and rows for time intervals (7:00 AM to 5:45 PM) and summary statistics.

U-TURNS table with columns NB, SB, EB, WB, TTL.

RTOR table with columns NRR, SRR, ERR, WRR.

Summary row for RTOR: 0 0 0 0

Summary row for U-TURNS: 0 0 0 0 0

Summary row for U-TURNS: 0 0 0 0 0

Summary row for U-TURNS: 0 0 0 0 0

Summary row for RTOR: 0 0 0 0



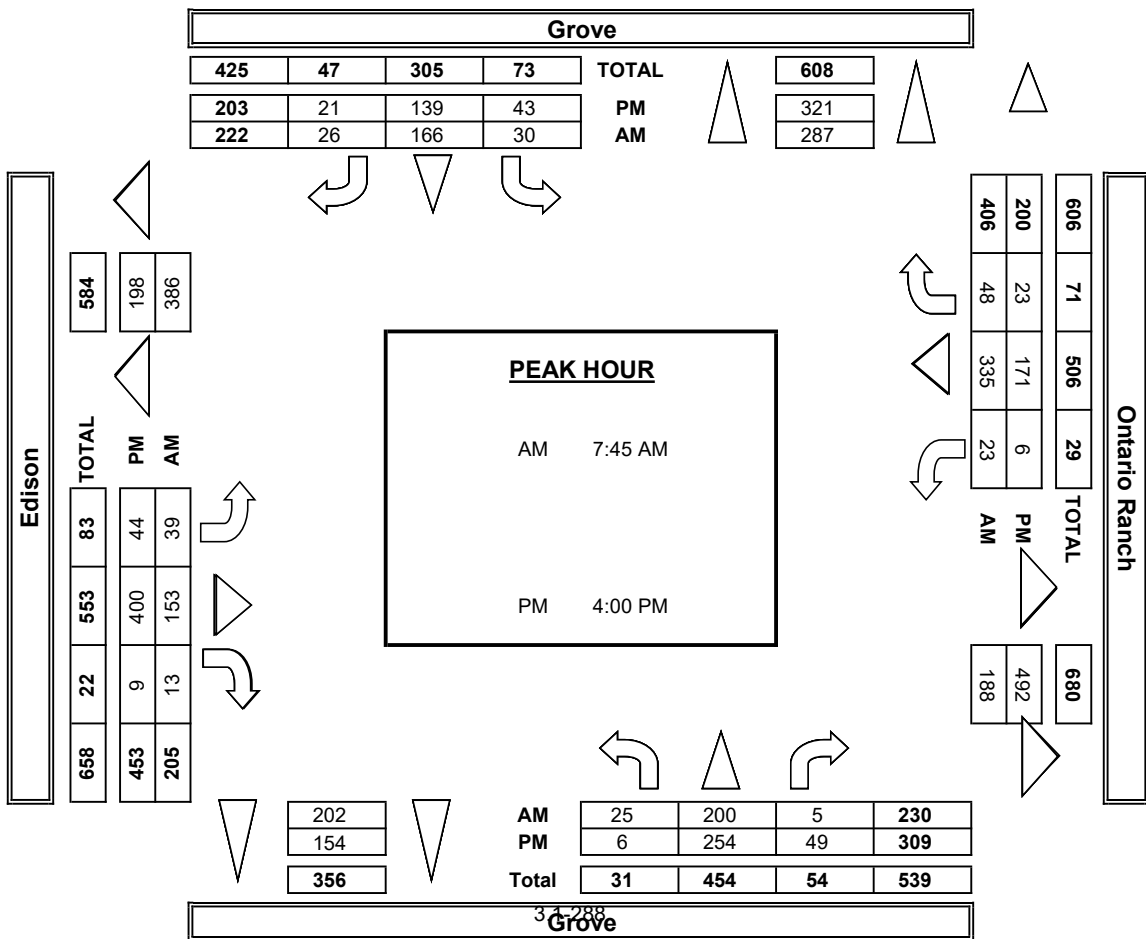
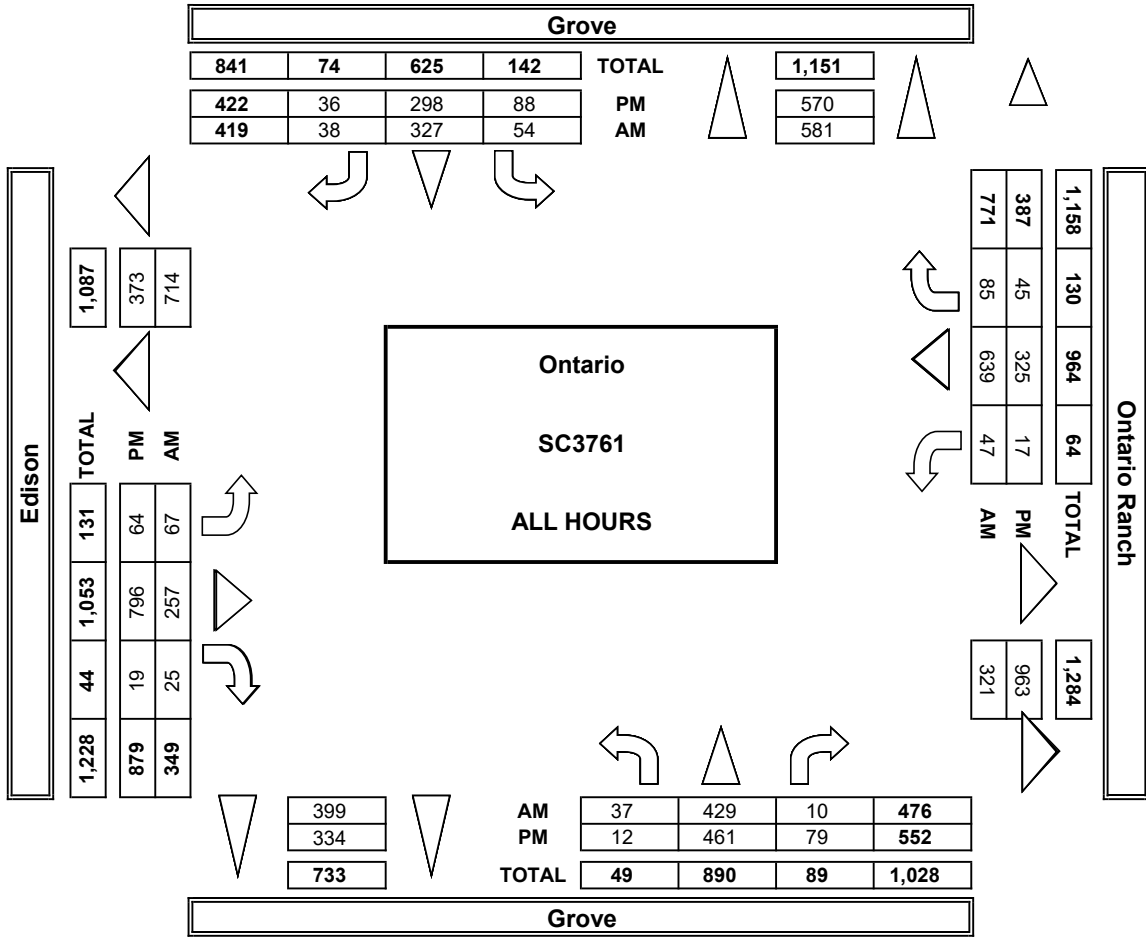
Summary table for AM and PM periods.

ALL PED AND BIKE table with columns E SIDE, W SIDE, S SIDE, N SIDE, TOTAL.

PEDESTRIAN CROSSINGS table with columns E SIDE, W SIDE, S SIDE, N SIDE, TOTAL.

BICYCLE CROSSINGS table with columns ES, WS, SS, NS, TOTAL.

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Grove Edison	PROJECT #: SC3761	LOCATION #: 7	CONTROL: STOP ALL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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LANES:	NORTHBOUND <small>Grove</small>			SOUTHBOUND <small>Grove</small>			EASTBOUND <small>Edison</small>			WESTBOUND <small>Edison</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS					
NB	SB	EB	WB	TTL	

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	51	0	4	24	0	0	15	2	7	62	4	169
	7:15 AM	3	60	1	4	29	2	4	15	2	4	61	5	190
	7:30 AM	5	57	2	2	35	1	5	19	1	5	76	6	214
	7:45 AM	4	53	0	3	36	4	10	23	3	4	81	10	231
	8:00 AM	6	48	1	9	35	4	6	31	2	3	57	9	211
	8:15 AM	4	39	2	4	32	5	4	24	2	5	78	7	206
	8:30 AM	1	38	1	5	39	5	7	30	2	7	77	13	225
	8:45 AM	2	40	2	3	46	4	8	20	6	6	57	13	207
	VOLUMES	25	386	9	34	276	25	44	177	20	41	549	67	1,653
	APPROACH %	6%	92%	2%	10%	82%	7%	18%	73%	8%	6%	84%	10%	
APP/DEPART	420	/	497	335	/	337	241	/	220	657	/	599	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	15	178	4	21	142	18	27	108	9	19	293	39	873	
APPROACH %	8%	90%	2%	12%	78%	10%	19%	75%	6%	5%	83%	11%		
PEAK HR FACTOR	0.864			0.923			0.923			0.905			0.945	
APP/DEPART	197	/	244	181	/	170	144	/	133	351	/	326	0	
PM	04:00 PM	1	45	8	10	30	3	9	73	3	2	41	3	228
	4:15 PM	1	50	13	7	28	5	12	87	0	0	37	4	244
	4:30 PM	3	80	14	10	34	4	11	83	0	1	37	5	282
	4:45 PM	1	64	7	9	37	6	10	100	3	1	36	4	278
	5:00 PM	2	53	5	14	35	3	6	81	1	1	28	2	231
	5:15 PM	1	44	6	9	30	1	3	86	0	0	50	4	234
	5:30 PM	3	60	10	9	52	3	2	87	3	4	34	6	273
	5:45 PM	0	35	8	7	31	6	3	109	4	6	24	2	235
	VOLUMES	12	431	71	75	277	31	56	706	14	15	287	30	2,005
	APPROACH %	2%	84%	14%	20%	72%	8%	7%	91%	2%	5%	86%	9%	
APP/DEPART	514	/	517	383	/	306	776	/	852	332	/	330	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	6	239	42	36	129	18	42	343	6	4	151	16	1,032	
APPROACH %	2%	83%	15%	20%	70%	10%	11%	88%	2%	2%	88%	9%		
PEAK HR FACTOR	0.740			0.880			0.865			0.929			0.915	
APP/DEPART	287	/	297	183	/	139	391	/	421	171	/	175	0	

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

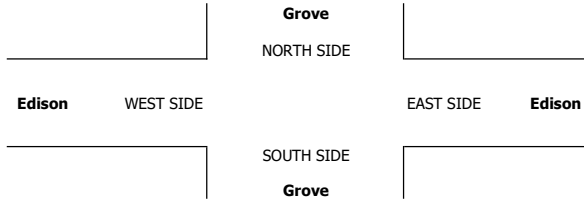
0	0	0	0
0	0	0	0
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0	0	0	0
0	0	0	0
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0	0	0	0

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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Grove Edison	PROJECT #: SC3761 LOCATION #: 7 CONTROL: STOP ALL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

AM	7:00 AM	0	0	0	0	5	0	1	4	0	0	2	2	14
	7:15 AM	0	3	0	1	1	0	0	4	0	0	4	1	14
	7:30 AM	0	2	0	1	5	0	1	1	0	0	5	1	16
	7:45 AM	1	2	0	0	4	0	2	6	0	0	5	1	21
	8:00 AM	1	2	0	1	5	1	0	2	0	0	2	1	15
	8:15 AM	2	6	0	0	3	0	1	2	1	0	2	0	17
	8:30 AM	1	6	0	3	1	1	0	2	0	1	4	2	21
	8:45 AM	2	4	0	0	4	0	0	0	0	0	0	0	10
	VOLUMES	7	25	0	6	28	2	5	21	1	1	24	8	128
	APPROACH %	22%	78%	0%	17%	78%	6%	19%	78%	4%	3%	73%	24%	

0	0	0	0	0
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0	0	0	0
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APP/DEPART	32	/	38	36	/	30	27	/	27	33	/	33	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	5	16	0	4	13	2	3	12	1	1	13	4	74
APPROACH %	24%	76%	0%	21%	68%	11%	19%	75%	6%	6%	72%	22%	
PEAK HR FACTOR	0.656			0.679			0.500			0.643			0.881

0	0	0	0	0
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0	0	0	0
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PM	04:00 PM	0	2	1	3	0	2	0	7	0	0	0	0	15
	4:15 PM	0	4	2	1	1	0	0	8	0	0	2	1	19
	4:30 PM	0	2	3	0	3	0	0	4	0	0	1	0	13
	4:45 PM	0	2	0	0	4	0	0	2	1	0	3	0	12
	5:00 PM	0	2	0	0	0	1	1	7	1	0	1	0	13
	5:15 PM	0	6	0	1	2	0	4	4	0	0	1	0	18
	5:30 PM	0	2	0	0	1	0	0	3	0	0	1	1	8
	5:45 PM	0	2	0	0	2	0	0	0	0	0	2	0	6
	VOLUMES	0	22	6	5	13	3	5	35	2	0	11	2	104
	APPROACH %	0%	79%	21%	24%	62%	14%	12%	83%	5%	0%	85%	15%	

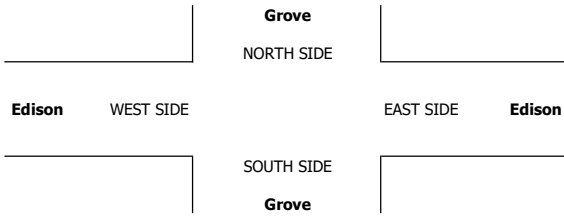
0	0	0	0	0
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0	0	0	0
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APP/DEPART	28	/	29	21	/	15	42	/	46	13	/	14	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	10	6	4	8	2	0	21	1	0	6	1	59
APPROACH %	0%	63%	38%	29%	57%	14%	0%	95%	5%	0%	86%	14%	
PEAK HR FACTOR	0.667			0.700			0.688			0.583			0.776

0	0	0	0	0
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0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: Edison EAST & WEST: Edison	Ontario Grove Edison	PROJECT #: 7	SC3761	LOCATION #: 7	CONTROL: STOP ALL															
CLASS 3: 3-AXLE TRUCKS	NOTES:		<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="text-align: center;">AM</td> <td></td> <td style="text-align: center;">▲ N</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">← W</td> <td style="text-align: center;">E →</td> </tr> <tr> <td style="text-align: center;">MD</td> <td></td> <td style="text-align: center;">S</td> </tr> <tr> <td style="text-align: center;">OTHER</td> <td></td> <td style="text-align: center;">▼</td> </tr> <tr> <td style="text-align: center;">OTHER</td> <td></td> <td></td> </tr> </table>				AM		▲ N	PM	← W	E →	MD		S	OTHER		▼	OTHER		
AM		▲ N																			
PM	← W	E →																			
MD		S																			
OTHER		▼																			
OTHER																					

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Grove			Grove			Edison			Edison			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
AM													
7:00 AM	0	4	0	1	3	1	0	2	1	1	1	0	
7:15 AM	0	1	0	0	0	0	3	3	0	0	1	0	
7:30 AM	0	1	0	0	1	0	0	0	0	0	6	0	
7:45 AM	1	2	0	0	1	1	0	1	0	1	0	1	
8:00 AM	0	0	1	0	0	0	2	1	0	0	3	0	
8:15 AM	0	0	0	0	0	0	2	1	0	0	2	0	
8:30 AM	1	2	0	2	3	0	0	3	0	0	3	0	
8:45 AM	0	0	0	0	4	0	0	2	0	0	2	2	
VOLUMES	2	10	1	3	12	2	7	13	1	2	18	3	
APPROACH %	15%	77%	8%	18%	71%	12%	33%	62%	5%	9%	78%	13%	
APP/DEPART	13	/	20	17	/	15	21	/	17	23	/	22	
BEGIN PEAK HR	7:45 AM												
VOLUMES	2	4	1	2	4	1	4	6	0	1	8	1	
APPROACH %	29%	57%	14%	29%	57%	14%	40%	60%	0%	10%	80%	10%	
PEAK HR FACTOR	0.583			0.350			0.833			0.833			
APP/DEPART	7	/	9	7	/	5	10	/	9	10	/	11	
PM													
04:00 PM	0	1	0	1	1	0	0	1	0	1	1	2	
4:15 PM	0	0	1	2	0	0	0	1	0	0	1	0	
4:30 PM	0	1	0	0	0	0	0	2	0	0	2	0	
4:45 PM	0	0	0	0	1	0	0	0	0	0	2	1	
5:00 PM	0	0	0	0	1	0	0	1	0	0	1	0	
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	
5:30 PM	0	1	0	0	0	1	0	0	0	0	1	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	
VOLUMES	0	3	1	3	3	1	0	6	0	1	9	5	
APPROACH %	0%	75%	25%	43%	43%	14%	0%	100%	0%	7%	60%	33%	
APP/DEPART	4	/	8	7	/	4	6	/	10	15	/	10	
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	2	1	3	2	0	0	4	0	1	6	3	
APPROACH %	0%	67%	33%	60%	40%	0%	0%	100%	0%	10%	60%	30%	
PEAK HR FACTOR	0.750			0.625			0.500			0.625			
APP/DEPART	3	/	5	5	/	3	4	/	8	10	/	6	

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

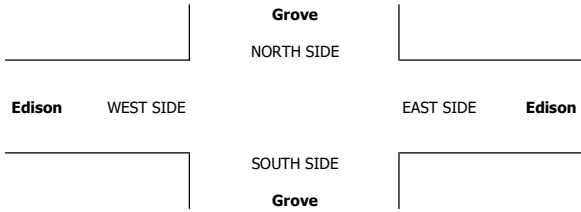
RTOR			
NRR	SRR	ERR	WRR
X	X	X	X
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0	0	0	0
0	0	0	0
0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Grove Edison	PROJECT #: SC3761
			LOCATION #: 7
			CONTROL: STOP ALL

CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER	▲ N ▼ S	← W → E
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

TIME	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	2	0	2	0	3	2	5	0	1	3	1	19
7:15 AM	0	2	0	1	1	0	0	1	0	0	9	2	16
7:30 AM	0	1	0	4	0	1	3	5	0	0	9	0	23
7:45 AM	0	0	0	1	1	1	0	7	2	0	6	1	19
8:00 AM	2	0	0	0	1	1	2	5	0	0	3	1	15
8:15 AM	1	1	0	1	3	0	0	9	0	1	4	2	22
8:30 AM	0	1	0	1	1	3	3	4	0	1	5	0	19
8:45 AM	0	0	0	1	2	0	0	8	0	0	5	0	16

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0

VOLUMES	3	7	0	11	9	9	10	44	2	3	44	7	149
APPROACH %	30%	70%	0%	38%	31%	31%	18%	79%	4%	6%	81%	13%	
APP/DEPART	10	/	24	29	/	14	56	/	55	54	/	56	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	3	2	0	3	6	5	5	25	2	2	18	4	75
APPROACH %	60%	40%	0%	21%	43%	36%	16%	78%	6%	8%	75%	17%	
PEAK HR FACTOR	0.625			0.700			0.889			0.857			0.852
APP/DEPART	5	/	11	14	/	10	32	/	28	24	/	26	0

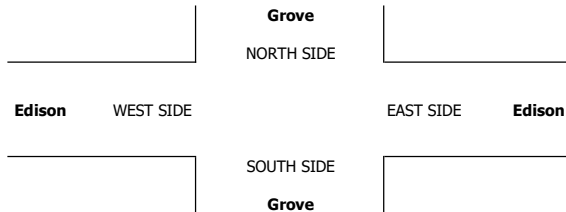
0	0	0	0
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TIME	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
04:00 PM	0	0	0	0	0	1	0	7	1	0	0	0	9
4:15 PM	0	0	0	0	0	0	1	8	0	0	3	1	13
4:30 PM	0	1	0	0	0	0	1	9	0	0	2	2	15
4:45 PM	0	2	0	0	0	0	0	6	1	0	3	0	12
5:00 PM	0	1	0	0	0	0	0	3	0	0	1	0	5
5:15 PM	0	1	0	1	2	0	1	4	0	0	1	2	12
5:30 PM	0	0	0	4	1	0	0	7	1	0	3	3	19
5:45 PM	0	0	1	0	2	0	0	3	0	0	4	0	10
VOLUMES	0	5	1	5	5	1	3	47	3	0	17	8	95
APPROACH %	0%	83%	17%	45%	45%	9%	6%	89%	6%	0%	68%	32%	
APP/DEPART	6	/	16	11	/	8	53	/	53	25	/	18	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	3	0	0	0	1	2	30	2	0	8	3	49
APPROACH %	0%	100%	0%	0%	0%	100%	6%	88%	6%	0%	73%	27%	
PEAK HR FACTOR	0.375			0.250			0.850			0.688			0.817
APP/DEPART	3	/	8	1	/	2	34	/	30	11	/	9	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Grove Edison	PROJECT #: SC3761	LOCATION #: 7	CONTROL: STOP ALL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Grove			SOUTHBOUND Grove			EASTBOUND Edison			WESTBOUND Edison			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

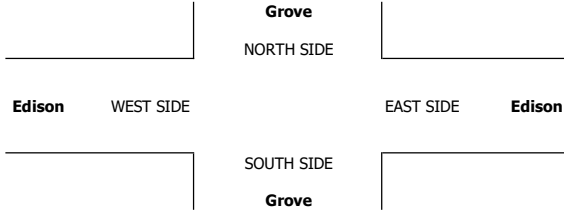
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	0	0	0	0	
BEGIN PEAK HR	7:45 AM																	
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	0	0	0	0	
PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%					
APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0					
BEGIN PEAK HR	4:00 PM												1					
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%					
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250					
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: Edison EAST & WEST: Grove	PROJECT #: SC3761	LOCATION #: 7
CLASS 6: BUSES	NOTES:	CONTROL: STOP ALL	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Grove			Grove			Edison			Edison			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	1	0	0	0	1	2	
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	1	
7:45 AM	0	0	0	0	1	0	0	1	1	0	1	4	
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	2	
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
VOLUMES	0	1	0	0	2	0	1	2	1	0	4	11	
APPROACH %	0%	100%	0%	0%	100%	0%	25%	50%	25%	0%	100%	0%	
APP/DEPART	1	/	2	2	/	3	4	/	2	4	/	4	
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	0	0	0	1	0	0	2	1	0	3	7	
APPROACH %	0%	0%	0%	0%	100%	0%	0%	67%	33%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.250			0.375			0.750			0.438
APP/DEPART	0	/	0	1	/	2	3	/	2	3	/	3	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
VOLUMES	0	0	0	0	0	0	0	1	0	1	0	2	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	
APP/DEPART	0	/	0	0	/	1	1	/	1	1	/	0	
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	0	0	0	1	0	1	0	2	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.250			0.500
APP/DEPART	0	/	0	0	/	1	1	/	1	1	/	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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Grove

NORTH SIDE

Edison WEST SIDE

EAST SIDE Edison

SOUTH SIDE

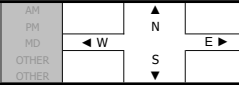
Grove

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Nov 29, 22 LOCATION: NORTH & SOUTH: EAST & WEST: Ontario Walker Ontario Ranch PROJECT #: SC3761 LOCATION #: 8 CONTROL: STOP ALL

NOTES:



Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	3	8	1	11	7	2	6	36	1	8	69	12	164
7:15 AM	1	13	2	7	9	7	2	28	2	6	91	19	187
7:30 AM	1	14	5	10	10	8	2	28	0	16	107	16	217
7:45 AM	0	15	6	10	10	6	7	38	0	11	95	25	223
8:00 AM	3	16	8	8	9	2	4	47	0	14	81	12	204
8:15 AM	2	16	4	6	14	5	3	38	1	7	101	18	215
8:30 AM	0	8	2	10	16	5	3	45	0	3	104	10	206
8:45 AM	2	6	7	11	6	2	4	36	1	5	61	13	154
VOLUMES	12	96	35	73	81	37	31	296	5	70	709	125	1,570
APPROACH %	8%	67%	24%	38%	42%	19%	9%	89%	2%	8%	78%	14%	
APP/DEPART	143	/	252	191	/	156	332	/	404	904	/	758	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	6	61	23	34	43	21	16	151	1	48	384	71	859
APPROACH %	7%	68%	26%	35%	44%	21%	10%	90%	1%	10%	76%	14%	
PEAK HR FACTOR	0.833			0.875			0.824			0.905			0.963
APP/DEPART	90	/	148	98	/	92	168	/	208	503	/	411	0
04:00 PM	2	16	21	18	18	2	8	101	3	6	48	6	249
4:15 PM	0	24	31	23	10	2	2	122	1	2	46	8	271
4:30 PM	0	16	30	39	11	4	4	124	1	1	56	17	303
4:45 PM	0	20	37	38	10	1	2	125	0	3	38	7	281
5:00 PM	1	23	21	38	8	5	4	108	1	0	39	7	255
5:15 PM	0	8	18	29	10	5	2	114	1	2	57	8	254
5:30 PM	0	8	19	26	3	2	0	122	0	3	43	6	232
5:45 PM	1	12	10	26	2	2	4	126	1	7	46	10	247
VOLUMES	4	127	187	237	72	23	26	942	8	24	373	69	2,092
APPROACH %	1%	40%	59%	71%	22%	7%	3%	97%	1%	5%	80%	15%	
APP/DEPART	318	/	222	332	/	104	976	/	1,366	466	/	400	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	1	83	119	138	39	12	12	479	3	6	179	39	1,110
APPROACH %	0%	41%	59%	73%	21%	6%	2%	97%	1%	3%	80%	17%	
PEAK HR FACTOR	0.890			0.875			0.957			0.757			0.916
APP/DEPART	203	/	134	189	/	48	494	/	736	224	/	192	0

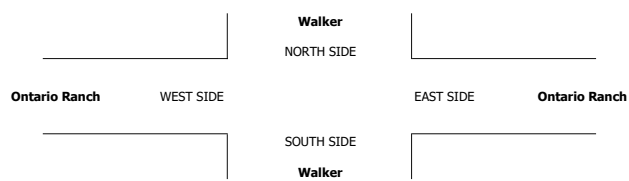
U-TURNS					
NB	SB	EB	WB	TTL	
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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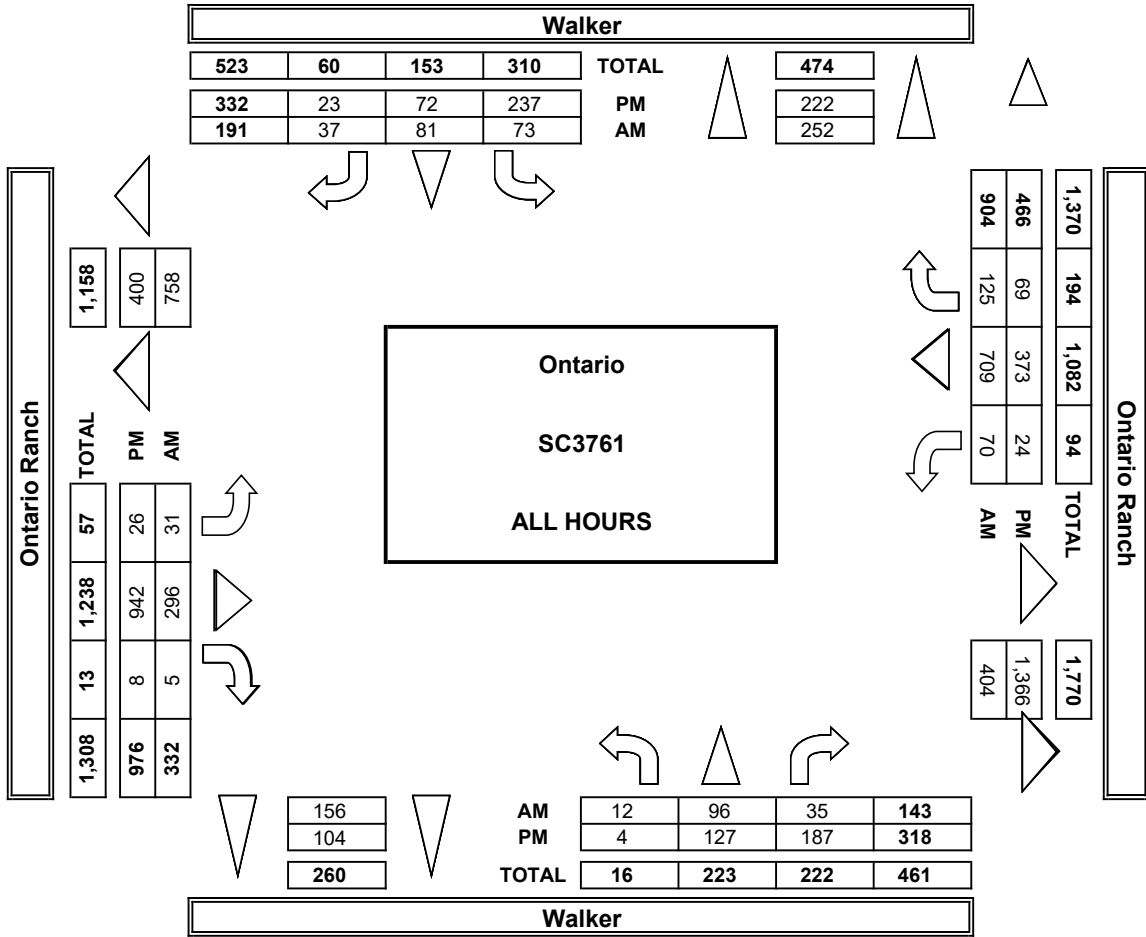
	ALL PED AND BIKE				
	E SIDE	W SIDE	S SIDE	N SIDE	
7:00 AM	0	0	0	0	
7:15 AM	0	0	0	0	
7:30 AM	0	0	0	0	
7:45 AM	0	0	0	0	
8:00 AM	0	0	0	0	
8:15 AM	0	0	0	0	
8:30 AM	0	0	0	0	
8:45 AM	0	0	0	0	
TOTAL	0	0	0	0	
PM	4:00 PM	0	0	0	0
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	0	0	0	0
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
TOTAL	0	0	0	0	

	PEDESTRIAN CROSSINGS				
	E SIDE	W SIDE	S SIDE	N SIDE	
7:00 AM	0	0	0	0	
7:15 AM	0	0	0	0	
7:30 AM	0	0	0	0	
7:45 AM	0	0	0	0	
8:00 AM	0	0	0	0	
8:15 AM	0	0	0	0	
8:30 AM	0	0	0	0	
8:45 AM	0	0	0	0	
TOTAL	0	0	0	0	
PM	4:00 PM	0	0	0	0
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	0	0	0	0
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
TOTAL	0	0	0	0	

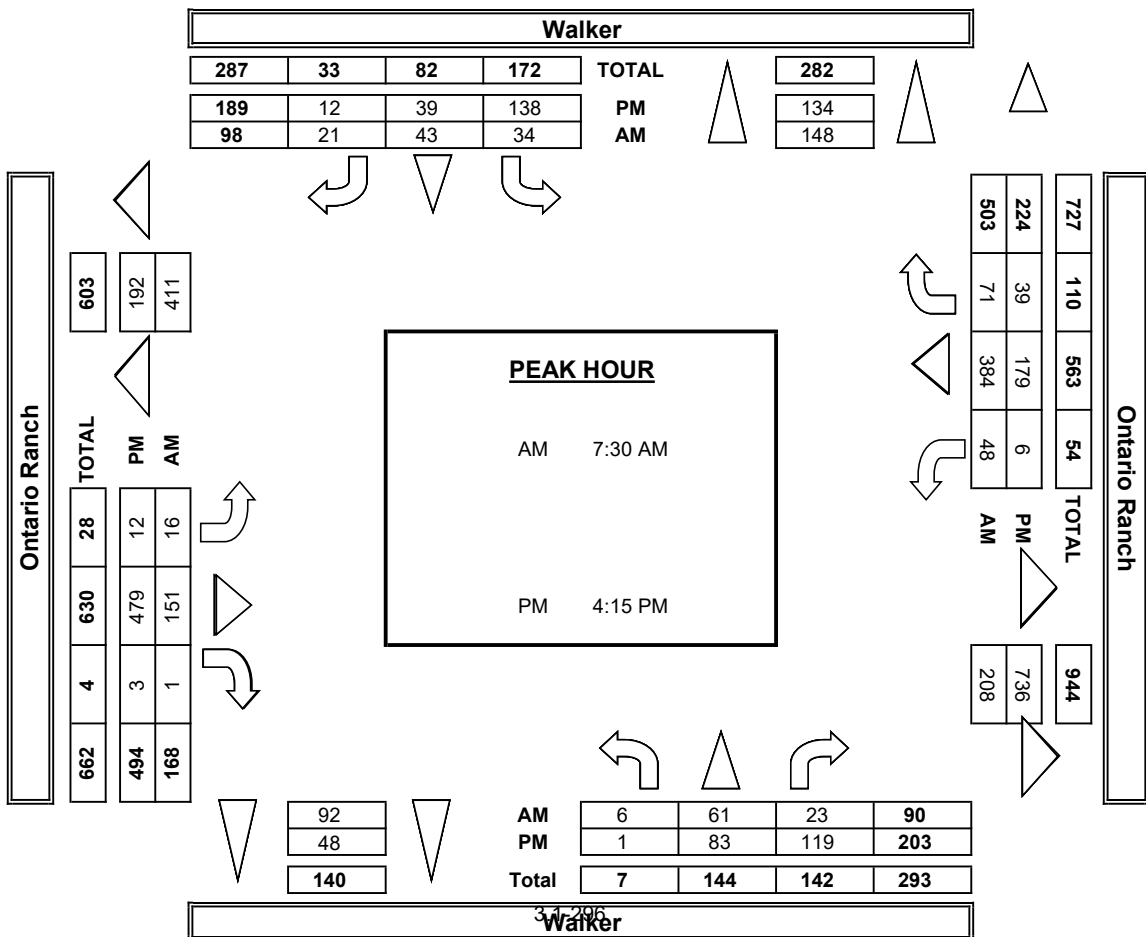
	BICYCLE CROSSINGS				
	ES	WS	SS	NS	
7:00 AM	0	0	0	0	
7:15 AM	0	0	0	0	
7:30 AM	0	0	0	0	
7:45 AM	0	0	0	0	
8:00 AM	0	0	0	0	
8:15 AM	0	0	0	0	
8:30 AM	0	0	0	0	
8:45 AM	0	0	0	0	
TOTAL	0	0	0	0	
PM	4:00 PM	0	0	0	0
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	0	0	0	0
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
TOTAL	0	0	0	0	

	ALL PED AND BIKE				
	E SIDE	W SIDE	S SIDE	N SIDE	
7:00 AM	0	0	0	0	
7:15 AM	0	0	0	0	
7:30 AM	0	0	0	0	
7:45 AM	0	0	0	0	
8:00 AM	0	0	0	0	
8:15 AM	0	0	0	0	
8:30 AM	0	0	0	0	
8:45 AM	0	0	0	0	
TOTAL	0	0	0	0	
PM	4:00 PM	0	0	0	0
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	0	0	0	0
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
TOTAL	0	0	0	0	

AimTD LLC
TURNING MOVEMENT COUNTS



Ontario
SC3761
ALL HOURS



PEAK HOUR

AM 7:30 AM

PM 4:15 PM

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Walker Ontario Ranch	PROJECT #: SC3761 LOCATION #: 8 CONTROL: STOP ALL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS					
NB	SB	EB	WB	TTL	

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	2	5	0	8	2	1	1	20	0	4	64	6	113
	7:15 AM	0	3	0	3	6	1	2	18	0	4	75	12	124
	7:30 AM	0	9	1	5	8	4	0	21	0	13	92	9	162
	7:45 AM	0	6	2	5	6	3	1	26	0	10	85	21	165
	8:00 AM	2	11	7	4	7	0	4	37	0	7	76	7	162
	8:15 AM	1	5	0	2	8	1	2	28	1	6	91	12	157
	8:30 AM	0	3	1	6	7	3	2	35	0	2	92	5	156
	8:45 AM	0	2	3	2	3	0	1	29	0	3	52	2	97
	VOLUMES	5	44	14	35	47	13	13	214	1	49	627	74	1,136
	APPROACH %	8%	70%	22%	37%	49%	14%	6%	94%	0%	7%	84%	10%	
APP/DEPART	63	/	131	95	/	97	228	/	263	750	/	645	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	3	31	10	16	29	8	7	112	1	36	344	49	646	
APPROACH %	7%	70%	23%	30%	55%	15%	6%	93%	1%	8%	80%	11%		
PEAK HR FACTOR	0.550			0.779			0.732			0.925			0.979	
APP/DEPART	44	/	87	53	/	66	120	/	138	429	/	355	0	
PM	04:00 PM	2	14	19	17	14	2	5	85	2	5	40	3	208
	4:15 PM	0	20	30	21	6	1	2	103	1	1	40	3	228
	4:30 PM	0	14	28	36	7	3	2	107	1	1	46	12	257
	4:45 PM	0	14	37	33	7	1	0	115	0	3	30	3	243
	5:00 PM	1	20	21	34	6	4	2	100	1	0	36	3	228
	5:15 PM	0	7	18	28	9	2	1	105	1	0	52	7	230
	5:30 PM	0	7	18	24	2	2	0	110	0	2	36	3	204
	5:45 PM	1	12	10	26	0	2	3	116	1	5	39	5	220
	VOLUMES	4	108	181	219	51	17	15	841	7	17	319	39	1,818
	APPROACH %	1%	37%	62%	76%	18%	6%	2%	97%	1%	5%	85%	10%	
APP/DEPART	293	/	162	287	/	75	863	/	1,241	375	/	340	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	1	68	116	124	26	9	6	425	3	5	152	21	956	
APPROACH %	1%	37%	63%	78%	16%	6%	1%	98%	1%	3%	85%	12%		
PEAK HR FACTOR	0.907			0.864			0.943			0.754			0.930	
APP/DEPART	185	/	95	159	/	34	434	/	665	178	/	162	0	

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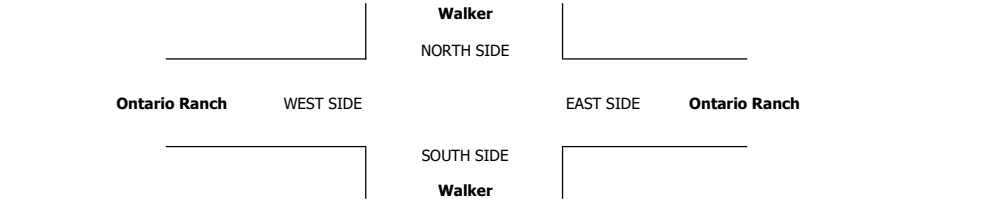
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Walker Ontario Ranch	PROJECT #: SC3761	LOCATION #: 8	CONTROL: STOP ALL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM	
		PM	
		MD	
		OTHER	
		OTHER	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Walker			Walker			Ontario Ranch			Ontario Ranch			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

AM	7:00 AM	1	1	0	0	2	1	3	4	0	1	2	1	16	0	0	0	0	0	0	0
	7:15 AM	0	2	0	1	1	2	0	3	2	0	4	1	16	0	0	0	0	0	0	0
	7:30 AM	0	1	2	1	1	3	1	2	0	2	4	0	17	0	0	0	0	0	0	0
	7:45 AM	0	3	2	1	0	0	2	3	0	0	2	2	15	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	1	0	0	4	0	0	2	0	7	0	0	0	0	0	0	0
	8:15 AM	1	3	1	0	1	1	0	2	0	0	3	1	13	0	0	0	0	0	0	0
	8:30 AM	0	2	1	1	4	0	0	3	0	0	4	0	15	0	0	0	0	0	0	0
	8:45 AM	1	0	2	2	0	1	0	1	0	1	3	2	13	0	0	0	0	0	0	0
	VOLUMES	3	12	8	6	10	8	6	22	2	4	24	7	112	0	0	0	0	0	0	0
	APPROACH %	13%	52%	35%	25%	42%	33%	20%	73%	7%	11%	69%	20%		0	0	0	0	0	0	0

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0	0	0	0

APPROACH %	13%	52%	35%	25%	42%	33%	20%	73%	7%	11%	69%	20%	
APP/DEPART	23	/	25	24	/	16	30	/	36	35	/	35	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	1	7	5	2	3	4	3	11	0	2	11	3	52
APPROACH %	8%	54%	38%	22%	33%	44%	21%	79%	0%	13%	69%	19%	
PEAK HR FACTOR	0.650			0.450			0.700			0.667			0.765
APP/DEPART	13	/	13	9	/	5	14	/	18	16	/	16	0

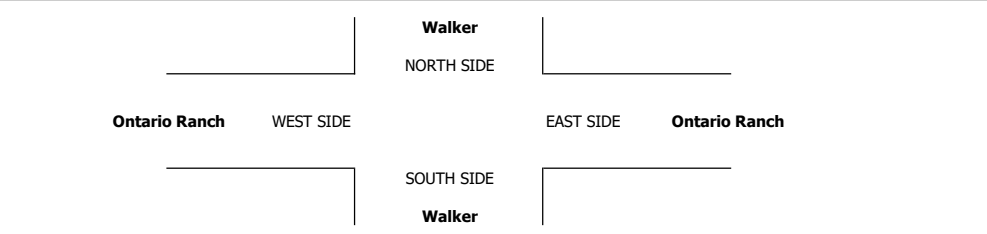
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PM	04:00 PM	0	0	1	1	3	0	2	9	0	0	0	1	17	0	0	0	0	0	0
	4:15 PM	0	3	1	0	3	0	0	11	0	0	3	1	22	0	0	0	0	0	0
	4:30 PM	0	1	1	1	2	0	0	8	0	0	2	2	17	0	0	0	0	0	0
	4:45 PM	0	5	0	3	2	0	1	3	0	0	3	1	18	0	0	0	0	0	0
	5:00 PM	0	3	0	3	0	0	2	4	0	0	2	2	16	0	0	0	0	0	0
	5:15 PM	0	1	0	1	0	1	1	4	0	0	1	1	10	0	0	0	0	0	0
	5:30 PM	0	0	1	2	0	0	0	3	0	0	1	1	8	0	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	1	0	0	2	0	4	0	0	0	0	0	0
	VOLUMES	0	13	4	11	11	1	6	43	0	0	14	9	112	0	0	0	0	0	0
	APPROACH %	0%	76%	24%	48%	48%	4%	12%	88%	0%	0%	61%	39%							
APP/DEPART	17	/	28	23	/	11	49	/	58	23	/	15	0							
BEGIN PEAK HR	4:15 PM																			
VOLUMES	0	12	2	7	7	0	3	26	0	0	10	6	73							
APPROACH %	0%	86%	14%	50%	50%	0%	10%	90%	0%	0%	63%	38%								
PEAK HR FACTOR	0.700			0.700			0.659			1.000			0.830							
APP/DEPART	14	/	21	14	/	7	29	/	35	16	/	10	0							

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Walker Ontario Ranch	PROJECT #: LOCATION #: CONTROL:	SC3761 8 STOP ALL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER	▲ N ◀ W S ▶ E ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	2	0	0	2	0	1	3	0	3	0	2	13
	7:15 AM	1	8	1	1	2	1	0	3	0	1	2	4	24
	7:30 AM	0	1	0	0	1	0	0	0	0	0	3	5	10
	7:45 AM	0	6	0	2	4	0	0	1	0	1	5	2	21
	8:00 AM	0	2	1	1	1	0	0	2	0	1	1	2	11
	8:15 AM	0	4	0	0	4	2	0	1	0	0	2	0	13
	8:30 AM	0	1	0	1	4	0	0	4	0	1	2	1	14
	8:45 AM	1	3	1	5	2	0	1	0	1	0	2	1	17
	VOLUMES	2	27	3	10	20	3	2	14	1	7	17	17	123
	APPROACH %	6%	84%	9%	30%	61%	9%	12%	82%	6%	17%	41%	41%	
	APP/DEPART	32	/	46	33	/	28	17	/	27	41	/	22	0
	BEGIN PEAK HR	7:30 AM												
VOLUMES	0	13	1	3	10	2	0	4	0	2	11	9	55	
APPROACH %	0%	93%	7%	20%	67%	13%	0%	100%	0%	9%	50%	41%		
PEAK HR FACTOR	0.583			0.625			0.500			0.688			0.655	
APP/DEPART	14	/	22	15	/	12	4	/	8	22	/	13	0	
PM	04:00 PM	0	0	0	0	1	0	1	1	0	1	4	1	9
	4:15 PM	0	1	0	1	0	0	0	3	0	0	1	0	6
	4:30 PM	0	1	1	1	2	1	1	1	0	0	3	1	12
	4:45 PM	0	1	0	1	0	0	0	0	0	0	3	0	5
	5:00 PM	0	0	0	1	2	0	0	1	0	0	1	1	6
	5:15 PM	0	0	0	0	1	0	0	1	0	2	0	0	4
	5:30 PM	0	1	0	0	0	0	0	0	0	1	1	0	3
	5:45 PM	0	0	0	0	1	0	0	1	0	1	2	1	6
	VOLUMES	0	4	1	4	7	1	2	8	0	5	15	4	51
	APPROACH %	0%	80%	20%	33%	58%	8%	20%	80%	0%	21%	63%	17%	
	APP/DEPART	5	/	10	12	/	12	10	/	13	24	/	16	0
	BEGIN PEAK HR	4:15 PM												
VOLUMES	0	3	1	4	4	1	1	5	0	0	8	2	29	
APPROACH %	0%	75%	25%	44%	44%	11%	17%	83%	0%	0%	80%	20%		
PEAK HR FACTOR	0.500			0.563			0.500			0.625			0.604	
APP/DEPART	4	/	6	9	/	4	6	/	10	10	/	9	0	

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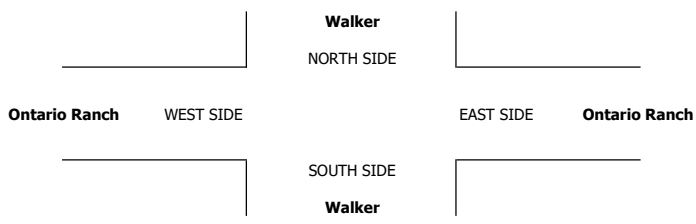
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Walker Ontario Ranch	PROJECT #: LOCATION #: CONTROL:	SC3761 8 STOP ALL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER	▲ N ◀ W E ▶ ▼ S
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

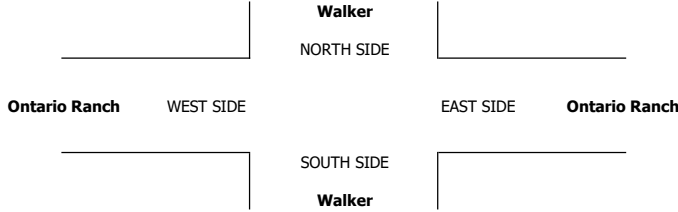
AM	7:00 AM	0	0	1	3	1	0	1	9	1	0	3	3	22
	7:15 AM	0	0	1	2	0	3	0	4	0	1	9	2	22
	7:30 AM	1	3	2	4	0	1	1	5	0	1	8	2	28
	7:45 AM	0	0	2	2	0	3	4	7	0	0	2	0	20
	8:00 AM	1	3	0	3	0	2	0	3	0	5	1	3	21
	8:15 AM	0	4	3	4	1	1	1	7	0	1	4	5	31
	8:30 AM	0	2	0	2	1	2	1	3	0	0	6	4	21
	8:45 AM	0	1	1	2	1	1	2	6	0	1	4	8	27
	VOLUMES	2	13	10	22	4	13	10	44	1	9	37	27	192
	APPROACH %	8%	52%	40%	56%	10%	33%	18%	80%	2%	12%	51%	37%	
APP/DEPART	25	/	50	39	/	14	55	/	76	73	/	52	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	2	10	7	13	1	7	6	22	0	7	15	10	100	
APPROACH %	11%	53%	37%	62%	5%	33%	21%	79%	0%	22%	47%	31%		
PEAK HR FACTOR	0.679			0.875			0.636			0.727			0.806	
APP/DEPART	19	/	26	21	/	8	28	/	42	32	/	24	0	
PM	04:00 PM	0	2	1	0	0	0	0	6	1	0	3	1	14
	4:15 PM	0	0	0	1	1	1	0	4	0	1	2	4	14
	4:30 PM	0	0	0	1	0	0	1	8	0	0	5	2	17
	4:45 PM	0	0	0	1	1	0	1	6	0	0	2	3	14
	5:00 PM	0	0	0	0	0	1	0	3	0	0	0	1	5
	5:15 PM	0	0	0	0	0	2	0	4	0	0	4	0	10
	5:30 PM	0	0	0	0	1	0	0	9	0	0	4	2	16
	5:45 PM	0	0	0	0	0	0	1	8	0	1	3	4	17
	VOLUMES	0	2	1	3	3	4	3	48	1	2	23	17	107
	APPROACH %	0%	67%	33%	30%	30%	40%	6%	92%	2%	5%	55%	40%	
APP/DEPART	3	/	22	10	/	6	52	/	52	42	/	27	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	0	0	0	3	2	2	2	21	0	1	9	10	50	
APPROACH %	0%	0%	0%	43%	29%	29%	9%	91%	0%	5%	45%	50%		
PEAK HR FACTOR	0.000			0.583			0.639			0.714			0.735	
APP/DEPART	0	/	12	7	/	3	23	/	24	20	/	11	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Walker Ontario Ranch	PROJECT #: LOCATION #: CONTROL:	SC3761 8 STOP ALL
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CLASS 5:	NOTES:											
RV		AM			▲				N			
		PM										
		MD										
		OTHER										
		OTHER										

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	0	0	0
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0	0	0	0
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VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	/	0	0	/	0	0	/	0	0	0
BEGIN PEAK HR	7:30 AM																						
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	/	0	0	/	0	0	/	0	0	0

0	0	0	0
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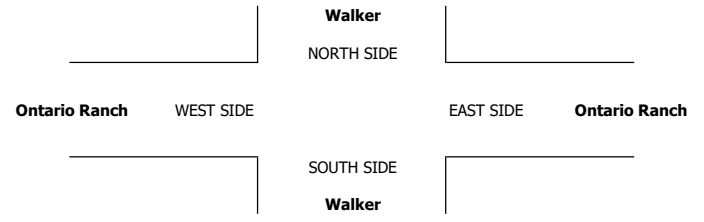
PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	0	0	0
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0	0	0	0
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VOLUMES	0	0	0	0	0	0	1	0	0	1	0	2
APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1
BEGIN PEAK HR	4:15 PM											
VOLUMES	0	0	0	0	0	0	1	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000		0.000		0.250		0.250		0.000		0.250	
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 11/29/22 TUESDAY	LOCATION: NORTH & SOUTH: Walker EAST & WEST: Ontario Ranch	PROJECT #: SC3761	LOCATION #: 8
CLASS 6:	NOTES:	CONTROL: STOP ALL	
BUSES			

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	8:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	2	0	1	4	0	7
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	20%	80%	0%	
APP/DEPART	0	/	0	0	/	1	2	/	2	5	/	4	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	0	0	0	0	2	0	1	3	0	6	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	25%	75%	0%		
PEAK HR FACTOR	0.000			0.000			0.500			0.500			0.500	
APP/DEPART	0	/	0	0	/	1	2	/	2	4	/	3	0	
PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250	
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0	

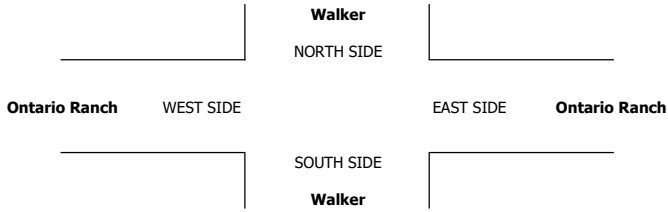
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Apr 13, 22 LOCATION: NORTH & SOUTH: EAST & WEST: Ontario Archibald Edison PROJECT #: SC3380 LOCATION #: 16 CONTROL: SIGNAL



LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 2	ER 1	WL 2	WT 1	WR 1	
7:00 AM	30	158	42	14	75	0	6	23	11	54	53	23	489
7:15 AM	41	238	60	14	76	9	5	18	12	50	80	21	624
7:30 AM	48	268	44	11	102	10	8	29	16	44	58	32	670
7:45 AM	41	259	43	22	128	15	2	31	17	49	66	31	704
8:00 AM	31	172	51	28	125	11	6	21	15	33	54	14	561
8:15 AM	25	196	40	13	105	12	7	35	17	34	58	25	567
8:30 AM	27	230	56	18	101	11	6	26	15	53	47	13	603
8:45 AM	34	202	54	14	103	13	4	20	23	36	37	12	552
VOLUMES	277	1,723	390	134	815	81	44	203	126	353	453	171	4,770
APPROACH %	12%	72%	16%	13%	79%	8%	12%	54%	34%	36%	46%	18%	
APP/DEPART	2,390	/	1,940	1,030	/	1,297	373	/	727	977	/	806	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	161	937	198	75	431	45	21	99	60	176	258	98	2,559
APPROACH %	12%	72%	15%	14%	78%	8%	12%	55%	33%	33%	48%	18%	
PEAK HR FACTOR	0.900			0.835			0.849			0.881			0.909
APP/DEPART	1,296	/	1,057	551	/	669	180	/	372	532	/	461	0
4:00 PM	28	175	77	29	145	14	22	85	38	40	27	31	711
4:15 PM	11	167	62	35	141	6	20	104	60	41	43	34	724
4:30 PM	30	171	65	40	185	11	17	95	64	41	30	28	777
4:45 PM	18	169	68	30	178	5	23	129	70	48	40	27	805
5:00 PM	20	188	67	32	138	15	11	122	57	45	32	24	751
5:15 PM	19	145	49	38	169	7	26	112	62	42	37	20	726
5:30 PM	27	175	56	26	181	14	16	94	51	42	38	19	739
5:45 PM	18	138	52	33	174	10	12	82	57	77	51	21	725
VOLUMES	171	1,328	496	263	1,311	82	147	823	459	376	298	204	5,958
APPROACH %	9%	67%	25%	16%	79%	5%	10%	58%	32%	43%	34%	23%	
APP/DEPART	1,995	/	1,682	1,656	/	2,146	1,429	/	1,578	878	/	552	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	87	673	249	140	670	38	77	458	253	176	139	99	3,059
APPROACH %	9%	67%	25%	17%	79%	4%	10%	58%	32%	43%	34%	24%	
PEAK HR FACTOR	0.917			0.898			0.887			0.900			0.950
APP/DEPART	1,009	/	853	848	/	1,099	788	/	843	414	/	264	0

Add U-Turns to Left Turns

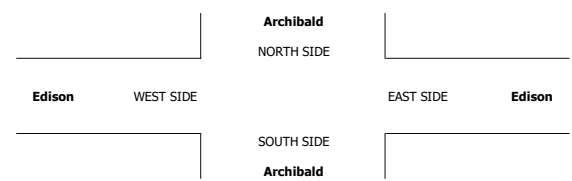
U-TURNS				
NB	SB	EB	WB	TTL
0	1	0	1	2
2	0	0	0	2
0	0	0	0	0
0	0	0	1	1
1	1	0	0	2
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1
5	2	0	2	9

RTOR			
NRR	SRR	ERR	WRR
0	0	0	12
0	2	0	5
0	2	0	7
0	3	0	3
0	3	0	6
0	2	0	9
0	3	0	6
0	2	0	2
0	17	0	50

0	10	0	21
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0	5	0	15
0	2	0	12
0	4	0	12
0	2	0	11
0	9	0	4
0	3	0	13
0	1	0	9
0	0	0	13
0	26	0	88

0	18	0	40
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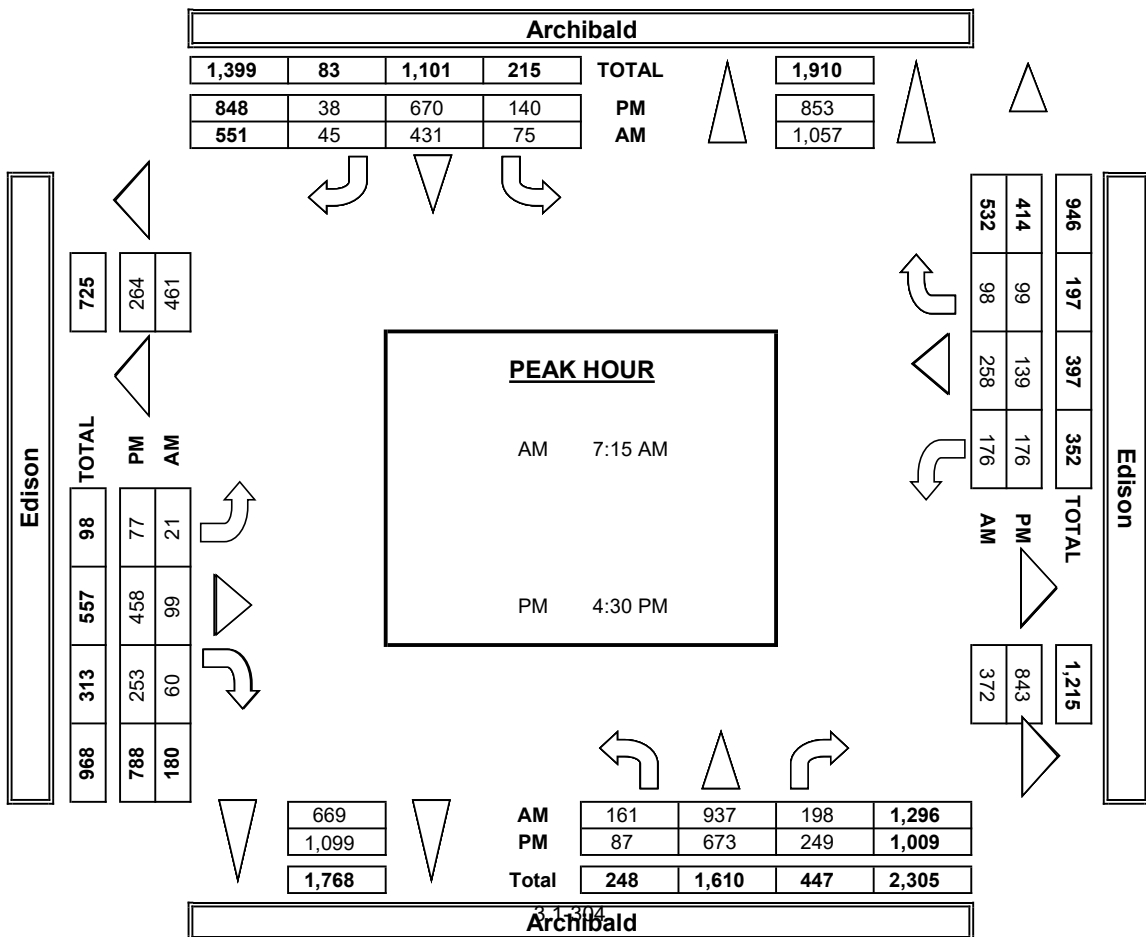
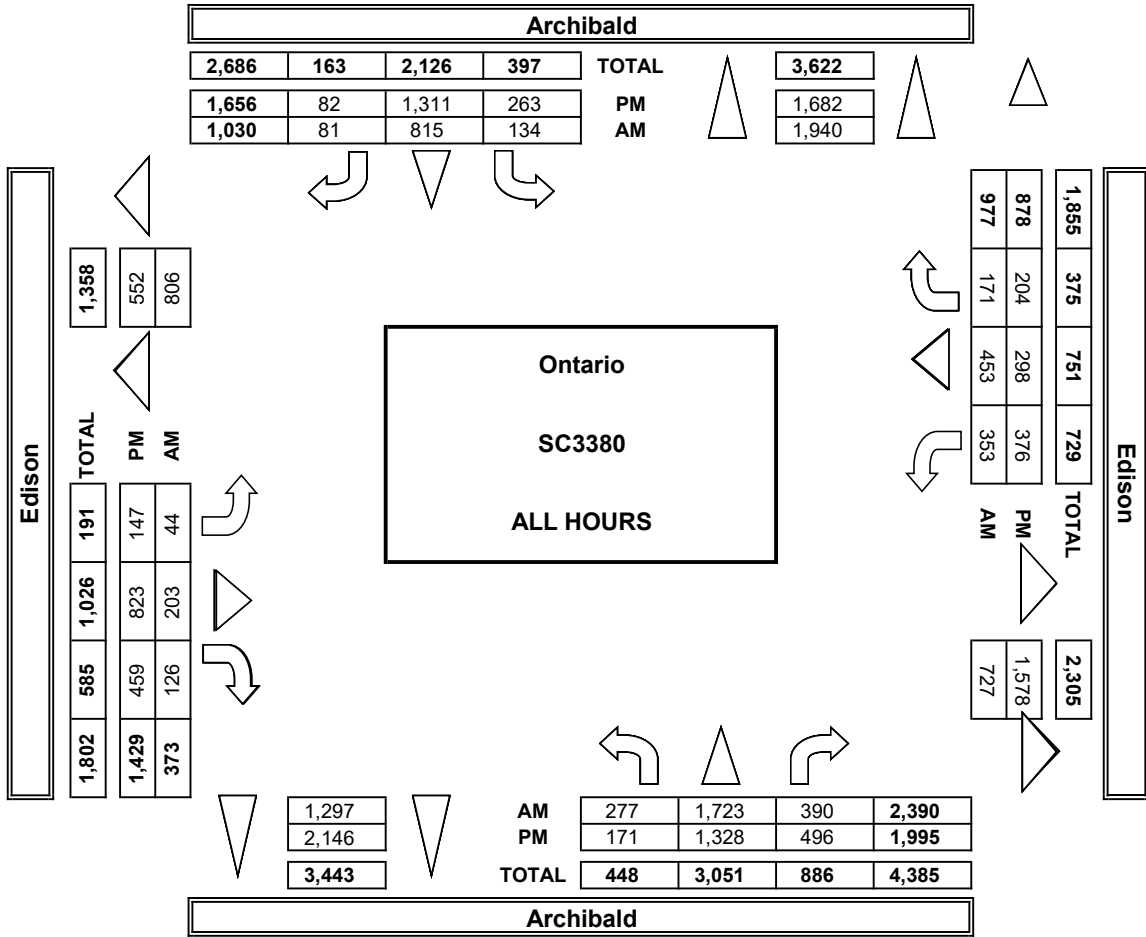


	ALL PED AND BIKE				
	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	1	2
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	1	2	0	1	4
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	1	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	2	0	0	2
5:45 PM	0	0	0	0	0
TOTAL	0	3	0	2	5

	PEDESTRIAN CROSSINGS				
	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL	0	1	0	1	2

	BICYCLE CROSSINGS				
	ES	WS	SS	NS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	1	2
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	1	2	0	1	4
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	1	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL	0	2	0	1	3

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Archibald Edison	PROJECT #: SC3380 LOCATION #: 16 CONTROL: SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM	▲	N	
		PM			
		MD	◀	W	E ▶
		OTHER		S	
		OTHER		▼	

LANES:	NORTHBOUND Archibald			SOUTHBOUND Archibald			EASTBOUND Edison			WESTBOUND Edison			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 2	ER 1	WL 2	WT 1	WR 1	
7:00 AM	26	141	34	11	54	0	1	11	9	40	43	22	392
7:15 AM	39	217	38	12	64	8	3	14	11	35	62	18	521
7:30 AM	47	243	30	8	85	6	4	23	15	32	46	30	569
7:45 AM	39	236	31	21	111	12	1	21	12	40	58	28	610
8:00 AM	29	153	37	22	114	7	4	16	13	23	50	13	481
8:15 AM	23	174	21	10	93	8	4	25	15	23	44	22	462
8:30 AM	26	214	33	16	81	6	3	18	14	36	37	11	495
8:45 AM	32	184	37	13	84	11	3	13	19	24	31	11	462
VOLUMES	261	1,562	261	113	686	58	23	141	108	253	371	155	3,992
APPROACH %	13%	75%	13%	13%	80%	7%	8%	52%	40%	32%	48%	20%	
APP/DEPART	2,084	/	1,741	857	/	1,047	272	/	516	779	/	688	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	152	849	136	62	374	33	12	74	51	129	216	89	2,181
APPROACH %	13%	75%	12%	13%	80%	7%	9%	54%	37%	30%	50%	20%	
PEAK HR FACTOR	0.890			0.816			0.815			0.863			0.894
APP/DEPART	1,139	/	951	470	/	556	137	/	273	435	/	401	0
4:00 PM	26	152	58	28	129	5	21	74	38	29	19	28	607
4:15 PM	11	142	50	32	131	5	19	95	57	30	26	32	630
4:30 PM	27	156	56	37	167	7	14	81	58	31	26	27	687
4:45 PM	16	152	59	30	161	3	17	121	66	41	31	24	721
5:00 PM	16	171	56	31	127	8	10	111	54	29	26	22	661
5:15 PM	17	130	44	38	157	7	23	100	61	29	31	19	656
5:30 PM	26	163	43	24	169	9	15	85	50	36	37	19	676
5:45 PM	18	121	46	32	159	7	11	76	54	60	43	20	647
VOLUMES	157	1,187	412	252	1,200	51	130	743	438	285	239	191	5,285
APPROACH %	9%	68%	23%	17%	80%	3%	10%	57%	33%	40%	33%	27%	
APP/DEPART	1,756	/	1,512	1,503	/	1,924	1,311	/	1,402	715	/	447	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	76	609	215	132	612	25	64	413	239	130	114	92	2,725
APPROACH %	8%	68%	24%	17%	79%	3%	9%	58%	33%	39%	34%	27%	
PEAK HR FACTOR	0.926			0.916			0.877			0.875			0.945
APP/DEPART	900	/	769	773	/	981	716	/	760	336	/	215	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	1	1
2	0	0	0	2
0	0	0	0	0
0	0	0	1	1
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	1	0	2	5

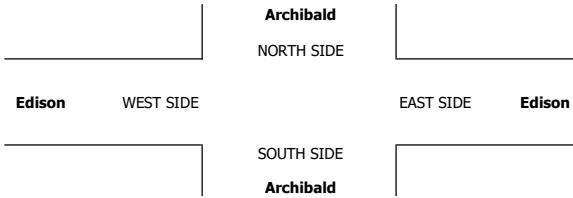
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NRR	SRR	ERR	WRR
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0	0	0	6
0	2	0	3
0	1	0	6
0	2	0	9
0	1	0	6
0	2	0	2
0	10	0	48

0	5	0	19
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0	1	0	0	1
0	3	0	0	3
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
1	5	1	0	7

0	2	0	14
0	1	0	12
0	1	0	12
0	2	0	9
0	4	0	3
0	3	0	13
0	0	0	9
0	0	0	11
0	13	0	83

0	10	0	37
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Archibald Edison	PROJECT #: SC3380	LOCATION #: 16
			CONTROL: SIGNAL	

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM	▲	N	▶
		PM	◀	W	E
		MD			
		OTHER	▼	S	▶

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Archibald	Archibald	Archibald	Edison	Edison	Edison	Edison	Edison	Edison	Edison	Edison		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	2	0	2	2	1	2	1	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1
2	0	0	0	2

RTOR			
NRR	SRR	ERR	WRR
X	0	X	0
0	0	0	0
0	0	0	0
0	1	0	0
0	0	0	0
0	1	0	0
0	0	0	0
0	2	0	0
0	0	0	0
0	4	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Archibald	Archibald	Archibald	Edison	Edison	Edison	Edison	Edison	Edison	Edison	Edison		
AM													
7:00 AM	0	8	2	1	14	0	0	2	1	3	4	0	35
7:15 AM	1	9	10	1	4	1	1	1	1	2	8	1	40
7:30 AM	1	11	6	0	7	1	0	3	0	2	2	0	33
7:45 AM	0	8	2	0	6	0	0	3	3	1	3	2	28
8:00 AM	1	2	3	3	0	1	0	1	2	2	1	1	17
8:15 AM	1	4	7	2	3	0	0	6	0	3	3	1	30
8:30 AM	0	6	6	0	7	4	0	2	1	5	3	0	34
8:45 AM	1	9	4	0	7	1	0	2	1	4	3	0	32
VOLUMES	5	57	40	7	48	8	1	20	9	22	27	5	249
APPROACH %	5%	56%	39%	11%	76%	13%	3%	67%	30%	41%	50%	9%	
APP/DEPART	102	/	63	63	/	81	30	/	67	54	/	38	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	3	30	21	4	17	3	1	8	6	7	14	4	118
APPROACH %	6%	56%	39%	17%	71%	13%	7%	53%	40%	28%	56%	16%	
PEAK HR FACTOR	0.675			0.750			0.625			0.568			0.738
APP/DEPART	54	/	35	24	/	30	15	/	33	25	/	20	0
PM													
4:00 PM	1	8	8	1	6	2	0	2	0	1	1	1	31
4:15 PM	0	12	3	1	5	0	0	4	3	2	6	2	38
4:30 PM	2	6	4	0	6	1	1	6	5	4	0	0	35
4:45 PM	2	10	0	0	4	1	2	4	3	1	3	1	31
5:00 PM	2	7	2	1	4	0	0	7	1	4	1	2	31
5:15 PM	2	7	2	0	1	0	1	8	1	4	1	0	27
5:30 PM	0	5	3	1	6	0	0	3	1	1	0	0	20
5:45 PM	0	4	0	1	7	0	1	2	1	3	1	0	20
VOLUMES	9	59	22	5	39	4	5	36	15	20	13	6	233
APPROACH %	10%	66%	24%	10%	81%	8%	9%	64%	27%	51%	33%	15%	
APP/DEPART	90	/	69	48	/	74	56	/	63	39	/	27	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	8	30	8	1	15	2	4	25	10	13	5	3	124
APPROACH %	17%	65%	17%	6%	83%	11%	10%	64%	26%	62%	24%	14%	
PEAK HR FACTOR	0.958			0.643			0.813			0.750			0.886
APP/DEPART	46	/	37	18	/	38	39	/	34	21	/	15	0

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0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
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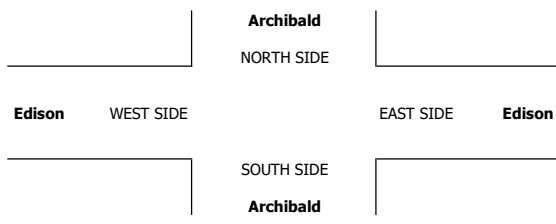
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0	2	0	0
0	0	0	0
0	4	0	0

0	2	0	0
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0	1	0	2

0	0	0	2
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Archibald Edison	PROJECT #: SC3380 LOCATION #: 16 CONTROL: SIGNAL															
CLASS 3: 3-AXLE TRUCKS	NOTES:		<table border="1"> <tr> <td>AM</td> <td>▲</td> <td>N</td> </tr> <tr> <td>PM</td> <td>◀</td> <td>W</td> </tr> <tr> <td>MD</td> <td></td> <td>E ▶</td> </tr> <tr> <td>OTHER</td> <td></td> <td>S</td> </tr> <tr> <td>OTHER</td> <td></td> <td>▼</td> </tr> </table>	AM	▲	N	PM	◀	W	MD		E ▶	OTHER		S	OTHER		▼
AM	▲	N																
PM	◀	W																
MD		E ▶																
OTHER		S																
OTHER		▼																

LANES:	NORTHBOUND Archibald			SOUTHBOUND Archibald			EASTBOUND Edison			WESTBOUND Edison			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	1	2	1	0	2	0	1	2	1	3	3	0	16
7:15 AM	1	6	1	0	3	0	1	2	0	6	5	2	27
7:30 AM	0	5	1	0	3	1	2	2	0	2	2	0	18
7:45 AM	1	2	1	0	4	0	0	1	2	3	1	0	15
8:00 AM	0	2	6	1	3	2	0	1	0	3	1	0	19
8:15 AM	0	2	7	1	3	0	1	0	1	1	5	0	21
8:30 AM	1	1	11	1	3	0	1	3	0	1	2	0	24
8:45 AM	0	1	10	1	1	1	1	1	2	3	0	0	21
VOLUMES	4	21	38	4	22	4	7	12	6	22	19	2	161
APPROACH %	6%	33%	60%	13%	73%	13%	28%	48%	24%	51%	44%	5%	
APP/DEPART	63	/	30	30	/	50	25	/	54	43	/	27	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	2	15	9	1	13	3	3	6	2	14	9	2	79
APPROACH %	8%	58%	35%	6%	76%	18%	27%	55%	18%	56%	36%	8%	
PEAK HR FACTOR	0.813			0.708			0.688			0.481			0.731
APP/DEPART	26	/	20	17	/	29	11	/	16	25	/	14	0
PM													
4:00 PM	0	5	3	0	3	0	1	2	0	1	1	1	17
4:15 PM	0	7	2	1	2	0	0	1	0	2	1	0	16
4:30 PM	1	3	2	0	2	0	1	2	1	0	1	1	14
4:45 PM	0	2	2	0	4	0	0	0	0	3	2	0	13
5:00 PM	1	6	6	0	1	1	1	0	0	0	0	0	16
5:15 PM	0	1	2	0	4	0	0	1	0	3	1	0	12
5:30 PM	0	2	2	0	0	0	0	0	0	1	0	0	5
5:45 PM	0	1	5	0	3	0	0	0	1	2	1	0	13
VOLUMES	2	27	24	1	19	1	3	6	2	12	7	2	106
APPROACH %	4%	51%	45%	5%	90%	5%	27%	55%	18%	57%	33%	10%	
APP/DEPART	53	/	32	21	/	33	11	/	31	21	/	10	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	2	12	12	0	11	1	2	3	1	6	4	1	55
APPROACH %	8%	46%	46%	0%	92%	8%	33%	50%	17%	55%	36%	9%	
PEAK HR FACTOR	0.500			0.750			0.375			0.550			0.859
APP/DEPART	26	/	15	12	/	18	6	/	15	11	/	7	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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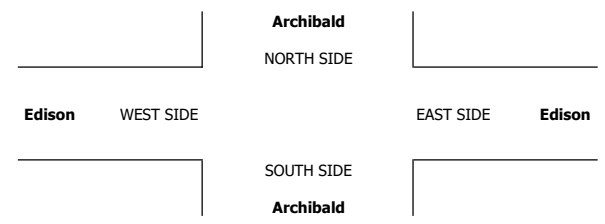
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NRR	SRR	ERR	WRR
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0	1	0	0
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	1

0	1	0	1
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0	0	0	0
0	0	0	0
0	1	0	1

0	1	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Archibald Edison	PROJECT #: LOCATION #: CONTROL:	SC3380 16 SIGNAL																				
CLASS 4: 4 OR MORE AXLE TRUCKS		NOTES:																						
<table border="1" style="margin: auto;"> <tr> <td>AM</td> <td></td> <td>▲</td> <td></td> </tr> <tr> <td>PM</td> <td>◀ W</td> <td>N</td> <td>E ▶</td> </tr> <tr> <td>MD</td> <td></td> <td></td> <td></td> </tr> <tr> <td>OTHER</td> <td></td> <td>S</td> <td></td> </tr> <tr> <td></td> <td></td> <td>▼</td> <td></td> </tr> </table>					AM		▲		PM	◀ W	N	E ▶	MD				OTHER		S				▼	
AM		▲																						
PM	◀ W	N	E ▶																					
MD																								
OTHER		S																						
		▼																						

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Archibald			Archibald			Edison			Edison			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	3	7	4	1	4	0	3	8	0	8	2	1	41
7:15 AM	0	3	11	1	4	0	0	1	0	6	5	0	31
7:30 AM	0	9	6	3	5	2	2	1	0	8	8	1	45
7:45 AM	1	12	9	1	6	3	1	5	0	5	4	1	48
8:00 AM	1	15	5	1	8	1	2	3	0	5	2	0	43
8:15 AM	1	14	5	0	6	4	2	4	1	7	6	2	52
8:30 AM	0	9	6	1	10	1	2	3	0	11	5	2	50
8:45 AM	1	8	3	0	11	0	0	4	1	5	3	0	36
VOLUMES	7	77	49	8	54	11	12	29	2	55	35	7	346
APPROACH %	5%	58%	37%	11%	74%	15%	28%	67%	5%	57%	36%	7%	
APP/DEPART	133	/	96	73	/	112	43	/	86	97	/	52	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	1	39	31	6	23	6	5	10	0	24	19	2	167
APPROACH %	1%	54%	43%	17%	66%	17%	33%	67%	0%	53%	42%	4%	
PEAK HR FACTOR	0.818			0.875			0.625			0.662			0.870
APP/DEPART	72	/	46	35	/	48	15	/	47	45	/	26	0
4:00 PM	1	9	7	0	7	7	0	7	0	9	6	0	53
4:15 PM	0	6	7	0	3	1	1	4	0	6	10	0	38
4:30 PM	0	6	3	3	10	3	1	6	0	6	3	0	41
4:45 PM	0	5	7	0	9	1	4	4	1	3	3	1	38
5:00 PM	1	4	3	0	6	6	0	4	2	12	5	0	43
5:15 PM	0	7	1	0	7	0	2	3	0	6	4	1	31
5:30 PM	1	5	8	1	6	5	1	6	0	4	1	0	38
5:45 PM	0	12	1	0	5	3	0	4	1	12	6	1	45
VOLUMES	3	54	37	4	53	26	9	38	4	58	38	3	327
APPROACH %	3%	57%	39%	5%	64%	31%	18%	75%	8%	59%	38%	3%	
APP/DEPART	94	/	66	83	/	115	51	/	79	99	/	67	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	1	22	14	3	32	10	7	17	3	27	15	2	153
APPROACH %	3%	59%	38%	7%	71%	22%	26%	63%	11%	61%	34%	5%	
PEAK HR FACTOR	0.771			0.703			0.750			0.647			0.890
APP/DEPART	37	/	31	45	/	62	27	/	34	44	/	26	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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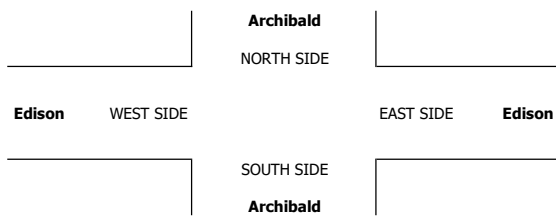
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0	0	0	0
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0	0	0	0
0	0	0	0
0	2	0	1

0	2	0	1
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0	0	0	0
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0	0	0	0
0	11	0	1

0	7	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/22 WEDNESDAY	LOCATION: NORTH & SOUTH: Ontario Archibald EAST & WEST: Edison	PROJECT #: SC3380 LOCATION #: 16 CONTROL: SIGNAL	
CLASS 5: RV	NOTES:		

LANES:	NORTHBOUND <small>Archibald</small>			SOUTHBOUND <small>Archibald</small>			EASTBOUND <small>Edison</small>			WESTBOUND <small>Edison</small>			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 2	ER 1	WL 2	WT 1	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
PM	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	1	0	2
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
APP/DEPART	1	/	1	0	/	0	0	/	0	1	/	1	
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.250			0.250
APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	

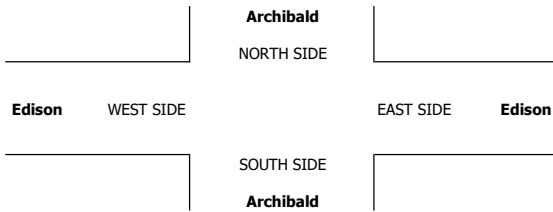
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Archibald Edison	PROJECT #: SC3380	LOCATION #: 16
			CONTROL: SIGNAL	

CLASS 6:	NOTES:		▲ N
BUSES			▼ S
			◀ W E ▶
		AM PM MD OTHER	

	NORTHBOUND Archibald			SOUTHBOUND Archibald			EASTBOUND Edison			WESTBOUND Edison			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 2	ER 1	WL 2	WT 1	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	0	1	0	1	0	1	0	0	0	1	0	4	0	0	0	0	0	0
	7:15 AM	0	3	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	0	0
	7:30 AM	0	0	1	0	2	0	0	0	1	0	0	1	5	0	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
	8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	VOLUMES	0	6	2	1	5	0	1	1	1	1	1	1	2	21	0	0	0	0	0
	APPROACH %	0%	75%	25%	17%	83%	0%	33%	33%	33%	25%	25%	50%							
	APP/DEPART	8	/	9	6	/	7	3	/	4	4	/	1	0						
	BEGIN PEAK HR		7:15 AM																	
VOLUMES	0	4	1	1	4	0	0	1	1	1	0	1	14							
APPROACH %	0%	80%	20%	20%	80%	0%	0%	50%	50%	50%	0%	50%								
PEAK HR FACTOR		0.417				0.625			0.500			0.500		0.700						
APP/DEPART	5	/	5	5	/	6	2	/	3	2	/	0	0							
PM	4:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	
	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	1	1	0	0	0	0	0	0	0	0	4						
APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%	100%								
APP/DEPART	1	/	2	1	/	0	0	/	2	2	/	0	0							
BEGIN PEAK HR		4:30 PM																		
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1							
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%								
PEAK HR FACTOR		0.000				0.000			0.000			0.250		0.250						
APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0							

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
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0	0	0	1
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Archibald
NORTH SIDE

Edison WEST SIDE EAST SIDE **Edison**

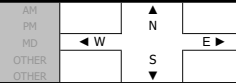
SOUTH SIDE
Archibald

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 10, 22 LOCATION: NORTH & SOUTH: EAST & WEST: Ontario Turnor Ontario Ranch PROJECT #: SC3418 LOCATION #: 4 CONTROL: SIGNAL

NOTES:



Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	9	6	12	7	1	2	1	61	4	3	139	5	250
7:15 AM	12	26	7	8	3	4	7	75	3	3	142	6	296
7:30 AM	6	43	11	7	15	5	11	82	1	3	134	8	326
7:45 AM	8	46	8	18	14	8	6	80	7	20	139	7	361
8:00 AM	7	13	8	18	31	2	7	94	4	5	123	3	315
8:15 AM	11	4	4	6	6	5	5	101	7	9	103	5	266
8:30 AM	14	4	10	5	5	0	2	71	5	7	102	6	231
8:45 AM	8	2	7	8	3	1	1	87	5	6	129	4	261
VOLUMES	75	144	67	77	78	27	40	651	36	56	1,011	44	2,306
APPROACH %	26%	50%	23%	42%	43%	15%	6%	90%	5%	5%	91%	4%	
APP/DEPART	286	/	224	182	/	166	727	/	799	1,111	/	1,117	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	33	128	34	51	63	19	31	331	15	31	538	24	1,298
APPROACH %	17%	66%	17%	38%	47%	14%	8%	88%	4%	5%	91%	4%	
PEAK HR FACTOR	0.786			0.652			0.898			0.893			0.899
APP/DEPART	195	/	180	133	/	106	377	/	419	593	/	593	0
4:00 PM	8	4	8	13	6	3	4	175	10	9	92	8	340
4:15 PM	3	7	5	9	6	3	4	170	10	8	118	5	348
4:30 PM	3	4	9	6	4	2	3	156	11	4	95	8	305
4:45 PM	3	1	4	10	6	2	2	216	6	9	114	6	379
5:00 PM	3	3	10	11	4	1	6	188	10	17	121	9	383
5:15 PM	5	2	6	8	9	4	4	228	16	14	121	2	419
5:30 PM	5	5	7	12	6	1	4	177	11	14	120	7	369
5:45 PM	11	4	7	15	1	3	3	184	13	7	122	6	376
VOLUMES	41	30	56	84	42	19	30	1,494	87	82	903	51	2,919
APPROACH %	32%	24%	44%	58%	29%	13%	2%	93%	5%	8%	87%	5%	
APP/DEPART	127	/	109	145	/	205	1,611	/	1,640	1,036	/	965	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	16	11	27	41	25	8	16	809	43	54	476	24	1,550
APPROACH %	30%	20%	50%	55%	34%	11%	2%	93%	5%	10%	86%	4%	
PEAK HR FACTOR	0.794			0.881			0.875			0.942			0.925
APP/DEPART	54	/	51	74	/	119	868	/	880	554	/	500	0

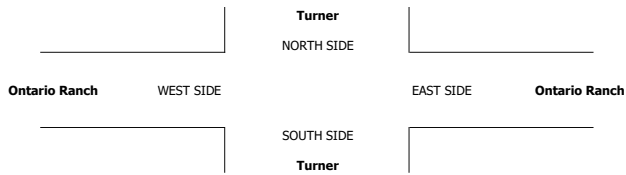
U-TURNS				
NB	SB	EB	WB	TTL
0	0	1	0	1
0	0	0	0	0
0	0	1	1	2
0	0	1	0	1
0	0	1	2	3
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	4	4	8

RTOR			
NRR	SRR	ERR	WRR
5	1	2	2
0	2	2	4
1	2	0	1
3	4	2	1
1	2	0	1
1	0	4	0
6	0	0	2
5	0	0	0
22	11	10	11

5	10	4	7
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5	1	2	2
2	2	3	1
7	1	1	1
3	0	0	2
3	1	0	1
3	1	4	0
2	0	1	0
2	1	1	1
27	7	12	8

11	2	5	3
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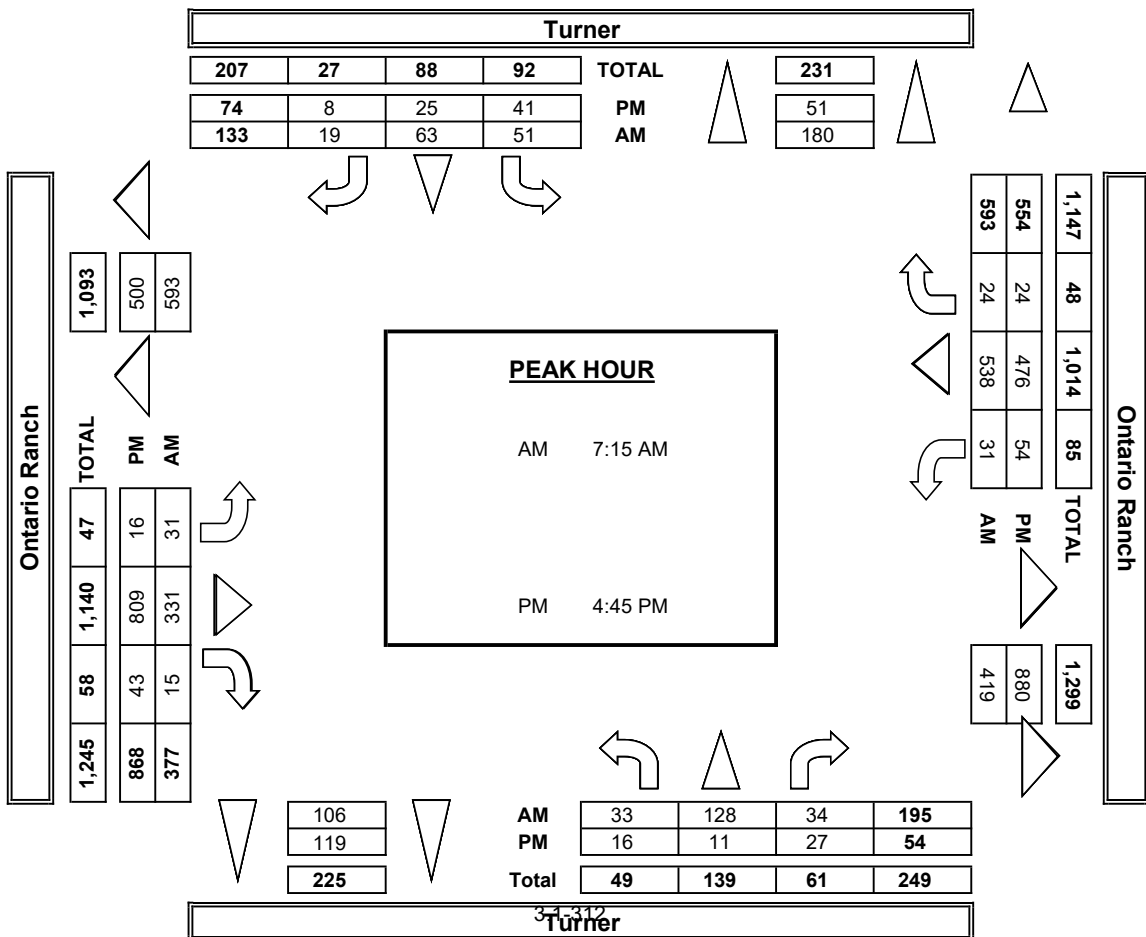
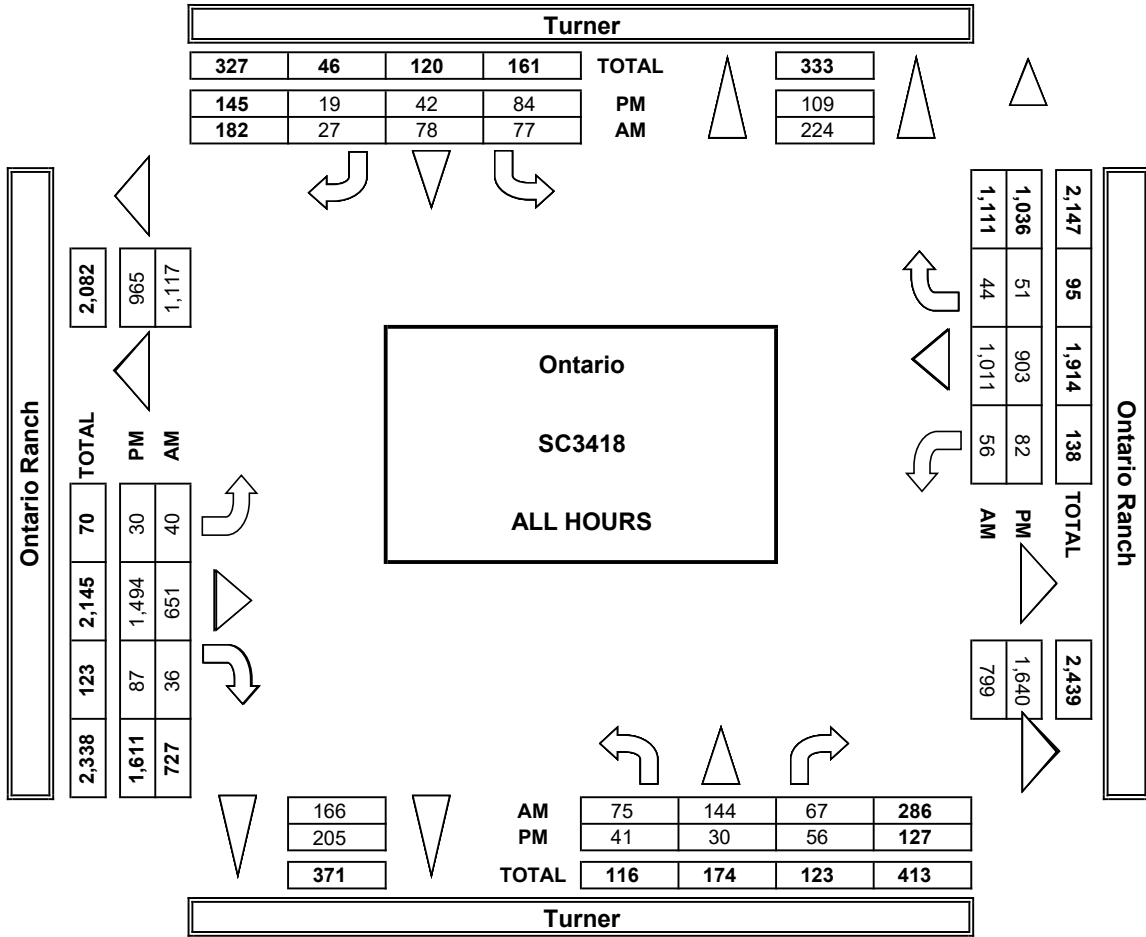
Time	AM	PM
7:00 AM	0	0
7:15 AM	5	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	1	0
8:30 AM	3	0
8:45 AM	0	0
TOTAL	9	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	1	0
5:00 PM	1	0
5:15 PM	0	0
5:30 PM	1	0
5:45 PM	0	0
TOTAL	3	0

ALL PED AND BIKE				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	0
5	0	0	0	5
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	1	2
3	0	0	1	4
0	0	0	0	0
9	0	0	2	11
0	0	0	0	0
0	0	1	0	1
0	0	0	1	1
1	0	0	1	2
0	0	0	0	0
0	0	0	0	0
1	0	0	1	2
0	0	0	0	0
3	0	1	3	7

PEDESTRIAN CROSSINGS				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
3	0	0	1	4
0	0	0	0	0
4	0	0	2	6
0	0	0	0	0
0	0	1	0	1
0	0	0	1	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	1	2
0	0	0	0	0
2	0	1	2	5

BICYCLE CROSSINGS				
ES	WS	SS	NS	TOTAL
0	0	0	0	0
4	0	0	0	4
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
5	0	0	0	5
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	1	2

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/10/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Turner Ontario Ranch	PROJECT #: SC3418 LOCATION #: 4 CONTROL: SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND <small>Turner</small>			SOUTHBOUND <small>Turner</small>			EASTBOUND <small>Ontario Ranch</small>			WESTBOUND <small>Ontario Ranch</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	1	0	1	1	0	1	2	1	1	2	1	
AM													
7:00 AM	9	6	12	7	1	2	0	47	3	2	113	5	207
7:15 AM	10	23	7	7	3	4	6	50	3	2	124	6	245
7:30 AM	5	42	11	6	14	5	10	58	1	2	103	8	265
7:45 AM	8	46	8	17	14	8	5	59	7	9	104	7	292
8:00 AM	6	13	8	18	31	2	5	65	4	4	97	3	256
8:15 AM	11	4	4	6	5	5	5	71	7	9	87	5	219
8:30 AM	14	4	9	5	4	0	2	54	5	6	71	4	178
8:45 AM	7	2	7	7	3	1	1	63	5	6	85	4	191
VOLUMES	70	140	66	73	75	27	34	467	35	40	784	42	1,853
APPROACH %	25%	51%	24%	42%	43%	15%	6%	87%	7%	5%	91%	5%	
APP/DEPART	276	/	216	175	/	146	536	/	610	866	/	881	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	29	124	34	48	62	19	26	232	15	14	428	24	1,058
APPROACH %	16%	66%	18%	37%	48%	15%	10%	85%	5%	3%	91%	5%	
PEAK HR FACTOR	0.754			0.632			0.922			0.888			0.906
APP/DEPART	187	/	174	129	/	91	273	/	317	469	/	476	0
PM													
4:00 PM	7	4	8	12	6	3	3	153	9	9	76	8	298
4:15 PM	3	7	5	9	6	3	4	144	10	8	93	5	297
4:30 PM	3	4	8	6	3	2	2	133	11	4	75	8	259
4:45 PM	3	1	4	10	6	2	2	193	5	9	87	6	328
5:00 PM	3	3	10	11	3	1	6	163	10	17	93	9	329
5:15 PM	5	2	6	8	9	3	4	205	16	14	100	2	374
5:30 PM	5	5	7	12	5	1	4	149	11	12	103	6	320
5:45 PM	11	4	7	15	1	3	3	173	12	7	105	5	346
VOLUMES	40	30	55	83	39	18	28	1,313	84	80	732	49	2,551
APPROACH %	32%	24%	44%	59%	28%	13%	2%	92%	6%	9%	85%	6%	
APP/DEPART	125	/	107	140	/	198	1,425	/	1,456	861	/	790	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	16	11	27	41	23	7	16	710	42	50	383	23	1,351
APPROACH %	30%	20%	50%	58%	32%	10%	2%	92%	5%	11%	84%	5%	
PEAK HR FACTOR	0.794			0.888			0.853			0.946			0.903
APP/DEPART	54	/	50	71	/	115	768	/	780	458	/	406	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	4	4

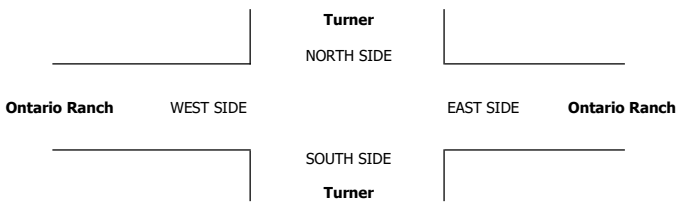
RTOR			
NRR	SRR	ERR	WRR
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0	2	2	4
1	2	0	1
3	4	2	1
1	2	0	1
1	0	4	0
5	0	0	1
5	0	0	0
21	11	10	10

5	10	4	7
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0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	5	5

5	1	1	2
2	2	3	1
6	1	1	1
3	0	0	2
3	1	0	1
3	0	4	0
2	0	1	0
2	1	0	1
26	6	10	8

11	1	5	3
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/10/22 TUESDAY	LOCATION: NORTH & SOUTH: Ontario EAST & WEST: Turner Ontario Ranch	PROJECT #: SC3418 LOCATION #: 4 CONTROL: SIGNAL													
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	<table style="width: 100%; text-align: center; border-collapse: collapse;"> <tr> <td style="border: 1px solid black;">AM</td> <td style="border: 1px solid black;">▲</td> <td style="border: 1px solid black;">N</td> </tr> <tr> <td style="border: 1px solid black;">PM</td> <td style="border: 1px solid black;">◀</td> <td style="border: 1px solid black;">W</td> </tr> <tr> <td style="border: 1px solid black;">MD</td> <td style="border: 1px solid black;">▶</td> <td style="border: 1px solid black;">E</td> </tr> <tr> <td style="border: 1px solid black;">OTHER</td> <td style="border: 1px solid black;">▼</td> <td style="border: 1px solid black;">S</td> </tr> </table>		AM	▲	N	PM	◀	W	MD	▶	E	OTHER	▼	S
AM	▲	N													
PM	◀	W													
MD	▶	E													
OTHER	▼	S													

LANES:	NORTHBOUND <small>Turner</small>			SOUTHBOUND <small>Turner</small>			EASTBOUND <small>Ontario Ranch</small>			WESTBOUND <small>Ontario Ranch</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	2	1	1	2	1	

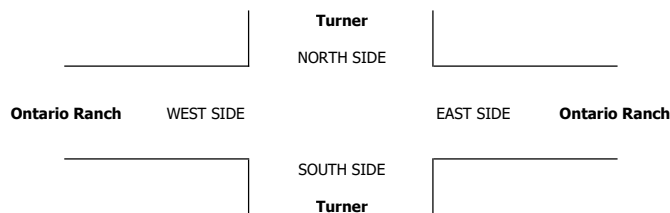
U-TURNS				
NB	SB	EB	WB	TTL
0	0	1	0	1

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	1	4	0	0	7	0	12
	7:15 AM	0	1	0	1	0	0	0	0	6	0	0	1	0	9
	7:30 AM	1	1	0	0	1	0	0	0	7	0	1	11	0	22
	7:45 AM	0	0	0	1	0	0	0	0	4	0	1	9	0	15
	8:00 AM	0	0	0	0	0	0	1	4	0	0	0	12	0	17
	8:15 AM	0	0	0	0	0	0	0	4	0	0	2	0	0	6
	8:30 AM	0	0	0	0	1	0	0	6	0	0	12	1	20	
	8:45 AM	0	0	0	1	0	0	0	11	0	0	14	0	26	
	VOLUMES	1	2	0	3	2	0	2	46	0	2	68	1	127	
	APPROACH %	33%	67%	0%	60%	40%	0%	4%	96%	0%	3%	96%	1%		
APP/DEPART	3	/	4	5	/	4	48	/	49	71	/	70	0		
BEGIN PEAK HR	7:15 AM														
VOLUMES	1	2	0	2	1	0	1	21	0	2	33	0	63		
APPROACH %	33%	67%	0%	67%	33%	0%	5%	95%	0%	6%	94%	0%			
PEAK HR FACTOR	0.375			0.750			0.786			0.729			0.716		
APP/DEPART	3	/	3	3	/	3	22	/	23	35	/	34	0		
PM	4:00 PM	0	0	0	1	0	0	1	13	0	0	5	0	20	
	4:15 PM	0	0	0	0	0	0	0	12	0	0	3	0	15	
	4:30 PM	0	0	1	0	1	0	1	12	0	0	4	0	19	
	4:45 PM	0	0	0	0	0	0	0	9	1	0	5	0	15	
	5:00 PM	0	0	0	0	1	0	0	5	0	0	3	0	9	
	5:15 PM	0	0	0	0	0	0	0	6	0	0	5	0	11	
	5:30 PM	0	0	0	0	0	0	0	11	0	1	1	1	14	
	5:45 PM	0	0	0	0	0	0	0	3	1	0	1	1	6	
	VOLUMES	0	0	1	1	2	0	2	71	2	1	27	2	109	
	APPROACH %	0%	0%	100%	33%	67%	0%	3%	95%	3%	3%	90%	7%		
APP/DEPART	1	/	2	3	/	5	75	/	73	30	/	29	0		
BEGIN PEAK HR	4:45 PM														
VOLUMES	0	0	0	0	1	0	0	31	1	1	14	1	49		
APPROACH %	0%	0%	0%	0%	100%	0%	0%	97%	3%	6%	88%	6%			
PEAK HR FACTOR	0.000			0.250			0.727			0.800			0.817		
APP/DEPART	0	/	1	1	/	3	32	/	31	16	/	14	0		

0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2

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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	1	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/10/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Turner Ontario Ranch	PROJECT #: SC3418 LOCATION #: 4 CONTROL: SIGNAL
CLASS 3: 3-AXLE TRUCKS	NOTES:		

LANES:	NORTHBOUND Turner			SOUTHBOUND Turner			EASTBOUND Ontario Ranch			WESTBOUND Ontario Ranch			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	0	0	0	0	0	2	0	0	7	0	9	
	7:15 AM	0	0	0	0	0	0	7	0	0	4	0	11	
	7:30 AM	0	0	0	1	0	0	1	7	0	0	8	17	
	7:45 AM	0	0	0	0	0	0	0	3	0	0	6	9	
	8:00 AM	0	0	0	0	0	0	1	6	0	0	3	10	
	8:15 AM	0	0	0	0	0	0	0	4	0	0	7	11	
	8:30 AM	0	0	0	0	0	0	0	4	0	0	7	11	
	8:45 AM	0	0	0	0	0	0	0	5	0	0	9	14	
	VOLUMES	0	0	0	1	0	0	2	38	0	0	51	0	92
	APPROACH %	0%	0%	0%	100%	0%	0%	5%	95%	0%	0%	100%	0%	
APP/DEPART	0	/	0	1	/	0	40	/	39	51	/	53	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	0	0	0	1	0	0	0	23	0	0	21	0	47	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	92%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.250			0.781			0.656			0.691	
APP/DEPART	0	/	0	1	/	0	25	/	24	21	/	23	0	
PM	4:00 PM	0	0	0	0	0	0	4	0	0	2	0	6	
	4:15 PM	0	0	0	0	0	0	3	0	0	4	0	7	
	4:30 PM	0	0	0	0	0	0	1	0	0	4	0	5	
	4:45 PM	0	0	0	0	0	0	5	0	0	5	0	10	
	5:00 PM	0	0	0	0	0	0	9	0	0	2	0	11	
	5:15 PM	0	0	0	0	0	1	8	0	0	0	0	9	
	5:30 PM	0	0	0	0	0	0	8	0	0	3	0	11	
	5:45 PM	0	0	0	0	0	0	3	0	0	3	0	6	
	VOLUMES	0	0	0	0	0	1	0	41	0	0	23	0	65
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	1	/	0	41	/	41	23	/	24	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	0	0	0	0	1	0	30	0	0	10	0	41	
APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.250			0.833			0.500			0.932	
APP/DEPART	0	/	0	1	/	0	30	/	30	10	/	11	0	

0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
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0	0	0	0	0
0	0	2	0	2

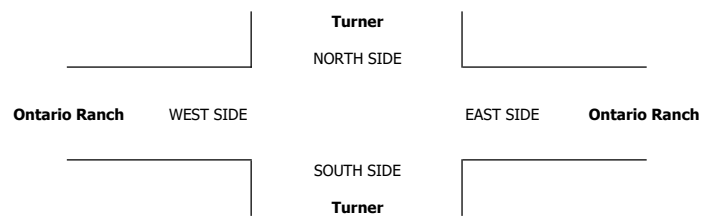
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0	0	0	0
0	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0

0	1	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/10/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Turner Ontario Ranch	PROJECT #: LOCATION #: CONTROL:	SC3418 4 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND <small>Turner</small>			SOUTHBOUND <small>Turner</small>			EASTBOUND <small>Ontario Ranch</small>			WESTBOUND <small>Ontario Ranch</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	2	1	1	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	7	0	0	11	0	18	
	7:15 AM	0	0	0	0	0	0	12	0	0	13	0	25	
	7:30 AM	0	0	0	0	0	0	10	0	0	11	0	21	
	7:45 AM	0	0	0	0	0	0	1	13	0	10	20	44	
	8:00 AM	0	0	0	0	0	0	0	18	0	0	11	29	
	8:15 AM	0	0	0	0	0	0	0	22	0	0	6	28	
	8:30 AM	0	0	0	0	0	0	0	7	0	1	12	21	
	8:45 AM	1	0	0	0	0	0	0	8	0	0	20	29	
	VOLUMES	1	0	0	0	0	0	1	97	0	11	104	1	215
	APPROACH %	100%	0%	0%	0%	0%	0%	1%	99%	0%	9%	90%	1%	
APP/DEPART	1	/	1	0	/	11	98	/	97	116	/	106	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	0	0	0	0	0	0	0	53	0	10	55	0	119	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	98%	0%	15%	85%	0%		
PEAK HR FACTOR	0.000			0.000			0.750			0.542			0.676	
APP/DEPART	0	/	0	0	/	10	54	/	53	65	/	56	0	
PM	4:00 PM	0	0	0	0	0	0	5	0	0	9	0	14	
	4:15 PM	0	0	0	0	0	0	10	0	0	18	0	28	
	4:30 PM	0	0	0	0	0	0	10	0	0	11	0	21	
	4:45 PM	0	0	0	0	0	0	9	0	0	17	0	26	
	5:00 PM	0	0	0	0	0	0	11	0	0	23	0	34	
	5:15 PM	0	0	0	0	0	0	8	0	0	16	0	24	
	5:30 PM	0	0	0	0	1	0	0	9	0	12	0	22	
	5:45 PM	0	0	0	0	0	0	0	5	0	0	13	18	
	VOLUMES	0	0	0	0	1	0	0	67	0	0	119	0	187
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	1	/	1	67	/	67	119	/	119	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	0	0	0	1	0	0	37	0	0	68	0	106	
APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.250			0.841			0.739			0.779	
APP/DEPART	0	/	0	1	/	1	37	/	37	68	/	68	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
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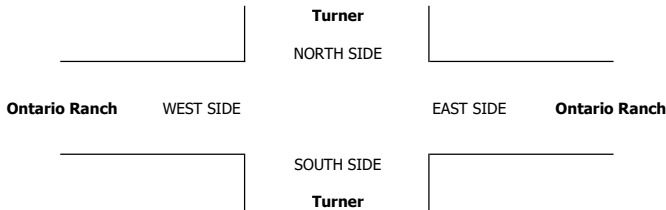
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0	0	0	0
0	0	0	0
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0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/10/22 TUESDAY	LOCATION: NORTH & SOUTH: Ontario EAST & WEST: Turner Ontario Ranch	PROJECT #: SC3418	LOCATION #: 4	CONTROL: SIGNAL
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CLASS 5: RV	NOTES:	AM PM MD OTHER	▲ N ◀ W S ▶ E ▼
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LANES:	NORTHBOUND Turner			SOUTHBOUND Turner			EASTBOUND Ontario Ranch			WESTBOUND Ontario Ranch			TOTAL
	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
BEGIN PEAK HR	4:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	

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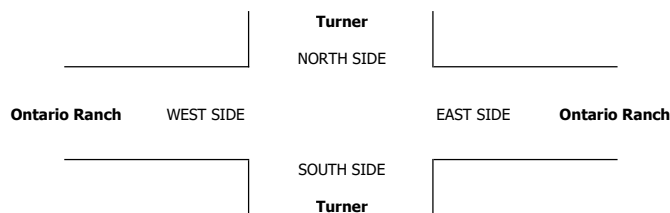
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/10/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Turner Ontario Ranch	PROJECT #: LOCATION #: CONTROL:	SC3418 4 SIGNAL
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CLASS 6:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
BUSES			

LANES:	NORTHBOUND <small>Turner</small>			SOUTHBOUND <small>Turner</small>			EASTBOUND <small>Ontario Ranch</small>			WESTBOUND <small>Ontario Ranch</small>			TOTAL
	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	0	0	0	0	0	0	1	1	1	1	0	4
	7:15 AM	2	2	0	0	0	0	1	0	0	1	0	0	6
	7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:00 AM	1	0	0	0	0	0	0	1	0	1	0	0	3
	8:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
	8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	VOLUMES	3	2	1	0	1	0	1	3	1	3	4	0	19
	APPROACH %	50%	33%	17%	0%	100%	0%	20%	60%	20%	43%	57%	0%	
APP/DEPART	6		3	1		5	5		4	7		7	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	3	2	0	0	0	0	1	2	0	2	1	0	11	
APPROACH %	60%	40%	0%	0%	0%	0%	33%	67%	0%	67%	33%	0%		
PEAK HR FACTOR	0.313			0.000			0.750			0.750			0.458	
APP/DEPART	5		3	0		2	3		2	3		4	0	
PM	4:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	0	0	0	0	2	1	0	2	0	6
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	67%	33%	0%	100%	0%	
APP/DEPART	1		0	0		1	3		2	2		3	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.000			0.250			0.250			0.500	
APP/DEPART	0		0	0		0	1		1	1		1	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

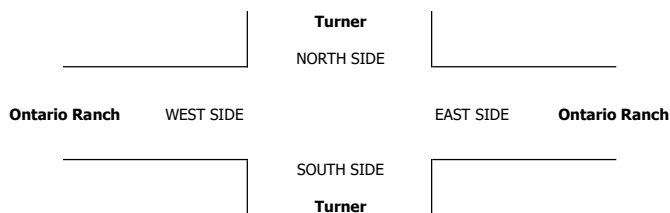
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
---	---	---	---

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Apr 13, 22

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Ontario
Haven
Ontario Ranch

PROJECT #:
LOCATION #:
CONTROL:

SC3380
20
SIGNAL

NOTES:

AM	PM	MD	OTHER	OTHER

Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	4	49	26	35	26	9	26	97	3	18	122	32	447
7:15 AM	13	64	34	32	43	15	17	118	3	21	94	42	496
7:30 AM	7	100	26	39	31	10	20	111	5	17	118	45	529
7:45 AM	8	52	25	53	41	12	27	93	5	13	76	29	434
8:00 AM	3	59	24	63	61	11	35	110	4	18	108	22	518
8:15 AM	5	49	23	35	56	12	19	109	6	21	93	31	459
8:30 AM	5	53	13	26	36	10	12	104	6	28	81	26	400
8:45 AM	8	59	9	30	37	15	19	85	5	22	78	28	395
VOLUMES	53	485	180	313	331	94	175	827	37	158	770	255	3,678
APPROACH %	7%	68%	25%	42%	45%	13%	17%	80%	4%	13%	65%	22%	
APP/DEPART	718	/	944	738	/	522	1,039	/	1,295	1,183	/	917	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	31	275	109	187	176	48	99	432	17	69	396	138	1,977
APPROACH %	7%	66%	26%	45%	43%	12%	18%	79%	3%	11%	66%	23%	
PEAK HR FACTOR	0.780			0.761			0.919			0.838			0.934
APP/DEPART	415	/	532	411	/	262	548	/	709	603	/	474	0
4:00 PM	5	30	18	48	49	7	27	163	8	39	114	37	545
4:15 PM	2	43	14	35	68	8	45	181	11	42	100	53	602
4:30 PM	8	36	21	62	70	11	37	167	8	37	107	54	618
4:45 PM	2	32	21	38	63	9	23	186	7	48	124	45	598
5:00 PM	2	42	16	41	74	5	35	186	8	51	119	39	618
5:15 PM	3	47	13	49	71	17	26	176	9	60	97	50	618
5:30 PM	6	35	14	54	91	13	34	172	11	59	144	53	686
5:45 PM	6	52	22	48	66	11	46	151	6	46	134	46	634
VOLUMES	34	317	139	375	552	81	273	1,382	68	382	939	377	4,919
APPROACH %	7%	65%	28%	37%	55%	8%	16%	80%	4%	22%	55%	22%	
APP/DEPART	490	/	980	1,008	/	996	1,723	/	1,873	1,698	/	1,070	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	17	176	65	192	302	46	141	685	34	216	494	188	2,556
APPROACH %	7%	68%	25%	36%	56%	9%	16%	80%	4%	24%	55%	21%	
PEAK HR FACTOR	0.806			0.854			0.939			0.877			0.931
APP/DEPART	258	/	514	540	/	546	860	/	930	898	/	566	0

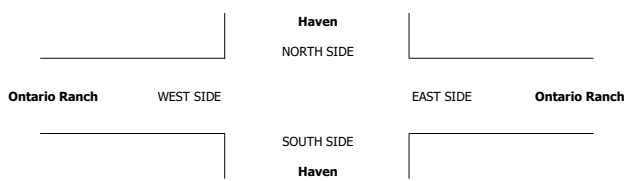
U-TURNS				
NB	SB	EB	WB	TTL
0	2	1	3	6
0	5	0	1	6
0	4	0	0	4
1	1	0	0	2
0	10	0	0	10
0	5	1	0	6
0	0	0	2	2
1	4	0	0	5
2	31	2	6	41

RTOR			
NRR	SRR	ERR	WRR
16	3	1	4
9	7	2	17
13	4	3	13
10	6	2	14
15	4	3	4
14	9	3	12
8	4	4	14
4	8	1	17
89	45	19	95

47	21	10	48
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8	2	1	13
6	3	4	25
6	4	4	16
12	5	3	16
9	2	1	12
9	8	5	18
6	9	5	24
8	3	3	9
64	36	26	133

32	22	14	63
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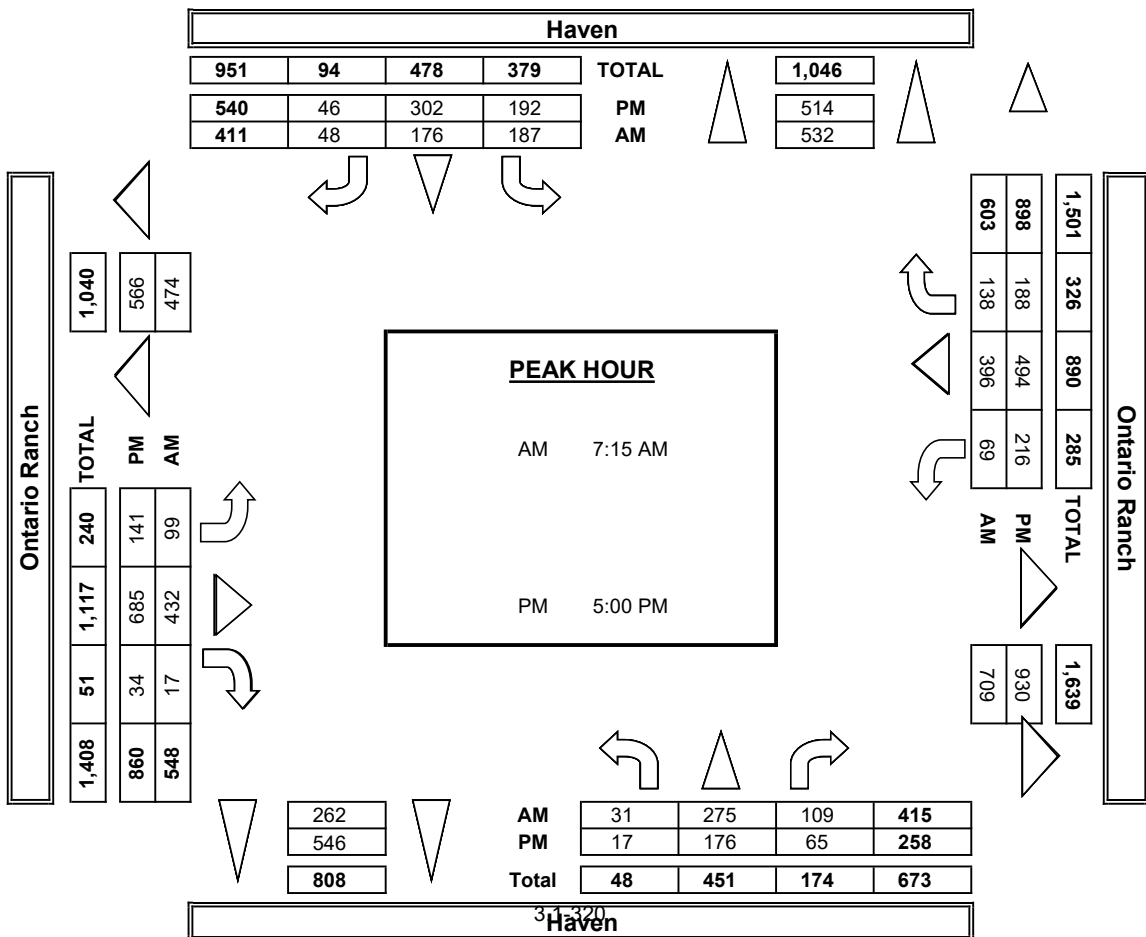
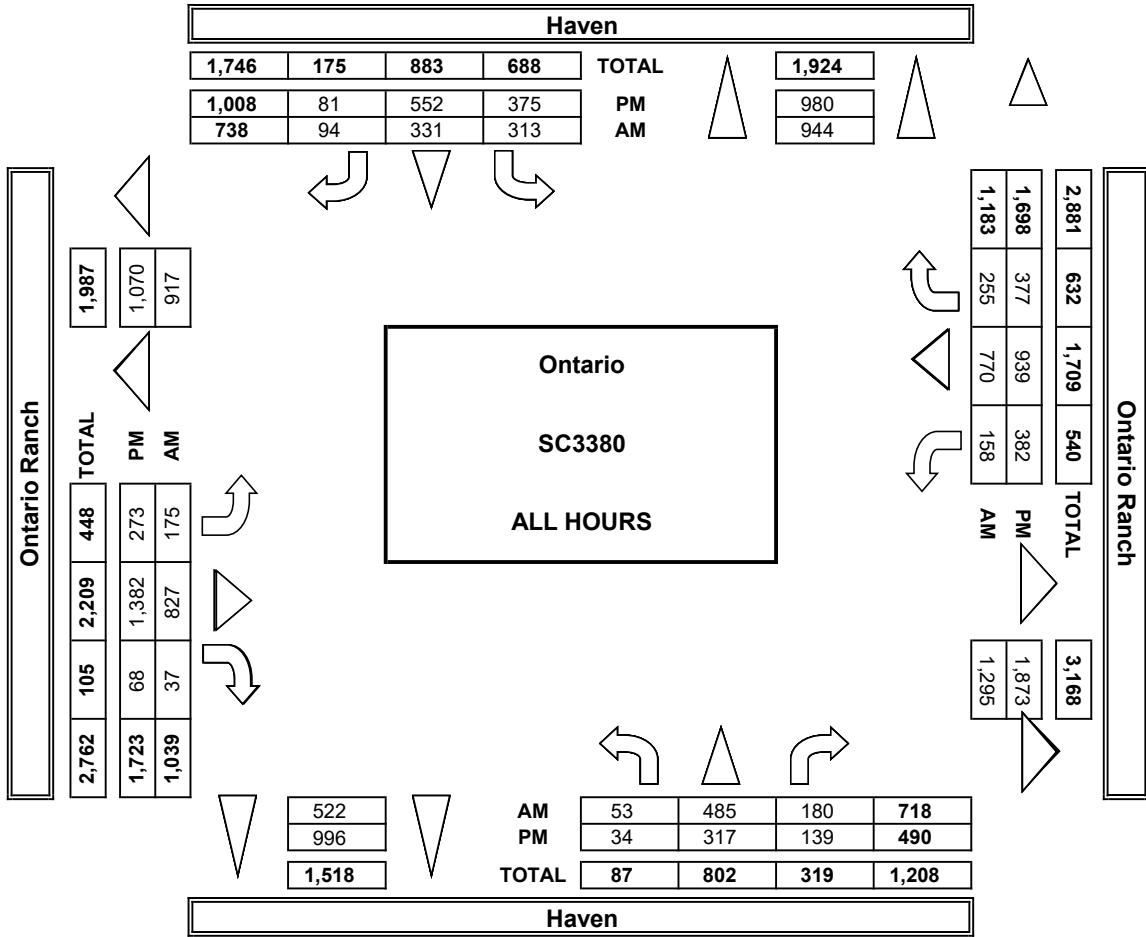
TIME	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
7:00 AM	0	0	1	0	1
7:15 AM	1	2	1	0	4
7:30 AM	0	0	0	0	0
7:45 AM	0	2	0	0	2
8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	3	0	2	5
8:45 AM	2	1	2	0	5
TOTAL	3	9	4	2	18
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
5:15 PM	0	3	0	4	7
5:30 PM	0	1	0	2	3
5:45 PM	0	1	0	2	3
TOTAL	1	6	0	8	15

ALL PED AND BIKE				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	1	0	1
1	2	1	0	4
0	0	0	0	0
0	2	0	0	2
0	1	0	0	1
0	0	0	0	0
0	3	0	2	5
2	1	2	0	5
3	9	4	2	18
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
1	0	0	0	1
0	3	0	4	7
0	1	0	2	3
0	1	0	2	3
1	6	0	8	15

PEDESTRIAN CROSSINGS				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	0
1	2	1	0	4
0	0	0	0	0
0	2	0	0	2
0	1	0	0	1
0	0	0	0	0
0	2	0	1	3
2	1	2	0	5
3	8	3	1	15
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
1	0	0	0	1
0	3	0	4	7
0	1	0	2	3
0	1	0	2	3
1	6	0	8	15

BICYCLE CROSSINGS				
ES	WS	SS	NS	TOTAL
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	1	2
0	0	0	0	0
0	1	1	1	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Haven Ontario Ranch	PROJECT #: SC3380 LOCATION #: 20 CONTROL: SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM	▲	N	
		PM	◀		E ▶
		MD	W		
		OTHER	S		
		OTHER	▼		

LANES:	NORTHBOUND Haven			SOUTHBOUND Haven			EASTBOUND Ontario Ranch			WESTBOUND Ontario Ranch			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	2	48	23	33	24	7	24	78	1	13	88	29	370
7:15 AM	9	58	33	31	39	12	14	97	3	18	72	36	422
7:30 AM	7	96	23	37	30	10	16	88	5	14	90	39	455
7:45 AM	7	48	25	48	37	11	23	72	5	12	61	27	376
8:00 AM	3	54	24	63	58	8	29	87	4	17	90	21	458
8:15 AM	3	48	22	33	52	12	17	76	5	21	66	23	378
8:30 AM	5	52	13	23	30	7	11	69	6	24	57	19	316
8:45 AM	7	58	9	27	30	12	19	58	5	21	62	22	330
VOLUMES	43	462	172	295	300	79	153	625	34	140	586	216	3,105
APPROACH %	6%	68%	25%	44%	45%	12%	19%	77%	4%	15%	62%	23%	
APP/DEPART	677	/	860	674	/	474	812	/	1,064	942	/	707	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	25	256	105	159	164	41	82	344	17	61	313	123	1,711
APPROACH %	6%	66%	27%	41%	43%	11%	19%	78%	4%	12%	63%	25%	
PEAK HR FACTOR	0.768			0.744			0.923			0.869			0.934
APP/DEPART	387	/	481	384	/	243	443	/	608	497	/	379	0
4:00 PM	3	28	15	46	49	6	23	136	8	37	84	36	471
4:15 PM	1	42	14	34	67	6	43	153	11	41	84	50	546
4:30 PM	8	32	19	60	67	10	35	141	8	35	93	51	559
4:45 PM	2	30	19	37	60	9	20	172	7	46	101	43	546
5:00 PM	2	42	15	39	72	5	33	164	8	50	95	39	564
5:15 PM	3	45	13	47	69	17	24	161	9	55	81	49	573
5:30 PM	5	34	12	52	90	12	33	146	10	57	125	50	626
5:45 PM	6	50	19	47	65	11	44	136	6	45	116	42	587
VOLUMES	30	303	126	362	539	76	255	1,209	67	366	779	360	4,472
APPROACH %	7%	66%	27%	37%	55%	8%	17%	79%	4%	24%	52%	24%	
APP/DEPART	459	/	939	977	/	969	1,531	/	1,671	1,505	/	893	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	16	171	59	167	296	45	129	607	33	204	417	180	2,350
APPROACH %	7%	70%	24%	32%	56%	9%	17%	78%	4%	25%	52%	22%	
PEAK HR FACTOR	0.820			0.854			0.944			0.866			0.938
APP/DEPART	246	/	498	526	/	533	774	/	836	804	/	483	0

U-TURNS				
NB	SB	EB	WB	TTL
0	2	0	1	3
0	5	0	0	5
0	4	0	0	4
1	1	0	0	2
0	10	0	0	10
0	4	1	0	5
0	0	0	1	1
1	4	0	0	5
2	30	1	2	35

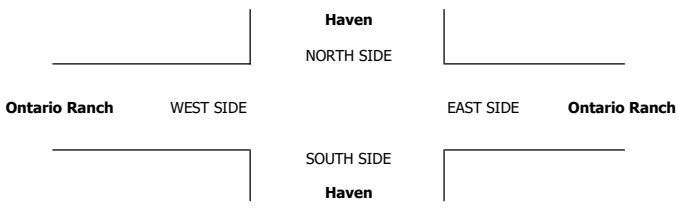
RTOR			
NRR	SRR	ERR	WRR
14	2	0	3
9	4	2	16
12	4	3	11
10	6	2	14
15	3	3	4
13	9	3	10
8	3	4	10
4	5	1	13
85	36	18	81

46	17	10	45
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0	2	0	0	2
0	2	1	0	3
1	6	1	0	8
0	2	2	1	5
0	5	0	0	5
0	3	0	0	3
0	3	3	1	7
0	7	2	2	11
1	30	9	4	44

6	1	1	13
6	2	4	23
6	4	4	16
12	5	3	15
9	2	1	12
9	8	5	18
5	8	5	23
6	3	3	8
59	33	26	128

29	21	14	61
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Haven Ontario Ranch	PROJECT #: LOCATION #: CONTROL:	SC3380 20 SIGNAL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM		▲	
		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
				▼	

LANES:	NORTHBOUND Haven			SOUTHBOUND Haven			EASTBOUND Ontario Ranch			WESTBOUND Ontario Ranch			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	1	1	1	3	1	2	4	1	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	1	1	3	2	2	0	1	4	1	2	10	1	28
	7:15 AM	1	6	1	0	2	1	3	5	0	2	4	4	29
	7:30 AM	0	3	1	1	1	0	3	5	0	3	6	4	27
	7:45 AM	1	3	0	4	4	0	3	6	0	0	5	0	26
	8:00 AM	0	4	0	0	3	3	2	9	0	1	4	0	26
	8:15 AM	2	0	1	2	2	0	2	12	1	0	7	5	34
	8:30 AM	0	0	0	0	5	2	1	10	0	1	3	6	28
	8:45 AM	0	1	0	2	7	3	0	7	0	1	5	3	29
	VOLUMES	5	18	6	11	26	9	15	58	2	10	44	23	227
	APPROACH %	17%	62%	21%	24%	57%	20%	20%	77%	3%	13%	57%	30%	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	1	1
0	0	0	0	0
0	1	0	1	2

2	0	1	1
0	1	0	1
0	0	0	2
0	0	0	0
0	1	0	0
0	0	0	0
1	0	0	0
0	1	0	3
0	3	0	2
3	6	1	9

APP/DEPART	29	57	46	37	75	75	77	58	0	
BEGIN PEAK HR	7:15 AM									
VOLUMES	2	16	2	5	10	4	11	25	0	
APPROACH %	10%	80%	10%	26%	53%	21%	31%	69%	0%	
PEAK HR FACTOR	0.625			0.594			0.818		0.635	

0	2	0	3
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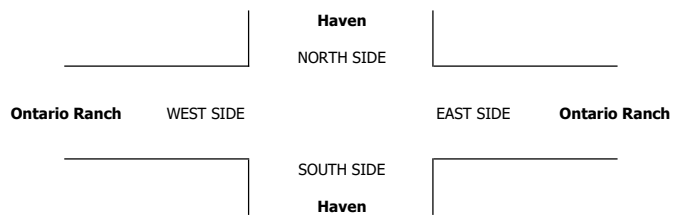
PM	4:00 PM	1	2	2	1	0	1	2	7	0	1	8	1	26
	4:15 PM	0	1	0	1	1	2	1	12	0	1	5	3	27
	4:30 PM	0	3	2	2	2	1	1	10	0	2	2	3	28
	4:45 PM	0	1	1	1	3	0	2	5	0	2	7	2	24
	5:00 PM	0	0	1	2	1	0	1	6	0	1	7	0	19
	5:15 PM	0	2	0	1	2	0	0	8	0	2	4	1	20
	5:30 PM	1	0	2	2	1	1	0	6	1	2	6	3	25
	5:45 PM	0	2	3	1	1	0	1	6	0	0	2	4	20
	VOLUMES	2	11	11	11	11	5	8	60	1	11	41	17	189
	APPROACH %	8%	46%	46%	41%	41%	19%	12%	87%	1%	16%	59%	25%	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

2	1	0	0
0	1	0	2
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
1	1	0	1
2	0	0	1
5	3	0	5

APP/DEPART	24	36	27	23	69	82	69	48	0	
BEGIN PEAK HR	5:00 PM									
VOLUMES	1	4	6	6	5	1	2	26	1	
APPROACH %	9%	36%	55%	50%	42%	8%	7%	90%	3%	
PEAK HR FACTOR	0.550			0.750			0.906		0.727	

3	1	0	2
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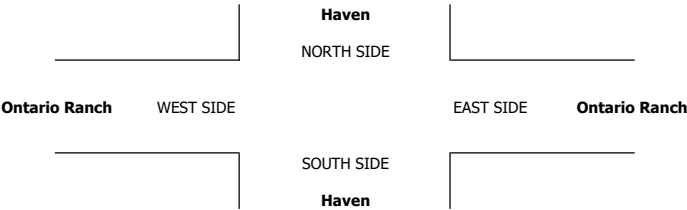
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/22 WEDNESDAY	LOCATION: NORTH & SOUTH: Ontario EAST & WEST: Haven Ontario Ranch	PROJECT #: SC3380 LOCATION #: 20 CONTROL: SIGNAL																
CLASS 3: 3-AXLE TRUCKS	NOTES:	<table border="1" style="margin: auto;"> <tr> <td>AM</td> <td>▲</td> <td>N</td> </tr> <tr> <td>PM</td> <td>▲</td> <td>N</td> </tr> <tr> <td>MD</td> <td>◀</td> <td>W</td> </tr> <tr> <td>OTHER</td> <td>S</td> <td>E</td> </tr> <tr> <td>OTHER</td> <td>▼</td> <td></td> </tr> </table>		AM	▲	N	PM	▲	N	MD	◀	W	OTHER	S	E	OTHER	▼	
AM	▲	N																
PM	▲	N																
MD	◀	W																
OTHER	S	E																
OTHER	▼																	

LANES:	NORTHBOUND Haven			SOUTHBOUND Haven			EASTBOUND Ontario Ranch			WESTBOUND Ontario Ranch			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	1	1	1	3	1	2	4	1	

													U-TURNS					RTOR			
	NB	SB	EB	WB	TTL	NRR	SRR	ERR	WRR												
AM																					
7:00 AM	0	0	0	0	0	0	1	0	2	0	1	8	1	13	0	0	0	0	0		
7:15 AM	2	0	0	1	1	1	0	5	0	0	8	1	19	0	0	0	0	0	0		
7:30 AM	0	1	1	0	0	0	0	6	0	0	6	2	16	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	1	0	1	0	0	2	1	5	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	5	0	0	6	1	12	0	0	0	0	0	0		
8:15 AM	0	1	0	0	1	0	0	11	0	0	5	3	21	0	0	0	0	0	2		
8:30 AM	0	1	0	2	1	0	0	16	0	0	3	1	24	0	0	0	0	0	1		
8:45 AM	0	0	0	0	0	0	0	10	0	0	5	3	18	0	0	0	0	0	2		
VOLUMES	2	3	1	3	3	3	0	56	0	1	43	13	128	0	0	0	0	0	5		
APPROACH %	33%	50%	17%	33%	33%	33%	0%	100%	0%	2%	75%	23%									
APP/DEPART	6	/	16	9	/	4	56	/	60	57	/	48	0								
BEGIN PEAK HR	7:15 AM																				
VOLUMES	2	1	1	1	1	2	0	17	0	0	22	5	52								
APPROACH %	50%	25%	25%	25%	25%	50%	0%	100%	0%	0%	81%	19%									
PEAK HR FACTOR	0.500			0.333			0.708			0.750			0.684								
APP/DEPART	4	/	6	4	/	1	17	/	19	27	/	26	0								
PM																					
4:00 PM	1	0	0	0	0	0	0	4	0	0	2	0	7	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	5	0	0	2	0	7	0	0	0	0	0	0		
4:30 PM	0	0	0	0	1	0	0	5	0	0	3	0	9	0	0	0	0	0	0		
4:45 PM	0	1	0	0	0	0	0	2	0	0	5	0	8	0	0	0	0	0	0		
5:00 PM	0	0	0	0	1	0	0	1	5	0	2	0	9	0	0	0	0	0	0		
5:15 PM	0	0	0	1	0	0	0	3	0	0	1	0	5	0	0	0	0	0	0		
5:30 PM	0	1	0	0	0	0	0	4	0	0	2	0	7	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	3	0	1	4	0	8	0	0	0	0	0	0		
VOLUMES	1	2	0	1	2	0	1	31	0	1	21	0	60								
APPROACH %	33%	67%	0%	33%	67%	0%	3%	97%	0%	5%	95%	0%									
APP/DEPART	3	/	3	3	/	2	32	/	33	22	/	22	0								
BEGIN PEAK HR	5:00 PM																				
VOLUMES	0	1	0	1	1	0	1	15	0	0	9	0	29								
APPROACH %	0%	100%	0%	50%	50%	0%	6%	94%	0%	0%	90%	0%									
PEAK HR FACTOR	0.250			0.500			0.667			0.500			0.806								
APP/DEPART	1	/	2	2	/	1	16	/	17	10	/	9	0								



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario Haven Ontario Ranch	PROJECT #: LOCATION #: CONTROL:	SC3380 20 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND <small>Haven</small>			SOUTHBOUND <small>Haven</small>			EASTBOUND <small>Ontario Ranch</small>			WESTBOUND <small>Ontario Ranch</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	1	1	1	3	1	2	4	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

AM	7:00 AM	1	0	0	0	0	0	13	1	0	16	1	32	
	7:15 AM	1	0	0	0	1	0	11	0	0	10	1	24	
	7:30 AM	0	0	1	1	0	0	1	12	0	0	16	31	
	7:45 AM	0	1	0	1	0	0	1	13	0	1	8	26	
	8:00 AM	0	1	0	0	0	0	2	9	0	0	8	20	
	8:15 AM	0	0	0	0	1	0	0	10	0	0	15	26	
	8:30 AM	0	0	0	1	0	1	0	8	0	3	18	31	
	8:45 AM	1	0	0	1	0	0	0	10	0	0	5	17	
	VOLUMES	3	2	1	4	2	1	4	86	1	4	96	3	207
	APPROACH %	50%	33%	17%	57%	29%	14%	4%	95%	1%	4%	93%	3%	
APP/DEPART	6	/	9	7	/	7	91	/	91	103	/	100	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	1	2	1	2	1	0	4	45	0	1	42	2	101	
APPROACH %	25%	50%	25%	67%	33%	0%	8%	92%	0%	2%	93%	4%		
PEAK HR FACTOR	1.000			0.750			0.875			0.703			0.815	
APP/DEPART	4	/	8	3	/	2	49	/	48	45	/	43	0	
PM	4:00 PM	0	0	1	1	0	0	0	16	0	1	20	39	
	4:15 PM	1	0	0	0	0	0	0	10	0	0	9	21	
	4:30 PM	0	1	0	0	0	0	0	11	0	0	9	20	
	4:45 PM	0	0	1	0	0	0	1	7	0	0	10	19	
	5:00 PM	0	0	0	0	0	0	0	11	0	0	15	26	
	5:15 PM	0	0	0	0	0	0	0	4	0	1	11	16	
	5:30 PM	0	0	0	0	0	0	0	16	0	0	11	27	
	5:45 PM	0	0	0	0	0	0	1	6	0	0	12	19	
	VOLUMES	1	1	2	1	0	0	2	81	0	2	97	0	187
	APPROACH %	25%	25%	50%	100%	0%	0%	2%	98%	0%	2%	98%	0%	
APP/DEPART	4	/	2	1	/	2	83	/	84	99	/	99	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	0	0	0	0	0	0	0	37	0	1	49	0	88	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	97%	0%	2%	98%	0%		
PEAK HR FACTOR	0.000			0.000			0.594			0.833			0.815	
APP/DEPART	0	/	0	0	/	1	38	/	37	50	/	50	0	

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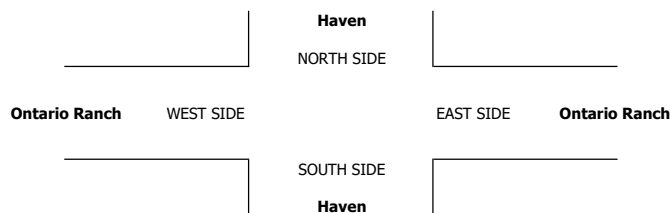
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0	0	0	0

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/22 WEDNESDAY	LOCATION: NORTH & SOUTH: Ontario EAST & WEST: Haven Ontario Ranch	PROJECT #: SC3380 LOCATION #: 20 CONTROL: SIGNAL	
CLASS 5: RV	NOTES:		

LANES:	NORTHBOUND <small>Haven</small>			SOUTHBOUND <small>Haven</small>			EASTBOUND <small>Ontario Ranch</small>			WESTBOUND <small>Ontario Ranch</small>			TOTAL
	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 3	ER 1	WL 2	WT 4	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	

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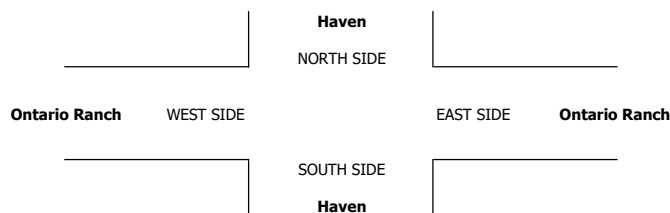
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/13/22 WEDNESDAY	LOCATION: NORTH & SOUTH: Haven EAST & WEST: Ontario Ranch	PROJECT #: SC3380 LOCATION #: 20 CONTROL: SIGNAL					
CLASS 6: BUSES	NOTES:	<table border="1"> <tr> <td>AM</td> <td rowspan="4">▲ N ◀ W E ▶ S ▼</td> </tr> <tr> <td>PM</td> </tr> <tr> <td>MD</td> </tr> <tr> <td>OTHER</td> </tr> </table>	AM	▲ N ◀ W E ▶ S ▼	PM	MD	OTHER
AM	▲ N ◀ W E ▶ S ▼						
PM							
MD							
OTHER							

LANES:	NORTHBOUND Haven			SOUTHBOUND Haven			EASTBOUND Ontario Ranch			WESTBOUND Ontario Ranch			TOTAL
	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 3	ER 1	WL 2	WT 4	WR 1	
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
VOLUMES	0	0	0	0	0	2	2	2	0	0	1	0	7
APPROACH %	0%	0%	0%	0%	0%	100%	50%	50%	0%	0%	100%	0%	
APP/DEPART	0	2	2	0	0	4	2	1	3	0	0	0	
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	0	0	0	1	2	1	0	0	0	0	4
APPROACH %	0%	0%	0%	0%	0%	100%	67%	33%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.250			0.375			0.000			0.500
APP/DEPART	0	2	1	0	0	3	1	1	0	1	1	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	0	0	0	0	0	1	1	1	1	1	0	
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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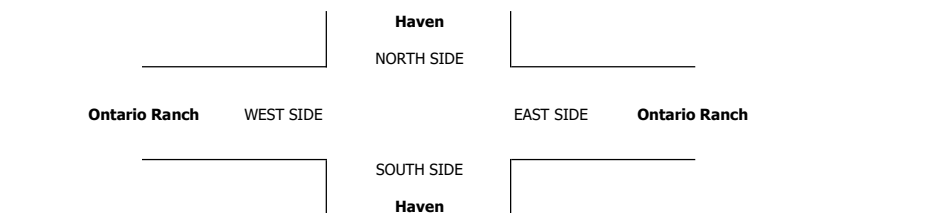
RTOR			
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0	1	0	0

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City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

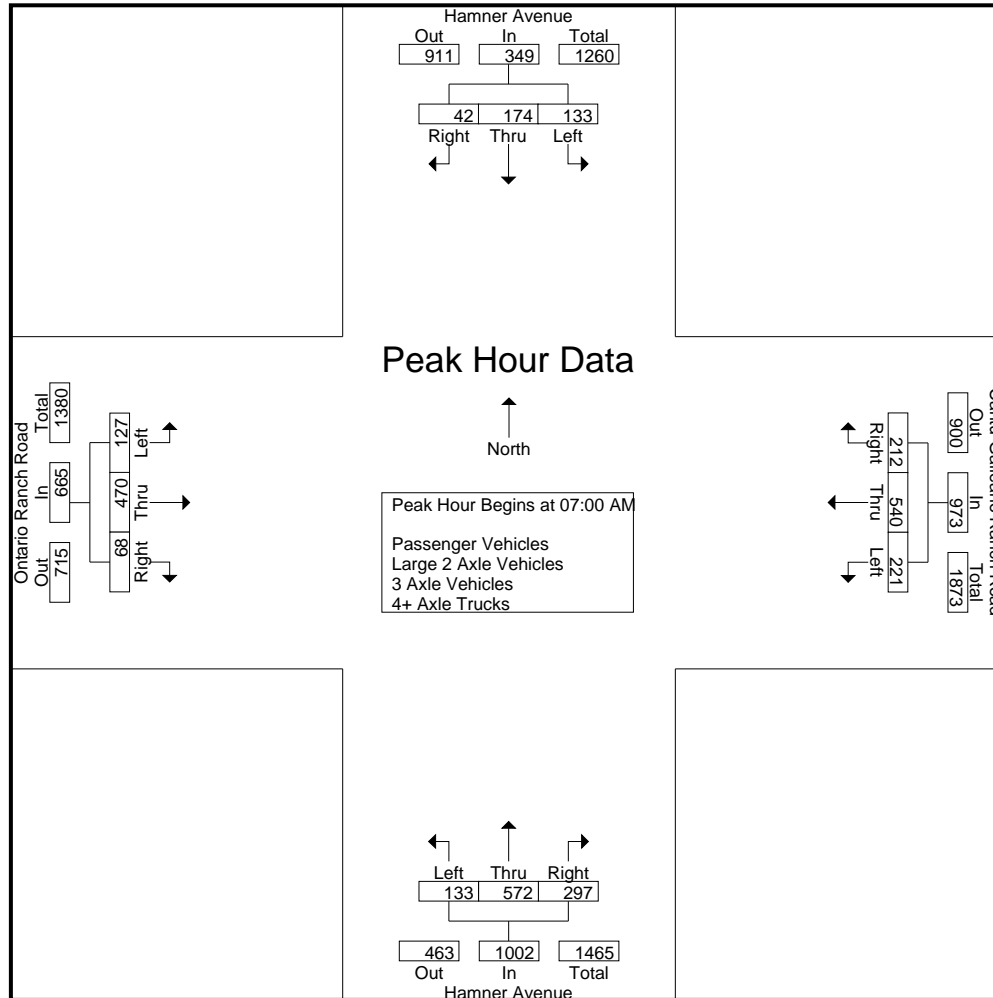
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Hamner Avenue Southbound					Cantu-Galleano Ranch Road Westbound					Hamner Avenue Northbound					Ontario Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	42	65	14	5	121	53	146	48	21	247	34	134	80	33	248	15	106	14	2	135	61	751	812
07:15 AM	41	27	5	3	73	53	129	59	13	241	22	114	67	23	203	19	134	17	1	170	40	687	727
07:30 AM	24	42	10	7	76	57	143	45	10	245	43	152	84	35	279	53	110	14	7	177	59	777	836
07:45 AM	26	40	13	1	79	58	122	60	24	240	34	172	66	27	272	40	120	23	2	183	54	774	828
Total	133	174	42	16	349	221	540	212	68	973	133	572	297	118	1002	127	470	68	12	665	214	2989	3203
08:00 AM	25	69	7	0	101	73	93	60	30	226	35	157	47	18	239	34	105	36	9	175	57	741	798
08:15 AM	22	48	9	7	79	59	131	66	23	256	29	131	51	24	211	39	96	14	1	149	55	695	750
08:30 AM	31	51	15	6	97	56	115	58	15	229	38	155	67	27	260	28	87	29	8	144	56	730	786
08:45 AM	13	44	10	5	67	68	97	54	16	219	39	95	58	21	192	19	61	24	6	104	48	582	630
Total	91	212	41	18	344	256	436	238	84	930	141	538	223	90	902	120	349	103	24	572	216	2748	2964
Grand Total	224	386	83	34	693	477	976	450	152	1903	274	1110	520	208	1904	247	819	171	36	1237	430	5737	6167
Apprch %	32.3	55.7	12			25.1	51.3	23.6			14.4	58.3	27.3			20	66.2	13.8					
Total %	3.9	6.7	1.4		12.1	8.3	17	7.8		33.2	4.8	19.3	9.1		33.2	4.3	14.3	3		21.6	7	93	
Passenger Vehicles	182	357	51		609	434	802	394		1765	256	1073	504		2035	224	674	164		1098	0	0	5507
% Passenger Vehicles	81.2	92.5	61.4	55.9	83.8	91	82.2	87.6	88.8	85.9	93.4	96.7	96.9	97.1	96.4	90.7	82.3	95.9	100	86.3	0	0	89.3
Large 2 Axle Vehicles	6	14	7		33	24	55	12		97	7	19	3		31	7	25	5		37	0	0	198
% Large 2 Axle Vehicles	2.7	3.6	8.4	17.6	4.5	5	5.6	2.7	3.9	4.7	2.6	1.7	0.6	1	1.5	2.8	3.1	2.9	0	2.9	0	0	3.2
3 Axle Vehicles	8	9	6		28	12	42	6		61	2	10	6		20	3	31	1		35	0	0	144
% 3 Axle Vehicles	3.6	2.3	7.2	14.7	3.9	2.5	4.3	1.3	0.7	3	0.7	0.9	1.2	1	0.9	1.2	3.8	0.6	0	2.7	0	0	2.3
4+ Axle Trucks	28	6	19		57	7	77	38		132	9	8	7		26	13	89	1		103	0	0	318
% 4+ Axle Trucks	12.5	1.6	22.9	11.8	7.8	1.5	7.9	8.4	6.6	6.4	3.3	0.7	1.3	1	1.2	5.3	10.9	0.6	0	8.1	0	0	5.2

Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	42	65	14	121	53	146	48	247	34	134	80	248	15	106	14	135	751
07:15 AM	41	27	5	73	53	129	59	241	22	114	67	203	19	134	17	170	687
07:30 AM	24	42	10	76	57	143	45	245	43	152	84	279	53	110	14	177	777
07:45 AM	26	40	13	79	58	122	60	240	34	172	66	272	40	120	23	183	774
Total Volume	133	174	42	349	221	540	212	973	133	572	297	1002	127	470	68	665	2989
% App. Total	38.1	49.9	12		22.7	55.5	21.8		13.3	57.1	29.6		19.1	70.7	10.2		
PHF	.792	.669	.750	.721	.953	.925	.883	.985	.773	.831	.884	.898	.599	.877	.739	.908	.962

City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
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City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 3

Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:00 AM				07:00 AM				07:15 AM				
+0 mins.	26	40	13	79	53	146	48	247	34	134	80	248	19	134	17	170	
+15 mins.	25	69	7	101	53	129	59	241	22	114	67	203	53	110	14	177	
+30 mins.	22	48	9	79	57	143	45	245	43	152	84	279	40	120	23	183	
+45 mins.	31	51	15	97	58	122	60	240	34	172	66	272	34	105	36	175	
Total Volume	104	208	44	356	221	540	212	973	133	572	297	1002	146	469	90	705	
% App. Total	29.2	58.4	12.4		22.7	55.5	21.8		13.3	57.1	29.6		20.7	66.5	12.8		
PHF	.839	.754	.733	.881	.953	.925	.883	.985	.773	.831	.884	.898	.689	.875	.625	.963	

City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
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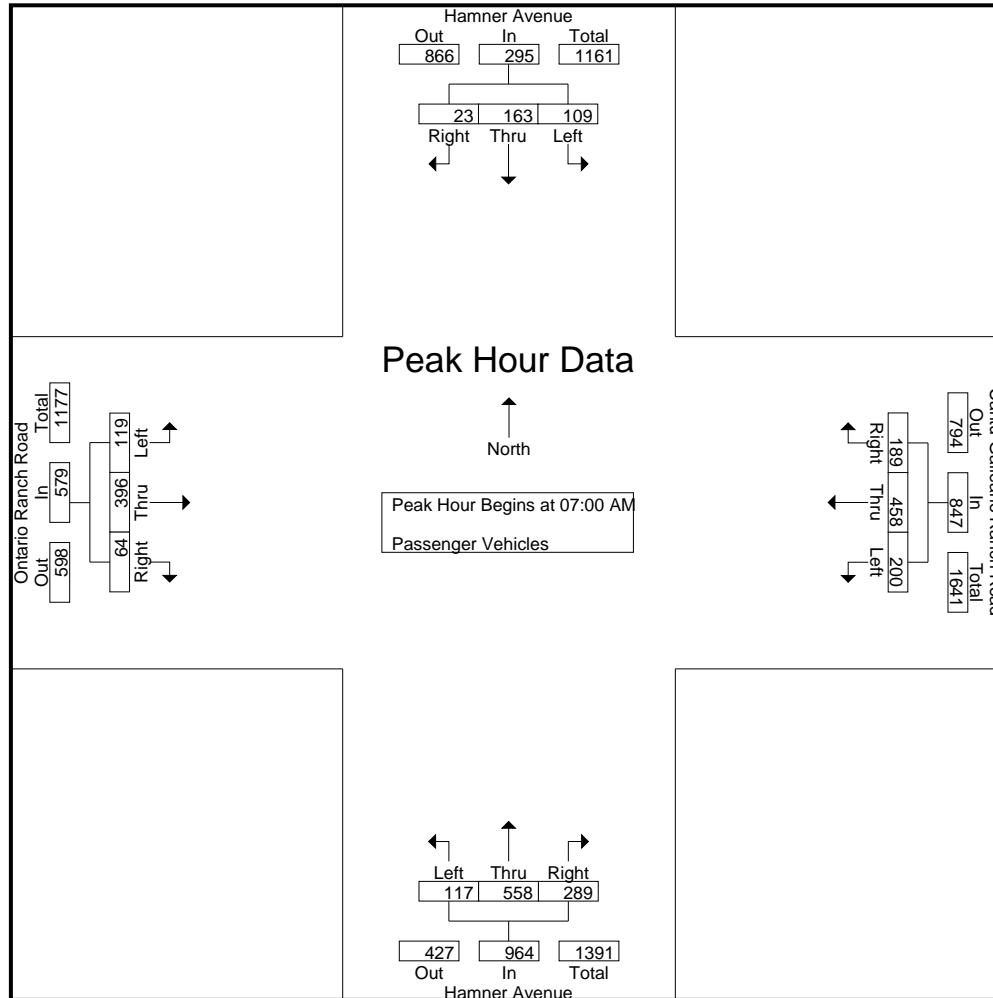
Groups Printed- Passenger Vehicles

Start Time	Hamner Avenue Southbound					Cantu-Galleano Ranch Road Westbound					Hamner Avenue Northbound					Ontario Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	32	62	10	3	104	45	128	43	19	216	33	128	79	33	240	13	94	13	2	120	57	680	737
07:15 AM	35	25	2	1	62	44	110	53	10	207	21	112	65	23	198	18	110	16	1	144	35	611	646
07:30 AM	22	40	5	3	67	55	121	39	7	215	41	148	81	34	270	49	89	13	7	151	51	703	754
07:45 AM	20	36	6	0	62	56	99	54	22	209	22	170	64	27	256	39	103	22	2	164	51	691	742
Total	109	163	23	7	295	200	458	189	58	847	117	558	289	117	964	119	396	64	12	579	194	2685	2879
08:00 AM	22	66	6	0	94	65	75	51	28	191	35	152	46	18	233	30	88	35	9	153	55	671	726
08:15 AM	17	42	7	6	66	56	111	57	21	224	29	123	48	22	200	34	70	14	1	118	50	608	658
08:30 AM	22	47	11	4	80	51	83	50	13	184	37	151	65	25	253	26	71	28	8	125	50	642	692
08:45 AM	12	39	4	2	55	62	75	47	15	184	38	89	56	20	183	15	49	23	6	87	43	509	552
Total	73	194	28	12	295	234	344	205	77	783	139	515	215	85	869	105	278	100	24	483	198	2430	2628
Grand Total	182	357	51	19	590	434	802	394	135	1630	256	1073	504	202	1833	224	674	164	36	1062	392	5115	5507
Apprch %	30.8	60.5	8.6			26.6	49.2	24.2			14	58.5	27.5			21.1	63.5	15.4			392	5115	5507
Total %	3.6	7	1		11.5	8.5	15.7	7.7		31.9	5	21	9.9		35.8	4.4	13.2	3.2		20.8	7.1	92.9	

Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	32	62	10	104	45	128	43	216	33	128	79	240	13	94	13	120	680
07:15 AM	35	25	2	62	44	110	53	207	21	112	65	198	18	110	16	144	611
07:30 AM	22	40	5	67	55	121	39	215	41	148	81	270	49	89	13	151	703
07:45 AM	20	36	6	62	56	99	54	209	22	170	64	256	39	103	22	164	691
Total Volume	109	163	23	295	200	458	189	847	117	558	289	964	119	396	64	579	2685
% App. Total	36.9	55.3	7.8		23.6	54.1	22.3		12.1	57.9	30		20.6	68.4	11.1		
PHF	.779	.657	.575	.709	.893	.895	.875	.980	.713	.821	.892	.893	.607	.900	.727	.883	.955

City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
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City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 3

Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	32	62	10	104	45	128	43	216	33	128	79	240	13	94	13	120	
+15 mins.	35	25	2	62	44	110	53	207	21	112	65	198	18	110	16	144	
+30 mins.	22	40	5	67	55	121	39	215	41	148	81	270	49	89	13	151	
+45 mins.	20	36	6	62	56	99	54	209	22	170	64	256	39	103	22	164	
Total Volume	109	163	23	295	200	458	189	847	117	558	289	964	119	396	64	579	
% App. Total	36.9	55.3	7.8		23.6	54.1	22.3		12.1	57.9	30		20.6	68.4	11.1		
PHF	.779	.657	.575	.709	.893	.895	.875	.980	.713	.821	.892	.893	.607	.900	.727	.883	

City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
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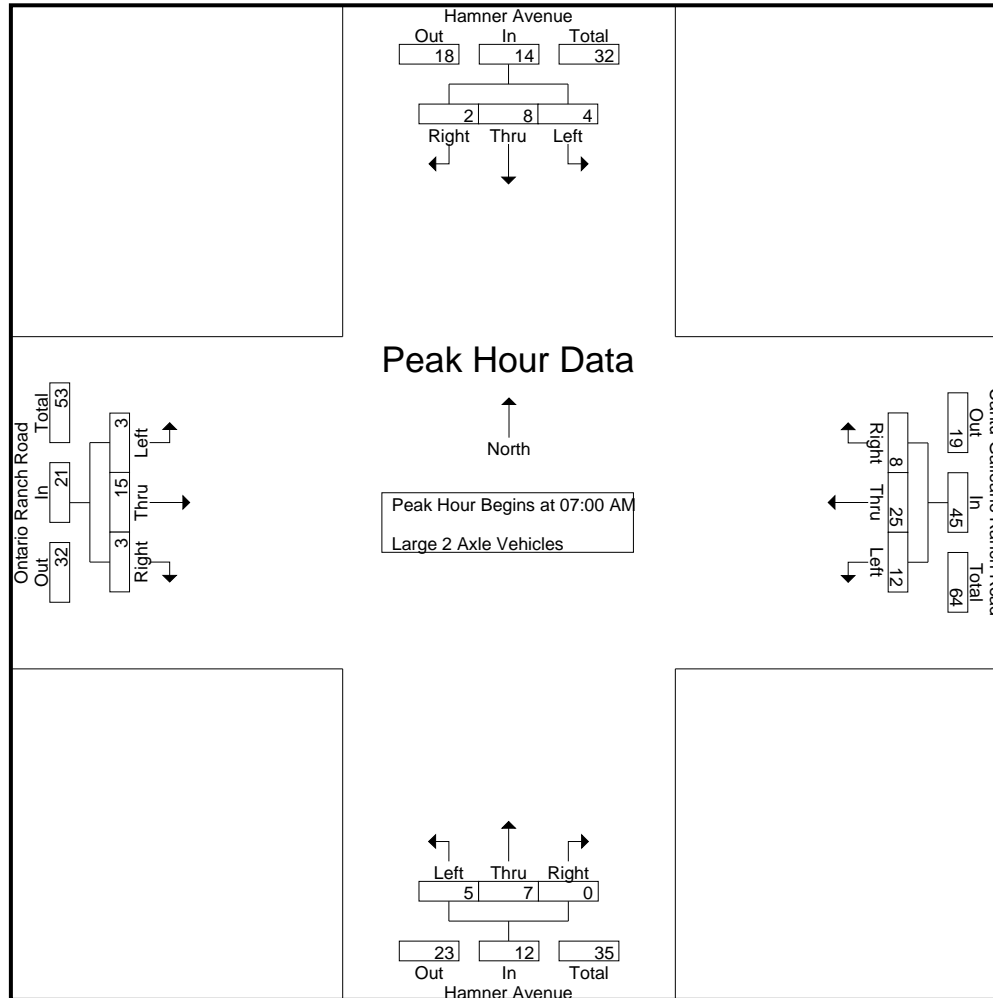
Groups Printed- Large 2 Axle Vehicles

Start Time	Hamner Avenue Southbound					Cantu-Galleano Ranch Road Westbound					Hamner Avenue Northbound					Ontario Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	2	1	1	4	6	5	2	2	13	0	4	0	0	4	0	0	1	0	1	3	22	25
07:15 AM	0	1	0	0	1	2	4	4	2	10	1	1	0	0	2	1	7	1	0	9	2	22	24
07:30 AM	0	2	0	0	2	2	8	0	0	10	2	1	0	0	3	1	5	1	0	7	0	22	22
07:45 AM	3	3	1	1	7	2	8	2	0	12	2	1	0	0	3	1	3	0	0	4	1	26	27
Total	4	8	2	2	14	12	25	8	4	45	5	7	0	0	12	3	15	3	0	21	6	92	98
08:00 AM	0	1	0	0	1	4	7	1	0	12	0	4	1	0	5	1	2	0	0	3	0	21	21
08:15 AM	0	2	0	0	2	1	8	2	1	11	0	3	0	0	3	1	1	0	0	2	1	18	19
08:30 AM	2	2	1	1	5	2	8	1	1	11	1	2	1	1	4	0	4	1	0	5	3	25	28
08:45 AM	0	1	4	3	5	5	7	0	0	12	1	3	1	1	5	2	3	1	0	6	4	28	32
Total	2	6	5	4	13	12	30	4	2	46	2	12	3	2	17	4	10	2	0	16	8	92	100
Grand Total	6	14	7	6	27	24	55	12	6	91	7	19	3	2	29	7	25	5	0	37	14	184	198
Apprch %	22.2	51.9	25.9			26.4	60.4	13.2			24.1	65.5	10.3			18.9	67.6	13.5					
Total %	3.3	7.6	3.8		14.7	13	29.9	6.5		49.5	3.8	10.3	1.6		15.8	3.8	13.6	2.7		20.1	7.1	92.9	

Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	2	1	4	6	5	2	13	0	4	0	4	0	0	1	1	22
07:15 AM	0	1	0	1	2	4	4	10	1	1	0	2	1	7	1	9	22
07:30 AM	0	2	0	2	2	8	0	10	2	1	0	3	1	5	1	7	22
07:45 AM	3	3	1	7	2	8	2	12	2	1	0	3	1	3	0	4	26
Total Volume	4	8	2	14	12	25	8	45	5	7	0	12	3	15	3	21	92
% App. Total	28.6	57.1	14.3		26.7	55.6	17.8		41.7	58.3	0		14.3	71.4	14.3		
PHF	.333	.667	.500	.500	.500	.781	.500	.865	.625	.438	.000	.750	.750	.536	.750	.583	.885

City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR AM
 Site Code : 05122421
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City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
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Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	1	2	1	4	6	5	2	13	0	4	0	4	0	0	1	1	
+15 mins.	0	1	0	1	2	4	4	10	1	1	0	2	1	7	1	9	
+30 mins.	0	2	0	2	2	8	0	10	2	1	0	3	1	5	1	7	
+45 mins.	3	3	1	7	2	8	2	12	2	1	0	3	1	3	0	4	
Total Volume	4	8	2	14	12	25	8	45	5	7	0	12	3	15	3	21	
% App. Total	28.6	57.1	14.3		26.7	55.6	17.8		41.7	58.3	0		14.3	71.4	14.3		
PHF	.333	.667	.500	.500	.500	.781	.500	.865	.625	.438	.000	.750	.750	.536	.750	.583	

City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
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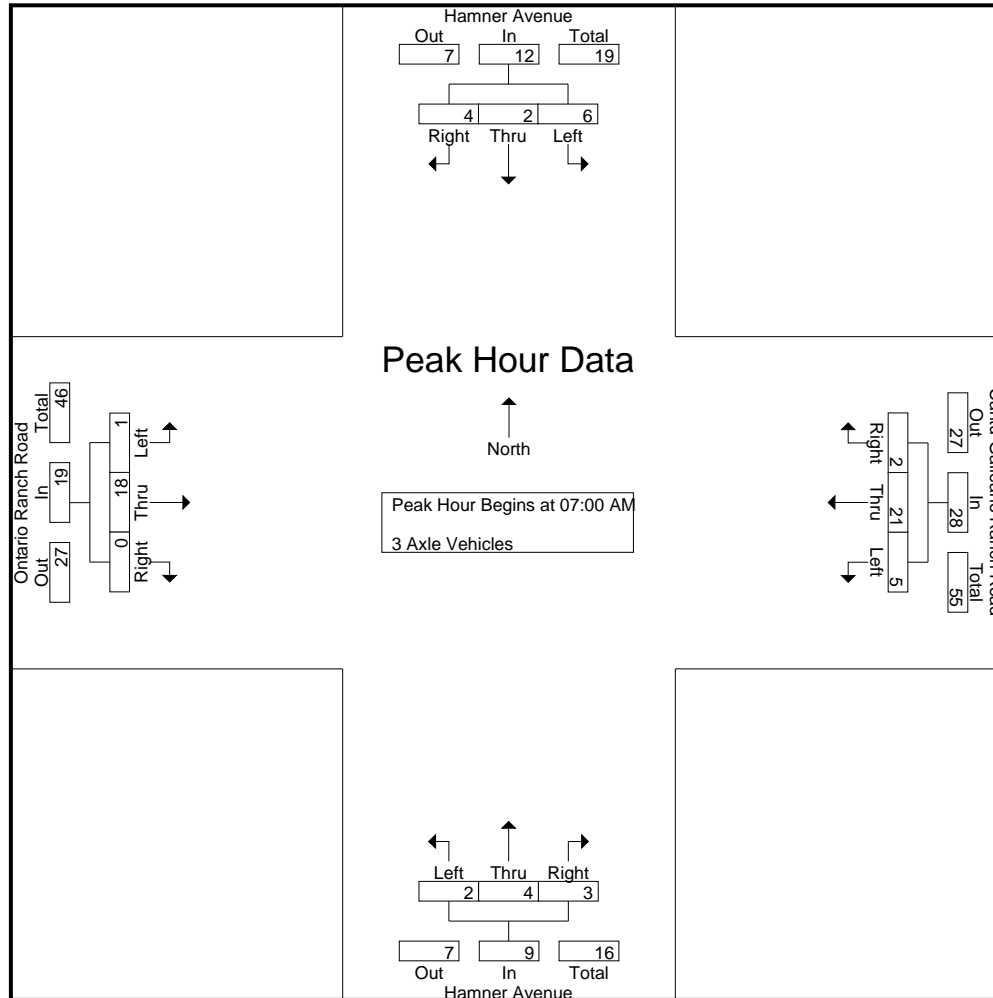
Groups Printed- 3 Axle Vehicles

Start Time	Hamner Avenue Southbound					Cantu-Galleano Ranch Road Westbound					Hamner Avenue Northbound					Ontario Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	5	1	1	1	7	1	8	0	0	9	1	2	1	0	4	0	4	0	0	4	1	24	25
07:15 AM	1	0	0	0	1	4	2	1	0	7	0	1	0	0	1	0	5	0	0	5	0	14	14
07:30 AM	0	0	2	2	2	0	3	1	1	4	0	1	0	0	1	1	5	0	0	6	3	13	16
07:45 AM	0	1	1	0	2	0	8	0	0	8	1	0	2	0	3	0	4	0	0	4	0	17	17
Total	6	2	4	3	12	5	21	2	1	28	2	4	3	0	9	1	18	0	0	19	4	68	72
08:00 AM	0	1	0	0	1	3	4	1	0	8	0	1	0	0	1	0	2	1	0	3	0	13	13
08:15 AM	0	3	1	1	4	1	4	2	0	7	0	3	1	1	4	0	6	0	0	6	2	21	23
08:30 AM	2	0	1	1	3	3	9	0	0	12	0	0	1	1	1	1	3	0	0	4	2	20	22
08:45 AM	0	3	0	0	3	0	4	1	0	5	0	2	1	0	3	1	2	0	0	3	0	14	14
Total	2	7	2	2	11	7	21	4	0	32	0	6	3	2	9	2	13	1	0	16	4	68	72
Grand Total	8	9	6	5	23	12	42	6	1	60	2	10	6	2	18	3	31	1	0	35	8	136	144
Apprch %	34.8	39.1	26.1			20	70	10			11.1	55.6	33.3			8.6	88.6	2.9					
Total %	5.9	6.6	4.4		16.9	8.8	30.9	4.4		44.1	1.5	7.4	4.4		13.2	2.2	22.8	0.7		25.7	5.6	94.4	

Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	5	1	1	7	1	8	0	9	1	2	1	4	0	4	0	4	24
07:15 AM	1	0	0	1	4	2	1	7	0	1	0	1	0	5	0	5	14
07:30 AM	0	0	2	2	0	3	1	4	0	1	0	1	1	5	0	6	13
07:45 AM	0	1	1	2	0	8	0	8	1	0	2	3	0	4	0	4	17
Total Volume	6	2	4	12	5	21	2	28	2	4	3	9	1	18	0	19	68
% App. Total	50	16.7	33.3		17.9	75	7.1		22.2	44.4	33.3		5.3	94.7	0		
PHF	.300	.500	.500	.429	.313	.656	.500	.778	.500	.500	.375	.563	.250	.900	.000	.792	.708

City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
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City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 3

Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	5	1	1	7	1	8	0	9	1	2	1	4	0	4	0	4	
+15 mins.	1	0	0	1	4	2	1	7	0	1	0	1	0	5	0	5	
+30 mins.	0	0	2	2	0	3	1	4	0	1	0	1	1	5	0	6	
+45 mins.	0	1	1	2	0	8	0	8	1	0	2	3	0	4	0	4	
Total Volume	6	2	4	12	5	21	2	28	2	4	3	9	1	18	0	19	
% App. Total	50	16.7	33.3		17.9	75	7.1		22.2	44.4	33.3		5.3	94.7	0		
PHF	.300	.500	.500	.429	.313	.656	.500	.778	.500	.500	.375	.563	.250	.900	.000	.792	

City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

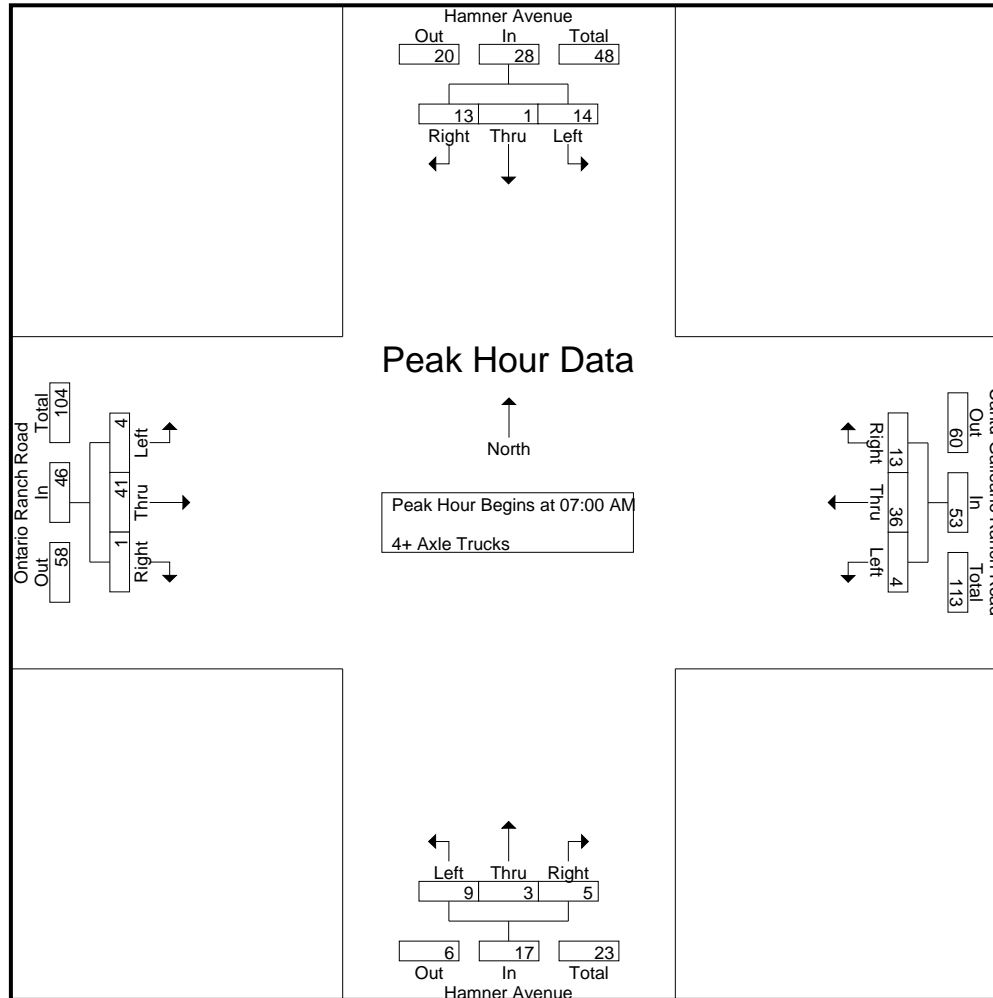
Groups Printed- 4+ Axle Trucks

Start Time	Hamner Avenue Southbound					Cantu-Galleano Ranch Road Westbound					Hamner Avenue Northbound					Ontario Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	4	0	2	0	6	1	5	3	0	9	0	0	0	0	0	2	8	0	0	10	0	25	25
07:15 AM	5	1	3	2	9	3	13	1	1	17	0	0	2	0	2	0	12	0	0	12	3	40	43
07:30 AM	2	0	3	2	5	0	11	5	2	16	0	2	3	1	5	2	11	0	0	13	5	39	44
07:45 AM	3	0	5	0	8	0	7	4	2	11	9	1	0	0	10	0	10	1	0	11	2	40	42
Total	14	1	13	4	28	4	36	13	5	53	9	3	5	1	17	4	41	1	0	46	10	144	154
08:00 AM	3	1	1	0	5	1	7	7	2	15	0	0	0	0	0	3	13	0	0	16	2	36	38
08:15 AM	5	1	1	0	7	1	8	5	1	14	0	2	2	1	4	4	19	0	0	23	2	48	50
08:30 AM	5	2	2	0	9	0	15	7	1	22	0	2	0	0	2	1	9	0	0	10	1	43	44
08:45 AM	1	1	2	0	4	1	11	6	1	18	0	1	0	0	1	1	7	0	0	8	1	31	32
Total	14	5	6	0	25	3	41	25	5	69	0	5	2	1	7	9	48	0	0	57	6	158	164
Grand Total	28	6	19	4	53	7	77	38	10	122	9	8	7	2	24	13	89	1	0	103	16	302	318
Apprch %	52.8	11.3	35.8			5.7	63.1	31.1			37.5	33.3	29.2			12.6	86.4	1					
Total %	9.3	2	6.3		17.5	2.3	25.5	12.6		40.4	3	2.6	2.3		7.9	4.3	29.5	0.3		34.1	5	95	

Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	0	2	6	1	5	3	9	0	0	0	0	2	8	0	10	25
07:15 AM	5	1	3	9	3	13	1	17	0	0	2	2	0	12	0	12	40
07:30 AM	2	0	3	5	0	11	5	16	0	2	3	5	2	11	0	13	39
07:45 AM	3	0	5	8	0	7	4	11	9	1	0	10	0	10	1	11	40
Total Volume	14	1	13	28	4	36	13	53	9	3	5	17	4	41	1	46	144
% App. Total	50	3.6	46.4		7.5	67.9	24.5		52.9	17.6	29.4		8.7	89.1	2.2		
PHF	.700	.250	.650	.778	.333	.692	.650	.779	.250	.375	.417	.425	.500	.854	.250	.885	.900

City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR AM
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City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

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Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	4	0	2	6	1	5	3	9	0	0	0	0	2	8	0	10	
+15 mins.	5	1	3	9	3	13	1	17	0	0	2	2	0	12	0	12	
+30 mins.	2	0	3	5	0	11	5	16	0	2	3	5	2	11	0	13	
+45 mins.	3	0	5	8	0	7	4	11	9	1	0	10	0	10	1	11	
Total Volume	14	1	13	28	4	36	13	53	9	3	5	17	4	41	1	46	
% App. Total	50	3.6	46.4		7.5	67.9	24.5		52.9	17.6	29.4		8.7	89.1	2.2		
PHF	.700	.250	.650	.778	.333	.692	.650	.779	.250	.375	.417	.425	.500	.854	.250	.885	

City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR PM
 Site Code : 05122421
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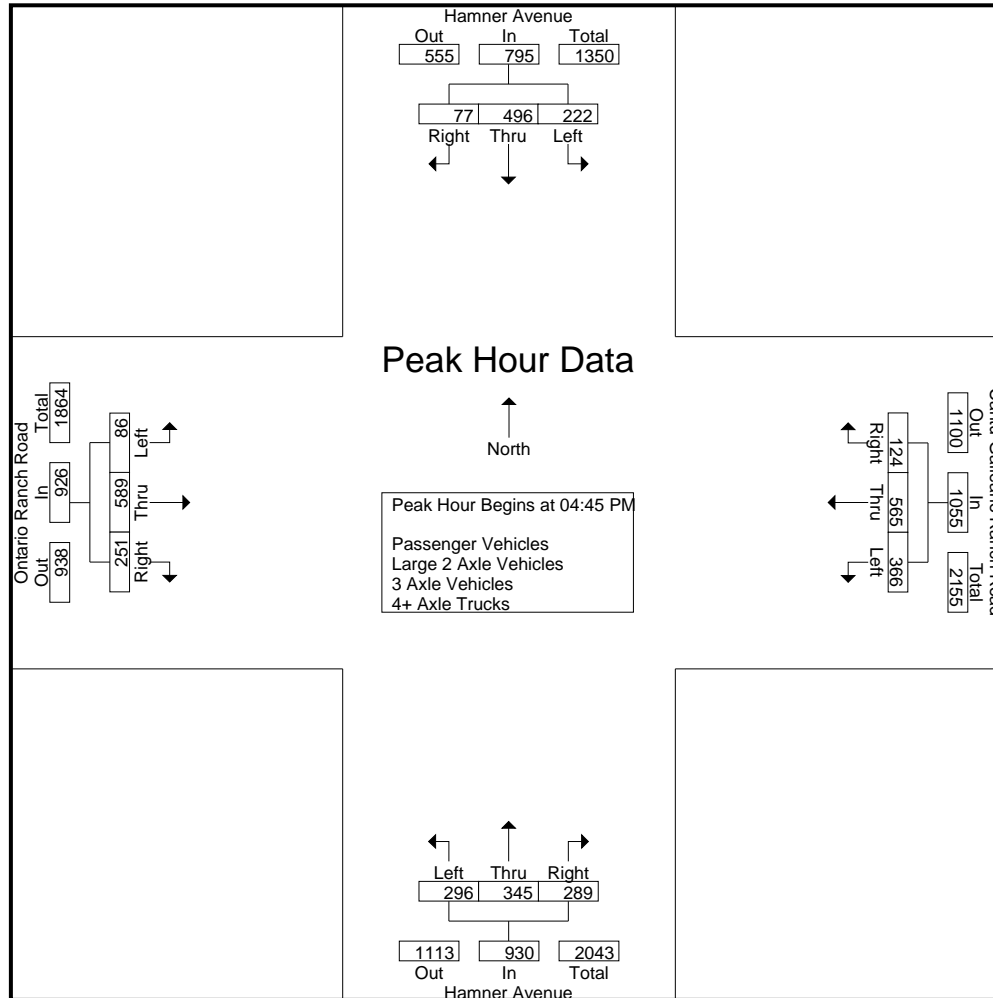
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Hamner Avenue Southbound					Cantu-Galleano Ranch Road Westbound					Hamner Avenue Northbound					Ontario Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	55	96	14	0	165	72	82	40	18	194	64	123	53	21	240	19	172	43	3	234	42	833	875
04:15 PM	40	102	8	2	150	103	111	32	17	246	64	84	62	13	210	16	128	55	7	199	39	805	844
04:30 PM	57	124	14	4	195	87	90	33	12	210	72	119	68	17	259	21	119	41	9	181	42	845	887
04:45 PM	62	107	14	4	183	94	147	35	13	276	82	91	83	21	256	21	156	78	22	255	60	970	1030
Total	214	429	50	10	693	356	430	140	60	926	282	417	266	72	965	77	575	217	41	869	183	3453	3636
05:00 PM	46	120	27	10	193	78	140	29	14	247	60	62	77	25	199	28	147	51	10	226	59	865	924
05:15 PM	56	158	20	11	234	100	134	17	8	251	84	93	72	15	249	13	133	57	9	203	43	937	980
05:30 PM	58	111	16	14	185	94	144	43	28	281	70	99	57	19	226	24	153	65	13	242	74	934	1008
05:45 PM	57	156	36	11	249	100	149	20	5	269	54	98	54	22	206	14	146	72	15	232	53	956	1009
Total	217	545	99	46	861	372	567	109	55	1048	268	352	260	81	880	79	579	245	47	903	229	3692	3921
Grand Total	431	974	149	56	1554	728	997	249	115	1974	550	769	526	153	1845	156	1154	462	88	1772	412	7145	7557
Apprch %	27.7	62.7	9.6			36.9	50.5	12.6			29.8	41.7	28.5			8.8	65.1	26.1					
Total %	6	13.6	2.1		21.7	10.2	14	3.5		27.6	7.7	10.8	7.4		25.8	2.2	16.2	6.5		24.8	5.5	94.5	
Passenger Vehicles	402	963	129		1541	715	875	211		1902	543	750	514		1957	102	1070	456		1715	0	0	7115
% Passenger Vehicles	93.3	98.9	86.6	83.9	95.7	98.2	87.8	84.7	87.8	91	98.7	97.5	97.7	98	97.9	65.4	92.7	98.7	98.9	92.2	0	0	94.2
Large 2 Axle Vehicles	8	8	6		24	7	18	10		39	5	11	5		22	9	25	5		40	0	0	125
% Large 2 Axle Vehicles	1.9	0.8	4	3.6	1.5	1	1.8	4	3.5	1.9	0.9	1.4	1	0.7	1.1	5.8	2.2	1.1	1.1	2.2	0	0	1.7
3 Axle Vehicles	5	1	1		7	2	13	7		23	1	3	3		9	13	24	0		37	0	0	76
% 3 Axle Vehicles	1.2	0.1	0.7	0	0.4	0.3	1.3	2.8	0.9	1.1	0.2	0.4	0.6	1.3	0.5	8.3	2.1	0	0	2	0	0	1
4+ Axle Trucks	16	2	13		38	4	91	21		125	1	5	4		10	32	35	1		68	0	0	241
% 4+ Axle Trucks	3.7	0.2	8.7	12.5	2.4	0.5	9.1	8.4	7.8	6	0.2	0.7	0.8	0	0.5	20.5	3	0.2	0	3.7	0	0	3.2

Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	62	107	14	183	94	147	35	276	82	91	83	256	21	156	78	255	970
05:00 PM	46	120	27	193	78	140	29	247	60	62	77	199	28	147	51	226	865
05:15 PM	56	158	20	234	100	134	17	251	84	93	72	249	13	133	57	203	937
05:30 PM	58	111	16	185	94	144	43	281	70	99	57	226	24	153	65	242	934
Total Volume	222	496	77	795	366	565	124	1055	296	345	289	930	86	589	251	926	3706
% App. Total	27.9	62.4	9.7		34.7	53.6	11.8		31.8	37.1	31.1		9.3	63.6	27.1		
PHF	.895	.785	.713	.849	.915	.961	.721	.939	.881	.871	.870	.908	.768	.944	.804	.908	.955

City of Ontario
 N/S: Hamner Avenue
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 Weather: Clear

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City of Ontario
 N/S: Hamner Avenue
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 Weather: Clear

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Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				04:45 PM				04:00 PM				04:45 PM				
+0 mins.	46	120	27	193	94	147	35	276	64	123	53	240	21	156	78	255	
+15 mins.	56	158	20	234	78	140	29	247	64	84	62	210	28	147	51	226	
+30 mins.	58	111	16	185	100	134	17	251	72	119	68	259	13	133	57	203	
+45 mins.	57	156	36	249	94	144	43	281	82	91	83	256	24	153	65	242	
Total Volume	217	545	99	861	366	565	124	1055	282	417	266	965	86	589	251	926	
% App. Total	25.2	63.3	11.5		34.7	53.6	11.8		29.2	43.2	27.6		9.3	63.6	27.1		
PHF	.935	.862	.688	.864	.915	.961	.721	.939	.860	.848	.801	.931	.768	.944	.804	.908	

City of Ontario
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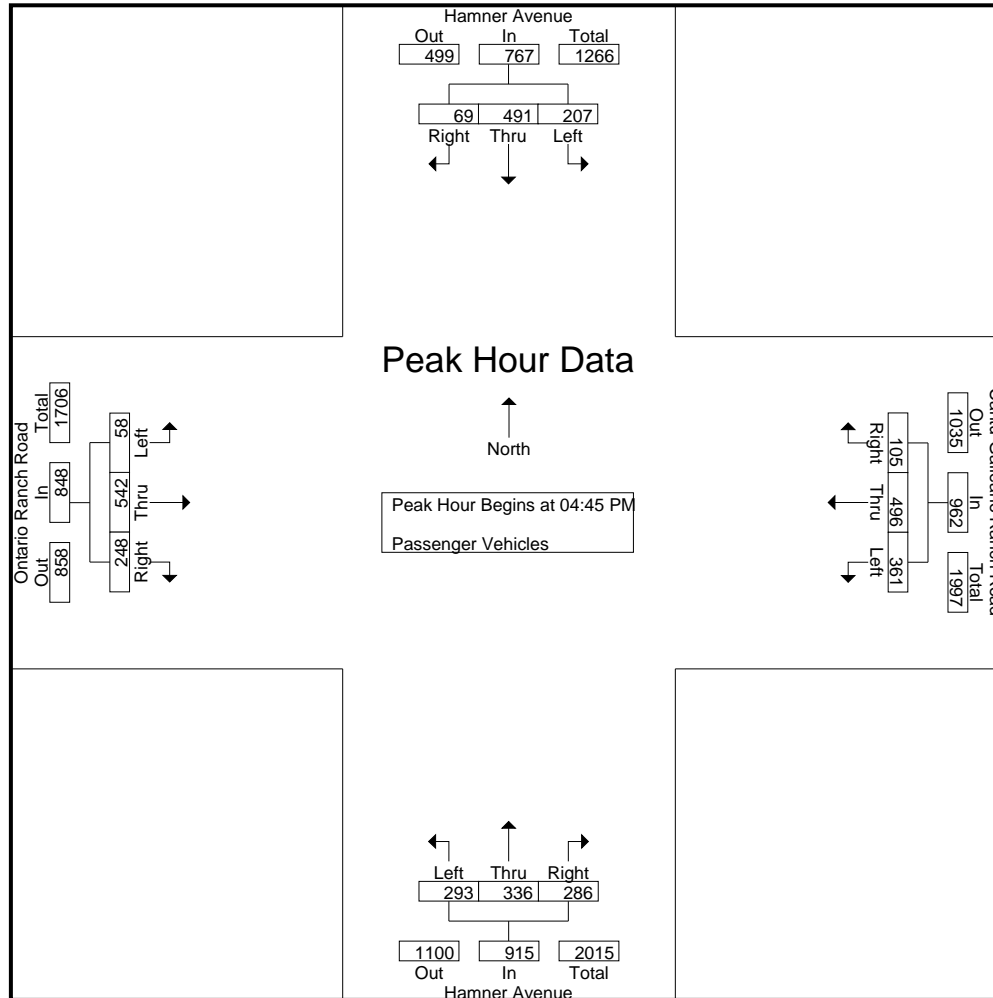
Groups Printed- Passenger Vehicles

Start Time	Hamner Avenue Southbound					Cantu-Galleano Ranch Road Westbound					Hamner Avenue Northbound					Ontario Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	51	94	11	0	156	72	70	33	17	175	62	121	53	21	236	14	162	43	3	219	41	786	827
04:15 PM	38	100	6	1	144	100	93	27	13	220	63	83	56	12	202	8	120	54	7	182	33	748	781
04:30 PM	53	124	12	3	189	84	77	29	11	190	72	115	67	16	254	13	107	40	9	160	39	793	832
04:45 PM	57	105	12	3	174	92	123	32	12	247	81	90	83	21	254	13	147	77	21	237	57	912	969
Total	199	423	41	7	663	348	363	121	53	832	278	409	259	70	946	48	536	214	40	798	170	3239	3409
05:00 PM	45	119	23	7	187	78	127	19	11	224	60	59	75	24	194	21	133	51	10	205	52	810	862
05:15 PM	52	156	19	10	227	99	118	15	7	232	82	91	72	15	245	8	120	55	9	183	41	887	928
05:30 PM	53	111	15	13	179	92	128	39	26	259	70	96	56	19	222	16	142	65	13	223	71	883	954
05:45 PM	53	154	31	10	238	98	139	17	4	254	53	95	52	22	200	9	139	71	15	219	51	911	962
Total	203	540	88	40	831	367	512	90	48	969	265	341	255	80	861	54	534	242	47	830	215	3491	3706
Grand Total	402	963	129	47	1494	715	875	211	101	1801	543	750	514	150	1807	102	1070	456	87	1628	385	6730	7115
Apprch %	26.9	64.5	8.6			39.7	48.6	11.7			30	41.5	28.4			6.3	65.7	28					
Total %	6	14.3	1.9		22.2	10.6	13	3.1		26.8	8.1	11.1	7.6		26.8	1.5	15.9	6.8		24.2	5.4	94.6	

Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	57	105	12	174	92	123	32	247	81	90	83	254	13	147	77	237	912
05:00 PM	45	119	23	187	78	127	19	224	60	59	75	194	21	133	51	205	810
05:15 PM	52	156	19	227	99	118	15	232	82	91	72	245	8	120	55	183	887
05:30 PM	53	111	15	179	92	128	39	259	70	96	56	222	16	142	65	223	883
Total Volume	207	491	69	767	361	496	105	962	293	336	286	915	58	542	248	848	3492
% App. Total	27	64	9		37.5	51.6	10.9		32	36.7	31.3		6.8	63.9	29.2		
PHF	.908	.787	.750	.845	.912	.969	.673	.929	.893	.875	.861	.901	.690	.922	.805	.895	.957

City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

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File Name : 05_ONT_Ham_CGR PM
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Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	57	105	12	174	92	123	32	247	81	90	83	254	13	147	77	237	
+15 mins.	45	119	23	187	78	127	19	224	60	59	75	194	21	133	51	205	
+30 mins.	52	156	19	227	99	118	15	232	82	91	72	245	8	120	55	183	
+45 mins.	53	111	15	179	92	128	39	259	70	96	56	222	16	142	65	223	
Total Volume	207	491	69	767	361	496	105	962	293	336	286	915	58	542	248	848	
% App. Total	27	64	9		37.5	51.6	10.9		32	36.7	31.3		6.8	63.9	29.2		
PHF	.908	.787	.750	.845	.912	.969	.673	.929	.893	.875	.861	.901	.690	.922	.805	.895	

City of Ontario
 N/S: Hamner Avenue
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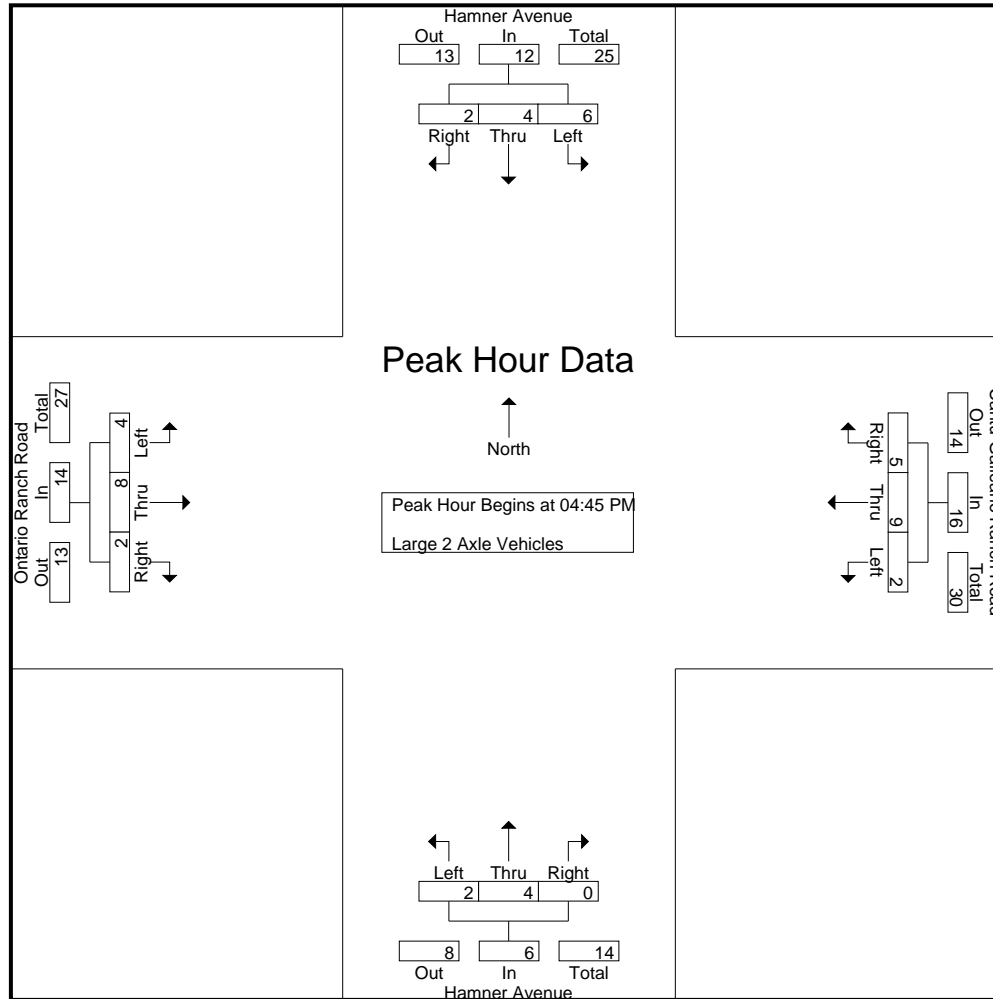
Groups Printed- Large 2 Axle Vehicles

Start Time	Hamner Avenue Southbound					Cantu-Galleano Ranch Road Westbound					Hamner Avenue Northbound					Ontario Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	1	1	0	2	0	2	0	0	2	2	1	0	0	3	2	6	0	0	8	0	15	15
04:15 PM	0	2	1	1	3	3	3	2	2	8	1	1	3	0	5	1	2	1	0	4	3	20	23
04:30 PM	1	0	1	0	2	1	3	2	0	6	0	3	1	1	4	1	7	1	0	9	1	21	22
04:45 PM	2	2	1	0	5	1	2	1	0	4	1	0	0	0	1	0	3	1	1	4	1	14	15
Total	3	5	4	1	12	5	10	5	2	20	4	5	4	1	13	4	18	3	1	25	5	70	75
05:00 PM	1	1	1	1	3	0	2	2	1	4	0	1	0	0	1	2	2	0	0	4	2	12	14
05:15 PM	0	1	0	0	1	1	3	1	1	5	1	1	0	0	2	1	1	1	0	3	1	11	12
05:30 PM	3	0	0	0	3	0	2	1	0	3	0	2	0	0	2	1	2	0	0	3	0	11	11
05:45 PM	1	1	1	0	3	1	1	1	0	3	0	2	1	0	3	1	2	1	0	4	0	13	13
Total	5	3	2	1	10	2	8	5	2	15	1	6	1	0	8	5	7	2	0	14	3	47	50
Grand Total	8	8	6	2	22	7	18	10	4	35	5	11	5	1	21	9	25	5	1	39	8	117	125
Apprch %	36.4	36.4	27.3			20	51.4	28.6			23.8	52.4	23.8			23.1	64.1	12.8					
Total %	6.8	6.8	5.1		18.8	6	15.4	8.5		29.9	4.3	9.4	4.3		17.9	7.7	21.4	4.3		33.3	6.4	93.6	

Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	2	1	5	1	2	1	4	1	0	0	1	0	3	1	4	14
05:00 PM	1	1	1	3	0	2	2	4	0	1	0	1	2	2	0	4	12
05:15 PM	0	1	0	1	1	3	1	5	1	1	0	2	1	1	1	3	11
05:30 PM	3	0	0	3	0	2	1	3	0	2	0	2	1	2	0	3	11
Total Volume	6	4	2	12	2	9	5	16	2	4	0	6	4	8	2	14	48
% App. Total	50	33.3	16.7		12.5	56.2	31.2		33.3	66.7	0		28.6	57.1	14.3		
PHF	.500	.500	.500	.600	.500	.750	.625	.800	.500	.500	.000	.750	.500	.667	.500	.875	.857

City of Ontario
 N/S: Hamner Avenue
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 Weather: Clear

File Name : 05_ONT_Ham_CGR PM
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City of Ontario
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Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	2	2	1	5	1	2	1	4	1	0	0	1	0	3	1	4	
+15 mins.	1	1	1	3	0	2	2	4	0	1	0	1	2	2	0	4	
+30 mins.	0	1	0	1	1	3	1	5	1	1	0	2	1	1	1	3	
+45 mins.	3	0	0	3	0	2	1	3	0	2	0	2	1	2	0	3	
Total Volume	6	4	2	12	2	9	5	16	2	4	0	6	4	8	2	14	
% App. Total	50	33.3	16.7		12.5	56.2	31.2		33.3	66.7	0		28.6	57.1	14.3		
PHF	.500	.500	.500	.600	.500	.750	.625	.800	.500	.500	.000	.750	.500	.667	.500	.875	

City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

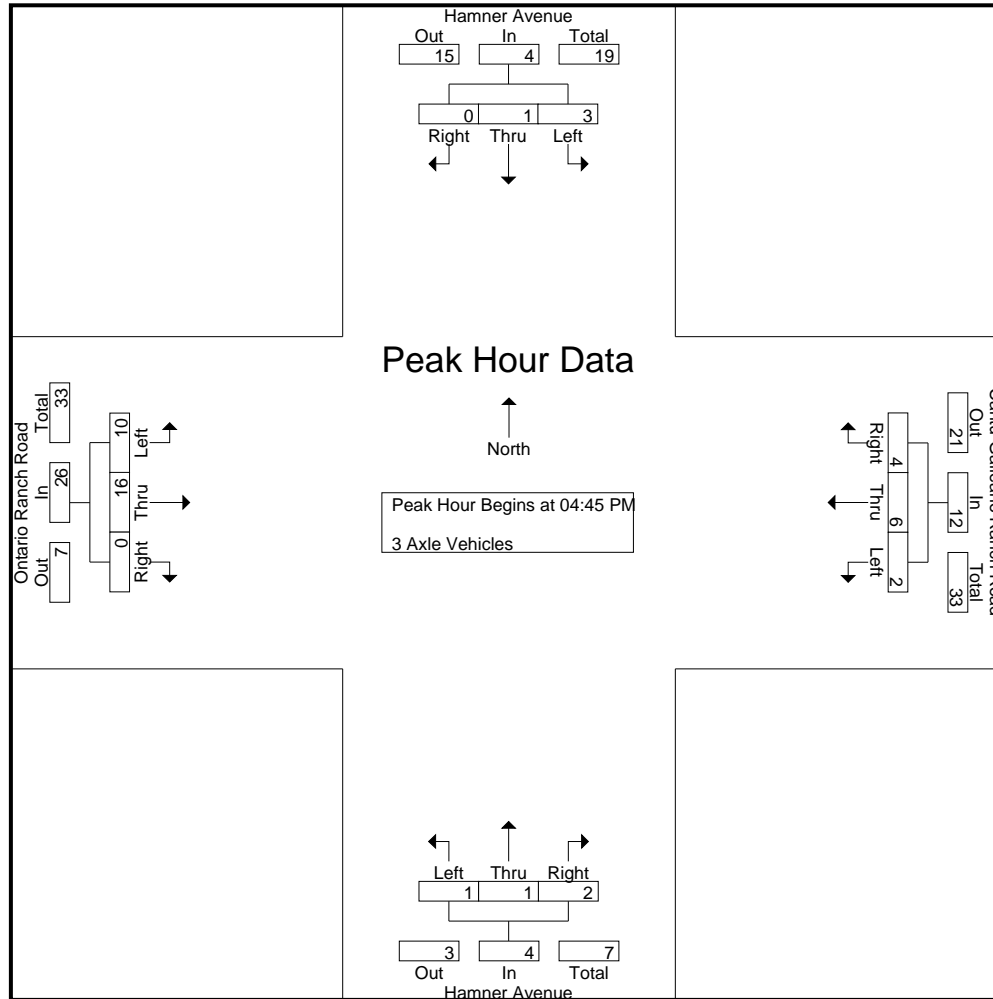
Groups Printed- 3 Axle Vehicles

Start Time	Hamner Avenue Southbound					Cantu-Galleano Ranch Road Westbound					Hamner Avenue Northbound					Ontario Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	1	0	0	0	1	0	1	3	0	4	0	0	0	0	0	2	2	0	0	4	0	9	9
04:15 PM	0	0	1	0	1	0	2	0	0	2	0	0	1	1	1	0	2	0	0	2	1	6	7
04:30 PM	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	1	2	0	0	3	0	7	7
04:45 PM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	2	2	0	0	4	0	8	8
Total	4	0	1	0	5	0	7	3	0	10	0	1	1	1	2	5	8	0	0	13	1	30	31
05:00 PM	0	0	0	0	0	0	1	3	0	4	0	1	2	1	3	2	4	0	0	6	1	13	14
05:15 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	3	4	0	0	7	0	10	10
05:30 PM	0	0	0	0	0	2	3	1	1	6	0	0	0	0	0	3	6	0	0	9	1	15	16
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	5	5
Total	1	1	0	0	2	2	6	4	1	12	1	2	2	1	5	8	16	0	0	24	2	43	45
Grand Total	5	1	1	0	7	2	13	7	1	22	1	3	3	2	7	13	24	0	0	37	3	73	76
Apprch %	71.4	14.3	14.3			9.1	59.1	31.8			14.3	42.9	42.9			35.1	64.9	0					
Total %	6.8	1.4	1.4		9.6	2.7	17.8	9.6		30.1	1.4	4.1	4.1		9.6	17.8	32.9	0		50.7	3.9	96.1	

Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	0	0	2	0	2	0	2	0	0	0	0	2	2	0	4	8
05:00 PM	0	0	0	0	0	1	3	4	0	1	2	3	2	4	0	6	13
05:15 PM	1	1	0	2	0	0	0	0	1	0	0	1	3	4	0	7	10
05:30 PM	0	0	0	0	2	3	1	6	0	0	0	0	3	6	0	9	15
Total Volume	3	1	0	4	2	6	4	12	1	1	2	4	10	16	0	26	46
% App. Total	75	25	0		16.7	50	33.3		25	25	50		38.5	61.5	0		
PHF	.375	.250	.000	.500	.250	.500	.333	.500	.250	.250	.250	.333	.833	.667	.000	.722	.767

City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
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City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 3

Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	2	0	0	2	0	2	0	2	0	0	0	0	2	2	0	4	
+15 mins.	0	0	0	0	0	1	3	4	0	1	2	3	2	4	0	6	
+30 mins.	1	1	0	2	0	0	0	0	1	0	0	1	3	4	0	7	
+45 mins.	0	0	0	0	2	3	1	6	0	0	0	0	3	6	0	9	
Total Volume	3	1	0	4	2	6	4	12	1	1	2	4	10	16	0	26	
% App. Total	75	25	0		16.7	50	33.3		25	25	50		38.5	61.5	0		
PHF	.375	.250	.000	.500	.250	.500	.333	.500	.250	.250	.250	.333	.833	.667	.000	.722	

City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

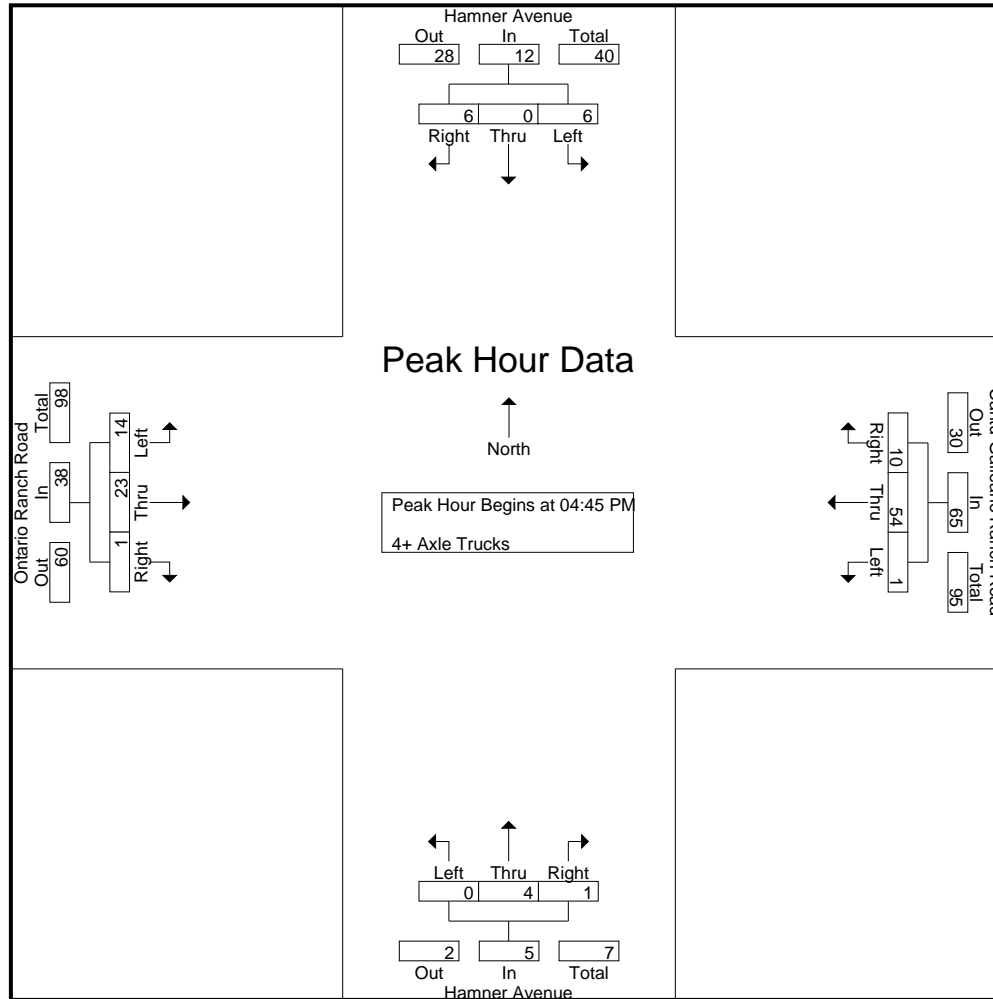
Groups Printed- 4+ Axle Trucks

Start Time	Hamner Avenue Southbound					Cantu-Galleano Ranch Road Westbound					Hamner Avenue Northbound					Ontario Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	3	1	2	0	6	0	9	4	1	13	0	1	0	0	1	1	2	0	0	3	1	23	24
04:15 PM	2	0	0	0	2	0	13	3	2	16	0	0	2	0	2	7	4	0	0	11	2	31	33
04:30 PM	2	0	1	1	3	2	8	2	1	12	0	0	0	0	0	6	3	0	0	9	2	24	26
04:45 PM	1	0	1	1	2	1	20	2	1	23	0	1	0	0	1	6	4	0	0	10	2	36	38
Total	8	1	4	2	13	3	50	11	5	64	0	2	2	0	4	20	13	0	0	33	7	114	121
05:00 PM	0	0	3	2	3	0	10	5	2	15	0	1	0	0	1	3	8	0	0	11	4	30	34
05:15 PM	3	0	1	1	4	0	13	1	0	14	0	1	0	0	1	1	8	1	0	10	1	29	30
05:30 PM	2	0	1	1	3	0	11	2	1	13	0	1	1	0	2	4	3	0	0	7	2	25	27
05:45 PM	3	1	4	1	8	1	7	2	1	10	1	0	1	0	2	4	3	0	0	7	2	27	29
Total	8	1	9	5	18	1	41	10	4	52	1	3	2	0	6	12	22	1	0	35	9	111	120
Grand Total	16	2	13	7	31	4	91	21	9	116	1	5	4	0	10	32	35	1	0	68	16	225	241
Apprch %	51.6	6.5	41.9			3.4	78.4	18.1			10	50	40			47.1	51.5	1.5					
Total %	7.1	0.9	5.8		13.8	1.8	40.4	9.3		51.6	0.4	2.2	1.8		4.4	14.2	15.6	0.4		30.2	6.6	93.4	

Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	0	1	2	1	20	2	23	0	1	0	1	6	4	0	10	36
05:00 PM	0	0	3	3	0	10	5	15	0	1	0	1	3	8	0	11	30
05:15 PM	3	0	1	4	0	13	1	14	0	1	0	1	1	8	1	10	29
05:30 PM	2	0	1	3	0	11	2	13	0	1	1	2	4	3	0	7	25
Total Volume	6	0	6	12	1	54	10	65	0	4	1	5	14	23	1	38	120
% App. Total	50	0	50		1.5	83.1	15.4		0	80	20		36.8	60.5	2.6		
PHF	.500	.000	.500	.750	.250	.675	.500	.707	.000	1.00	.250	.625	.583	.719	.250	.864	.833

City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 2



City of Ontario
 N/S: Hamner Avenue
 E/W: Ontario Rnch Rd/Cantu-Galleano Rnch
 Weather: Clear

File Name : 05_ONT_Ham_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 3

Start Time	Hamner Avenue Southbound				Cantu-Galleano Ranch Road Westbound				Hamner Avenue Northbound				Ontario Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	1	0	1	2	1	20	2	23	0	1	0	1	6	4	0	10	
+15 mins.	0	0	3	3	0	10	5	15	0	1	0	1	3	8	0	11	
+30 mins.	3	0	1	4	0	13	1	14	0	1	0	1	1	8	1	10	
+45 mins.	2	0	1	3	0	11	2	13	0	1	1	2	4	3	0	7	
Total Volume	6	0	6	12	1	54	10	65	0	4	1	5	14	23	1	38	
% App. Total	50	0	50		1.5	83.1	15.4		0	80	20		36.8	60.5	2.6		
PHF	.500	.000	.500	.750	.250	.675	.500	.707	.000	1.000	.250	.625	.583	.719	.250	.864	

Location: Ontario
 N/S: Hamner Avenue
 E/W: Cantu-Galleano Ranch Rd



Date: 5/10/2022
 Day: Tuesday

PEDESTRIANS

	North Leg Hamner Avenue	East Leg Cantu-Galleano Ranch Rd	South Leg Hamner Avenue	West Leg Ontario Ranch Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Hamner Avenue	East Leg Cantu-Galleano Ranch Rd	South Leg Hamner Avenue	West Leg Ontario Ranch Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Ontario
 N/S: Hamner Avenue
 E/W: Cantu-Galleano Ranch Rd



Date: 5/10/2022
 Day: Tuesday

BICYCLES

	Southbound Hamner Avenue			Westbound Cantu-Galleano Ranch Rd			Northbound Hamner Avenue			Eastbound Ontario Ranch Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	1	0	0	0	0	2	0	0	0	0	3

	Southbound Hamner Avenue			Westbound Cantu-Galleano Ranch Rd			Northbound Hamner Avenue			Eastbound Ontario Ranch Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

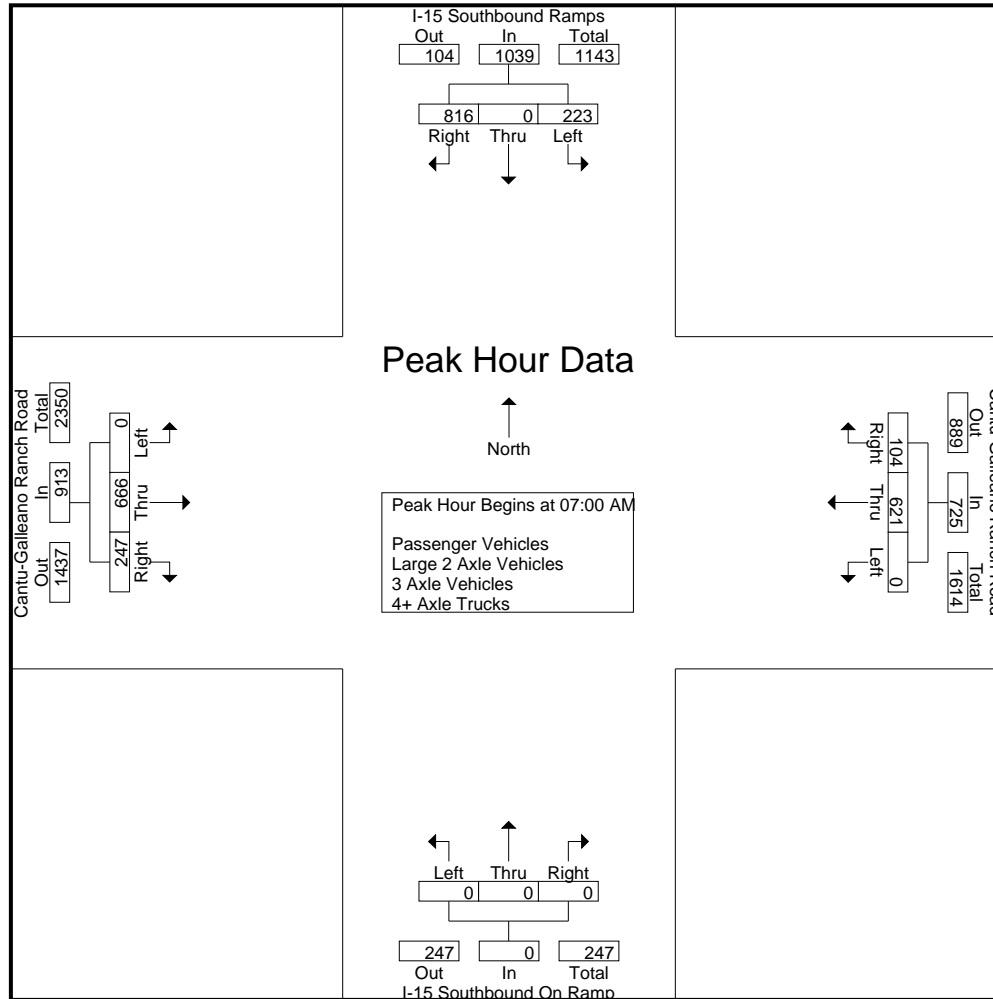
City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

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

Start Time	I-15 Southbound Ramps Southbound					Cantu-Galleano Ranch Road Westbound					I-15 Southbound On Ramp Northbound					Cantu-Galleano Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	49	0	244	72	293	0	179	27	0	206	0	0	0	0	0	0	159	52	0	211	72	710	782
07:15 AM	54	0	238	65	292	0	158	34	0	192	0	0	0	0	0	0	171	79	0	250	65	734	799
07:30 AM	49	0	174	61	223	0	127	22	0	149	0	0	0	0	0	0	186	51	0	237	61	609	670
07:45 AM	71	0	160	51	231	0	157	21	0	178	0	0	0	0	0	0	150	65	0	215	51	624	675
Total	223	0	816	249	1039	0	621	104	0	725	0	0	0	0	0	0	666	247	0	913	249	2677	2926
08:00 AM	80	0	203	73	283	0	125	22	0	147	0	0	0	0	0	0	131	56	0	187	73	617	690
08:15 AM	62	0	164	65	226	0	128	24	0	152	0	0	0	0	0	0	140	59	0	199	65	577	642
08:30 AM	47	0	204	71	251	0	109	22	0	131	0	0	0	0	0	0	132	54	0	186	71	568	639
08:45 AM	55	0	166	45	221	0	95	15	0	110	0	0	0	0	0	0	113	46	0	159	45	490	535
Total	244	0	737	254	981	0	457	83	0	540	0	0	0	0	0	0	516	215	0	731	254	2252	2506
Grand Total	467	0	1553	503	2020	0	1078	187	0	1265	0	0	0	0	0	0	1182	462	0	1644	503	4929	5432
Apprch %	23.1	0	76.9			0	85.2	14.8			0	0	0			0	71.9	28.1					
Total %	9.5	0	31.5		41	0	21.9	3.8		25.7	0	0	0			0	24	9.4		33.4	9.3	90.7	
Passenger Vehicles	414	0	1356		2222	0	981	113		1094	0	0	0		0	0	1028	369		1397	0	0	4713
% Passenger Vehicles	88.7	0	87.3	89.9	88.1	0	91	60.4	0	86.5	0	0	0	0	0	0	87	79.9	0	85	0	0	86.8
Large 2 Axle Vehicles	17	0	44		76	0	24	11		35	0	0	0		0	0	29	25		54	0	0	165
% Large 2 Axle Vehicles	3.6	0	2.8	3	3	0	2.2	5.9	0	2.8	0	0	0	0	0	0	2.5	5.4	0	3.3	0	0	3
3 Axle Vehicles	7	0	50		71	0	16	10		26	0	0	0		0	0	42	20		62	0	0	159
% 3 Axle Vehicles	1.5	0	3.2	2.8	2.8	0	1.5	5.3	0	2.1	0	0	0	0	0	0	3.6	4.3	0	3.8	0	0	2.9
4+ Axle Trucks	29	0	103		154	0	57	53		110	0	0	0		0	0	83	48		131	0	0	395
% 4+ Axle Trucks	6.2	0	6.6	4.4	6.1	0	5.3	28.3	0	8.7	0	0	0	0	0	0	7	10.4	0	8	0	0	7.3

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	49	0	244	293	0	179	27	206	0	0	0	0	0	159	52	211	710
07:15 AM	54	0	238	292	0	158	34	192	0	0	0	0	0	171	79	250	734
07:30 AM	49	0	174	223	0	127	22	149	0	0	0	0	0	186	51	237	609
07:45 AM	71	0	160	231	0	157	21	178	0	0	0	0	0	150	65	215	624
Total Volume	223	0	816	1039	0	621	104	725	0	0	0	0	0	666	247	913	2677
% App. Total	21.5	0	78.5		0	85.7	14.3		0	0	0		0	72.9	27.1		
PHF	.785	.000	.836	.887	.000	.867	.765	.880	.000	.000	.000	.000	.000	.895	.782	.913	.912



City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	49	0	244	293	0	179	27	206	0	0	0	0	0	159	52	211	
+15 mins.	54	0	238	292	0	158	34	192	0	0	0	0	0	171	79	250	
+30 mins.	49	0	174	223	0	127	22	149	0	0	0	0	0	186	51	237	
+45 mins.	71	0	160	231	0	157	21	178	0	0	0	0	0	150	65	215	
Total Volume	223	0	816	1039	0	621	104	725	0	0	0	0	0	666	247	913	
% App. Total	21.5	0	78.5		0	85.7	14.3		0	0	0		0	72.9	27.1		
PHF	.785	.000	.836	.887	.000	.867	.765	.880	.000	.000	.000	.000	.000	.895	.782	.913	

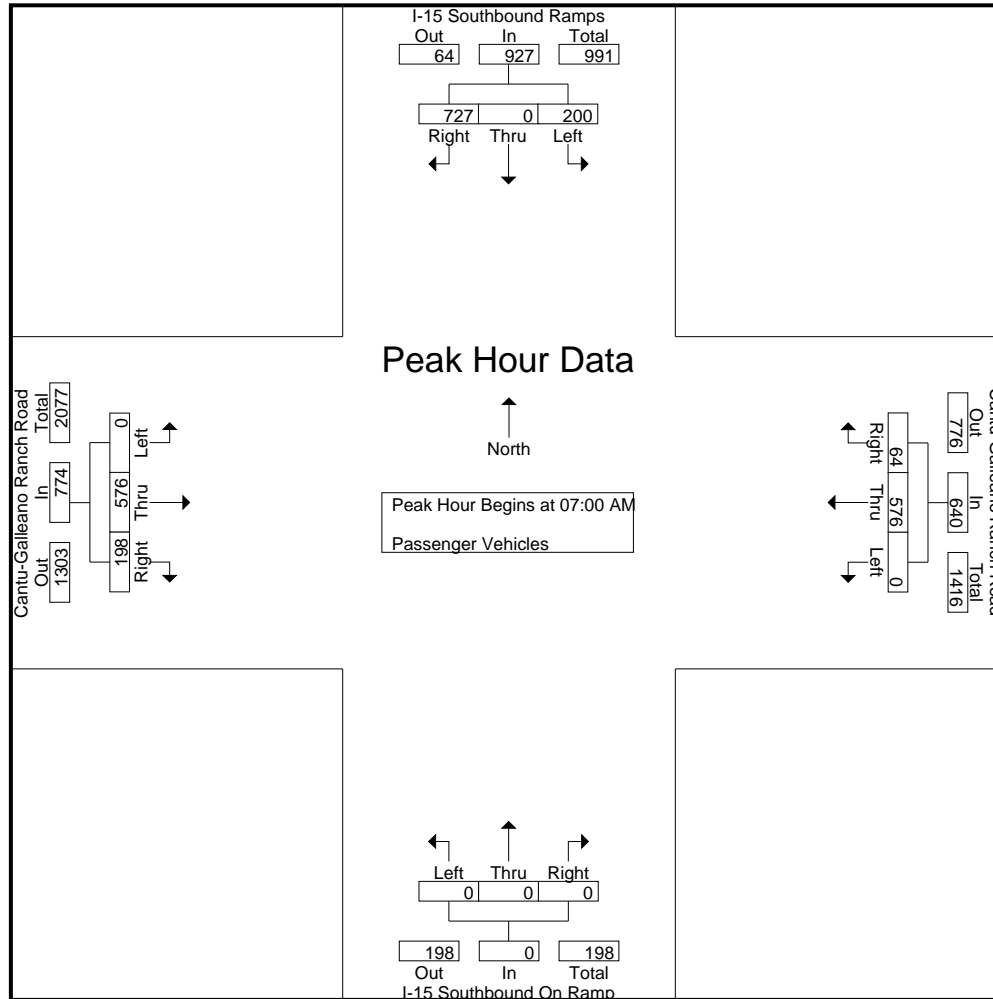
City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-15 Southbound Ramps Southbound					Cantu-Galleano Ranch Road Westbound					I-15 Southbound On Ramp Northbound					Cantu-Galleano Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	44	0	222	67	266	0	168	17	0	185	0	0	0	0	0	0	137	39	0	176	67	627	694
07:15 AM	46	0	211	58	257	0	150	24	0	174	0	0	0	0	0	0	143	63	0	206	58	637	695
07:30 AM	43	0	151	54	194	0	116	11	0	127	0	0	0	0	0	0	164	42	0	206	54	527	581
07:45 AM	67	0	143	47	210	0	142	12	0	154	0	0	0	0	0	0	132	54	0	186	47	550	597
Total	200	0	727	226	927	0	576	64	0	640	0	0	0	0	0	0	576	198	0	774	226	2341	2567
08:00 AM	77	0	175	64	252	0	110	12	0	122	0	0	0	0	0	0	116	47	0	163	64	537	601
08:15 AM	51	0	141	58	192	0	119	16	0	135	0	0	0	0	0	0	120	43	0	163	58	490	548
08:30 AM	38	0	174	63	212	0	90	14	0	104	0	0	0	0	0	0	111	44	0	155	63	471	534
08:45 AM	48	0	139	41	187	0	86	7	0	93	0	0	0	0	0	0	105	37	0	142	41	422	463
Total	214	0	629	226	843	0	405	49	0	454	0	0	0	0	0	0	452	171	0	623	226	1920	2146
Grand Total	414	0	1356	452	1770	0	981	113	0	1094	0	0	0	0	0	0	1028	369	0	1397	452	4261	4713
Apprch %	23.4	0	76.6			0	89.7	10.3			0	0	0			0	73.6	26.4					
Total %	9.7	0	31.8		41.5	0	23	2.7		25.7	0	0	0		0	0	24.1	8.7		32.8	9.6	90.4	

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	44	0	222	266	0	168	17	185	0	0	0	0	0	137	39	176	627
07:15 AM	46	0	211	257	0	150	24	174	0	0	0	0	0	143	63	206	637
07:30 AM	43	0	151	194	0	116	11	127	0	0	0	0	0	164	42	206	527
07:45 AM	67	0	143	210	0	142	12	154	0	0	0	0	0	132	54	186	550
Total Volume	200	0	727	927	0	576	64	640	0	0	0	0	0	576	198	774	2341
% App. Total	21.6	0	78.4		0	90	10		0	0	0		0	74.4	25.6		
PHF	.746	.000	.819	.871	.000	.857	.667	.865	.000	.000	.000	.000	.000	.878	.786	.939	.919



City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	44	0	222	266	0	168	17	185	0	0	0	0	0	137	39	176	
+15 mins.	46	0	211	257	0	150	24	174	0	0	0	0	0	143	63	206	
+30 mins.	43	0	151	194	0	116	11	127	0	0	0	0	0	164	42	206	
+45 mins.	67	0	143	210	0	142	12	154	0	0	0	0	0	132	54	186	
Total Volume	200	0	727	927	0	576	64	640	0	0	0	0	0	576	198	774	
% App. Total	21.6	0	78.4		0	90	10		0	0	0		0	74.4	25.6		
PHF	.746	.000	.819	.871	.000	.857	.667	.865	.000	.000	.000	.000	.000	.878	.786	.939	

City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

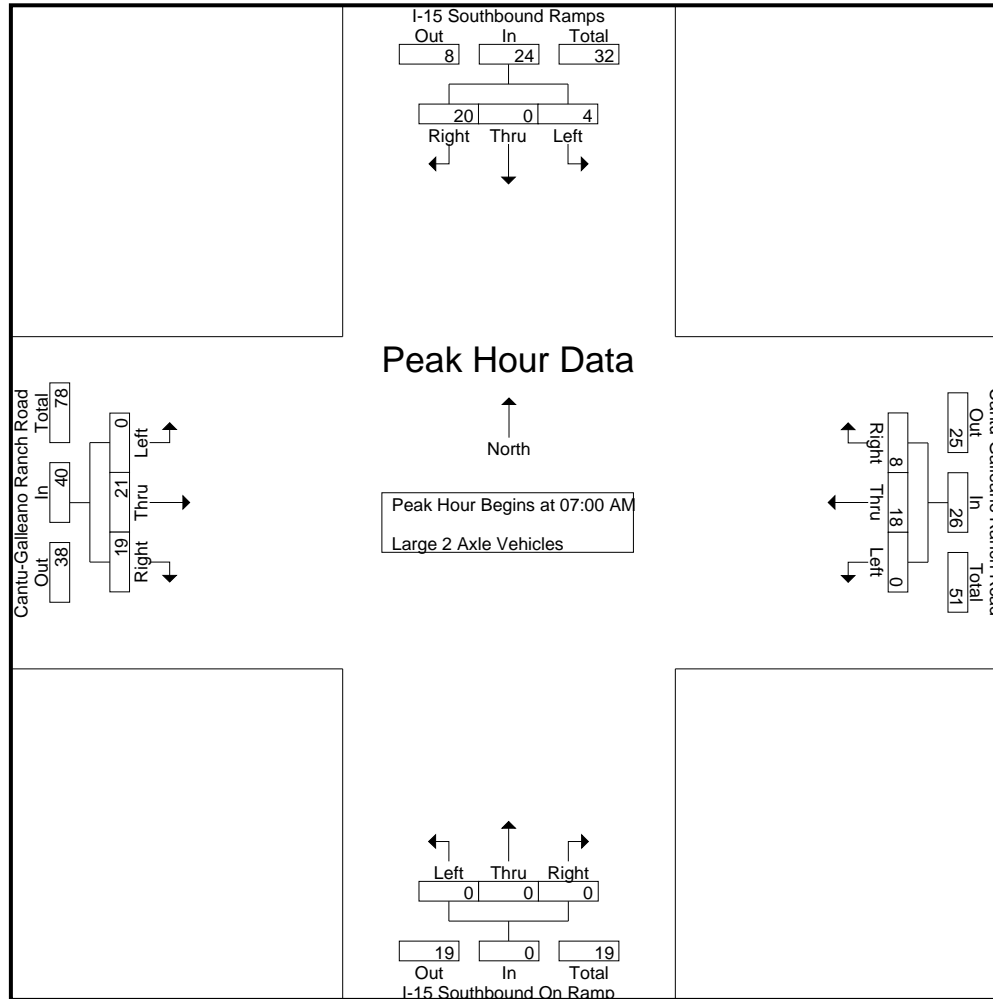
Groups Printed- Large 2 Axle Vehicles

Start Time	I-15 Southbound Ramps Southbound					Cantu-Galleano Ranch Road Westbound					I-15 Southbound On Ramp Northbound					Cantu-Galleano Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	0	7	3	8	0	5	3	0	8	0	0	0	0	0	0	6	5	0	11	3	27	30
07:15 AM	1	0	5	2	6	0	4	1	0	5	0	0	0	0	0	0	7	6	0	13	2	24	26
07:30 AM	1	0	4	1	5	0	5	2	0	7	0	0	0	0	0	0	5	4	0	9	1	21	22
07:45 AM	1	0	4	1	5	0	4	2	0	6	0	0	0	0	0	0	3	4	0	7	1	18	19
Total	4	0	20	7	24	0	18	8	0	26	0	0	0	0	0	0	21	19	0	40	7	90	97
08:00 AM	2	0	7	2	9	0	2	1	0	3	0	0	0	0	0	0	2	1	0	3	2	15	17
08:15 AM	3	0	6	2	9	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	11	13
08:30 AM	7	0	6	4	13	0	2	1	0	3	0	0	0	0	0	0	3	2	0	5	4	21	25
08:45 AM	1	0	5	0	6	0	1	1	0	2	0	0	0	0	0	0	2	3	0	5	0	13	13
Total	13	0	24	8	37	0	6	3	0	9	0	0	0	0	0	0	8	6	0	14	8	60	68
Grand Total	17	0	44	15	61	0	24	11	0	35	0	0	0	0	0	0	29	25	0	54	15	150	165
Apprch %	27.9	0	72.1			0	68.6	31.4			0	0	0			0	53.7	46.3					
Total %	11.3	0	29.3		40.7	0	16	7.3		23.3	0	0	0		0	0	19.3	16.7		36	9.1	90.9	

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	0	7	8	0	5	3	8	0	0	0	0	0	6	5	11	27
07:15 AM	1	0	5	6	0	4	1	5	0	0	0	0	0	7	6	13	24
07:30 AM	1	0	4	5	0	5	2	7	0	0	0	0	0	5	4	9	21
07:45 AM	1	0	4	5	0	4	2	6	0	0	0	0	0	3	4	7	18
Total Volume	4	0	20	24	0	18	8	26	0	0	0	0	0	21	19	40	90
% App. Total	16.7	0	83.3		0	69.2	30.8		0	0	0		0	52.5	47.5		
PHF	1.00	.000	.714	.750	.000	.900	.667	.813	.000	.000	.000	.000	.000	.750	.792	.769	.833

City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 2



City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	1	0	7	8	0	5	3	8	0	0	0	0	0	6	5	11	
+15 mins.	1	0	5	6	0	4	1	5	0	0	0	0	0	7	6	13	
+30 mins.	1	0	4	5	0	5	2	7	0	0	0	0	0	5	4	9	
+45 mins.	1	0	4	5	0	4	2	6	0	0	0	0	0	3	4	7	
Total Volume	4	0	20	24	0	18	8	26	0	0	0	0	0	21	19	40	
% App. Total	16.7	0	83.3		0	69.2	30.8		0	0	0		0	52.5	47.5		
PHF	1.000	.000	.714	.750	.000	.900	.667	.813	.000	.000	.000	.000	.000	.750	.792	.769	

City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

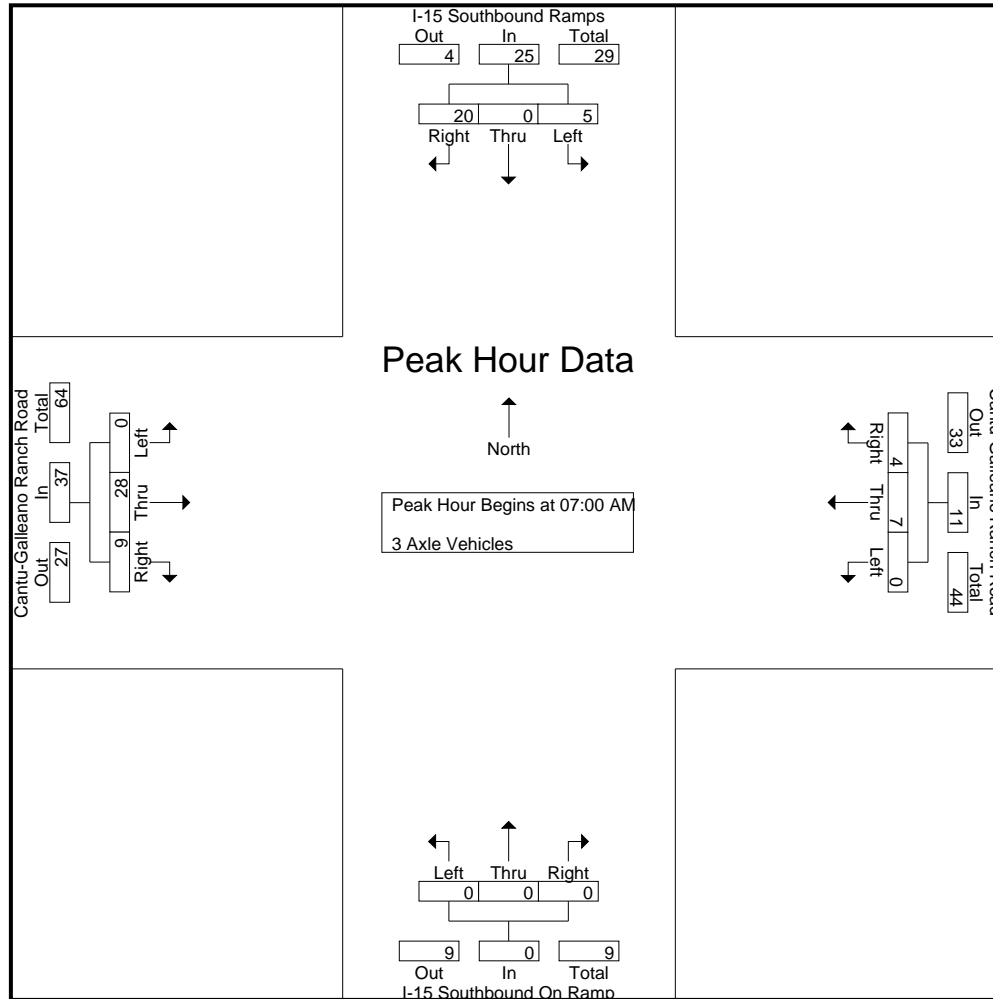
Groups Printed- 3 Axle Vehicles

Start Time	I-15 Southbound Ramps Southbound					Cantu-Galleano Ranch Road Westbound					I-15 Southbound On Ramp Northbound					Cantu-Galleano Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	0	7	1	8	0	0	1	0	1	0	0	0	0	0	0	7	5	0	12	1	21	22
07:15 AM	2	0	6	1	8	0	0	0	0	0	0	0	0	0	0	0	9	3	0	12	1	20	21
07:30 AM	1	0	4	1	5	0	1	1	0	2	0	0	0	0	0	0	6	1	0	7	1	14	15
07:45 AM	1	0	3	3	4	0	6	2	0	8	0	0	0	0	0	0	6	0	0	6	3	18	21
Total	5	0	20	6	25	0	7	4	0	11	0	0	0	0	0	0	28	9	0	37	6	73	79
08:00 AM	0	0	7	5	7	0	4	0	0	4	0	0	0	0	0	0	2	2	0	4	5	15	20
08:15 AM	1	0	8	1	9	0	1	3	0	4	0	0	0	0	0	0	4	2	0	6	1	19	20
08:30 AM	0	0	11	2	11	0	3	3	0	6	0	0	0	0	0	0	7	3	0	10	2	27	29
08:45 AM	1	0	4	0	5	0	1	0	0	1	0	0	0	0	0	0	1	4	0	5	0	11	11
Total	2	0	30	8	32	0	9	6	0	15	0	0	0	0	0	0	14	11	0	25	8	72	80
Grand Total	7	0	50	14	57	0	16	10	0	26	0	0	0	0	0	0	42	20	0	62	14	145	159
Apprch %	12.3	0	87.7			0	61.5	38.5			0	0	0			0	67.7	32.3					
Total %	4.8	0	34.5		39.3	0	11	6.9		17.9	0	0	0		0	0	29	13.8		42.8	8.8	91.2	

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	0	7	8	0	0	1	1	0	0	0	0	0	7	5	12	21
07:15 AM	2	0	6	8	0	0	0	0	0	0	0	0	0	9	3	12	20
07:30 AM	1	0	4	5	0	1	1	2	0	0	0	0	0	6	1	7	14
07:45 AM	1	0	3	4	0	6	2	8	0	0	0	0	0	6	0	6	18
Total Volume	5	0	20	25	0	7	4	11	0	0	0	0	0	28	9	37	73
% App. Total	20	0	80		0	63.6	36.4		0	0	0		0	75.7	24.3		
PHF	.625	.000	.714	.781	.000	.292	.500	.344	.000	.000	.000	.000	.000	.778	.450	.771	.869

City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 2



City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	1	0	7	8	0	0	1	1	0	0	0	0	0	7	5	12	
+15 mins.	2	0	6	8	0	0	0	0	0	0	0	0	0	9	3	12	
+30 mins.	1	0	4	5	0	1	1	2	0	0	0	0	0	6	1	7	
+45 mins.	1	0	3	4	0	6	2	8	0	0	0	0	0	6	0	6	
Total Volume	5	0	20	25	0	7	4	11	0	0	0	0	0	28	9	37	
% App. Total	20	0	80		0	63.6	36.4		0	0	0		0	75.7	24.3		
PHF	.625	.000	.714	.781	.000	.292	.500	.344	.000	.000	.000	.000	.000	.778	.450	.771	

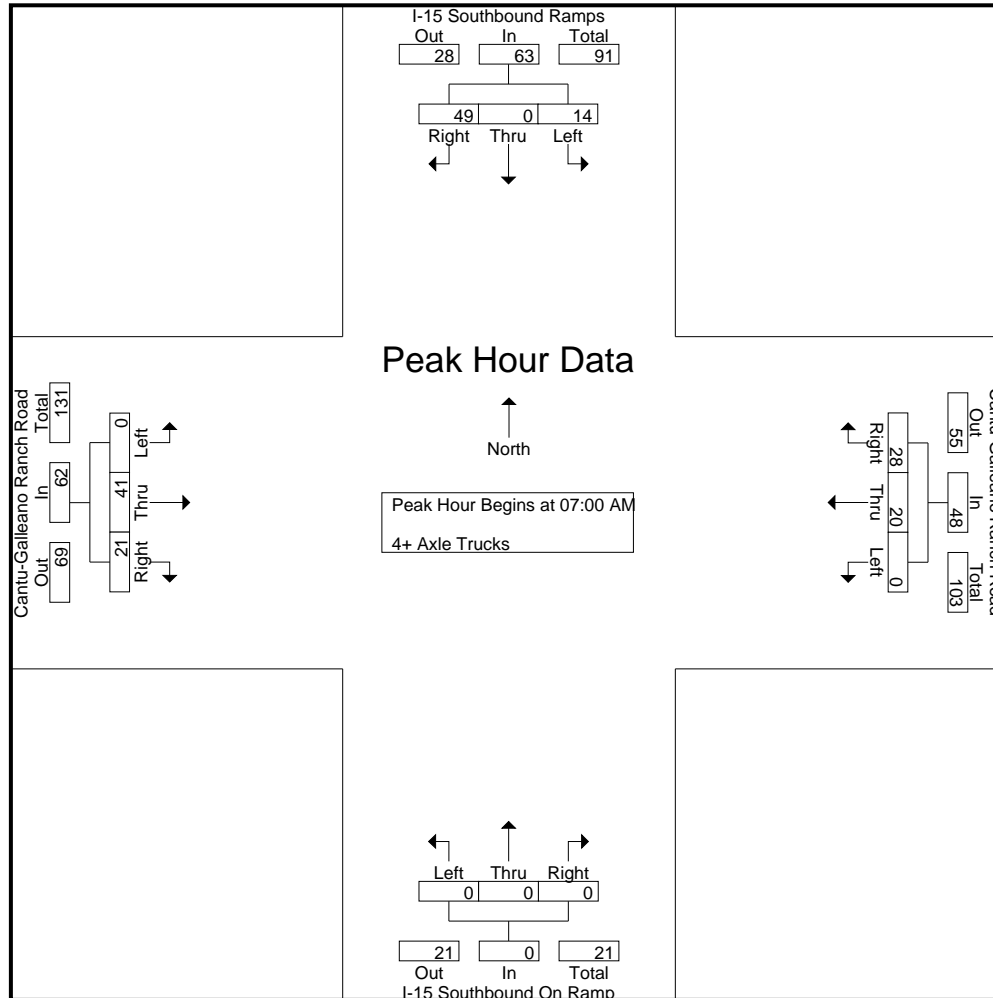
City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	I-15 Southbound Ramps Southbound					Cantu-Galleano Ranch Road Westbound					I-15 Southbound On Ramp Northbound					Cantu-Galleano Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	3	0	8	1	11	0	6	6	0	12	0	0	0	0	0	0	9	3	0	12	1	35	36
07:15 AM	5	0	16	4	21	0	4	9	0	13	0	0	0	0	0	0	12	7	0	19	4	53	57
07:30 AM	4	0	15	5	19	0	5	8	0	13	0	0	0	0	0	0	11	4	0	15	5	47	52
07:45 AM	2	0	10	0	12	0	5	5	0	10	0	0	0	0	0	0	9	7	0	16	0	38	38
Total	14	0	49	10	63	0	20	28	0	48	0	0	0	0	0	0	41	21	0	62	10	173	183
08:00 AM	1	0	14	2	15	0	9	9	0	18	0	0	0	0	0	0	11	6	0	17	2	50	52
08:15 AM	7	0	9	4	16	0	7	5	0	12	0	0	0	0	0	0	15	14	0	29	4	57	61
08:30 AM	2	0	13	2	15	0	14	4	0	18	0	0	0	0	0	0	11	5	0	16	2	49	51
08:45 AM	5	0	18	4	23	0	7	7	0	14	0	0	0	0	0	0	5	2	0	7	4	44	48
Total	15	0	54	12	69	0	37	25	0	62	0	0	0	0	0	0	42	27	0	69	12	200	212
Grand Total	29	0	103	22	132	0	57	53	0	110	0	0	0	0	0	0	83	48	0	131	22	373	395
Apprch %	22	0	78			0	51.8	48.2			0	0	0			0	63.4	36.6					
Total %	7.8	0	27.6		35.4	0	15.3	14.2		29.5	0	0	0		0	0	22.3	12.9		35.1	5.6	94.4	

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	0	8	11	0	6	6	12	0	0	0	0	0	9	3	12	35
07:15 AM	5	0	16	21	0	4	9	13	0	0	0	0	0	12	7	19	53
07:30 AM	4	0	15	19	0	5	8	13	0	0	0	0	0	11	4	15	47
07:45 AM	2	0	10	12	0	5	5	10	0	0	0	0	0	9	7	16	38
Total Volume	14	0	49	63	0	20	28	48	0	0	0	0	0	41	21	62	173
% App. Total	22.2	0	77.8		0	41.7	58.3		0	0	0		0	66.1	33.9		
PHF	.700	.000	.766	.750	.000	.833	.778	.923	.000	.000	.000	.000	.000	.854	.750	.816	.816



City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	3	0	8	11	0	6	6	12	0	0	0	0	0	9	3	12	
+15 mins.	5	0	16	21	0	4	9	13	0	0	0	0	0	12	7	19	
+30 mins.	4	0	15	19	0	5	8	13	0	0	0	0	0	11	4	15	
+45 mins.	2	0	10	12	0	5	5	10	0	0	0	0	0	9	7	16	
Total Volume	14	0	49	63	0	20	28	48	0	0	0	0	0	41	21	62	
% App. Total	22.2	0	77.8		0	41.7	58.3		0	0	0		0	66.1	33.9		
PHF	.700	.000	.766	.750	.000	.833	.778	.923	.000	.000	.000	.000	.000	.854	.750	.816	

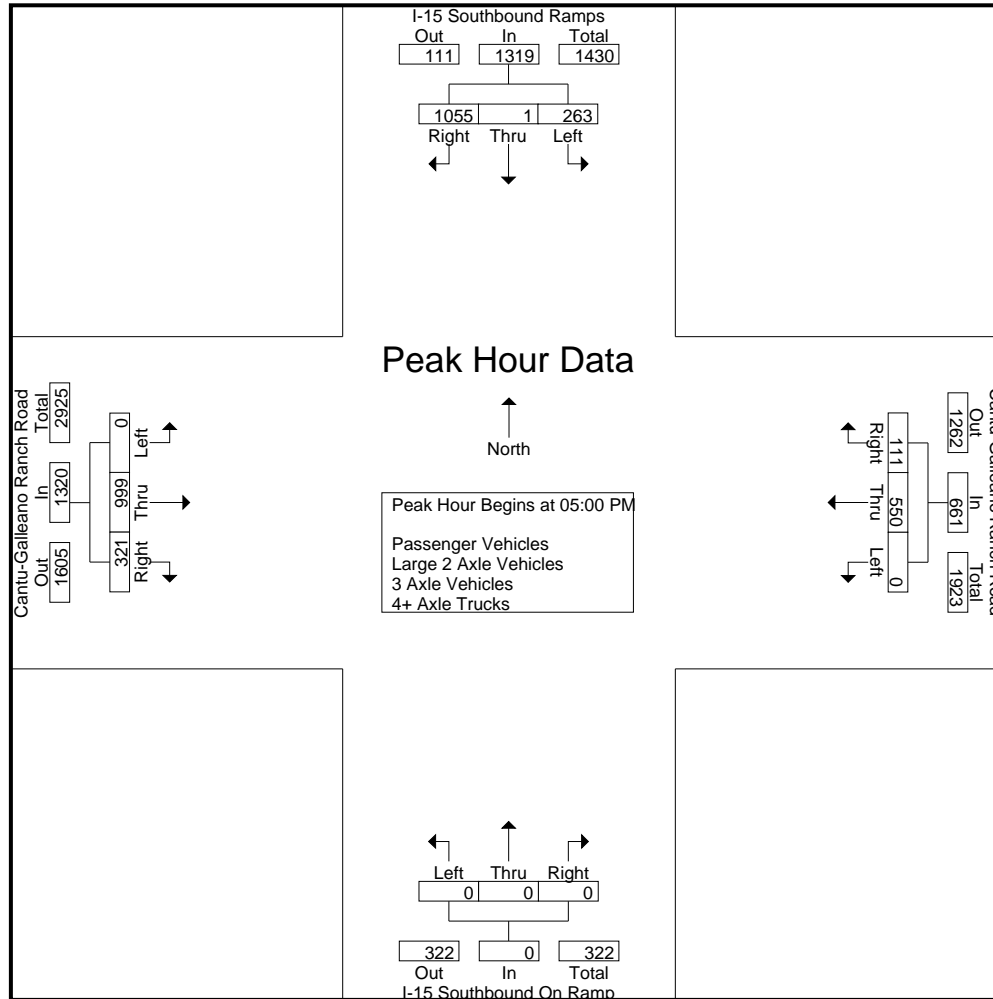
City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

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

Start Time	I-15 Southbound Ramps Southbound					Cantu-Galleano Ranch Road Westbound					I-15 Southbound On Ramp Northbound					Cantu-Galleano Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	62	0	159	46	221	0	113	26	0	139	0	0	0	0	0	0	238	83	0	321	46	681	727
04:15 PM	80	0	212	64	292	0	83	23	0	106	0	0	0	0	0	0	202	54	0	256	64	654	718
04:30 PM	84	0	191	64	275	0	125	32	0	157	0	0	0	0	0	0	227	88	0	315	64	747	811
04:45 PM	77	0	257	75	334	0	118	19	0	137	0	0	0	0	0	0	249	43	0	292	75	763	838
Total	303	0	819	249	1122	0	439	100	0	539	0	0	0	0	0	0	916	268	0	1184	249	2845	3094
05:00 PM	58	0	231	49	289	0	126	45	0	171	0	0	0	0	0	0	243	72	0	315	49	775	824
05:15 PM	80	1	242	86	323	0	148	34	0	182	0	0	0	0	0	0	257	57	0	314	86	819	905
05:30 PM	55	0	286	72	341	0	143	22	0	165	0	0	0	0	0	0	253	119	0	372	72	878	950
05:45 PM	70	0	296	86	366	0	133	10	0	143	0	0	0	0	0	0	246	73	0	319	86	828	914
Total	263	1	1055	293	1319	0	550	111	0	661	0	0	0	0	0	0	999	321	0	1320	293	3300	3593
Grand Total	566	1	1874	542	2441	0	989	211	0	1200	0	0	0	0	0	0	1915	589	0	2504	542	6145	6687
Apprch %	23.2	0	76.8			0	82.4	17.6			0	0	0			0	76.5	23.5					
Total %	9.2	0	30.5		39.7	0	16.1	3.4		19.5	0	0	0			0	31.2	9.6		40.7	8.1	91.9	
Passenger Vehicles	518	1	1716		2749	0	924	176		1100	0	0	0		0	0	1785	576		2361	0	0	6210
% Passenger Vehicles	91.5	100	91.6	94.8	92.2	0	93.4	83.4	0	91.7	0	0	0	0	0	0	93.2	97.8	0	94.3	0	0	92.9
Large 2 Axle Vehicles	13	0	28		50	0	18	6		24	0	0	0		0	0	24	8		32	0	0	106
% Large 2 Axle Vehicles	2.3	0	1.5	1.7	1.7	0	1.8	2.8	0	2	0	0	0	0	0	0	1.3	1.4	0	1.3	0	0	1.6
3 Axle Vehicles	5	0	30		39	0	12	1		13	0	0	0		0	0	45	0		45	0	0	97
% 3 Axle Vehicles	0.9	0	1.6	0.7	1.3	0	1.2	0.5	0	1.1	0	0	0	0	0	0	2.3	0	0	1.8	0	0	1.5
4+ Axle Trucks	30	0	100		145	0	35	28		63	0	0	0		0	0	61	5		66	0	0	274
% 4+ Axle Trucks	5.3	0	5.3	2.8	4.9	0	3.5	13.3	0	5.2	0	0	0	0	0	0	3.2	0.8	0	2.6	0	0	4.1

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	58	0	231	289	0	126	45	171	0	0	0	0	0	243	72	315	775
05:15 PM	80	1	242	323	0	148	34	182	0	0	0	0	0	257	57	314	819
05:30 PM	55	0	286	341	0	143	22	165	0	0	0	0	0	253	119	372	878
05:45 PM	70	0	296	366	0	133	10	143	0	0	0	0	0	246	73	319	828
Total Volume	263	1	1055	1319	0	550	111	661	0	0	0	0	0	999	321	1320	3300
% App. Total	19.9	0.1	80		0	83.2	16.8		0	0	0		0	75.7	24.3		
PHF	.822	.250	.891	.901	.000	.929	.617	.908	.000	.000	.000	.000	.000	.972	.674	.887	.940



City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				04:00 PM				05:00 PM				
+0 mins.	58	0	231	289	0	126	45	171	0	0	0	0	0	243	72	315	
+15 mins.	80	1	242	323	0	148	34	182	0	0	0	0	0	257	57	314	
+30 mins.	55	0	286	341	0	143	22	165	0	0	0	0	0	253	119	372	
+45 mins.	70	0	296	366	0	133	10	143	0	0	0	0	0	246	73	319	
Total Volume	263	1	1055	1319	0	550	111	661	0	0	0	0	0	999	321	1320	
% App. Total	19.9	0.1	80		0	83.2	16.8		0	0	0		0	75.7	24.3		
PHF	.822	.250	.891	.901	.000	.929	.617	.908	.000	.000	.000	.000	.000	.972	.674	.887	

City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
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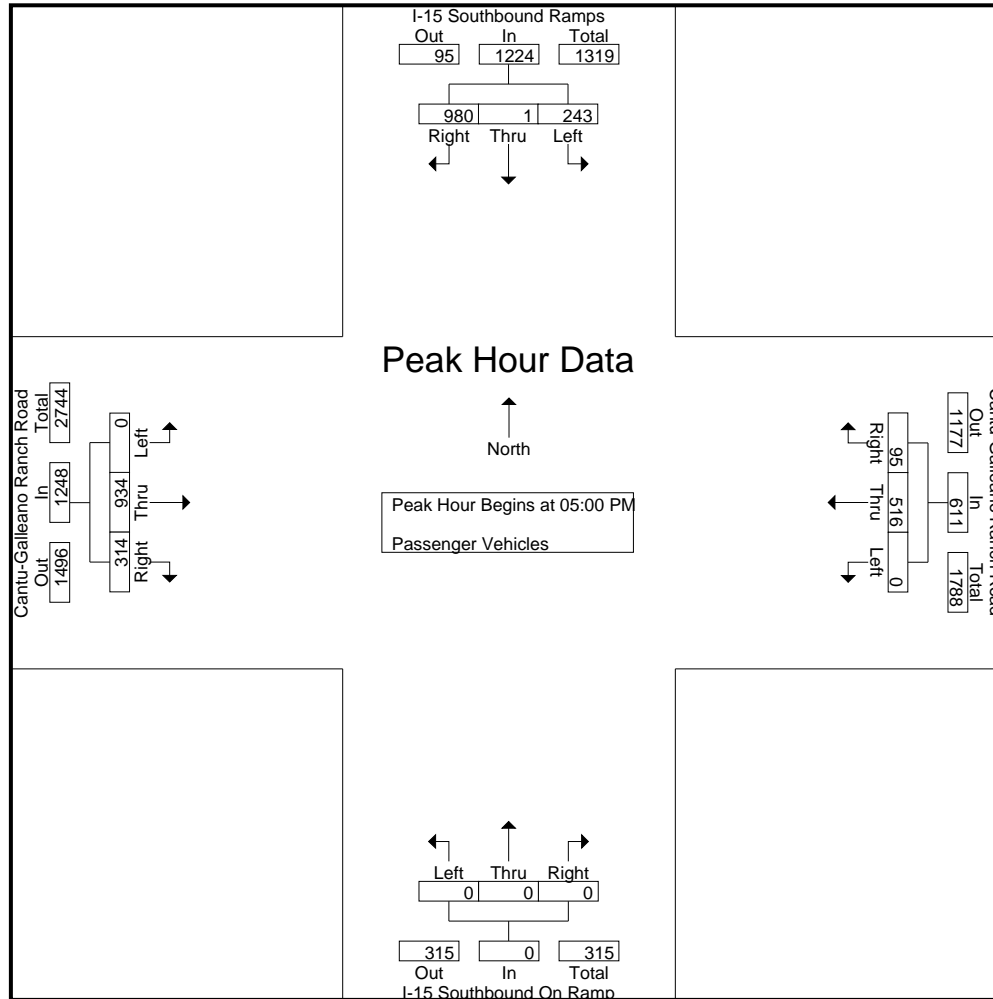
Groups Printed- Passenger Vehicles

Start Time	I-15 Southbound Ramps Southbound					Cantu-Galleano Ranch Road Westbound					I-15 Southbound On Ramp Northbound					Cantu-Galleano Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	56	0	135	44	191	0	106	20	0	126	0	0	0	0	0	0	221	82	0	303	44	620	664
04:15 PM	73	0	199	62	272	0	74	15	0	89	0	0	0	0	0	0	185	53	0	238	62	599	661
04:30 PM	76	0	172	61	248	0	116	28	0	144	0	0	0	0	0	0	208	86	0	294	61	686	747
04:45 PM	70	0	230	70	300	0	112	18	0	130	0	0	0	0	0	0	237	41	0	278	70	708	778
Total	275	0	736	237	1011	0	408	81	0	489	0	0	0	0	0	0	851	262	0	1113	237	2613	2850
05:00 PM	55	0	213	42	268	0	113	41	0	154	0	0	0	0	0	0	230	71	0	301	42	723	765
05:15 PM	72	1	228	84	301	0	140	30	0	170	0	0	0	0	0	0	238	55	0	293	84	764	848
05:30 PM	52	0	258	68	310	0	139	17	0	156	0	0	0	0	0	0	237	115	0	352	68	818	886
05:45 PM	64	0	281	83	345	0	124	7	0	131	0	0	0	0	0	0	229	73	0	302	83	778	861
Total	243	1	980	277	1224	0	516	95	0	611	0	0	0	0	0	0	934	314	0	1248	277	3083	3360
Grand Total	518	1	1716	514	2235	0	924	176	0	1100	0	0	0	0	0	0	1785	576	0	2361	514	5696	6210
Apprch %	23.2	0	76.8			0	84	16			0	0	0			0	75.6	24.4			8.3	91.7	
Total %	9.1	0	30.1		39.2	0	16.2	3.1		19.3	0	0	0		0	0	31.3	10.1		41.5	8.3	91.7	

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	55	0	213	268	0	113	41	154	0	0	0	0	0	230	71	301	723
05:15 PM	72	1	228	301	0	140	30	170	0	0	0	0	0	238	55	293	764
05:30 PM	52	0	258	310	0	139	17	156	0	0	0	0	0	237	115	352	818
05:45 PM	64	0	281	345	0	124	7	131	0	0	0	0	0	229	73	302	778
Total Volume	243	1	980	1224	0	516	95	611	0	0	0	0	0	934	314	1248	3083
% App. Total	19.9	0.1	80.1		0	84.5	15.5		0	0	0		0	74.8	25.2		
PHF	.844	.250	.872	.887	.000	.921	.579	.899	.000	.000	.000	.000	.000	.981	.683	.886	.942

City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
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City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	55	0	213	268	0	113	41	154	0	0	0	0	0	230	71	301	
+15 mins.	72	1	228	301	0	140	30	170	0	0	0	0	0	238	55	293	
+30 mins.	52	0	258	310	0	139	17	156	0	0	0	0	0	237	115	352	
+45 mins.	64	0	281	345	0	124	7	131	0	0	0	0	0	229	73	302	
Total Volume	243	1	980	1224	0	516	95	611	0	0	0	0	0	934	314	1248	
% App. Total	19.9	0.1	80.1		0	84.5	15.5		0	0	0		0	74.8	25.2		
PHF	.844	.250	.872	.887	.000	.921	.579	.899	.000	.000	.000	.000	.000	.981	.683	.886	

City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

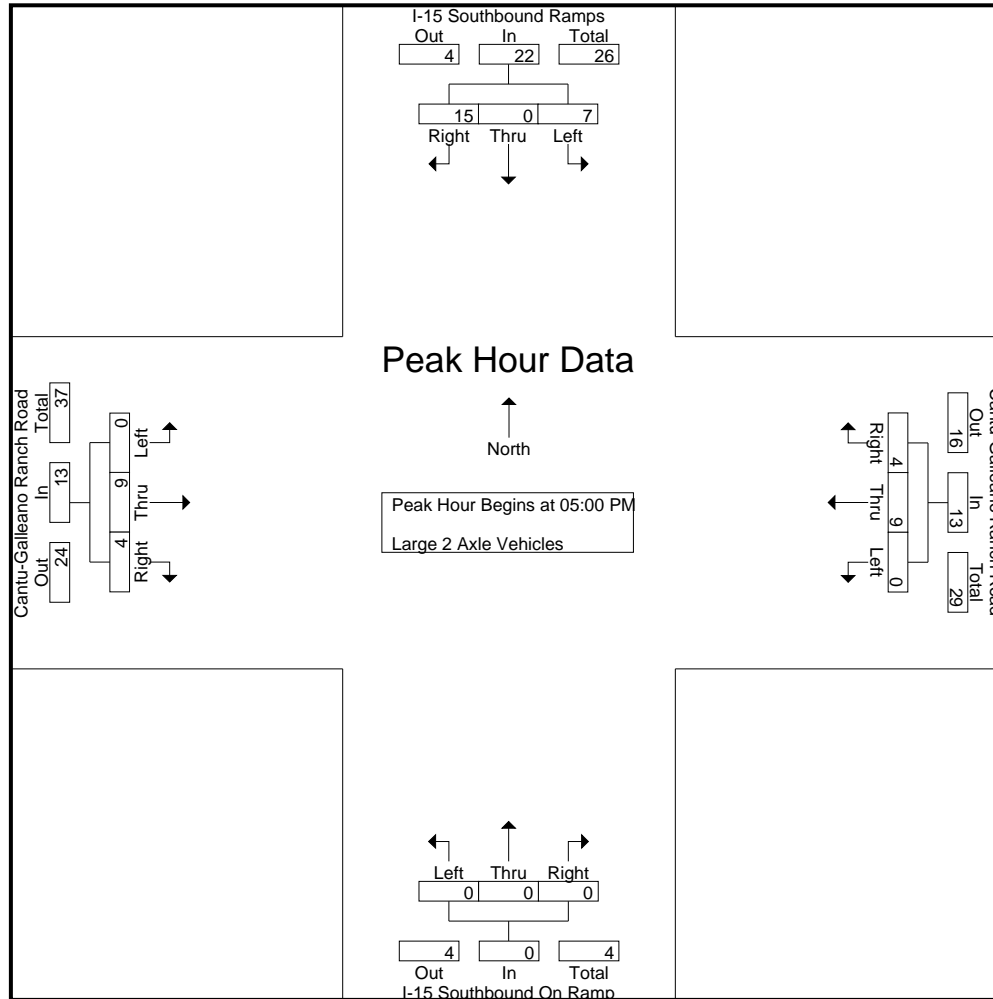
Groups Printed- Large 2 Axle Vehicles

Start Time	I-15 Southbound Ramps Southbound					Cantu-Galleano Ranch Road Westbound					I-15 Southbound On Ramp Northbound					Cantu-Galleano Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	4	0	4	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	0	10	10
04:15 PM	2	0	4	1	6	0	4	1	0	5	0	0	0	0	0	0	2	1	0	3	1	14	15
04:30 PM	2	0	4	2	6	0	3	0	0	3	0	0	0	0	0	0	6	2	0	8	2	17	19
04:45 PM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	8	8
Total	6	0	13	3	19	0	9	2	0	11	0	0	0	0	0	0	15	4	0	19	3	49	52
05:00 PM	1	0	2	2	3	0	3	3	0	6	0	0	0	0	0	0	1	0	0	1	2	10	12
05:15 PM	2	0	4	1	6	0	3	1	0	4	0	0	0	0	0	0	1	1	0	2	1	12	13
05:30 PM	3	0	5	1	8	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	1	13	14
05:45 PM	1	0	4	2	5	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	2	13	15
Total	7	0	15	6	22	0	9	4	0	13	0	0	0	0	0	0	9	4	0	13	6	48	54
Grand Total	13	0	28	9	41	0	18	6	0	24	0	0	0	0	0	0	24	8	0	32	9	97	106
Apprch %	31.7	0	68.3			0	75	25			0	0	0			0	75	25					
Total %	13.4	0	28.9		42.3	0	18.6	6.2		24.7	0	0	0		0	0	24.7	8.2		33	8.5	91.5	

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	2	3	0	3	3	6	0	0	0	0	0	1	0	1	10
05:15 PM	2	0	4	6	0	3	1	4	0	0	0	0	0	1	1	2	12
05:30 PM	3	0	5	8	0	0	0	0	0	0	0	0	0	2	3	5	13
05:45 PM	1	0	4	5	0	3	0	3	0	0	0	0	0	5	0	5	13
Total Volume	7	0	15	22	0	9	4	13	0	0	0	0	0	9	4	13	48
% App. Total	31.8	0	68.2		0	69.2	30.8		0	0	0		0	69.2	30.8		
PHF	.583	.000	.750	.688	.000	.750	.333	.542	.000	.000	.000	.000	.000	.450	.333	.650	.923

City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR PM
 Site Code : 05122421
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City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	1	0	2	3	0	3	3	6	0	0	0	0	0	1	0	1	
+15 mins.	2	0	4	6	0	3	1	4	0	0	0	0	0	1	1	2	
+30 mins.	3	0	5	8	0	0	0	0	0	0	0	0	0	2	3	5	
+45 mins.	1	0	4	5	0	3	0	3	0	0	0	0	0	5	0	5	
Total Volume	7	0	15	22	0	9	4	13	0	0	0	0	0	9	4	13	
% App. Total	31.8	0	68.2		0	69.2	30.8		0	0	0		0	69.2	30.8		
PHF	.583	.000	.750	.688	.000	.750	.333	.542	.000	.000	.000	.000	.000	.450	.333	.650	

City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

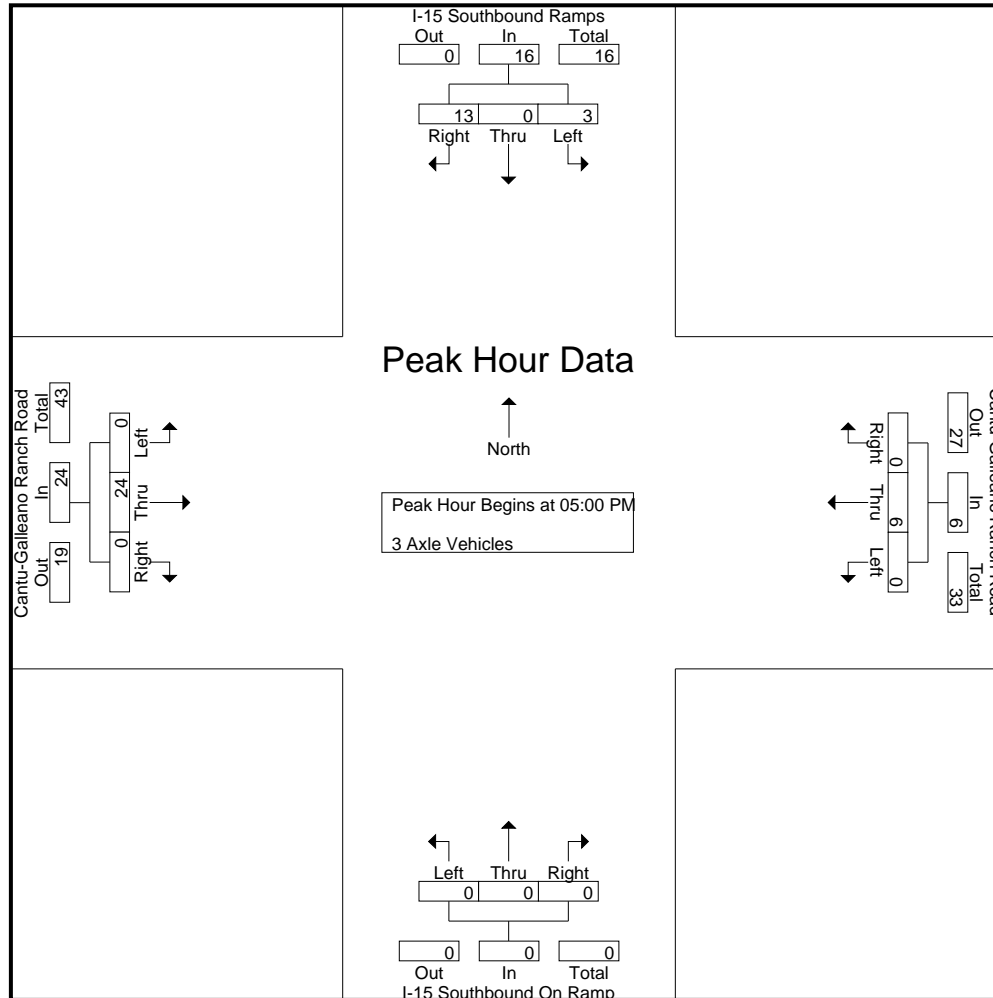
Groups Printed- 3 Axle Vehicles

Start Time	I-15 Southbound Ramps Southbound					Cantu-Galleano Ranch Road Westbound					I-15 Southbound On Ramp Northbound					Cantu-Galleano Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	1	0	4	0	5	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	13	13
04:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	5	0	0	5	0	7	7
04:30 PM	1	0	5	1	6	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	1	14	15
04:45 PM	0	0	8	1	8	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	1	13	14
Total	2	0	17	2	19	0	6	1	0	7	0	0	0	0	0	0	21	0	0	21	2	47	49
05:00 PM	0	0	4	2	4	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	2	9	11
05:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	10	10
05:30 PM	0	0	6	0	6	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	15	15
05:45 PM	1	0	3	0	4	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	12	12
Total	3	0	13	2	16	0	6	0	0	6	0	0	0	0	0	0	24	0	0	24	2	46	48
Grand Total	5	0	30	4	35	0	12	1	0	13	0	0	0	0	0	0	45	0	0	45	4	93	97
Apprch %	14.3	0	85.7			0	92.3	7.7			0	0	0			0	100	0					
Total %	5.4	0	32.3		37.6	0	12.9	1.1		14	0	0	0		0	0	48.4	0		48.4	4.1	95.9	

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	4	4	0	2	0	2	0	0	0	0	0	3	0	3	9
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	8	0	8	10
05:30 PM	0	0	6	6	0	3	0	3	0	0	0	0	0	6	0	6	15
05:45 PM	1	0	3	4	0	1	0	1	0	0	0	0	0	7	0	7	12
Total Volume	3	0	13	16	0	6	0	6	0	0	0	0	0	24	0	24	46
% App. Total	18.8	0	81.2		0	100	0		0	0	0		0	100	0		
PHF	.375	.000	.542	.667	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.767

City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 2



City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	0	4	4	0	2	0	2	0	0	0	0	0	3	0	3	
+15 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	8	0	8	
+30 mins.	0	0	6	6	0	3	0	3	0	0	0	0	0	6	0	6	
+45 mins.	1	0	3	4	0	1	0	1	0	0	0	0	0	7	0	7	
Total Volume	3	0	13	16	0	6	0	6	0	0	0	0	0	24	0	24	
% App. Total	18.8	0	81.2		0	100	0		0	0	0		0	100	0		
PHF	.375	.000	.542	.667	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	

City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

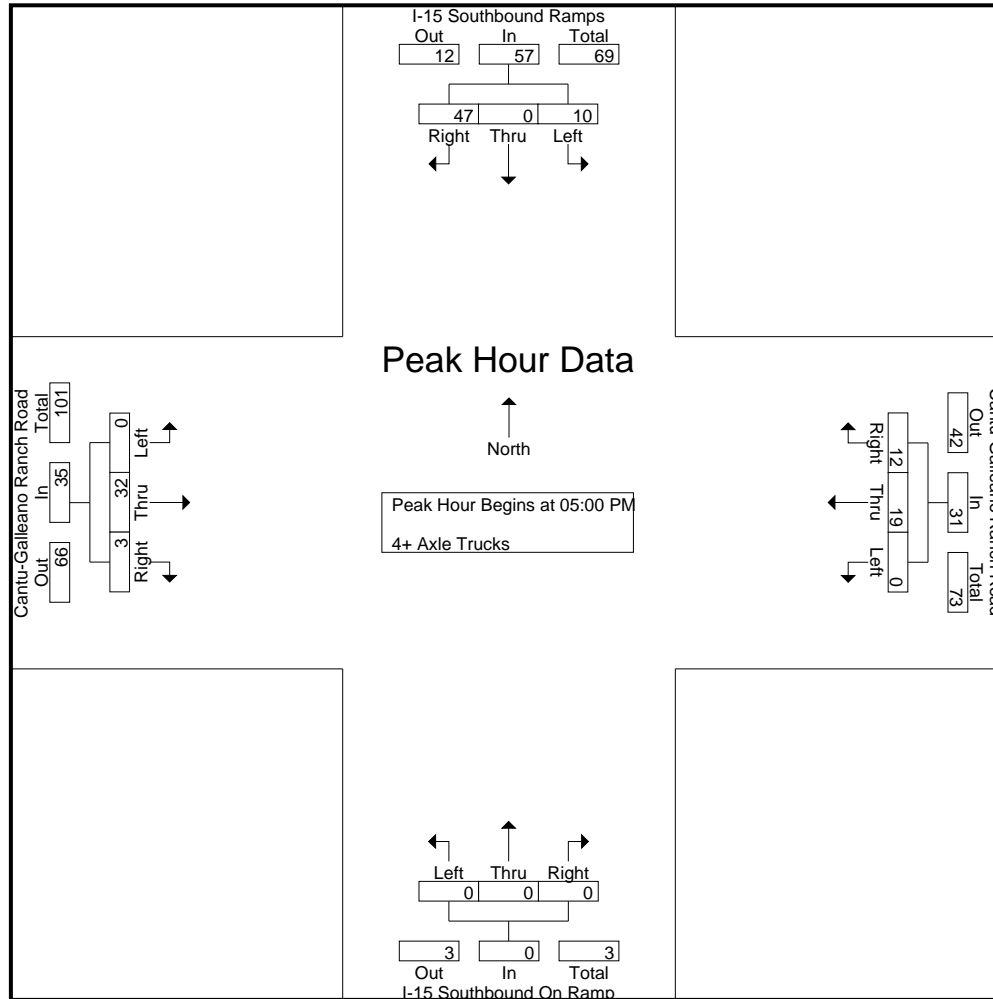
Groups Printed- 4+ Axle Trucks

Start Time	I-15 Southbound Ramps Southbound					Cantu-Galleano Ranch Road Westbound					I-15 Southbound On Ramp Northbound					Cantu-Galleano Ranch Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	5	0	16	2	21	0	3	5	0	8	0	0	0	0	0	0	8	1	0	9	2	38	40
04:15 PM	5	0	9	1	14	0	4	6	0	10	0	0	0	0	0	0	10	0	0	10	1	34	35
04:30 PM	5	0	10	0	15	0	3	4	0	7	0	0	0	0	0	0	8	0	0	8	0	30	30
04:45 PM	5	0	18	4	23	0	6	1	0	7	0	0	0	0	0	0	3	1	0	4	4	34	38
Total	20	0	53	7	73	0	16	16	0	32	0	0	0	0	0	0	29	2	0	31	7	136	143
05:00 PM	2	0	12	3	14	0	8	1	0	9	0	0	0	0	0	0	9	1	0	10	3	33	36
05:15 PM	4	0	10	1	14	0	5	3	0	8	0	0	0	0	0	0	10	1	0	11	1	33	34
05:30 PM	0	0	17	3	17	0	1	5	0	6	0	0	0	0	0	0	8	1	0	9	3	32	35
05:45 PM	4	0	8	1	12	0	5	3	0	8	0	0	0	0	0	0	5	0	0	5	1	25	26
Total	10	0	47	8	57	0	19	12	0	31	0	0	0	0	0	0	32	3	0	35	8	123	131
Grand Total	30	0	100	15	130	0	35	28	0	63	0	0	0	0	0	0	61	5	0	66	15	259	274
Apprch %	23.1	0	76.9			0	55.6	44.4			0	0	0			0	92.4	7.6					
Total %	11.6	0	38.6		50.2	0	13.5	10.8		24.3	0	0	0		0	0	23.6	1.9		25.5	5.5	94.5	

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	2	0	12	14	0	8	1	9	0	0	0	0	0	9	1	10	33
05:15 PM	4	0	10	14	0	5	3	8	0	0	0	0	0	10	1	11	33
05:30 PM	0	0	17	17	0	1	5	6	0	0	0	0	0	8	1	9	32
05:45 PM	4	0	8	12	0	5	3	8	0	0	0	0	0	5	0	5	25
Total Volume	10	0	47	57	0	19	12	31	0	0	0	0	0	32	3	35	123
% App. Total	17.5	0	82.5		0	61.3	38.7		0	0	0		0	91.4	8.6		
PHF	.625	.000	.691	.838	.000	.594	.600	.861	.000	.000	.000	.000	.000	.800	.750	.795	.932

City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
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City of Ontario
 N/S: I-15 Southbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 06_ONT_15S_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Cantu-Galleano Ranch Road Westbound				I-15 Southbound On Ramp Northbound				Cantu-Galleano Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	2	0	12	14	0	8	1	9	0	0	0	0	0	9	1	10	
+15 mins.	4	0	10	14	0	5	3	8	0	0	0	0	0	10	1	11	
+30 mins.	0	0	17	17	0	1	5	6	0	0	0	0	0	8	1	9	
+45 mins.	4	0	8	12	0	5	3	8	0	0	0	0	0	5	0	5	
Total Volume	10	0	47	57	0	19	12	31	0	0	0	0	0	32	3	35	
% App. Total	17.5	0	82.5		0	61.3	38.7		0	0	0		0	91.4	8.6		
PHF	.625	.000	.691	.838	.000	.594	.600	.861	.000	.000	.000	.000	.000	.800	.750	.795	

Location: Ontario
 N/S: I-15 SB Ramps
 E/W: Cantu-Galleano Ranch Rd



Date: 5/10/2022
 Day: Tuesday

PEDESTRIANS

	North Leg I-15 SB Ramps	East Leg Cantu-Galleano Ranch Rd	South Leg I-15 SB Ramps	West Leg Cantu-Galleano Ranch Rd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-15 SB Ramps	East Leg Cantu-Galleano Ranch Rd	South Leg I-15 SB Ramps	West Leg Cantu-Galleano Ranch Rd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Ontario
 N/S: I-15 SB Ramps
 E/W: Cantu-Galleano Ranch Rd



Date: 5/10/2022
 Day: Tuesday

BICYCLES

	Southbound I-15 SB Ramps			Westbound Cantu-Galleano Ranch Rd			Northbound I-15 SB Ramps			Eastbound Cantu-Galleano Ranch Rd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	2	0	2

	Southbound I-15 SB Ramps			Westbound Cantu-Galleano Ranch Rd			Northbound I-15 SB Ramps			Eastbound Cantu-Galleano Ranch Rd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
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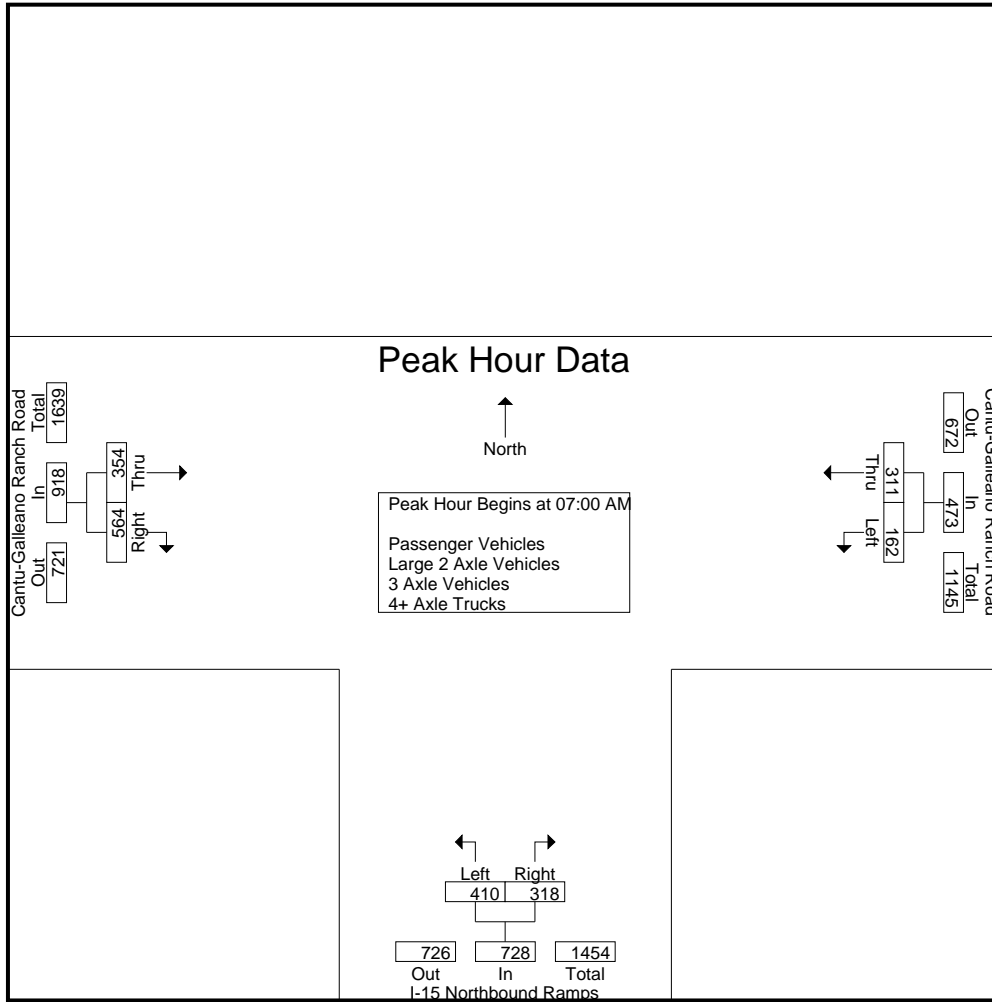
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Cantu-Galleano Ranch Road Westbound				I-15 Northbound Ramps Northbound				Cantu-Galleano Ranch Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
07:00 AM	43	81	0	124	121	54	27	175	69	144	69	213	96	512	608
07:15 AM	42	81	0	123	119	64	31	183	72	156	93	228	124	534	658
07:30 AM	46	63	0	109	88	93	54	181	91	157	70	248	124	538	662
07:45 AM	31	86	0	117	82	107	43	189	122	107	55	229	98	535	633
Total	162	311	0	473	410	318	155	728	354	564	287	918	442	2119	2561
08:00 AM	37	63	0	100	81	100	54	181	112	99	25	211	79	492	571
08:15 AM	32	79	0	111	77	85	44	162	105	101	35	206	79	479	558
08:30 AM	39	62	0	101	65	61	31	126	78	105	32	183	63	410	473
08:45 AM	35	66	0	101	54	30	21	84	80	93	31	173	52	358	410
Total	143	270	0	413	277	276	150	553	375	398	123	773	273	1739	2012
Grand Total	305	581	0	886	687	594	305	1281	729	962	410	1691	715	3858	4573
Apprch %	34.4	65.6			53.6	46.4			43.1	56.9					
Total %	7.9	15.1		23	17.8	15.4		33.2	18.9	24.9		43.8	15.6	84.4	
Passenger Vehicles	262	467		729	619	512		1412	650	822		1836	0	0	3977
% Passenger Vehicles	85.9	80.4	0	82.3	90.1	86.2	92.1	89	89.2	85.4	88.8	87.4	0	0	87
Large 2 Axle Vehicles	12	25		37	22	14		43	23	34		70	0	0	150
% Large 2 Axle Vehicles	3.9	4.3	0	4.2	3.2	2.4	2.3	2.7	3.2	3.5	3.2	3.3	0	0	3.3
3 Axle Vehicles	2	14		16	11	8		19	16	34		57	0	0	92
% 3 Axle Vehicles	0.7	2.4	0	1.8	1.6	1.3	0	1.2	2.2	3.5	1.7	2.7	0	0	2
4+ Axle Trucks	29	75		104	35	60		112	40	72		138	0	0	354
% 4+ Axle Trucks	9.5	12.9	0	11.7	5.1	10.1	5.6	7.1	5.5	7.5	6.3	6.6	0	0	7.7

Start Time	Cantu-Galleano Ranch Road Westbound			I-15 Northbound Ramps Northbound			Cantu-Galleano Ranch Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	43	81	124	121	54	175	69	144	213	512
07:15 AM	42	81	123	119	64	183	72	156	228	534
07:30 AM	46	63	109	88	93	181	91	157	248	538
07:45 AM	31	86	117	82	107	189	122	107	229	535
Total Volume	162	311	473	410	318	728	354	564	918	2119
% App. Total	34.2	65.8		56.3	43.7		38.6	61.4		
PHF	.880	.904	.954	.847	.743	.963	.725	.898	.925	.985

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR AM
 Site Code : 05122421
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:00 AM		
+0 mins.	43	81	124	119	64	183	69	144	213
+15 mins.	42	81	123	88	93	181	72	156	228
+30 mins.	46	63	109	82	107	189	91	157	248
+45 mins.	31	86	117	81	100	181	122	107	229
Total Volume	162	311	473	370	364	734	354	564	918
% App. Total	34.2	65.8		50.4	49.6		38.6	61.4	
PHF	.880	.904	.954	.777	.850	.971	.725	.898	.925

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR AM
 Site Code : 05122421
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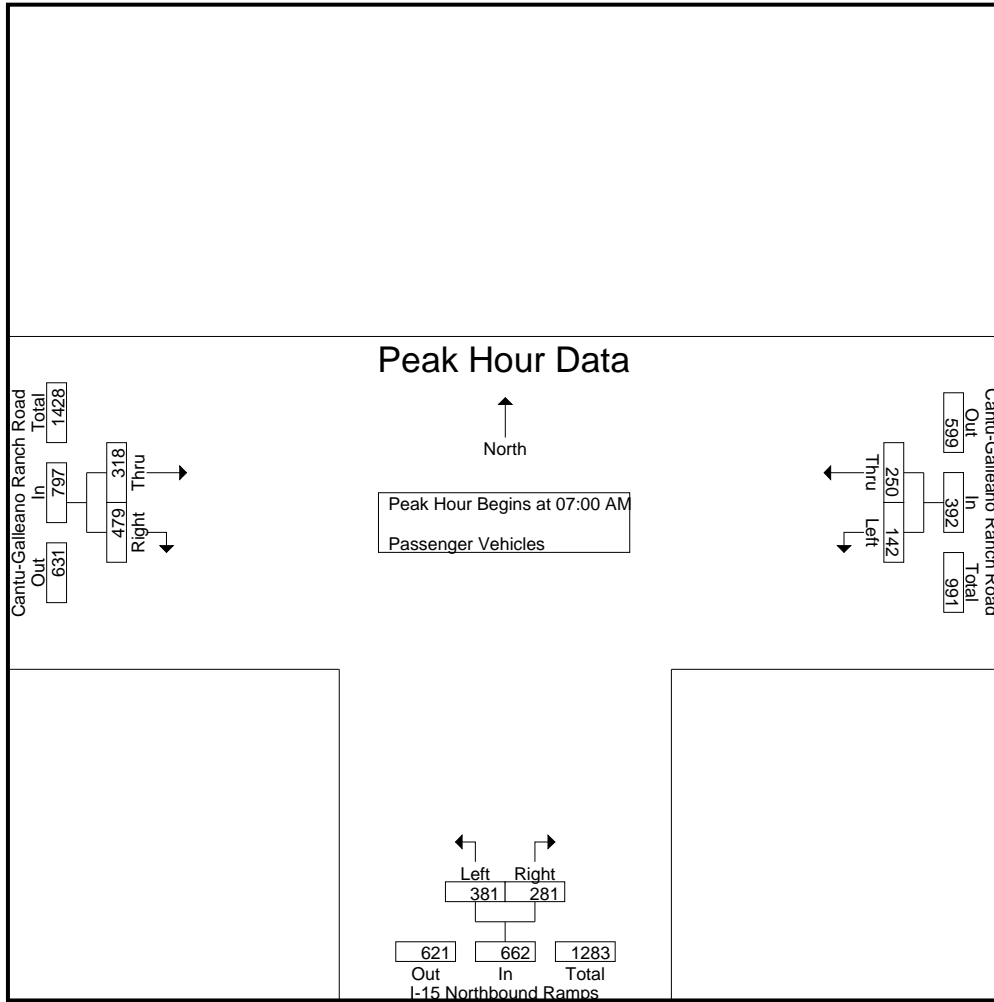
Groups Printed- Passenger Vehicles

Start Time	Cantu-Galleano Ranch Road Westbound				I-15 Northbound Ramps Northbound				Cantu-Galleano Ranch Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
07:00 AM	38	68	0	106	113	45	23	158	62	123	66	185	89	449	538
07:15 AM	38	67	0	105	114	55	29	169	59	134	84	193	113	467	580
07:30 AM	39	45	0	84	80	84	52	164	81	133	62	214	114	462	576
07:45 AM	27	70	0	97	74	97	42	171	116	89	46	205	88	473	561
Total	142	250	0	392	381	281	146	662	318	479	258	797	404	1851	2255
08:00 AM	29	48	0	77	71	96	52	167	107	89	23	196	75	440	515
08:15 AM	29	65	0	94	68	67	38	135	89	84	29	173	67	402	469
08:30 AM	31	51	0	82	52	44	27	96	61	91	29	152	56	330	386
08:45 AM	31	53	0	84	47	24	18	71	75	79	25	154	43	309	352
Total	120	217	0	337	238	231	135	469	332	343	106	675	241	1481	1722
Grand Total	262	467	0	729	619	512	281	1131	650	822	364	1472	645	3332	3977
Apprch %	35.9	64.1			54.7	45.3			44.2	55.8					
Total %	7.9	14		21.9	18.6	15.4		33.9	19.5	24.7		44.2	16.2	83.8	

Start Time	Cantu-Galleano Ranch Road Westbound			I-15 Northbound Ramps Northbound			Cantu-Galleano Ranch Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	38	68	106	113	45	158	62	123	185	449
07:15 AM	38	67	105	114	55	169	59	134	193	467
07:30 AM	39	45	84	80	84	164	81	133	214	462
07:45 AM	27	70	97	74	97	171	116	89	205	473
Total Volume	142	250	392	381	281	662	318	479	797	1851
% App. Total	36.2	63.8		57.6	42.4		39.9	60.1		
PHF	.910	.893	.925	.836	.724	.968	.685	.894	.931	.978

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	38	68	106	113	45	158	62	123	185
+15 mins.	38	67	105	114	55	169	59	134	193
+30 mins.	39	45	84	80	84	164	81	133	214
+45 mins.	27	70	97	74	97	171	116	89	205
Total Volume	142	250	392	381	281	662	318	479	797
% App. Total	36.2	63.8		57.6	42.4		39.9	60.1	
PHF	.910	.893	.925	.836	.724	.968	.685	.894	.931

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR AM
 Site Code : 05122421
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Groups Printed- Large 2 Axle Vehicles

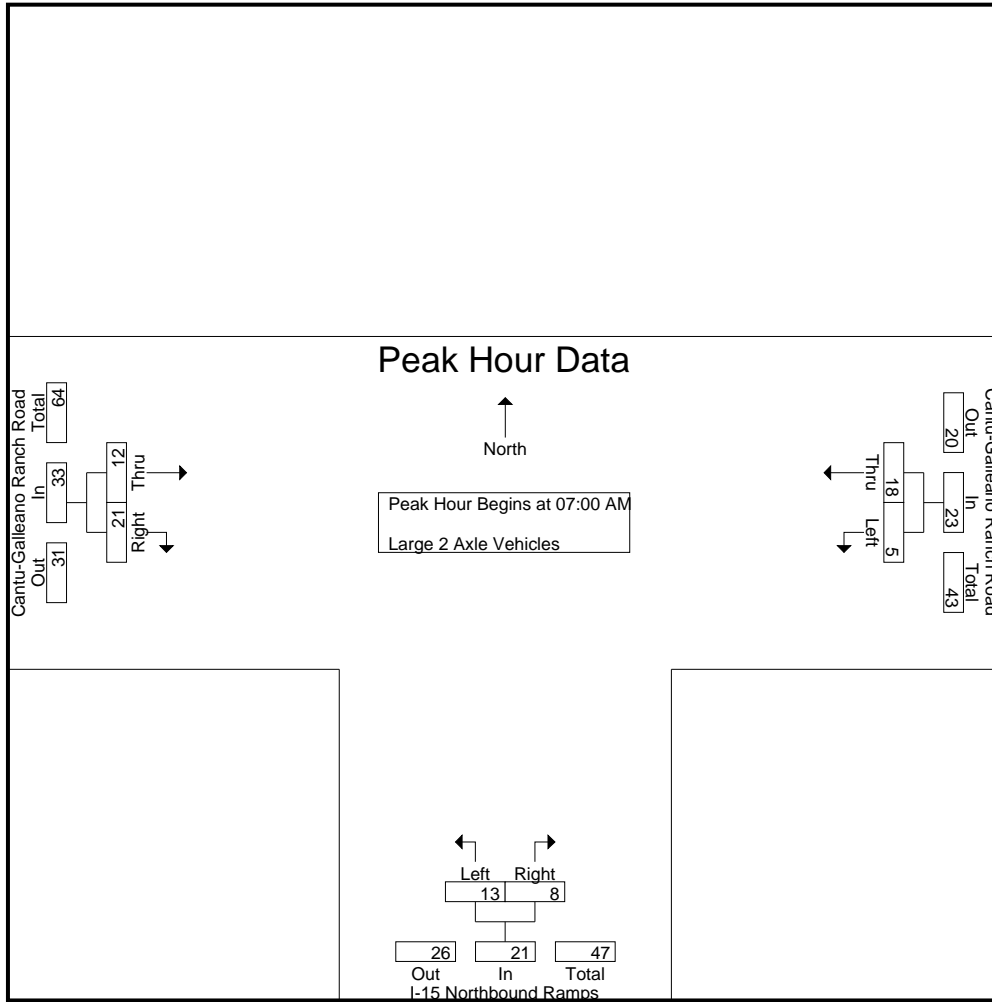
Start Time	Cantu-Galleano Ranch Road Westbound				I-15 Northbound Ramps Northbound				Cantu-Galleano Ranch Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
07:00 AM	3	4	0	7	4	3	2	7	2	6	3	8	5	22	27
07:15 AM	0	5	0	5	2	1	0	3	6	6	2	12	2	20	22
07:30 AM	2	7	0	9	3	3	0	6	2	5	1	7	1	22	23
07:45 AM	0	2	0	2	4	1	1	5	2	4	3	6	4	13	17
Total	5	18	0	23	13	8	3	21	12	21	9	33	12	77	89
08:00 AM	2	2	0	4	3	0	0	3	3	1	0	4	0	11	11
08:15 AM	1	3	0	4	1	5	4	6	1	2	2	3	6	13	19
08:30 AM	2	0	0	2	4	1	0	5	7	4	0	11	0	18	18
08:45 AM	2	2	0	4	1	0	0	1	0	6	2	6	2	11	13
Total	7	7	0	14	9	6	4	15	11	13	4	24	8	53	61
Grand Total	12	25	0	37	22	14	7	36	23	34	13	57	20	130	150
Apprch %	32.4	67.6			61.1	38.9			40.4	59.6					
Total %	9.2	19.2		28.5	16.9	10.8		27.7	17.7	26.2		43.8	13.3	86.7	

Start Time	Cantu-Galleano Ranch Road Westbound			I-15 Northbound Ramps Northbound			Cantu-Galleano Ranch Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	3	4	7	4	3	7	2	6	8	22
07:15 AM	0	5	5	2	1	3	6	6	12	20
07:30 AM	2	7	9	3	3	6	2	5	7	22
07:45 AM	0	2	2	4	1	5	2	4	6	13
Total Volume	5	18	23	13	8	21	12	21	33	77
% App. Total	21.7	78.3		61.9	38.1		36.4	63.6		
PHF	.417	.643	.639	.813	.667	.750	.500	.875	.688	.875

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

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR AM
 Site Code : 05122421
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	3	4	7	4	3	7	2	6	8
+15 mins.	0	5	5	2	1	3	6	6	12
+30 mins.	2	7	9	3	3	6	2	5	7
+45 mins.	0	2	2	4	1	5	2	4	6
Total Volume	5	18	23	13	8	21	12	21	33
% App. Total	21.7	78.3		61.9	38.1		36.4	63.6	
PHF	.417	.643	.639	.813	.667	.750	.500	.875	.688

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
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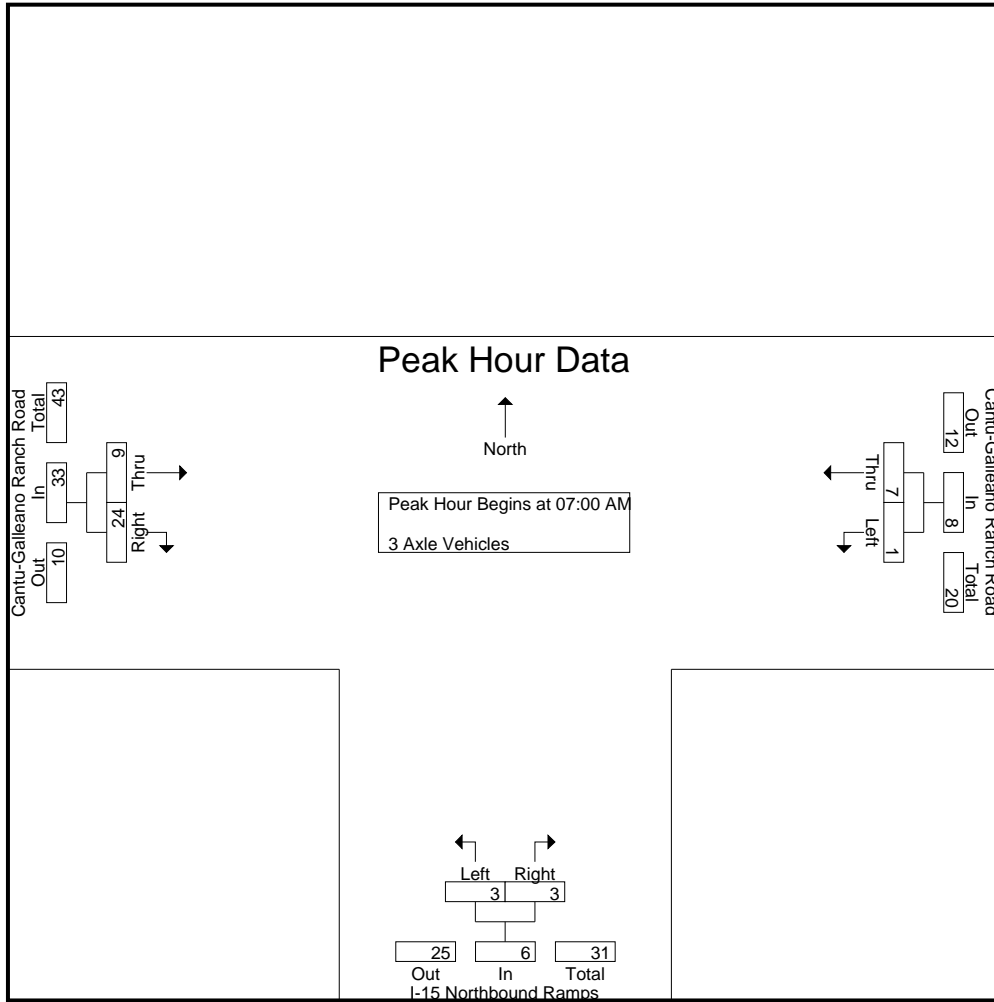
Groups Printed- 3 Axle Vehicles

Start Time	Cantu-Galleano Ranch Road Westbound				I-15 Northbound Ramps Northbound				Cantu-Galleano Ranch Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
07:00 AM	0	1	0	1	0	1	0	1	2	6	0	8	0	10	10
07:15 AM	0	0	0	0	0	0	0	0	2	6	1	8	1	8	9
07:30 AM	1	1	0	2	1	0	0	1	4	6	2	10	2	13	15
07:45 AM	0	5	0	5	2	2	0	4	1	6	2	7	2	16	18
Total	1	7	0	8	3	3	0	6	9	24	5	33	5	47	52
08:00 AM	1	1	0	2	3	0	0	3	0	2	1	2	1	7	8
08:15 AM	0	3	0	3	1	1	0	2	2	3	0	5	0	10	10
08:30 AM	0	3	0	3	2	4	0	6	5	3	1	8	1	17	18
08:45 AM	0	0	0	0	2	0	0	2	0	2	0	2	0	4	4
Total	1	7	0	8	8	5	0	13	7	10	2	17	2	38	40
Grand Total	2	14	0	16	11	8	0	19	16	34	7	50	7	85	92
Apprch %	12.5	87.5			57.9	42.1			32	68					
Total %	2.4	16.5		18.8	12.9	9.4		22.4	18.8	40		58.8	7.6	92.4	

Start Time	Cantu-Galleano Ranch Road Westbound			I-15 Northbound Ramps Northbound			Cantu-Galleano Ranch Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	1	1	2	6	8	10
07:15 AM	0	0	0	0	0	0	2	6	8	8
07:30 AM	1	1	2	1	0	1	4	6	10	13
07:45 AM	0	5	5	2	2	4	1	6	7	16
Total Volume	1	7	8	3	3	6	9	24	33	47
% App. Total	12.5	87.5		50	50		27.3	72.7		
PHF	.250	.350	.400	.375	.375	.375	.563	1.00	.825	.734

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	0	1	1	2	6	8
+15 mins.	0	0	0	0	0	0	2	6	8
+30 mins.	1	1	2	1	0	1	4	6	10
+45 mins.	0	5	5	2	2	4	1	6	7
Total Volume	1	7	8	3	3	6	9	24	33
% App. Total	12.5	87.5		50	50		27.3	72.7	
PHF	.250	.350	.400	.375	.375	.375	.563	1.000	.825

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

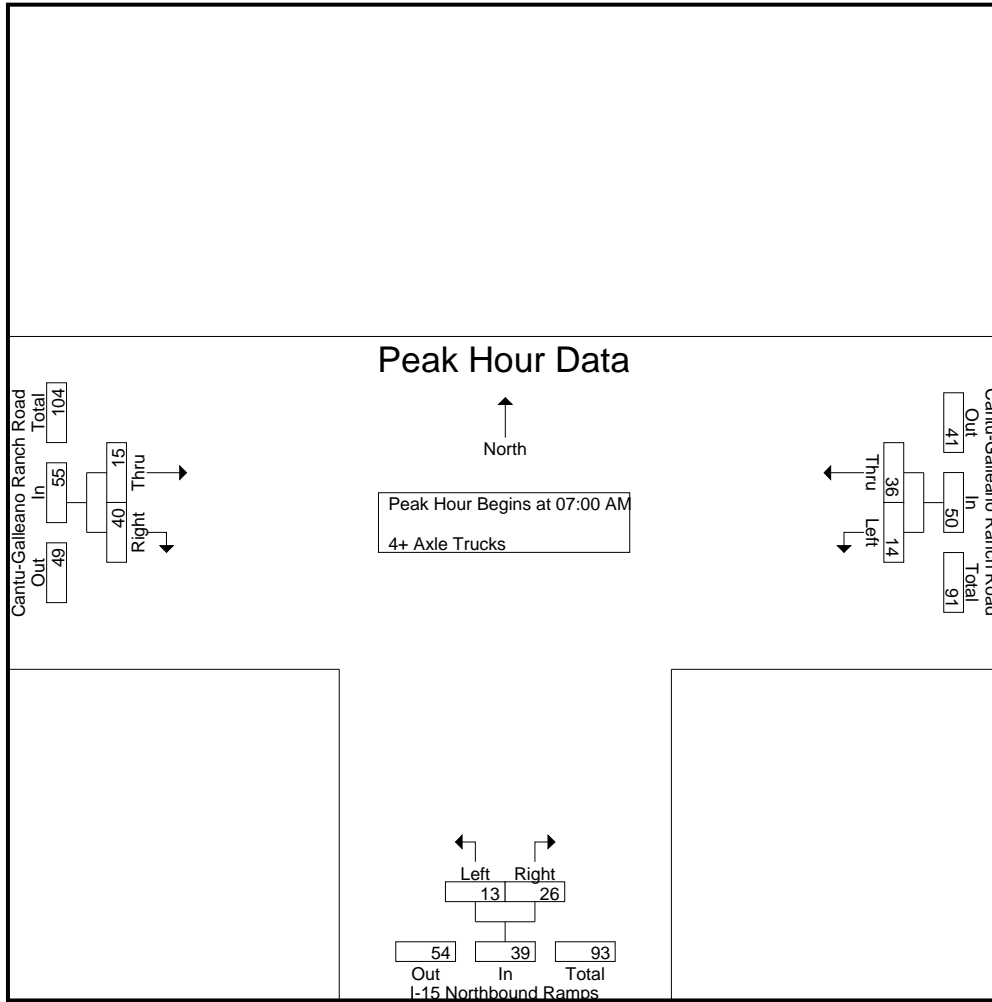
Groups Printed- 4+ Axle Trucks

Start Time	Cantu-Galleano Ranch Road Westbound				I-15 Northbound Ramps Northbound				Cantu-Galleano Ranch Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
07:00 AM	2	8	0	10	4	5	2	9	3	9	0	12	2	31	33
07:15 AM	4	9	0	13	3	8	2	11	5	10	6	15	8	39	47
07:30 AM	4	10	0	14	4	6	2	10	4	13	5	17	7	41	48
07:45 AM	4	9	0	13	2	7	0	9	3	8	4	11	4	33	37
Total	14	36	0	50	13	26	6	39	15	40	15	55	21	144	165
08:00 AM	5	12	0	17	4	4	2	8	2	7	1	9	3	34	37
08:15 AM	2	8	0	10	7	12	2	19	13	12	4	25	6	54	60
08:30 AM	6	8	0	14	7	12	4	19	5	7	2	12	6	45	51
08:45 AM	2	11	0	13	4	6	3	10	5	6	4	11	7	34	41
Total	15	39	0	54	22	34	11	56	25	32	11	57	22	167	189
Grand Total	29	75	0	104	35	60	17	95	40	72	26	112	43	311	354
Apprch %	27.9	72.1			36.8	63.2			35.7	64.3					
Total %	9.3	24.1		33.4	11.3	19.3		30.5	12.9	23.2		36	12.1	87.9	

Start Time	Cantu-Galleano Ranch Road Westbound			I-15 Northbound Ramps Northbound			Cantu-Galleano Ranch Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	2	8	10	4	5	9	3	9	12	31
07:15 AM	4	9	13	3	8	11	5	10	15	39
07:30 AM	4	10	14	4	6	10	4	13	17	41
07:45 AM	4	9	13	2	7	9	3	8	11	33
Total Volume	14	36	50	13	26	39	15	40	55	144
% App. Total	28	72		33.3	66.7		27.3	72.7		
PHF	.875	.900	.893	.813	.813	.886	.750	.769	.809	.878

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR AM
 Site Code : 05122421
 Start Date : 5/10/2022
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	2	8	10	4	5	9	3	9	12
+15 mins.	4	9	13	3	8	11	5	10	15
+30 mins.	4	10	14	4	6	10	4	13	17
+45 mins.	4	9	13	2	7	9	3	8	11
Total Volume	14	36	50	13	26	39	15	40	55
% App. Total	28	72		33.3	66.7		27.3	72.7	
PHF	.875	.900	.893	.813	.813	.886	.750	.769	.809

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

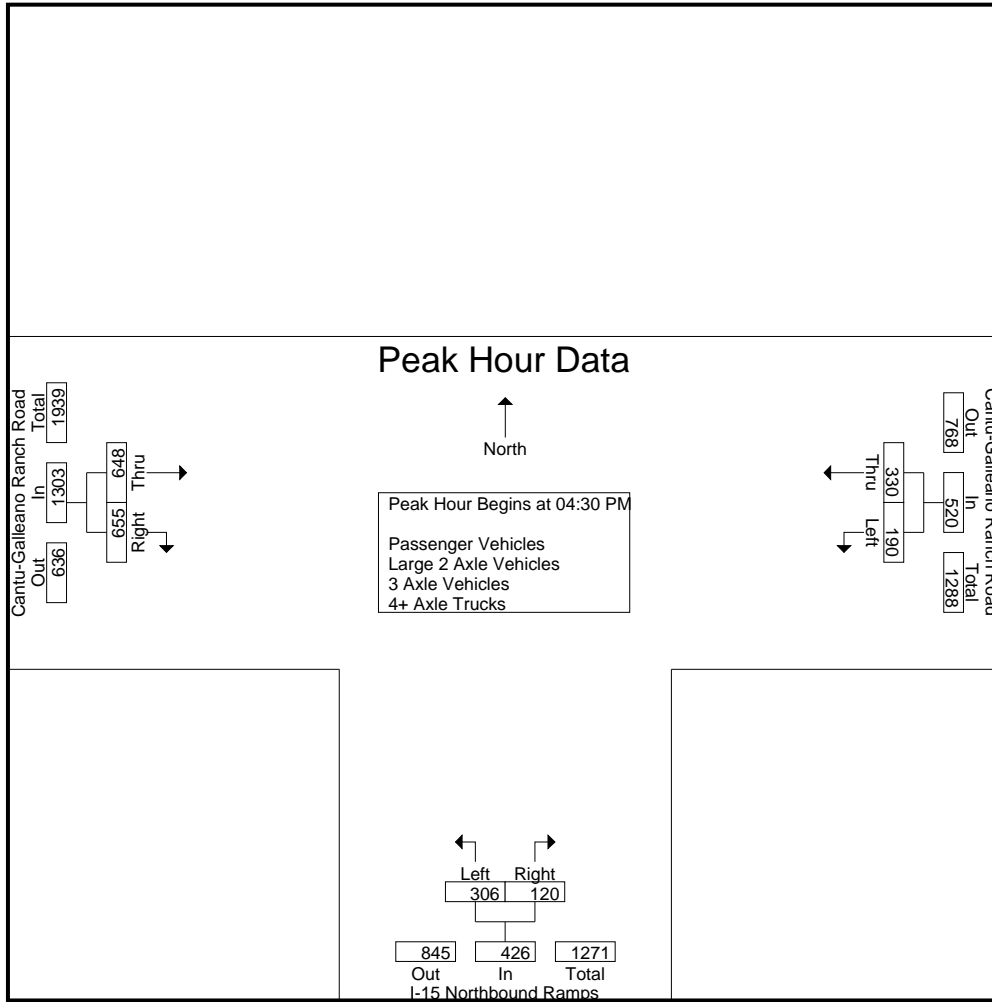
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Cantu-Galleano Ranch Road Westbound				I-15 Northbound Ramps Northbound				Cantu-Galleano Ranch Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
04:00 PM	55	82	0	137	75	41	22	116	143	163	68	306	90	559	649
04:15 PM	33	56	0	89	51	49	21	100	173	120	34	293	55	482	537
04:30 PM	44	89	0	133	64	35	15	99	159	163	64	322	79	554	633
04:45 PM	58	72	0	130	69	33	13	102	165	170	50	335	63	567	630
Total	190	299	0	489	259	158	71	417	640	616	216	1256	287	2162	2449
05:00 PM	49	94	0	143	71	22	12	93	144	162	61	306	73	542	615
05:15 PM	39	75	0	114	102	30	13	132	180	160	83	340	96	586	682
05:30 PM	51	63	0	114	89	18	11	107	155	164	76	319	87	540	627
05:45 PM	32	52	0	84	102	35	17	137	162	165	36	327	53	548	601
Total	171	284	0	455	364	105	53	469	641	651	256	1292	309	2216	2525
Grand Total	361	583	0	944	623	263	124	886	1281	1267	472	2548	596	4378	4974
Apprch %	38.2	61.8			70.3	29.7			50.3	49.7					
Total %	8.2	13.3		21.6	14.2	6		20.2	29.3	28.9		58.2	12	88	
Passenger Vehicles	329	509		838	584	209		900	1204	1154		2795	0	0	4533
% Passenger Vehicles	91.1	87.3	0	88.8	93.7	79.5	86.3	89.1	94	91.1	92.6	92.5	0	0	91.1
Large 2 Axle Vehicles	7	15		22	16	10		29	24	23		53	0	0	104
% Large 2 Axle Vehicles	1.9	2.6	0	2.3	2.6	3.8	2.4	2.9	1.9	1.8	1.3	1.8	0	0	2.1
3 Axle Vehicles	3	9		12	4	7		15	12	38		62	0	0	89
% 3 Axle Vehicles	0.8	1.5	0	1.3	0.6	2.7	3.2	1.5	0.9	3	2.5	2.1	0	0	1.8
4+ Axle Trucks	22	50		72	19	37		66	41	52		110	0	0	248
% 4+ Axle Trucks	6.1	8.6	0	7.6	3	14.1	8.1	6.5	3.2	4.1	3.6	3.6	0	0	5

Start Time	Cantu-Galleano Ranch Road Westbound			I-15 Northbound Ramps Northbound			Cantu-Galleano Ranch Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	44	89	133	64	35	99	159	163	322	554
04:45 PM	58	72	130	69	33	102	165	170	335	567
05:00 PM	49	94	143	71	22	93	144	162	306	542
05:15 PM	39	75	114	102	30	132	180	160	340	586
Total Volume	190	330	520	306	120	426	648	655	1303	2249
% App. Total	36.5	63.5		71.8	28.2		49.7	50.3		
PHF	.819	.878	.909	.750	.857	.807	.900	.963	.958	.959

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
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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			05:00 PM			04:30 PM		
+0 mins.	44	89	133	71	22	93	159	163	322
+15 mins.	58	72	130	101	30	132	165	170	335
+30 mins.	49	94	143	89	18	107	144	162	306
+45 mins.	39	75	114	102	35	137	180	160	340
Total Volume	190	330	520	364	105	469	648	655	1303
% App. Total	36.5	63.5		77.6	22.4		49.7	50.3	
PHF	.819	.878	.909	.892	.750	.856	.900	.963	.958

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR PM
 Site Code : 05122421
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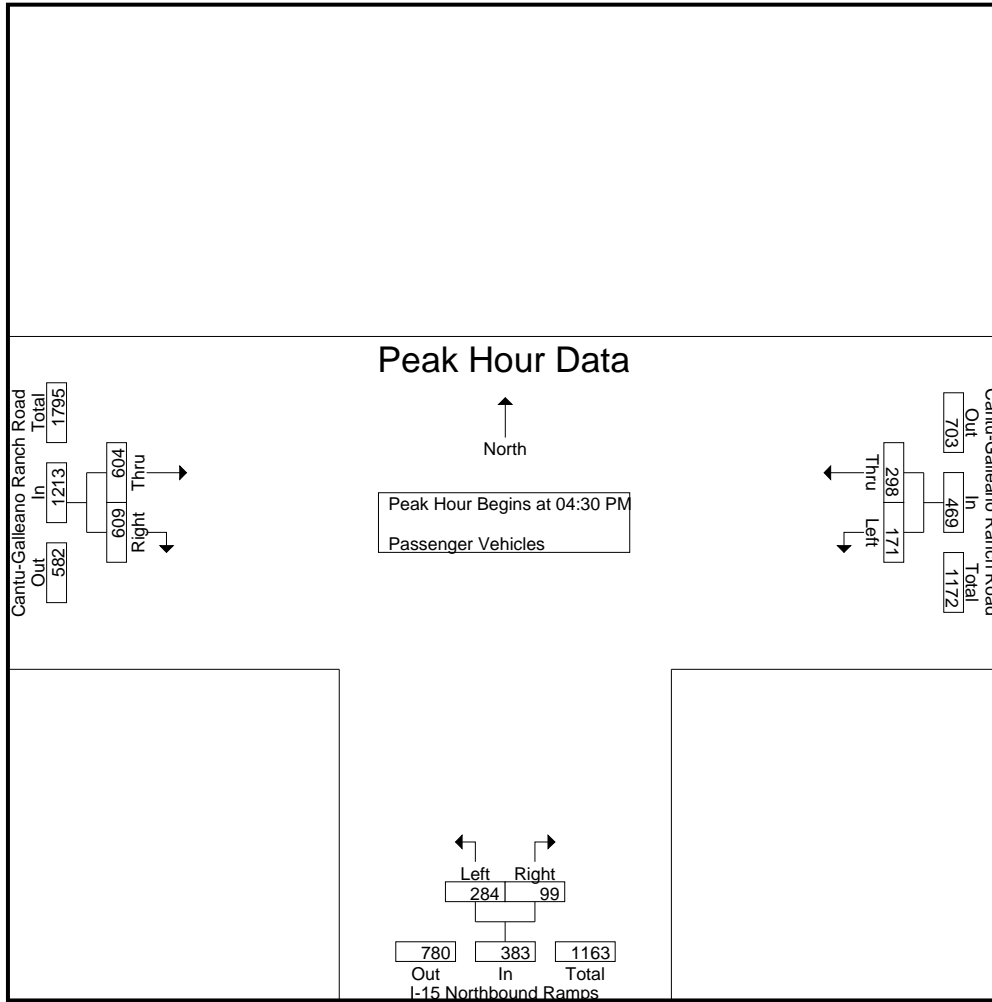
Groups Printed- Passenger Vehicles

Start Time	Cantu-Galleano Ranch Road Westbound				I-15 Northbound Ramps Northbound				Cantu-Galleano Ranch Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
04:00 PM	51	68	0	119	68	33	18	101	134	147	65	281	83	501	584
04:15 PM	30	43	0	73	46	34	17	80	161	103	29	264	46	417	463
04:30 PM	35	78	0	113	60	27	13	87	140	152	63	292	76	492	568
04:45 PM	55	67	0	122	65	25	11	90	155	159	47	314	58	526	584
Total	171	256	0	427	239	119	59	358	590	561	204	1151	263	1936	2199
05:00 PM	44	86	0	130	61	18	10	79	138	151	60	289	70	498	568
05:15 PM	37	67	0	104	98	29	12	127	171	147	76	318	88	549	637
05:30 PM	47	55	0	102	88	16	10	104	152	144	64	296	74	502	576
05:45 PM	30	45	0	75	98	27	16	125	153	151	33	304	49	504	553
Total	158	253	0	411	345	90	48	435	614	593	233	1207	281	2053	2334
Grand Total	329	509	0	838	584	209	107	793	1204	1154	437	2358	544	3989	4533
Apprch %	39.3	60.7			73.6	26.4			51.1	48.9					
Total %	8.2	12.8		21	14.6	5.2		19.9	30.2	28.9		59.1	12	88	

Start Time	Cantu-Galleano Ranch Road Westbound			I-15 Northbound Ramps Northbound			Cantu-Galleano Ranch Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	35	78	113	60	27	87	140	152	292	492
04:45 PM	55	67	122	65	25	90	155	159	314	526
05:00 PM	44	86	130	61	18	79	138	151	289	498
05:15 PM	37	67	104	98	29	127	171	147	318	549
Total Volume	171	298	469	284	99	383	604	609	1213	2065
% App. Total	36.5	63.5		74.2	25.8		49.8	50.2		
PHF	.777	.866	.902	.724	.853	.754	.883	.958	.954	.940

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 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.	35	78	113	60	27	87	140	152	292
+15 mins.	55	67	122	65	25	90	155	159	314
+30 mins.	44	86	130	61	18	79	138	151	289
+45 mins.	37	67	104	98	29	127	171	147	318
Total Volume	171	298	469	284	99	383	604	609	1213
% App. Total	36.5	63.5		74.2	25.8		49.8	50.2	
PHF	.777	.866	.902	.724	.853	.754	.883	.958	.954

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

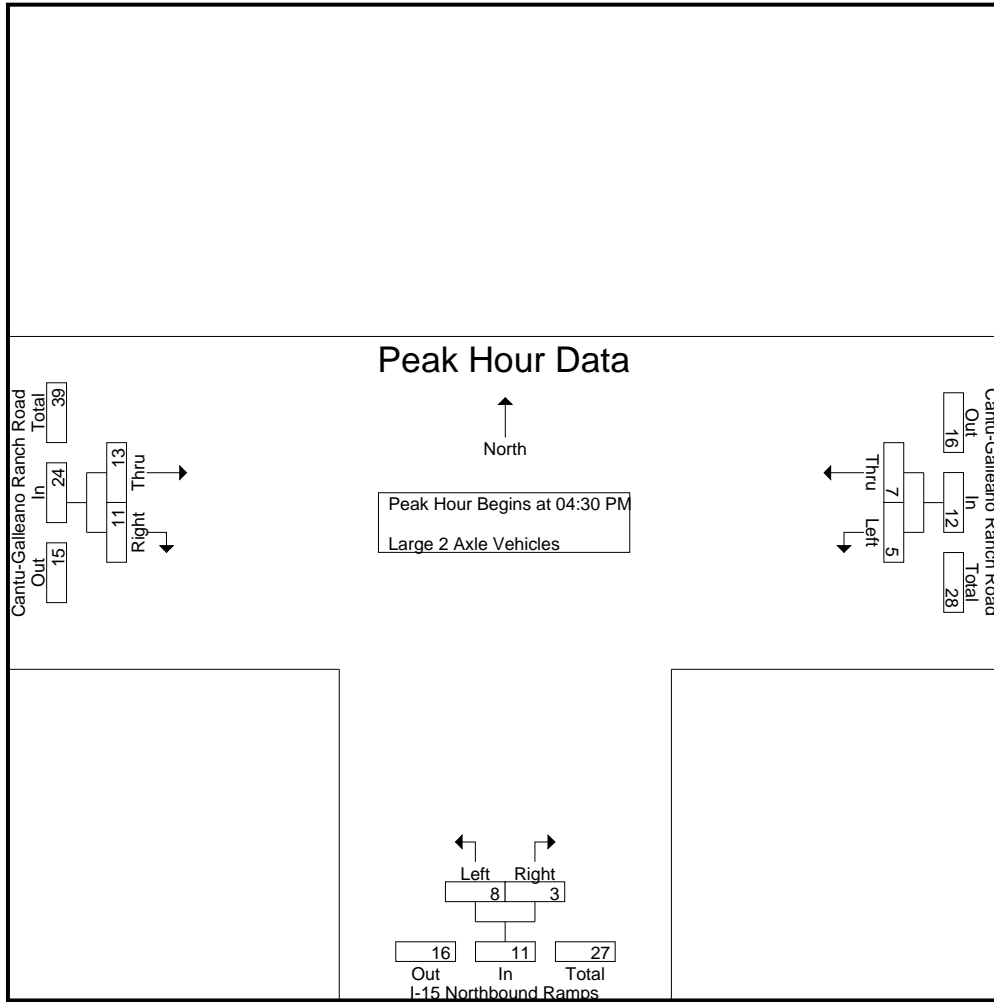
Groups Printed- Large 2 Axle Vehicles

Start Time	Cantu-Galleano Ranch Road Westbound				I-15 Northbound Ramps Northbound				Cantu-Galleano Ranch Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
04:00 PM	1	5	0	6	4	2	1	6	2	1	0	3	1	15	16
04:15 PM	0	2	0	2	3	4	2	7	5	4	1	9	3	18	21
04:30 PM	3	1	0	4	2	3	0	5	8	4	1	12	1	21	22
04:45 PM	0	1	0	1	0	0	0	0	3	5	1	8	1	9	10
Total	4	9	0	13	9	9	3	18	18	14	3	32	6	63	69
05:00 PM	1	3	0	4	4	0	0	4	1	1	0	2	0	10	10
05:15 PM	1	2	0	3	2	0	0	2	1	1	1	2	1	7	8
05:30 PM	1	0	0	1	0	0	0	0	2	3	1	5	1	6	7
05:45 PM	0	1	0	1	1	1	0	2	2	4	1	6	1	9	10
Total	3	6	0	9	7	1	0	8	6	9	3	15	3	32	35
Grand Total	7	15	0	22	16	10	3	26	24	23	6	47	9	95	104
Apprch %	31.8	68.2			61.5	38.5			51.1	48.9					
Total %	7.4	15.8		23.2	16.8	10.5		27.4	25.3	24.2		49.5	8.7	91.3	

Start Time	Cantu-Galleano Ranch Road Westbound			I-15 Northbound Ramps Northbound			Cantu-Galleano Ranch Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	3	1	4	2	3	5	8	4	12	21
04:45 PM	0	1	1	0	0	0	3	5	8	9
05:00 PM	1	3	4	4	0	4	1	1	2	10
05:15 PM	1	2	3	2	0	2	1	1	2	7
Total Volume	5	7	12	8	3	11	13	11	24	47
% App. Total	41.7	58.3		72.7	27.3		54.2	45.8		
PHF	.417	.583	.750	.500	.250	.550	.406	.550	.500	.560

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 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.	3	1	4	2	3	5	8	4	12
+15 mins.	0	1	1	0	0	0	3	5	8
+30 mins.	1	3	4	4	0	4	1	1	2
+45 mins.	1	2	3	2	0	2	1	1	2
Total Volume	5	7	12	8	3	11	13	11	24
% App. Total	41.7	58.3		72.7	27.3		54.2	45.8	
PHF	.417	.583	.750	.500	.250	.550	.406	.550	.500

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

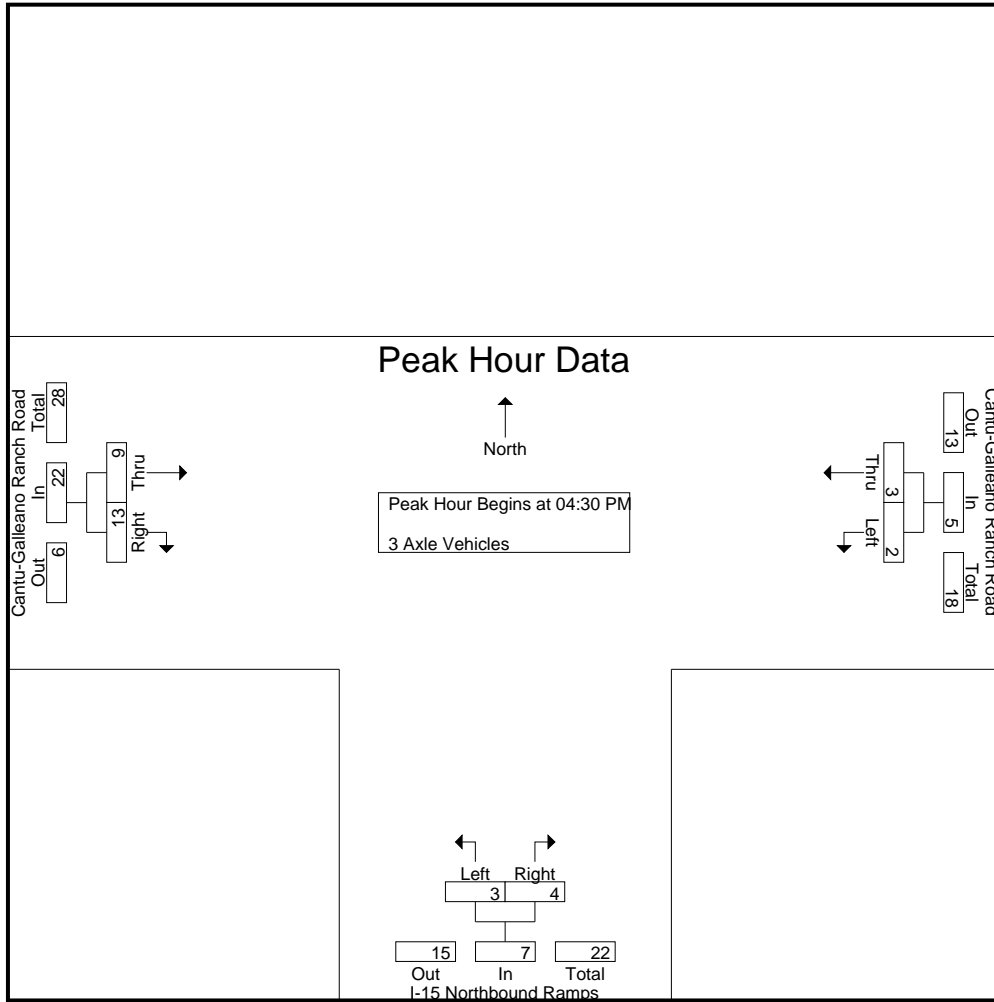
Groups Printed- 3 Axle Vehicles

Start Time	Cantu-Galleano Ranch Road Westbound				I-15 Northbound Ramps Northbound				Cantu-Galleano Ranch Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
04:00 PM	1	0	0	1	1	1	0	2	0	6	1	6	1	9	10
04:15 PM	0	2	0	2	0	1	1	1	1	4	2	5	3	8	11
04:30 PM	0	3	0	3	1	1	1	2	3	4	0	7	1	12	13
04:45 PM	1	0	0	1	0	2	1	2	2	3	1	5	2	8	10
Total	2	5	0	7	2	5	3	7	6	17	4	23	7	37	44
05:00 PM	1	0	0	1	2	0	0	2	1	3	0	4	0	7	7
05:15 PM	0	0	0	0	0	1	1	1	3	3	1	6	2	7	9
05:30 PM	0	3	0	3	0	0	0	0	0	9	6	9	6	12	18
05:45 PM	0	1	0	1	0	1	0	1	2	6	1	8	1	10	11
Total	1	4	0	5	2	2	1	4	6	21	8	27	9	36	45
Grand Total	3	9	0	12	4	7	4	11	12	38	12	50	16	73	89
Apprch %	25	75			36.4	63.6			24	76					
Total %	4.1	12.3		16.4	5.5	9.6		15.1	16.4	52.1		68.5	18	82	

Start Time	Cantu-Galleano Ranch Road Westbound			I-15 Northbound Ramps Northbound			Cantu-Galleano Ranch Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	3	3	1	1	2	3	4	7	12
04:45 PM	1	0	1	0	2	2	2	3	5	8
05:00 PM	1	0	1	2	0	2	1	3	4	7
05:15 PM	0	0	0	0	1	1	3	3	6	7
Total Volume	2	3	5	3	4	7	9	13	22	34
% App. Total	40	60		42.9	57.1		40.9	59.1		
PHF	.500	.250	.417	.375	.500	.875	.750	.813	.786	.708

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 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.	0	3	3	1	1	2	3	4	7
+15 mins.	1	0	1	0	2	2	2	3	5
+30 mins.	1	0	1	2	0	2	1	3	4
+45 mins.	0	0	0	0	1	1	3	3	6
Total Volume	2	3	5	3	4	7	9	13	22
% App. Total	40	60		42.9	57.1		40.9	59.1	
PHF	.500	.250	.417	.375	.500	.875	.750	.813	.786

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 Page No : 1

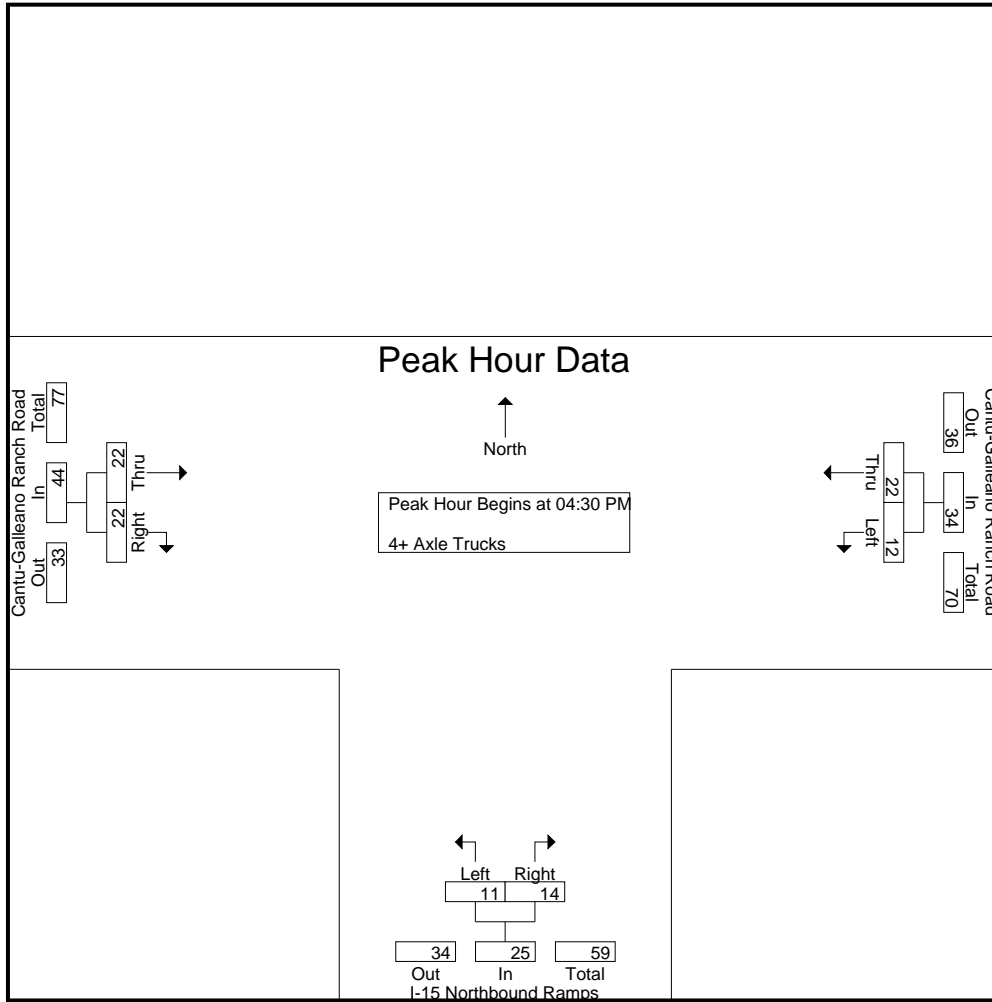
Groups Printed- 4+ Axle Trucks

Start Time	Cantu-Galleano Ranch Road Westbound				I-15 Northbound Ramps Northbound				Cantu-Galleano Ranch Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
04:00 PM	2	9	0	11	2	5	3	7	7	9	2	16	5	34	39
04:15 PM	3	9	0	12	2	10	1	12	6	9	2	15	3	39	42
04:30 PM	6	7	0	13	1	4	1	5	8	3	0	11	1	29	30
04:45 PM	2	4	0	6	4	6	1	10	5	3	1	8	2	24	26
Total	13	29	0	42	9	25	6	34	26	24	5	50	11	126	137
05:00 PM	3	5	0	8	4	4	2	8	4	7	1	11	3	27	30
05:15 PM	1	6	0	7	2	0	0	2	5	9	5	14	5	23	28
05:30 PM	3	5	0	8	1	2	1	3	1	8	5	9	6	20	26
05:45 PM	2	5	0	7	3	6	1	9	5	4	1	9	2	25	27
Total	9	21	0	30	10	12	4	22	15	28	12	43	16	95	111
Grand Total	22	50	0	72	19	37	10	56	41	52	17	93	27	221	248
Apprch %	30.6	69.4			33.9	66.1			44.1	55.9					
Total %	10	22.6		32.6	8.6	16.7		25.3	18.6	23.5		42.1	10.9	89.1	

Start Time	Cantu-Galleano Ranch Road Westbound			I-15 Northbound Ramps Northbound			Cantu-Galleano Ranch Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	6	7	13	1	4	5	8	3	11	29
04:45 PM	2	4	6	4	6	10	5	3	8	24
05:00 PM	3	5	8	4	4	8	4	7	11	27
05:15 PM	1	6	7	2	0	2	5	9	14	23
Total Volume	12	22	34	11	14	25	22	22	44	103
% App. Total	35.3	64.7		44	56		50	50		
PHF	.500	.786	.654	.688	.583	.625	.688	.611	.786	.888

City of Ontario
 N/S: I-15 Northbound Ramps
 E/W: Cantu-Galleano Ranch Road
 Weather: Clear

File Name : 07_ONT_15N_CGR PM
 Site Code : 05122421
 Start Date : 5/10/2022
 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.	6	7	13	1	4	5	8	3	11
+15 mins.	2	4	6	4	6	10	5	3	8
+30 mins.	3	5	8	4	4	8	4	7	11
+45 mins.	1	6	7	2	0	2	5	9	14
Total Volume	12	22	34	11	14	25	22	22	44
% App. Total	35.3	64.7		44	56		50	50	
PHF	.500	.786	.654	.688	.583	.625	.688	.611	.786

Location: Ontario
 N/S: I-15 NB Ramps
 E/W: Cantu-Galleano Ranch Rd



Date: 5/10/2022
 Day: Tuesday

PEDESTRIANS

	North Leg I-15 NB Ramps	East Leg Cantu-Galleano Ranch Rd	South Leg I-15 NB Ramps	West Leg Cantu-Galleano Ranch Rd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	0	2	0	2

	North Leg I-15 NB Ramps	East Leg Cantu-Galleano Ranch Rd	South Leg I-15 NB Ramps	West Leg Cantu-Galleano Ranch Rd	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Ontario
 N/S: I-15 NB Ramps
 E/W: Cantu-Galleano Ranch Rd



Date: 5/10/2022
 Day: Tuesday

BICYCLES

	Southbound I-15 NB Ramps			Westbound Cantu-Galleano Ranch Rd			Northbound I-15 NB Ramps			Eastbound Cantu-Galleano Ranch Rd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	2	0	2

	Southbound I-15 NB Ramps			Westbound Cantu-Galleano Ranch Rd			Northbound I-15 NB Ramps			Eastbound Cantu-Galleano Ranch Rd			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

CHN003

Site Code: 051-22422

City of Chino
Euclid Avenue
S/ Walnut Street
24 Hour Directional Classification Count

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
05/10/22	0	105	12	0	3	5	0	1	32	0	0	0	0	158
01:00	0	90	3	0	3	7	0	1	39	0	1	0	0	144
02:00	0	82	3	0	6	8	0	3	31	0	0	0	0	133
03:00	0	99	3	0	3	5	0	1	53	0	2	0	0	166
04:00	0	181	12	0	12	14	0	0	71	0	4	0	0	294
05:00	0	204	42	0	19	23	0	10	98	0	4	0	0	400
06:00	1	290	77	0	32	29	0	14	125	0	4	0	0	572
07:00	1	529	139	3	31	22	0	23	144	1	9	0	0	902
08:00	0	501	131	5	41	37	1	11	126	0	1	0	0	854
09:00	3	427	141	1	34	28	0	11	159	0	0	0	0	804
10:00	2	470	178	3	45	21	3	11	164	0	1	1	0	899
11:00	1	475	169	1	48	39	0	17	141	0	5	0	0	896
12 PM	1	506	158	4	36	42	0	3	155	2	3	0	0	910
13:00	3	523	156	3	34	50	0	11	137	0	3	0	0	920
14:00	3	622	198	3	30	40	0	17	101	0	3	0	0	1017
15:00	3	632	155	3	34	33	0	9	98	0	2	0	1	970
16:00	1	608	158	1	31	31	1	14	67	0	0	0	0	912
17:00	3	667	135	1	16	15	0	15	81	0	1	0	0	934
18:00	5	546	133	1	14	14	0	7	68	3	5	0	0	796
19:00	2	408	81	1	4	16	0	8	52	0	1	0	1	574
20:00	1	351	54	2	8	13	0	4	50	0	0	0	0	483
21:00	0	269	31	0	2	9	0	4	42	0	1	0	0	358
22:00	0	230	22	0	1	14	0	1	44	0	1	0	0	313
23:00	0	182	13	0	2	5	0	1	23	0	0	0	0	226
Total	30	8997	2204	32	489	520	5	197	2101	6	51	1	2	14635
Percent	0.2%	61.5%	15.1%	0.2%	3.3%	3.6%	0.0%	1.3%	14.4%	0.0%	0.3%	0.0%	0.0%	
AM Peak	09:00	07:00	10:00	08:00	11:00	11:00	10:00	07:00	10:00	07:00	07:00	10:00		07:00
Vol.	3	529	178	5	48	39	3	23	164	1	9	1		902
PM Peak	18:00	17:00	14:00	12:00	12:00	13:00	16:00	14:00	12:00	18:00	18:00		15:00	14:00
Vol.	5	667	198	4	36	50	1	17	155	3	5		1	1017
Grand Total	30	8997	2204	32	489	520	5	197	2101	6	51	1	2	14635
Percent	0.2%	61.5%	15.1%	0.2%	3.3%	3.6%	0.0%	1.3%	14.4%	0.0%	0.3%	0.0%	0.0%	

Counts Unlimited, Inc.

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City of Chino
Euclid Avenue
S/ Walnut Street
24 Hour Directional Classification Count
Southbound

CHN003
Site Code: 051-22422

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
05/10/22	0	93	7	0	6	8	0	6	36	1	0	1	0	158
01:00	1	84	11	0	4	13	0	1	33	0	0	3	0	150
02:00	0	70	10	0	2	13	0	1	38	0	1	3	0	138
03:00	0	141	21	0	4	11	0	3	41	0	0	2	0	223
04:00	1	352	58	0	12	11	0	5	40	0	1	2	0	482
05:00	2	563	169	0	19	27	0	11	55	0	3	1	0	850
06:00	2	664	199	3	31	30	3	13	75	0	12	0	0	1032
07:00	3	524	179	4	25	19	2	6	111	0	3	0	0	876
08:00	2	678	198	2	38	24	4	21	111	0	1	0	0	1079
09:00	5	527	142	2	53	31	2	17	147	0	0	1	1	928
10:00	3	500	170	2	52	44	3	23	139	1	4	0	1	942
11:00	1	478	154	2	57	37	4	14	143	1	9	0	0	900
12 PM	1	507	140	2	44	28	8	18	148	1	3	0	0	900
13:00	2	554	131	3	48	31	1	20	142	0	8	0	0	940
14:00	3	519	119	4	36	32	5	24	138	0	5	0	0	885
15:00	0	664	124	2	48	29	1	32	98	1	3	0	0	1002
16:00	3	646	138	2	27	19	0	20	94	1	3	0	0	953
17:00	4	739	104	1	25	15	0	7	69	0	5	0	0	969
18:00	1	602	91	1	18	22	0	7	94	0	3	0	0	839
19:00	2	484	75	2	13	17	0	7	70	0	0	0	1	671
20:00	1	418	45	1	8	8	0	5	49	0	0	0	0	535
21:00	3	440	33	0	3	13	0	2	58	0	1	1	0	554
22:00	1	259	25	0	6	11	0	4	67	0	0	3	0	376
23:00	2	186	20	0	3	6	0	2	44	0	0	3	0	266
Total	43	10692	2363	33	582	499	33	269	2040	6	65	20	3	16648
Percent	0.3%	64.2%	14.2%	0.2%	3.5%	3.0%	0.2%	1.6%	12.3%	0.0%	0.4%	0.1%	0.0%	
AM Peak	09:00	08:00	06:00	07:00	11:00	10:00	08:00	10:00	09:00	00:00	06:00	01:00	09:00	08:00
Vol.	5	678	199	4	57	44	4	23	147	1	12	3	1	1079
PM Peak	17:00	17:00	12:00	14:00	13:00	14:00	12:00	15:00	12:00	12:00	13:00	22:00	19:00	15:00
Vol.	4	739	140	4	48	32	8	32	148	1	8	3	1	1002
Grand Total	43	10692	2363	33	582	499	33	269	2040	6	65	20	3	16648
Percent	0.3%	64.2%	14.2%	0.2%	3.5%	3.0%	0.2%	1.6%	12.3%	0.0%	0.4%	0.1%	0.0%	

Counts Unlimited, Inc.

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City of Chino
Euclid Avenue
S/ Walnut Street
24 Hour Directional Classification Count
Northbound, Southbound

CHN003
Site Code: 051-22422

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
05/10/22	0	198	19	0	9	13	0	7	68	1	0	1	0	316
01:00	1	174	14	0	7	20	0	2	72	0	1	3	0	294
02:00	0	152	13	0	8	21	0	4	69	0	1	3	0	271
03:00	0	240	24	0	7	16	0	4	94	0	2	2	0	389
04:00	1	533	70	0	24	25	0	5	111	0	5	2	0	776
05:00	2	767	211	0	38	50	0	21	153	0	7	1	0	1250
06:00	3	954	276	3	63	59	3	27	200	0	16	0	0	1604
07:00	4	1053	318	7	56	41	2	29	255	1	12	0	0	1778
08:00	2	1179	329	7	79	61	5	32	237	0	2	0	0	1933
09:00	8	954	283	3	87	59	2	28	306	0	0	1	1	1732
10:00	5	970	348	5	97	65	6	34	303	1	5	1	1	1841
11:00	2	953	323	3	105	76	4	31	284	1	14	0	0	1796
12 PM	2	1013	298	6	80	70	8	21	303	3	6	0	0	1810
13:00	5	1077	287	6	82	81	1	31	279	0	11	0	0	1860
14:00	6	1141	317	7	66	72	5	41	239	0	8	0	0	1902
15:00	3	1296	279	5	82	62	1	41	196	1	5	0	1	1972
16:00	4	1254	296	3	58	50	1	34	161	1	3	0	0	1865
17:00	7	1406	239	2	41	30	0	22	150	0	6	0	0	1903
18:00	6	1148	224	2	32	36	0	14	162	3	8	0	0	1635
19:00	4	892	156	3	17	33	0	15	122	0	1	0	2	1245
20:00	2	769	99	3	16	21	0	9	99	0	0	0	0	1018
21:00	3	709	64	0	5	22	0	6	100	0	2	1	0	912
22:00	1	489	47	0	7	25	0	5	111	0	1	3	0	689
23:00	2	368	33	0	5	11	0	3	67	0	0	3	0	492
Total	73	19689	4567	65	1071	1019	38	466	4141	12	116	21	5	31283
Percent	0.2%	62.9%	14.6%	0.2%	3.4%	3.3%	0.1%	1.5%	13.2%	0.0%	0.4%	0.1%	0.0%	
AM Peak	09:00	08:00	10:00	07:00	11:00	11:00	10:00	10:00	09:00	00:00	06:00	01:00	09:00	08:00
Vol.	8	1179	348	7	105	76	6	34	306	1	16	3	1	1933
PM Peak	17:00	17:00	14:00	14:00	13:00	13:00	12:00	14:00	12:00	12:00	13:00	22:00	19:00	15:00
Vol.	7	1406	317	7	82	81	8	41	303	3	11	3	2	1972
Grand Total	73	19689	4567	65	1071	1019	38	466	4141	12	116	21	5	31283
Percent	0.2%	62.9%	14.6%	0.2%	3.4%	3.3%	0.1%	1.5%	13.2%	0.0%	0.4%	0.1%	0.0%	

Counts Unlimited, Inc.

City of Chino
 Schaefer Avenue
 E/ Fern Avenue
 24 Hour Directional Classification Count
 Eastbound

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

CHN002
 Site Code: 051-22422

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
05/10/22	0	12	0	0	1	0	0	0	1	0	0	0	0	14
01:00	0	18	4	0	0	1	0	0	0	0	0	0	0	23
02:00	0	13	3	0	0	1	0	0	0	0	0	0	0	17
03:00	0	17	4	0	0	0	0	0	1	0	0	0	0	22
04:00	0	41	3	0	4	0	0	0	1	0	0	0	0	49
05:00	2	53	17	0	5	1	0	0	1	0	0	0	0	79
06:00	0	139	25	1	7	2	0	0	2	0	0	0	0	176
07:00	1	209	28	0	4	1	0	1	2	0	0	0	0	246
08:00	0	271	42	0	9	1	0	0	1	0	0	0	0	324
09:00	0	154	35	0	3	0	0	0	4	0	0	0	0	196
10:00	0	191	50	0	7	0	0	0	2	0	0	0	0	250
11:00	2	215	42	0	9	1	0	1	0	0	0	0	0	270
12 PM	0	309	50	1	9	1	0	2	3	0	0	0	0	375
13:00	1	240	58	0	5	2	0	1	4	0	0	0	0	311
14:00	3	320	78	1	3	0	0	1	3	0	0	0	0	409
15:00	2	464	102	0	5	2	0	0	6	0	0	0	0	581
16:00	2	487	95	0	9	1	0	0	0	0	0	0	0	594
17:00	2	542	75	0	7	0	0	0	0	0	0	0	0	626
18:00	0	378	61	0	7	1	0	0	2	0	0	0	0	449
19:00	1	173	25	0	2	0	0	1	2	0	0	0	0	204
20:00	1	163	31	0	0	0	0	0	1	0	0	0	0	196
21:00	0	108	4	0	0	0	0	0	0	0	0	0	0	112
22:00	0	68	7	0	0	0	0	0	0	0	0	0	0	75
23:00	0	24	3	0	0	0	0	0	1	0	0	0	0	28
Total	17	4609	842	3	96	15	0	7	37	0	0	0	0	5626
Percent	0.3%	81.9%	15.0%	0.1%	1.7%	0.3%	0.0%	0.1%	0.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	08:00	10:00	06:00	08:00	06:00		07:00	09:00					08:00
Vol.	2	271	50	1	9	2		1	4					324
PM Peak	14:00	17:00	15:00	12:00	12:00	13:00		12:00	15:00					17:00
Vol.	3	542	102	1	9	2		2	6					626
Grand Total	17	4609	842	3	96	15	0	7	37	0	0	0	0	5626
Percent	0.3%	81.9%	15.0%	0.1%	1.7%	0.3%	0.0%	0.1%	0.7%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Chino
 Schaefer Avenue
 E/ Fern Avenue
 24 Hour Directional Classification Count
 Westbound

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

CHN002
 Site Code: 051-22422

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
05/10/22	0	21	1	0	0	0	0	0	0	0	0	0	0	22
01:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
02:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	18	1	0	1	0	0	0	0	0	0	0	0	20
04:00	0	58	6	0	0	0	0	0	0	0	0	0	0	64
05:00	0	98	12	0	0	0	0	1	0	0	0	0	0	111
06:00	1	139	38	1	5	0	0	0	1	0	0	0	0	185
07:00	0	165	20	0	3	0	0	1	0	0	1	0	0	190
08:00	1	180	31	0	3	0	0	1	0	0	0	0	0	216
09:00	1	148	35	0	7	0	0	1	3	0	0	0	0	195
10:00	0	173	27	0	8	0	0	0	1	0	0	0	0	209
11:00	1	154	35	0	7	2	0	0	3	0	0	0	0	202
12 PM	0	192	26	1	4	0	0	0	1	0	0	0	0	224
13:00	0	200	40	1	3	1	0	1	1	0	0	0	0	247
14:00	0	169	37	3	3	0	0	0	1	0	0	0	0	213
15:00	0	206	40	1	11	0	0	1	0	0	0	0	0	259
16:00	1	209	45	0	3	0	0	0	1	0	0	0	0	259
17:00	0	224	34	0	3	2	0	1	1	0	0	0	0	265
18:00	0	206	29	0	3	0	0	0	0	0	0	0	0	238
19:00	0	159	15	0	1	0	0	0	1	0	0	0	0	176
20:00	0	138	4	0	0	0	0	0	0	0	0	0	0	142
21:00	0	97	7	0	1	0	0	0	0	0	0	0	0	105
22:00	0	63	1	0	0	0	0	0	0	0	0	0	0	64
23:00	0	49	0	0	0	0	0	0	0	0	0	0	0	49
Total	5	3088	484	7	66	5	0	7	14	0	1	0	0	3677
Percent	0.1%	84.0%	13.2%	0.2%	1.8%	0.1%	0.0%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	06:00	06:00	10:00	11:00		05:00	09:00		07:00			08:00
Vol.	1	180	38	1	8	2		1	3		1			216
PM Peak	16:00	17:00	16:00	14:00	15:00	17:00		13:00	12:00					17:00
Vol.	1	224	45	3	11	2		1	1					265
Grand Total	5	3088	484	7	66	5	0	7	14	0	1	0	0	3677
Percent	0.1%	84.0%	13.2%	0.2%	1.8%	0.1%	0.0%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Chino
 Schaefer Avenue
 E/ Fern Avenue
 24 Hour Directional Classification Count
 Eastbound, Westbound

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

CHN002
 Site Code: 051-22422

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
05/10/22	0	33	1	0	1	0	0	0	1	0	0	0	0	36
01:00	0	31	4	0	0	1	0	0	0	0	0	0	0	36
02:00	0	22	3	0	0	1	0	0	0	0	0	0	0	26
03:00	0	35	5	0	1	0	0	0	1	0	0	0	0	42
04:00	0	99	9	0	4	0	0	0	1	0	0	0	0	113
05:00	2	151	29	0	5	1	0	1	1	0	0	0	0	190
06:00	1	278	63	2	12	2	0	0	3	0	0	0	0	361
07:00	1	374	48	0	7	1	0	2	2	0	1	0	0	436
08:00	1	451	73	0	12	1	0	1	1	0	0	0	0	540
09:00	1	302	70	0	10	0	0	1	7	0	0	0	0	391
10:00	0	364	77	0	15	0	0	0	3	0	0	0	0	459
11:00	3	369	77	0	16	3	0	1	3	0	0	0	0	472
12 PM	0	501	76	2	13	1	0	2	4	0	0	0	0	599
13:00	1	440	98	1	8	3	0	2	5	0	0	0	0	558
14:00	3	489	115	4	6	0	0	1	4	0	0	0	0	622
15:00	2	670	142	1	16	2	0	1	6	0	0	0	0	840
16:00	3	696	140	0	12	1	0	0	1	0	0	0	0	853
17:00	2	766	109	0	10	2	0	1	1	0	0	0	0	891
18:00	0	584	90	0	10	1	0	0	2	0	0	0	0	687
19:00	1	332	40	0	3	0	0	1	3	0	0	0	0	380
20:00	1	301	35	0	0	0	0	0	1	0	0	0	0	338
21:00	0	205	11	0	1	0	0	0	0	0	0	0	0	217
22:00	0	131	8	0	0	0	0	0	0	0	0	0	0	139
23:00	0	73	3	0	0	0	0	0	1	0	0	0	0	77
Total	22	7697	1326	10	162	20	0	14	51	0	1	0	0	9303
Percent	0.2%	82.7%	14.3%	0.1%	1.7%	0.2%	0.0%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	10:00	06:00	11:00	11:00		07:00	09:00		07:00			08:00
Vol.	3	451	77	2	16	3		2	7		1			540
PM Peak	14:00	17:00	15:00	14:00	15:00	13:00		12:00	15:00					17:00
Vol.	3	766	142	4	16	3		2	6					891
Grand Total	22	7697	1326	10	162	20	0	14	51	0	1	0	0	9303
Percent	0.2%	82.7%	14.3%	0.1%	1.7%	0.2%	0.0%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Ontario
 Hamner Avenue
 N/ Ontario Ranch Road
 24 Hour Directional Classification Count

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

ONT003
 Site Code: 051-22421

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
05/10/22	0	42	0	0	0	3	0	0	5	0	3	0	0	53
01:00	0	48	8	0	1	3	0	0	2	0	1	0	0	63
02:00	0	45	12	0	0	1	0	0	4	0	3	0	0	65
03:00	1	118	17	0	0	1	0	0	3	0	0	0	0	140
04:00	2	276	33	0	3	4	0	0	11	2	0	0	0	331
05:00	2	345	61	0	13	7	2	0	8	2	0	0	0	440
06:00	3	407	66	0	14	5	0	0	12	1	2	0	0	510
07:00	2	783	94	0	12	4	3	2	19	0	0	0	0	919
08:00	1	732	94	0	15	10	3	2	34	1	0	1	0	893
09:00	0	385	61	0	13	9	0	4	37	0	0	0	0	509
10:00	0	312	58	1	9	11	1	5	27	0	0	0	0	424
11:00	0	329	68	0	13	8	3	5	30	1	0	0	0	457
12 PM	0	396	43	0	15	15	1	3	25	0	0	0	0	498
13:00	2	416	60	0	12	10	1	6	26	0	0	0	0	533
14:00	1	450	62	1	20	9	0	16	20	0	0	0	0	579
15:00	0	530	101	1	15	13	0	11	20	0	0	0	0	691
16:00	0	480	76	0	13	6	2	17	19	1	0	0	0	614
17:00	0	432	65	0	12	12	0	13	13	0	0	0	0	547
18:00	0	392	47	0	1	14	0	12	14	0	2	0	0	482
19:00	1	261	21	0	6	6	0	7	11	0	0	0	0	313
20:00	1	242	19	0	1	3	0	4	9	0	1	0	0	280
21:00	0	162	8	0	2	5	1	1	8	0	2	0	0	189
22:00	0	111	3	0	3	4	0	2	10	0	1	0	0	134
23:00	1	47	5	0	1	2	0	0	6	0	3	0	0	65
Total	17	7741	1082	3	194	165	17	110	373	8	18	1	0	9729
Percent	0.2%	79.6%	11.1%	0.0%	2.0%	1.7%	0.2%	1.1%	3.8%	0.1%	0.2%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	10:00	08:00	10:00	07:00	10:00	09:00	04:00	00:00	08:00		07:00
Vol.	3	783	94	1	15	11	3	5	37	2	3	1		919
PM Peak	13:00	15:00	15:00	14:00	14:00	12:00	16:00	16:00	13:00	16:00	23:00			15:00
Vol.	2	530	101	1	20	15	2	17	26	1	3			691
Grand Total	17	7741	1082	3	194	165	17	110	373	8	18	1	0	9729
Percent	0.2%	79.6%	11.1%	0.0%	2.0%	1.7%	0.2%	1.1%	3.8%	0.1%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Ontario
 Hamner Avenue
 N/ Ontario Ranch Road
 24 Hour Directional Classification Count
 Southbound

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

ONT003
 Site Code: 051-22421

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
05/10/22	1	68	3	0	0	3	0	0	7	0	0	0	0	82
01:00	0	51	2	0	2	2	2	2	4	0	4	0	0	69
02:00	0	48	2	0	1	1	0	0	6	0	3	0	0	61
03:00	0	49	0	0	0	5	0	2	10	0	1	0	0	67
04:00	0	57	8	0	5	4	0	5	9	0	0	0	0	88
05:00	0	66	10	0	3	6	0	2	6	0	1	0	0	94
06:00	0	152	32	0	9	8	0	0	21	0	3	0	0	225
07:00	0	250	45	1	9	10	0	2	27	0	1	0	0	345
08:00	1	248	48	1	6	10	0	2	23	0	1	0	0	340
09:00	0	206	36	0	21	12	0	6	29	0	0	0	0	310
10:00	0	249	41	1	6	7	0	9	21	0	0	0	0	334
11:00	1	267	56	0	12	8	1	3	17	0	0	0	0	365
12 PM	1	365	73	0	12	10	0	5	13	0	0	0	0	479
13:00	0	338	77	0	7	5	0	7	16	0	0	0	0	450
14:00	5	430	98	0	6	8	0	10	17	0	0	0	0	574
15:00	4	617	117	0	11	9	0	6	25	0	0	0	0	789
16:00	3	573	92	0	9	7	0	3	10	0	0	0	0	697
17:00	2	729	108	0	4	2	0	4	14	0	0	0	0	863
18:00	1	550	80	0	8	6	0	4	11	0	0	0	0	660
19:00	0	357	48	0	1	7	0	4	13	0	0	0	0	430
20:00	1	265	18	0	1	6	0	4	7	0	0	0	0	302
21:00	0	226	19	0	0	4	0	2	7	0	0	0	0	258
22:00	0	157	2	0	1	2	0	1	8	0	4	0	0	175
23:00	1	86	4	0	0	2	0	1	9	0	1	0	0	104
Total	21	6404	1019	3	134	144	3	84	330	0	19	0	0	8161
Percent	0.3%	78.5%	12.5%	0.0%	1.6%	1.8%	0.0%	1.0%	4.0%	0.0%	0.2%	0.0%	0.0%	
AM Peak	00:00	11:00	11:00	07:00	09:00	09:00	01:00	10:00	09:00		01:00			11:00
Vol.	1	267	56	1	21	12	2	9	29		4			365
PM Peak	14:00	17:00	15:00		12:00	12:00		14:00	15:00		22:00			17:00
Vol.	5	729	117		12	10		10	25		4			863
Grand Total	21	6404	1019	3	134	144	3	84	330	0	19	0	0	8161
Percent	0.3%	78.5%	12.5%	0.0%	1.6%	1.8%	0.0%	1.0%	4.0%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

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 Corona, CA 92878

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email: counts@countsunlimited.com

City of Ontario
 Hamner Avenue
 N/ Ontario Ranch Road
 24 Hour Directional Classification Count
 Northbound, Southbound

ONT003
 Site Code: 051-22421

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
05/10/22	1	110	3	0	0	6	0	0	12	0	3	0	0	135
01:00	0	99	10	0	3	5	2	2	6	0	5	0	0	132
02:00	0	93	14	0	1	2	0	0	10	0	6	0	0	126
03:00	1	167	17	0	0	6	0	2	13	0	1	0	0	207
04:00	2	333	41	0	8	8	0	5	20	2	0	0	0	419
05:00	2	411	71	0	16	13	2	2	14	2	1	0	0	534
06:00	3	559	98	0	23	13	0	0	33	1	5	0	0	735
07:00	2	1033	139	1	21	14	3	4	46	0	1	0	0	1264
08:00	2	980	142	1	21	20	3	4	57	1	1	1	0	1233
09:00	0	591	97	0	34	21	0	10	66	0	0	0	0	819
10:00	0	561	99	2	15	18	1	14	48	0	0	0	0	758
11:00	1	596	124	0	25	16	4	8	47	1	0	0	0	822
12 PM	1	761	116	0	27	25	1	8	38	0	0	0	0	977
13:00	2	754	137	0	19	15	1	13	42	0	0	0	0	983
14:00	6	880	160	1	26	17	0	26	37	0	0	0	0	1153
15:00	4	1147	218	1	26	22	0	17	45	0	0	0	0	1480
16:00	3	1053	168	0	22	13	2	20	29	1	0	0	0	1311
17:00	2	1161	173	0	16	14	0	17	27	0	0	0	0	1410
18:00	1	942	127	0	9	20	0	16	25	0	2	0	0	1142
19:00	1	618	69	0	7	13	0	11	24	0	0	0	0	743
20:00	2	507	37	0	2	9	0	8	16	0	1	0	0	582
21:00	0	388	27	0	2	9	1	3	15	0	2	0	0	447
22:00	0	268	5	0	4	6	0	3	18	0	5	0	0	309
23:00	2	133	9	0	1	4	0	1	15	0	4	0	0	169
Total	38	14145	2101	6	328	309	20	194	703	8	37	1	0	17890
Percent	0.2%	79.1%	11.7%	0.0%	1.8%	1.7%	0.1%	1.1%	3.9%	0.0%	0.2%	0.0%	0.0%	
AM Peak	06:00	07:00	08:00	10:00	09:00	09:00	11:00	10:00	09:00	04:00	02:00	08:00		07:00
Vol.	3	1033	142	2	34	21	4	14	66	2	6	1		1264
PM Peak	14:00	17:00	15:00	14:00	12:00	12:00	16:00	14:00	15:00	16:00	22:00			15:00
Vol.	6	1161	218	1	27	25	2	26	45	1	5			1480
Grand Total	38	14145	2101	6	328	309	20	194	703	8	37	1	0	17890
Percent	0.2%	79.1%	11.7%	0.0%	1.8%	1.7%	0.1%	1.1%	3.9%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Ontario
 Ontario Ranch Road
 W/ Hamner Avenue
 24 Hour Directional Classification Count

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

ONT002
 Site Code: 051-22421

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
05/10/22	0	47	3	0	0	3	0	2	6	0	0	0	0	61
01:00	0	34	4	0	2	2	0	0	10	0	1	0	0	53
02:00	0	28	1	0	1	5	0	1	6	1	3	0	0	46
03:00	0	55	3	0	1	5	0	3	9	0	2	0	0	78
04:00	0	104	8	0	2	4	0	0	19	1	7	0	0	145
05:00	1	177	29	0	7	11	1	1	34	2	7	0	0	270
06:00	0	268	55	1	9	12	6	1	39	3	5	0	0	399
07:00	3	502	58	1	10	17	2	1	41	1	2	0	0	638
08:00	0	425	50	0	15	11	4	2	38	3	14	2	1	565
09:00	4	396	58	1	14	18	2	2	39	1	5	1	0	541
10:00	0	381	67	1	21	19	3	1	43	0	10	2	0	548
11:00	1	362	67	3	12	26	1	3	49	4	13	4	0	545
12 PM	0	361	72	1	19	21	0	3	48	0	5	0	1	531
13:00	2	435	82	1	28	25	1	5	40	0	8	1	0	628
14:00	1	579	157	1	33	23	2	7	34	0	7	1	0	845
15:00	3	640	193	1	15	20	0	10	25	0	3	2	0	912
16:00	3	638	136	1	25	12	0	13	24	0	0	0	0	852
17:00	2	706	112	1	14	23	0	8	24	0	1	0	0	891
18:00	0	617	74	1	3	25	0	6	20	0	0	0	0	746
19:00	1	358	57	1	2	11	1	5	12	0	0	0	0	448
20:00	0	268	24	1	3	11	0	4	11	0	0	0	0	322
21:00	0	203	9	1	2	4	0	2	11	0	0	0	0	232
22:00	0	123	8	0	2	10	0	4	13	0	0	1	0	161
23:00	0	97	1	0	1	5	0	0	11	0	0	0	0	115
Total	21	7804	1328	17	241	323	23	84	606	16	93	14	2	10572
Percent	0.2%	73.8%	12.6%	0.2%	2.3%	3.1%	0.2%	0.8%	5.7%	0.2%	0.9%	0.1%	0.0%	
AM Peak	09:00	07:00	10:00	11:00	10:00	11:00	06:00	03:00	11:00	11:00	08:00	11:00	08:00	07:00
Vol.	4	502	67	3	21	26	6	3	49	4	14	4	1	638
PM Peak	15:00	17:00	15:00	12:00	14:00	13:00	14:00	16:00	12:00		13:00	15:00	12:00	15:00
Vol.	3	706	193	1	33	25	2	13	48		8	2	1	912
Grand Total	21	7804	1328	17	241	323	23	84	606	16	93	14	2	10572
Percent	0.2%	73.8%	12.6%	0.2%	2.3%	3.1%	0.2%	0.8%	5.7%	0.2%	0.9%	0.1%	0.0%	

Counts Unlimited, Inc.

City of Ontario
 Ontario Ranch Road
 W/ Hamner Avenue
 24 Hour Directional Classification Count
 Westbound

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

ONT002
 Site Code: 051-22421

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
05/10/22	0	78	4	0	1	6	0	1	16	0	0	0	0	106
01:00	0	41	4	0	2	6	2	5	13	1	0	0	0	74
02:00	0	43	4	0	3	5	0	2	14	0	0	0	0	71
03:00	0	89	14	0	1	14	0	1	9	0	5	1	0	134
04:00	4	244	45	1	2	7	0	3	15	0	4	1	0	326
05:00	0	535	128	1	13	25	1	3	18	1	4	0	0	729
06:00	2	561	241	1	25	40	0	3	34	1	2	0	0	910
07:00	3	457	142	1	24	24	1	1	44	0	14	2	0	713
08:00	0	413	111	1	26	23	0	2	41	0	5	0	0	622
09:00	0	316	65	3	30	27	2	6	39	0	14	2	0	504
10:00	0	298	73	1	18	20	0	11	48	0	7	1	0	477
11:00	1	344	75	1	15	20	3	5	34	1	11	3	0	513
12 PM	1	422	68	1	22	17	3	8	52	0	10	3	0	607
13:00	1	407	79	1	10	20	5	4	48	3	3	1	0	582
14:00	2	432	81	1	21	11	2	11	53	0	12	0	0	626
15:00	2	564	82	0	17	15	0	12	49	4	2	0	0	747
16:00	3	578	89	1	12	10	0	4	43	7	0	0	0	747
17:00	2	720	88	1	9	7	0	2	39	10	0	0	0	878
18:00	2	615	60	1	9	12	0	7	26	2	1	0	0	735
19:00	2	448	59	1	4	12	0	4	17	0	0	0	0	547
20:00	0	482	40	1	1	7	0	6	17	0	0	0	0	554
21:00	0	326	17	1	1	8	0	3	9	0	0	0	0	365
22:00	0	195	3	1	1	10	0	1	19	0	1	0	0	231
23:00	0	126	5	0	0	3	0	2	16	0	0	0	0	152
Total	25	8734	1577	20	267	349	19	107	713	30	95	14	0	11950
Percent	0.2%	73.1%	13.2%	0.2%	2.2%	2.9%	0.2%	0.9%	6.0%	0.3%	0.8%	0.1%	0.0%	
AM Peak	04:00	06:00	06:00	09:00	09:00	06:00	11:00	10:00	10:00	01:00	07:00	11:00		06:00
Vol.	4	561	241	3	30	40	3	11	48	1	14	3		910
PM Peak	16:00	17:00	16:00	12:00	12:00	13:00	13:00	15:00	14:00	17:00	14:00	12:00		17:00
Vol.	3	720	89	1	22	20	5	12	53	10	12	3		878
Grand Total	25	8734	1577	20	267	349	19	107	713	30	95	14	0	11950
Percent	0.2%	73.1%	13.2%	0.2%	2.2%	2.9%	0.2%	0.9%	6.0%	0.3%	0.8%	0.1%	0.0%	

Counts Unlimited, Inc.

City of Ontario
 Ontario Ranch Road
 W/ Hamner Avenue
 24 Hour Directional Classification Count
 Eastbound, Westbound

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

ONT002
 Site Code: 051-22421

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
05/10/22	0	125	7	0	1	9	0	3	22	0	0	0	0	167
01:00	0	75	8	0	4	8	2	5	23	1	1	0	0	127
02:00	0	71	5	0	4	10	0	3	20	1	3	0	0	117
03:00	0	144	17	0	2	19	0	4	18	0	7	1	0	212
04:00	4	348	53	1	4	11	0	3	34	1	11	1	0	471
05:00	1	712	157	1	20	36	2	4	52	3	11	0	0	999
06:00	2	829	296	2	34	52	6	4	73	4	7	0	0	1309
07:00	6	959	200	2	34	41	3	2	85	1	16	2	0	1351
08:00	0	838	161	1	41	34	4	4	79	3	19	2	1	1187
09:00	4	712	123	4	44	45	4	8	78	1	19	3	0	1045
10:00	0	679	140	2	39	39	3	12	91	0	17	3	0	1025
11:00	2	706	142	4	27	46	4	8	83	5	24	7	0	1058
12 PM	1	783	140	2	41	38	3	11	100	0	15	3	1	1138
13:00	3	842	161	2	38	45	6	9	88	3	11	2	0	1210
14:00	3	1011	238	2	54	34	4	18	87	0	19	1	0	1471
15:00	5	1204	275	1	32	35	0	22	74	4	5	2	0	1659
16:00	6	1216	225	2	37	22	0	17	67	7	0	0	0	1599
17:00	4	1426	200	2	23	30	0	10	63	10	1	0	0	1769
18:00	2	1232	134	2	12	37	0	13	46	2	1	0	0	1481
19:00	3	806	116	2	6	23	1	9	29	0	0	0	0	995
20:00	0	750	64	2	4	18	0	10	28	0	0	0	0	876
21:00	0	529	26	2	3	12	0	5	20	0	0	0	0	597
22:00	0	318	11	1	3	20	0	5	32	0	1	1	0	392
23:00	0	223	6	0	1	8	0	2	27	0	0	0	0	267
Total	46	16538	2905	37	508	672	42	191	1319	46	188	28	2	22522
Percent	0.2%	73.4%	12.9%	0.2%	2.3%	3.0%	0.2%	0.8%	5.9%	0.2%	0.8%	0.1%	0.0%	
AM Peak	07:00	07:00	06:00	09:00	09:00	06:00	06:00	10:00	10:00	11:00	11:00	11:00	08:00	07:00
Vol.	6	959	296	4	44	52	6	12	91	5	24	7	1	1351
PM Peak	16:00	17:00	15:00	12:00	14:00	13:00	13:00	15:00	12:00	17:00	14:00	12:00	12:00	17:00
Vol.	6	1426	275	2	54	45	6	22	100	10	19	3	1	1769
Grand Total	46	16538	2905	37	508	672	42	191	1319	46	188	28	2	22522
Percent	0.2%	73.4%	12.9%	0.2%	2.3%	3.0%	0.2%	0.8%	5.9%	0.2%	0.8%	0.1%	0.0%	

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 29, 2022
JOB #: SC3761

CITY: Ontario
LOCATION: CLASS4 Grove north of Edison.

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL	
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13		
0:00	0	9	1	0	0	0	0	0	0	1	0	0	0	0	11	12:00	0	11	6	0	6	2	0	2	1	0	0	0	0	28
0:15	0	14	2	0	2	0	0	0	0	3	0	0	0	0	21	12:15	1	14	3	0	5	1	0	0	2	0	0	0	0	26
0:30	0	8	2	0	2	0	0	0	0	0	0	0	0	0	12	12:30	0	10	3	1	6	1	0	0	2	0	0	0	0	23
0:45	0	9	0	0	1	0	0	1	0	0	0	0	0	0	11	12:45	0	11	3	0	11	2	0	0	2	0	0	0	0	29
1:00	0	12	2	0	0	1	0	0	1	0	0	0	0	0	16	13:00	0	7	0	0	6	0	0	0	2	0	0	0	0	15
1:15	0	14	2	1	0	0	0	0	0	1	0	0	0	0	18	13:15	1	8	3	0	4	2	0	0	1	0	0	0	0	19
1:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	13:30	0	18	3	1	6	1	0	1	1	0	0	0	1	32
1:45	0	1	0	0	0	1	0	0	1	0	0	0	0	0	3	13:45	1	18	3	0	11	1	0	0	2	0	0	0	0	36
2:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	14:00	1	20	8	0	8	1	0	0	5	0	0	0	0	43
2:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	14:15	0	17	6	0	6	2	0	1	2	0	0	0	0	34
2:30	1	4	2	0	1	0	0	1	0	0	0	0	0	0	9	14:30	0	25	10	2	8	1	1	0	1	0	0	0	0	48
2:45	0	7	1	0	0	0	0	0	1	1	0	0	0	0	10	14:45	0	44	5	0	15	0	0	0	2	0	0	0	0	66
3:00	0	3	0	0	1	0	0	1	0	0	0	0	0	0	5	15:00	0	22	8	0	9	1	0	1	0	0	0	0	0	41
3:15	0	1	1	0	0	0	0	0	0	2	0	0	0	0	4	15:15	0	12	4	1	4	3	0	0	3	0	0	0	1	28
3:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	15:30	0	15	8	0	9	0	0	0	2	0	0	0	0	34
3:45	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6	15:45	0	27	9	2	6	0	0	1	1	0	0	0	0	46
4:00	0	6	0	0	0	0	0	0	1	0	0	0	0	0	7	16:00	0	45	6	1	13	1	0	0	1	0	0	0	0	67
4:15	0	9	0	0	2	2	0	0	0	0	0	0	0	0	13	16:15	0	42	9	1	11	1	0	0	1	0	0	0	0	65
4:30	0	23	3	0	3	1	0	0	0	0	0	0	0	0	30	16:30	0	64	14	0	16	0	0	0	2	0	0	1	0	97
4:45	0	21	1	0	1	0	0	0	0	0	0	0	0	0	23	16:45	0	66	7	1	10	1	0	0	1	0	0	0	0	86
5:00	0	17	2	0	2	0	0	0	1	0	0	0	0	0	22	17:00	1	43	11	0	9	0	0	1	0	0	0	0	0	65
5:15	0	14	4	0	2	0	0	0	1	0	0	0	0	0	21	17:15	0	38	5	0	13	0	0	0	1	0	0	0	0	57
5:30	0	13	7	0	3	0	0	0	1	0	0	0	0	0	24	17:30	1	58	8	1	5	3	0	0	2	0	0	0	0	78
5:45	1	13	4	0	5	1	0	0	0	0	0	0	0	0	24	17:45	1	36	6	0	6	1	0	0	0	0	0	0	0	50
6:00	0	17	3	0	3	0	0	0	1	0	0	0	0	0	24	18:00	0	38	7	0	4	2	0	0	1	0	1	0	0	53
6:15	0	16	5	0	3	2	0	1	2	0	0	0	0	0	29	18:15	0	28	6	0	6	0	0	1	2	0	0	0	0	43
6:30	0	23	3	0	6	1	0	0	2	0	0	0	0	0	35	18:30	0	27	7	0	2	0	0	0	4	0	0	0	0	40
6:45	0	35	3	0	12	2	0	0	3	0	0	0	0	0	55	18:45	0	26	6	1	5	1	0	0	0	0	0	0	0	39
7:00	0	36	14	0	9	4	0	0	2	0	0	1	0	0	66	19:00	0	16	1	0	4	2	0	0	1	0	0	0	0	24
7:15	0	56	14	1	10	0	0	0	4	0	0	0	0	0	85	19:15	0	30	5	0	3	0	0	1	4	0	0	0	0	43
7:30	0	54	15	0	5	1	0	1	3	0	0	0	0	0	79	19:30	0	30	5	0	4	1	0	0	1	0	1	0	0	42
7:45	0	48	16	0	8	4	0	1	0	0	0	0	0	0	77	19:45	0	17	3	0	4	0	0	0	0	0	0	0	0	24
8:00	0	53	14	1	7	1	0	0	1	0	1	0	0	0	78	20:00	0	17	1	0	5	0	0	0	0	0	0	0	0	23
8:15	0	38	4	0	11	3	0	0	3	0	1	0	0	0	60	20:15	0	13	4	0	1	1	0	0	1	0	0	0	0	20
8:30	0	46	12	0	11	0	1	0	4	0	0	0	0	0	74	20:30	0	16	1	0	1	1	0	0	0	0	1	0	0	20
8:45	0	44	8	1	8	1	0	0	1	0	0	0	0	0	63	20:45	0	7	4	0	2	1	0	0	0	0	0	0	0	14
9:00	0	23	2	0	7	1	0	0	0	0	1	0	0	0	34	21:00	0	11	2	0	1	0	0	1	1	0	0	0	0	16
9:15	1	25	3	2	2	2	0	0	2	0	1	0	0	0	38	21:15	0	11	2	0	1	0	0	1	1	0	0	0	0	16
9:30	0	20	8	0	6	3	0	0	1	0	0	0	1	0	39	21:30	0	11	0	0	1	1	0	0	0	0	0	0	0	13
9:45	0	28	5	2	8	2	0	1	5	0	0	1	0	0	52	21:45	0	7	2	0	1	1	0	0	0	0	0	0	0	11
10:00	0	34	9	1	16	1	0	0	4	0	0	0	0	0	65	22:00	0	17	0	0	1	0	0	0	1	0	0	0	0	19
10:15	0	26	2	1	9	0	0	0	1	0	0	0	0	0	39	22:15	0	10	1	0	3	1	0	0	0	0	0	0	0	15
10:30	2	19	10	0	8	2	0	0	1	0	0	0	0	0	42	22:30	0	22	3	0	0	0	0	0	1	0	0	0	0	26
10:45	0	16	5	0	6	3	0	0	3	0	0	0	0	0	33	22:45	0	8	1	0	1	0	0	0	1	0	0	0	0	11
11:00	1	39	6	2	10	3	0	0	2	0	0	0	0	0	63	23:00	0	7	1	0	1	1	0	0	2	0	0	0	0	12
11:15	0	28	4	2	15	2	0	0	4	0	0	0	0	0	55	23:15	0	16	2	0	0	2	0	0	0	0	0	0	0	20
11:30	0	29	5	0	11	1	0	0	3	0	0	0	0	0	49	23:30	0	10	1	0	0	0	0	1	1	0	0	0	0	13
11:45	0	28	9	1	9	1	0	1	0	0	0	0	0	0	49	23:45	0	5	0	0	3	1	0	0	0	0	0	0	0	9
TOTAL	6	1,003	214	15	227	46	1	8	66	1	4	2	1	1,594	TOTAL	7	1,071	213	12	257	41	1	12	59	0	3	1	2	1,679	

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 319

PM PEAK HOUR 4:00 PM
PM PEAK VOLUME 315

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	13	2,074	427	27	484	87	2	20	125	1	7	3	3	3,273
% OF TOTAL	0.4%	63.4%	13.0%	0.8%	14.8%	2.7%	0.1%	0.6%	3.8%	0.0%	0.2%	0.1%	0.1%	100.0%

TOTAL: ALL	33	4,616	792	45	781	202	11	41	261	3	12	4	4	6,805
% OF TOTAL	1.0%	141.0%	24.2%	1.4%	23.9%	6.2%	0.3%	1.3%	8.0%	0.1%	0.4%	0.1%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 29, 2022
 JOB #: SC3761

CITY: Ontario
 LOCATION: CLASS4 Grove north of Edison.

AM TIME	SOUTHBOUND													TOTAL	PM TIME	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	10	0	0	0	0	0	0	1	0	0	0	0	11	12:00	1	27	6	1	6	1	0	0	2	0	0	0	0	44
0:15	0	7	1	0	0	1	0	0	0	0	0	0	0	9	12:15	0	23	9	0	3	2	0	1	0	0	0	0	38	
0:30	0	10	1	0	2	2	0	0	0	0	0	0	0	15	12:30	0	18	8	1	6	1	0	0	4	0	0	0	38	
0:45	0	11	3	0	0	1	0	0	0	0	0	0	0	15	12:45	0	24	4	0	3	0	0	0	1	0	0	0	32	
1:00	0	5	0	0	2	0	0	0	0	0	0	0	0	7	13:00	0	33	6	0	4	3	0	1	4	0	0	0	51	
1:15	0	9	1	0	0	0	0	0	1	1	0	0	0	12	13:15	0	24	4	0	4	2	0	0	1	0	0	0	35	
1:30	0	3	1	0	0	1	0	0	2	0	0	0	0	7	13:30	0	36	6	1	4	0	0	1	1	0	0	0	49	
1:45	0	3	1	0	0	1	0	0	0	0	0	0	0	5	13:45	1	41	7	1	5	0	0	1	2	0	0	0	58	
2:00	0	2	0	0	0	2	0	0	0	0	0	0	0	4	14:00	0	36	9	0	3	1	0	0	1	0	0	0	50	
2:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:15	1	53	5	1	6	1	0	0	3	0	0	0	70	
2:30	0	2	0	0	0	1	0	0	1	0	0	0	0	4	14:30	0	44	5	0	3	3	0	1	0	0	0	0	56	
2:45	0	4	1	0	2	0	0	0	1	0	0	0	0	8	14:45	0	38	10	0	7	0	0	0	1	0	0	0	56	
3:00	0	5	0	0	0	0	0	0	2	0	0	0	0	7	15:00	0	26	8	0	4	0	0	0	0	0	0	0	38	
3:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7	15:15	0	32	3	0	4	0	0	0	0	0	0	0	39	
3:30	0	18	3	0	1	0	0	0	3	0	0	0	0	25	15:30	0	32	6	0	5	1	0	0	0	0	0	0	44	
3:45	0	16	1	0	1	1	0	0	1	0	0	0	0	20	15:45	0	38	8	0	3	1	0	0	2	0	0	0	52	
4:00	0	8	2	0	0	1	0	0	1	0	0	0	0	12	16:00	1	39	2	1	4	2	0	0	0	0	0	0	49	
4:15	0	15	2	0	3	1	0	0	1	0	0	0	0	22	16:15	0	34	5	0	2	1	0	1	1	0	0	0	44	
4:30	0	53	7	0	2	2	0	0	1	0	0	0	0	65	16:30	0	34	5	0	4	0	0	0	0	0	0	0	43	
4:45	0	59	3	0	1	1	0	0	4	0	0	0	0	68	16:45	1	50	7	0	5	1	1	0	0	0	0	0	65	
5:00	0	34	8	0	2	3	1	2	1	0	1	0	0	52	17:00	0	41	5	0	4	1	0	0	0	0	0	0	51	
5:15	0	37	11	0	7	2	0	1	1	0	0	0	0	59	17:15	0	38	3	1	2	0	0	0	2	0	0	0	46	
5:30	0	74	8	0	8	1	0	0	0	0	0	0	0	91	17:30	2	56	4	0	7	1	1	0	1	0	0	0	72	
5:45	2	78	14	0	12	4	1	0	3	0	0	0	0	114	17:45	0	39	4	0	2	0	0	0	1	0	0	0	46	
6:00	0	44	5	0	5	1	0	0	1	0	0	0	0	56	18:00	0	29	2	0	4	3	0	0	0	0	0	0	38	
6:15	0	34	10	0	3	0	0	0	0	0	0	0	0	47	18:15	0	33	2	0	1	0	0	1	1	0	0	0	38	
6:30	0	40	4	0	7	0	0	0	3	0	1	0	0	55	18:30	2	50	1	1	11	1	0	1	0	0	0	0	67	
6:45	0	45	4	0	2	4	1	0	2	0	0	0	0	58	18:45	1	49	2	0	0	3	0	0	4	0	0	0	59	
7:00	1	25	6	0	7	1	0	0	4	0	0	0	0	44	19:00	0	19	3	1	2	4	0	0	0	0	0	0	29	
7:15	0	26	3	0	3	0	0	0	1	0	0	0	0	33	19:15	0	24	2	0	1	0	0	0	2	0	0	0	29	
7:30	1	33	5	2	7	1	0	0	2	0	2	0	0	53	19:30	1	10	4	0	1	2	0	0	2	1	0	0	21	
7:45	0	31	8	0	5	1	0	1	1	0	0	0	0	47	19:45	0	23	2	0	2	2	0	0	0	0	0	0	29	
8:00	0	41	6	0	10	0	0	1	2	0	0	0	0	60	20:00	0	21	2	0	0	0	0	2	0	0	0	0	25	
8:15	0	39	3	0	7	0	0	0	2	0	0	0	0	51	20:15	0	15	1	0	1	1	0	0	0	0	0	0	18	
8:30	1	36	7	0	6	4	1	0	5	0	0	0	0	60	20:30	0	11	1	0	1	2	0	0	2	0	0	0	17	
8:45	0	43	7	0	2	5	0	0	0	0	0	0	1	58	20:45	0	18	1	0	1	0	0	0	1	0	0	0	21	
9:00	0	35	6	1	5	2	0	0	4	0	0	0	0	53	21:00	0	12	1	0	0	0	0	0	4	0	0	0	17	
9:15	0	31	2	2	5	1	0	1	3	0	1	0	0	46	21:15	0	11	1	0	2	1	0	1	1	0	0	0	17	
9:30	0	45	5	0	2	2	0	0	2	0	0	0	0	56	21:30	0	8	0	0	0	2	0	0	1	0	0	0	11	
9:45	0	37	5	0	2	2	0	0	2	0	0	0	0	48	21:45	0	16	1	0	1	0	0	0	3	0	0	0	21	
10:00	0	28	2	0	11	1	0	2	4	0	0	0	0	48	22:00	0	4	0	0	1	0	0	1	1	0	0	0	7	
10:15	0	23	6	0	3	1	1	0	3	0	0	0	0	37	22:15	0	11	0	0	0	2	0	0	1	0	0	0	14	
10:30	1	22	4	1	10	3	0	0	4	0	0	0	0	45	22:30	0	4	0	0	1	1	0	0	3	0	0	0	9	
10:45	0	25	4	0	7	0	0	0	3	0	0	0	0	39	22:45	0	6	2	0	1	0	0	0	0	0	0	0	9	
11:00	0	32	4	0	2	0	0	0	2	0	0	0	0	40	23:00	0	9	0	0	0	1	0	0	1	0	0	0	11	
11:15	0	28	5	0	7	2	0	0	0	0	0	0	0	42	23:15	0	7	0	0	0	1	0	0	0	0	0	0	8	
11:30	2	32	5	2	1	8	1	0	5	0	0	0	0	56	23:30	0	13	1	0	2	0	0	0	1	1	0	0	18	
11:45	1	18	10	1	2	3	1	0	1	0	0	1	0	38	23:45	0	16	1	0	0	0	0	0	1	0	0	0	18	
TOTAL	9	1,267	196	9	164	67	7	9	80	0	5	1	1	1,815	TOTAL	11	1,275	169	9	133	48	2	12	56	2	0	0	1,717	

AM PEAK HOUR 5:15 AM
AM PEAK VOLUME 320

PM PEAK HOUR 4:45 PM
PM PEAK VOLUME 234

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	20	2,542	365	18	297	115	9	21	136	2	5	1	1	3,532
% OF TOTAL	0.6%	72.0%	10.3%	0.5%	8.4%	3.3%	0.3%	0.6%	3.9%	0.1%	0.1%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 29, 2022
JOB #: SC3761

CITY: Ontario
LOCATION: CLASS3 Euclid north of Merrill

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	53	3	0	1	1	0	2	8	0	0	0	0	68	12:00	0	89	27	0	6	6	0	4	29	0	0	0	161	
0:15	0	23	2	0	0	1	0	0	8	0	0	0	0	34	12:15	2	85	27	2	9	6	0	5	28	0	1	0	165	
0:30	0	35	1	0	0	4	0	1	9	0	0	0	0	50	12:30	1	75	33	0	5	10	0	6	19	0	0	0	149	
0:45	0	23	1	0	0	3	0	0	5	0	0	0	0	32	12:45	0	76	24	0	4	6	0	5	17	0	1	0	133	
1:00	0	36	3	0	1	1	0	1	9	0	0	0	0	51	13:00	0	106	32	0	14	3	0	2	25	0	0	1	183	
1:15	0	31	2	0	0	2	0	0	9	0	0	0	0	44	13:15	0	75	30	0	9	4	0	4	17	0	1	1	141	
1:30	0	23	0	0	1	6	0	6	10	0	0	0	0	46	13:30	0	145	31	0	7	10	0	4	23	0	0	1	221	
1:45	0	22	1	0	0	1	0	1	13	0	0	0	0	38	13:45	1	136	40	0	15	8	0	5	24	0	0	0	229	
2:00	0	30	2	0	0	0	0	1	6	0	0	0	0	39	14:00	0	130	50	0	4	9	0	3	15	0	0	0	211	
2:15	0	30	2	0	0	5	0	5	9	0	0	1	0	52	14:15	1	146	39	0	9	1	0	4	23	0	0	0	223	
2:30	0	23	0	0	0	3	0	1	7	0	0	0	0	34	14:30	0	158	50	0	7	10	0	4	22	0	0	1	252	
2:45	0	15	1	0	1	2	0	1	6	0	0	0	0	26	14:45	0	138	59	0	13	6	0	3	11	0	1	0	231	
3:00	0	31	1	0	0	3	0	2	10	0	0	0	0	47	15:00	0	162	40	0	15	5	0	2	11	0	0	0	235	
3:15	0	20	1	0	0	4	0	0	9	0	0	0	0	34	15:15	0	148	34	0	10	4	0	4	17	0	0	0	217	
3:30	0	22	5	0	0	3	0	0	8	0	0	0	0	38	15:30	1	192	45	0	9	13	0	6	17	0	0	0	283	
3:45	0	15	2	0	0	5	0	0	6	0	0	0	0	28	15:45	1	168	47	1	9	5	0	6	14	0	0	0	251	
4:00	0	42	4	0	1	7	0	1	4	0	0	0	0	59	16:00	0	169	40	0	9	3	0	2	12	0	0	0	235	
4:15	0	44	1	0	0	4	0	1	12	0	1	0	0	63	16:15	0	156	38	0	3	8	0	2	15	0	0	0	222	
4:30	0	72	7	0	2	2	0	0	9	0	1	0	0	93	16:30	1	161	45	0	3	5	0	5	12	0	0	0	232	
4:45	0	67	16	0	2	4	0	2	7	0	0	0	0	98	16:45	0	138	41	0	9	2	0	2	7	1	0	0	200	
5:00	0	55	5	0	1	2	0	2	7	1	0	1	0	74	17:00	0	165	25	0	4	2	0	10	7	1	0	1	215	
5:15	0	43	8	0	1	2	0	1	10	1	0	0	0	66	17:15	2	159	24	0	9	5	0	9	12	0	0	0	220	
5:30	0	66	11	0	0	7	0	2	13	1	0	0	0	100	17:30	0	184	19	0	4	4	0	5	9	0	0	0	225	
5:45	0	69	17	0	4	3	0	1	10	1	0	0	0	105	17:45	1	134	16	0	2	2	0	7	10	0	0	0	172	
6:00	1	112	31	0	2	3	0	0	14	1	1	0	0	165	18:00	0	128	10	0	2	4	0	6	9	0	0	0	159	
6:15	1	67	25	0	8	4	0	0	9	2	0	0	0	116	18:15	0	122	11	0	3	5	0	5	13	1	0	0	160	
6:30	0	78	23	0	3	4	0	2	8	0	1	0	0	119	18:30	1	114	9	0	1	9	0	4	12	0	0	0	150	
6:45	1	91	23	0	7	4	0	0	13	0	0	0	0	139	18:45	0	124	12	0	4	2	0	2	4	1	0	0	149	
7:00	1	116	19	1	6	1	0	1	18	0	0	0	0	163	19:00	0	154	12	0	2	5	0	5	10	0	0	0	188	
7:15	0	121	20	0	5	4	0	0	11	0	0	0	0	161	19:15	0	130	17	0	3	9	0	0	5	0	0	0	164	
7:30	0	150	35	0	9	7	0	1	13	0	0	0	0	215	19:30	0	92	16	0	3	8	0	4	11	0	0	0	134	
7:45	1	142	31	0	6	4	0	0	14	0	0	0	0	198	19:45	0	62	8	0	1	5	0	6	2	0	0	0	84	
8:00	0	114	22	0	6	5	0	2	16	0	0	0	0	165	20:00	0	86	5	1	2	7	0	4	6	0	0	0	111	
8:15	0	120	18	1	7	5	0	3	19	0	0	0	0	173	20:15	0	57	4	0	1	5	0	8	9	0	0	0	84	
8:30	0	113	33	0	6	9	0	0	26	0	0	0	0	187	20:30	0	64	2	0	0	4	0	2	4	0	0	0	76	
8:45	0	122	27	0	5	4	0	1	23	0	0	0	0	182	20:45	0	44	3	0	0	7	0	4	3	0	0	0	61	
9:00	1	100	25	0	10	5	0	2	18	0	0	0	0	161	21:00	0	53	3	0	0	4	0	4	8	0	0	0	72	
9:15	0	87	24	0	6	9	0	2	15	0	0	0	0	143	21:15	0	55	3	0	2	2	0	1	13	0	0	0	76	
9:30	0	76	24	0	5	8	0	2	16	0	0	0	0	131	21:30	1	60	6	0	0	2	0	3	10	0	0	0	82	
9:45	0	96	23	0	9	5	0	7	17	1	0	0	0	158	21:45	0	58	6	0	0	1	0	2	12	0	0	0	79	
10:00	0	67	30	0	7	2	0	5	19	0	0	1	0	131	22:00	1	51	0	0	0	5	0	4	13	0	0	0	74	
10:15	0	90	24	0	8	11	0	4	23	0	0	0	0	160	22:15	0	46	1	0	0	3	0	2	9	0	0	0	61	
10:30	0	90	31	0	6	12	0	6	20	0	0	0	0	165	22:30	0	65	5	0	0	0	0	0	11	0	0	0	81	
10:45	0	74	32	0	3	4	0	6	17	0	0	0	0	136	22:45	0	53	4	0	2	3	0	5	4	0	0	0	71	
11:00	0	72	31	0	11	7	0	8	17	0	0	0	0	146	23:00	0	35	0	0	0	1	0	2	8	0	0	0	46	
11:15	0	66	28	0	6	5	0	4	18	0	1	0	0	128	23:15	0	34	2	0	1	4	0	3	9	0	0	0	53	
11:30	0	76	27	0	5	6	0	5	25	0	1	0	0	145	23:30	0	40	2	0	0	1	0	0	13	0	0	0	56	
11:45	1	68	34	0	6	6	0	2	15	0	0	0	0	132	23:45	0	25	2	0	0	3	0	0	10	0	0	0	41	
TOTAL	7	3,198	736	2	167	209	0	94	608	8	6	3	0	5,038	TOTAL	14	5,047	999	4	215	236	0	185	604	4	4	6	0	7,318

AM PEAK HOUR 7:30 AM
AM PEAK VOLUME 751

PM PEAK HOUR 3:30 PM
PM PEAK VOLUME 991

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	21	8,245	1,735	6	382	445	0	279	###	12	10	9	0	12,356
% OF TOTAL	0.2%	66.7%	14.0%	0.0%	3.1%	3.6%	0.0%	2.3%	9.8%	0.1%	0.1%	0.1%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	51	17,338	3,537	15	750	871	1	587	###	14	21	41	0	25,794
% OF TOTAL	0.4%	140.3%	28.6%	0.1%	6.1%	7.0%	0.0%	4.8%	20.8%	0.1%	0.2%	0.3%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 29, 2022
JOB #: SC3761

CITY: Ontario
LOCATION: CLASS3 Euclid north of Merrill

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	10	1	0	0	2	0	0	3	0	0	1	0	17	12:00	0	81	29	0	8	8	0	6	20	0	0	0	0	152
0:15	0	18	1	0	0	3	0	2	8	0	0	0	0	32	12:15	0	69	31	0	4	8	0	2	26	0	0	0	0	140
0:30	0	23	4	0	0	5	0	0	8	0	0	3	0	43	12:30	1	86	22	0	7	6	0	6	23	0	0	0	0	151
0:45	0	17	4	0	0	3	0	0	6	4	0	0	1	35	12:45	1	80	33	0	8	5	0	6	19	0	0	0	0	152
1:00	0	15	2	0	0	2	0	3	12	0	0	0	0	34	13:00	1	82	23	0	6	2	0	10	29	1	0	0	0	154
1:15	0	12	0	0	1	2	0	5	10	0	0	0	0	30	13:15	1	104	26	0	8	7	0	6	20	0	0	0	0	172
1:30	0	12	1	0	0	0	0	0	8	0	0	1	0	22	13:30	0	107	30	0	12	6	0	8	23	0	0	0	0	186
1:45	0	13	0	0	0	5	0	3	12	0	1	0	0	34	13:45	0	106	24	0	6	5	0	1	17	0	0	1	0	160
2:00	0	11	1	0	0	5	0	1	7	0	0	0	0	25	14:00	1	98	23	0	2	4	0	7	19	0	0	0	0	154
2:15	0	12	0	0	0	3	0	2	11	0	0	0	0	28	14:15	0	116	26	0	9	5	0	4	23	0	0	0	0	183
2:30	0	28	0	0	0	2	0	0	12	0	1	1	0	44	14:30	0	127	22	0	8	2	0	9	14	0	0	0	0	182
2:45	0	29	1	0	0	3	0	2	6	0	0	2	0	43	14:45	0	134	39	0	10	2	0	5	14	0	0	1	0	205
3:00	0	16	1	0	1	4	0	1	7	0	0	1	0	31	15:00	3	135	35	0	9	4	0	7	11	0	0	0	0	204
3:15	0	29	1	0	2	4	0	1	9	0	0	1	0	47	15:15	2	133	33	0	3	4	0	6	16	0	0	1	0	198
3:30	0	31	0	0	0	3	0	0	9	0	0	2	0	45	15:30	0	145	36	0	6	4	0	5	16	0	0	0	0	212
3:45	0	42	4	0	1	2	0	1	6	0	0	1	0	57	15:45	0	150	31	1	8	8	0	7	10	0	0	0	0	215
4:00	0	37	4	0	0	1	0	1	9	0	0	3	0	55	16:00	0	161	32	0	4	4	0	8	6	0	0	0	0	215
4:15	0	82	5	0	1	5	0	1	9	0	0	1	0	104	16:15	3	183	24	0	8	2	0	5	10	0	0	0	0	235
4:30	1	102	14	0	0	1	0	1	10	0	1	0	0	130	16:30	2	174	30	0	6	4	0	2	12	0	0	0	0	230
4:45	0	154	22	0	2	3	0	0	4	0	0	0	0	185	16:45	0	211	43	0	3	7	0	5	10	0	0	0	0	279
5:00	0	99	33	0	4	11	0	2	13	0	0	0	0	162	17:00	0	215	35	1	7	9	0	3	9	0	0	0	0	279
5:15	1	115	26	0	1	4	0	0	10	0	1	0	0	158	17:15	0	221	20	0	6	1	0	6	11	0	1	0	0	266
5:30	2	168	33	0	1	10	0	0	7	0	0	0	0	221	17:30	0	239	31	0	1	5	0	7	10	0	0	0	0	293
5:45	1	195	36	0	2	11	0	2	5	0	0	1	0	253	17:45	0	201	29	0	1	3	0	5	13	0	0	0	0	252
6:00	0	145	32	0	2	9	0	2	11	0	0	0	0	201	18:00	0	158	21	0	3	2	0	4	12	0	0	0	0	200
6:15	0	170	46	0	4	7	0	0	14	0	0	0	0	241	18:15	0	144	18	0	3	4	0	8	14	0	0	0	0	191
6:30	1	176	33	1	4	6	1	3	13	0	0	0	0	238	18:30	1	126	7	0	2	3	0	3	10	0	0	1	0	153
6:45	1	244	52	1	9	5	0	0	17	0	2	1	0	332	18:45	0	115	9	0	3	5	0	3	24	0	0	0	0	159
7:00	0	132	50	0	9	6	0	0	22	0	0	1	0	220	19:00	0	79	11	0	1	2	0	2	13	0	0	0	0	108
7:15	1	126	39	0	8	9	0	3	21	0	0	0	0	207	19:15	0	107	9	0	4	3	0	5	10	0	0	0	0	138
7:30	1	144	30	0	13	7	0	1	14	0	0	0	0	210	19:30	0	91	5	0	0	3	0	5	12	0	0	0	0	116
7:45	0	169	27	4	10	7	0	2	23	0	0	1	0	243	19:45	0	73	4	0	0	2	0	6	15	0	0	0	0	100
8:00	0	149	24	0	7	4	0	0	23	0	0	1	0	208	20:00	0	61	8	0	0	4	0	4	11	0	0	0	0	88
8:15	0	125	37	0	2	6	0	0	25	0	1	1	0	197	20:15	0	70	4	0	0	4	0	3	10	0	0	0	0	91
8:30	0	121	32	0	9	1	0	2	26	0	2	0	0	193	20:30	0	51	6	0	3	4	0	6	11	0	0	0	0	81
8:45	0	107	19	0	5	6	0	3	23	0	0	0	0	163	20:45	0	67	5	0	2	4	0	3	10	0	0	0	0	91
9:00	1	108	29	0	6	11	0	0	27	0	0	1	0	183	21:00	0	70	12	0	0	5	0	1	9	0	0	0	0	97
9:15	1	89	25	0	7	2	0	4	21	0	0	0	0	149	21:15	0	59	7	0	4	6	0	4	6	0	0	0	0	86
9:30	1	91	34	0	8	2	0	6	24	0	0	0	0	166	21:30	0	47	8	0	1	3	0	2	12	0	0	0	0	73
9:45	1	101	20	0	13	8	0	2	18	0	1	0	0	164	21:45	0	39	5	0	1	2	0	2	12	0	0	0	0	61
10:00	0	79	25	0	11	6	0	0	21	0	0	0	0	142	22:00	0	19	0	0	0	4	0	0	10	0	0	0	0	33
10:15	0	80	20	0	9	3	0	4	23	0	0	0	0	139	22:15	0	34	1	0	0	7	0	2	17	0	0	0	0	61
10:30	0	92	23	0	3	4	0	7	21	0	0	0	0	150	22:30	0	31	2	0	3	5	0	4	11	0	0	0	0	56
10:45	0	78	24	0	8	3	0	4	31	0	0	0	0	148	22:45	0	23	0	1	0	5	0	0	13	0	0	0	0	42
11:00	0	101	25	0	7	1	0	4	22	1	0	0	0	161	23:00	0	23	1	0	0	0	0	2	6	0	0	0	0	32
11:15	1	87	46	0	9	8	0	9	20	0	0	0	0	180	23:15	0	29	1	0	0	1	0	2	8	0	0	1	0	42
11:30	0	84	33	0	3	8	0	6	21	0	0	0	0	155	23:30	0	25	4	0	0	3	0	1	10	0	0	1	0	44
11:45	0	103	27	0	6	4	0	2	19	0	0	1	0	162	23:45	0	23	1	0	0	3	0	2	10	0	0	0	0	39
TOTAL	14	4,171	946	6	188	227	1	98	699	1	10	26	0	6,387	TOTAL	16	4,922	856	3	180	199	0	210	657	1	1	6	0	7,051

AM PEAK HOUR 6:15 AM
AM PEAK VOLUME 1,031

PM PEAK HOUR 4:45 PM
PM PEAK VOLUME 1,117

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	30	9,093	1,802	9	368	426	1	308	###	2	11	32	0	13,438
% OF TOTAL	0.2%	67.7%	13.4%	0.1%	2.7%	3.2%	0.0%	2.3%	10.1%	0.0%	0.1%	0.2%	0.0%	100.0%

Class **1** **2** **3** **4** **5** **6** **7** **8** **9** **10** **11** **12** **13**

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 29, 2022
JOB #: SC3761

CITY: Ontario
LOCATION: CLASS2 Edison east of Euclid.

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12:00	1	29	9	1	4	5	1	1	6	0	0	0	0	57
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:15	0	35	5	2	7	6	1	1	8	0	0	0	0	65
0:30	0	3	0	0	0	1	0	0	0	0	0	0	0	4	12:30	0	33	0	1	1	2	0	1	7	0	0	1	0	46
0:45	0	3	1	0	2	0	0	0	0	0	0	0	0	6	12:45	0	35	5	1	4	5	0	0	2	0	0	0	0	52
1:00	0	1	0	0	0	0	0	0	0	1	0	0	0	2	13:00	0	23	6	4	6	4	1	0	5	0	0	0	0	49
1:15	0	0	1	0	0	0	0	0	1	0	0	0	0	2	13:15	0	47	10	2	6	3	0	0	5	0	0	0	0	73
1:30	0	2	0	0	0	2	0	0	2	0	0	0	0	6	13:30	0	56	10	1	7	4	0	1	7	0	0	0	0	86
1:45	0	3	0	0	0	2	0	0	0	0	0	0	0	5	13:45	0	55	17	1	9	7	1	1	6	0	0	0	0	97
2:00	0	2	0	0	0	1	0	0	0	0	0	0	0	3	14:00	0	56	7	2	6	2	1	1	8	0	0	0	0	83
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:15	0	63	9	3	5	2	0	1	10	0	0	0	0	93
2:30	0	0	1	0	0	2	0	0	2	0	0	0	0	5	14:30	2	71	13	1	10	3	1	1	9	0	0	0	0	111
2:45	0	2	0	0	0	0	0	0	1	0	0	0	0	3	14:45	1	77	22	0	8	5	0	1	8	0	0	0	0	122
3:00	0	2	0	0	0	2	0	0	0	0	0	0	0	4	15:00	1	72	13	0	10	2	0	0	5	0	0	0	0	103
3:15	0	0	2	0	0	1	0	0	1	0	0	0	0	4	15:15	1	78	15	2	8	8	0	1	3	0	0	0	0	116
3:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15:30	0	95	12	2	7	4	1	1	10	0	0	0	0	132
3:45	0	5	1	0	0	1	0	0	1	0	0	0	0	8	15:45	0	94	14	1	12	0	0	1	1	0	0	0	0	123
4:00	0	4	0	0	1	0	0	0	1	0	0	0	0	6	16:00	0	79	9	0	9	1	0	2	5	2	0	0	0	107
4:15	0	7	0	0	0	0	0	0	2	0	0	0	0	9	16:15	0	121	16	2	10	3	0	0	5	0	0	0	1	158
4:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	16:30	1	88	17	2	12	2	0	4	2	0	0	0	0	128
4:45	0	14	3	0	1	2	0	0	0	0	0	0	0	20	16:45	1	91	15	0	13	0	1	0	4	1	0	0	0	126
5:00	1	7	1	0	0	1	0	0	4	0	0	0	0	14	17:00	0	81	10	0	6	1	0	1	2	0	0	0	0	101
5:15	0	7	5	0	1	3	0	1	3	0	0	1	0	21	17:15	0	105	11	0	6	2	0	4	4	0	0	0	0	132
5:30	0	14	3	0	2	1	0	0	1	0	0	0	0	21	17:30	2	116	16	1	5	3	0	3	2	0	0	0	0	148
5:45	0	21	1	0	2	3	0	0	2	0	0	0	0	29	17:45	0	77	6	0	6	1	0	2	3	0	0	0	0	95
6:00	1	25	6	0	2	1	1	0	3	0	0	0	0	39	18:00	1	74	7	0	3	2	0	3	2	0	0	0	0	92
6:15	0	13	4	0	3	0	0	0	2	0	0	0	0	22	18:15	0	78	6	1	5	1	0	0	1	0	0	0	0	92
6:30	0	15	2	0	8	2	0	0	0	0	0	0	0	27	18:30	0	62	5	0	0	3	0	0	3	0	0	0	0	73
6:45	0	20	4	1	7	2	0	0	2	0	0	0	0	36	18:45	1	53	4	1	2	1	0	0	1	0	0	0	0	63
7:00	0	23	2	1	3	4	1	0	5	0	0	0	0	39	19:00	0	45	5	1	2	2	0	2	0	0	0	0	0	57
7:15	0	23	3	1	6	2	0	0	4	0	0	0	0	39	19:15	0	33	6	1	3	1	0	0	1	0	0	0	0	45
7:30	0	24	4	0	2	1	0	0	5	0	0	1	0	37	19:30	0	31	6	0	1	1	0	0	1	0	0	0	0	40
7:45	1	36	7	2	4	3	0	0	5	0	0	0	0	58	19:45	0	25	4	0	2	1	0	1	0	0	0	0	0	33
8:00	0	34	7	0	3	2	0	0	6	0	0	0	0	52	20:00	0	34	2	0	1	1	0	0	2	0	0	0	0	40
8:15	0	34	6	0	2	4	1	0	6	0	0	1	0	54	20:15	1	34	4	0	5	1	0	0	0	0	0	0	0	45
8:30	0	32	15	0	1	1	0	0	6	0	0	0	0	55	20:30	0	27	3	0	3	1	0	1	0	0	0	0	0	35
8:45	0	26	6	0	1	1	0	0	7	0	0	0	0	41	20:45	0	21	1	0	0	0	0	0	1	0	0	0	0	23
9:00	0	35	6	1	3	0	0	2	4	0	0	0	0	51	21:00	0	23	3	1	2	3	0	0	0	0	0	0	0	32
9:15	0	21	3	2	0	0	1	0	6	0	0	0	0	33	21:15	0	27	0	0	0	0	0	0	1	0	0	0	0	28
9:30	0	24	6	2	1	1	0	0	4	0	0	0	0	38	21:30	0	16	2	0	1	0	0	1	1	0	0	0	0	21
9:45	0	38	6	1	2	4	0	0	2	1	0	0	0	54	21:45	0	12	1	0	1	1	0	0	0	0	0	0	0	15
10:00	1	31	3	1	6	3	1	0	6	0	0	0	0	52	22:00	0	15	2	0	0	1	0	0	1	0	0	0	0	19
10:15	0	33	3	1	4	2	0	0	5	0	0	0	0	48	22:15	0	9	1	0	2	0	0	0	0	0	0	0	0	12
10:30	0	17	3	0	4	5	0	0	6	0	0	0	0	35	22:30	0	7	0	0	0	0	0	0	2	0	0	0	0	9
10:45	0	24	5	0	3	3	0	0	6	0	0	0	0	41	22:45	0	11	0	0	0	0	0	0	2	0	0	0	0	13
11:00	0	22	9	2	6	1	1	0	4	0	0	0	0	45	23:00	0	3	1	0	0	0	0	0	1	0	0	0	0	5
11:15	1	30	7	2	3	1	0	0	6	0	0	1	0	51	23:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
11:30	0	35	9	0	4	4	0	0	7	0	0	0	0	59	23:30	0	13	2	0	0	2	0	0	0	0	0	0	0	17
11:45	0	28	9	0	2	1	0	2	5	0	0	0	1	48	23:45	0	5	0	0	2	3	0	0	1	0	0	0	0	11
TOTAL	5	764	155	17	89	70	6	5	133	2	0	4	1	1,251	TOTAL	13	2,344	333	34	212	100	8	37	147	3	0	1	1	3,233

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 219

PM PEAK HOUR 3:30 PM
PM PEAK VOLUME 520

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	18	3,108	488	51	301	170	14	42	280	5	0	5	2	4,484
% OF TOTAL	0.4%	69.3%	10.9%	1.1%	6.7%	3.8%	0.3%	0.9%	6.2%	0.1%	0.0%	0.1%	0.0%	100.0%

TOTAL: ALL	37	5,731	852	81	581	331	20	79	515	7	1	8	3	8,246
% OF TOTAL	0.8%	127.8%	19.0%	1.8%	13.0%	7.4%	0.4%	1.8%	11.5%	0.2%	0.0%	0.2%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 29, 2022
JOB #: SC3761

CITY: Ontario
LOCATION: CLASS2 Edison east of Euclid.

AM TIME	WESTBOUND													TOTAL	PM TIME	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	12:00	0	24	2	1	3	3	0	8	0	0	0	41		
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:15	0	33	4	0	4	2	0	3	0	0	0	46		
0:30	0	3	0	0	0	2	0	0	0	0	0	0	0	5	12:30	1	24	6	0	1	4	1	4	0	0	0	42		
0:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:45	1	27	8	1	7	2	0	2	5	0	0	53		
1:00	0	5	0	0	0	0	0	0	1	0	0	0	0	6	13:00	1	25	3	1	3	3	0	6	0	0	0	42		
1:15	0	1	0	0	0	0	0	0	1	0	0	0	0	2	13:15	0	28	8	1	7	4	0	1	4	1	0	1	55	
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:30	0	40	6	1	9	0	0	2	0	0	0	58		
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	1	26	3	1	6	2	0	3	0	0	0	42		
2:00	0	0	1	0	0	2	0	0	1	0	0	0	0	4	14:00	1	23	5	0	2	4	0	1	3	0	0	0	39	
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:15	0	37	6	2	6	1	0	1	3	0	0	0	56	
2:30	0	2	0	0	0	1	0	0	1	0	0	0	0	4	14:30	0	37	6	1	6	4	0	2	0	0	0	56		
2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:45	0	38	8	0	9	3	0	1	2	0	0	61		
3:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2	15:00	0	33	7	0	6	1	0	0	0	0	0	47		
3:15	0	6	1	0	1	1	0	0	0	0	0	0	0	9	15:15	1	35	4	0	5	3	0	1	1	0	0	50		
3:30	0	4	2	0	1	0	0	0	5	0	0	0	0	12	15:30	0	41	7	0	3	4	0	2	2	0	0	59		
3:45	0	6	0	0	1	0	0	0	1	0	0	0	0	8	15:45	1	59	7	1	4	1	0	0	2	0	0	75		
4:00	0	3	1	0	0	0	0	0	1	0	0	0	0	5	16:00	0	33	6	0	5	1	0	0	0	0	0	45		
4:15	0	11	5	0	1	4	0	0	0	0	0	0	0	21	16:15	0	38	4	0	3	1	1	0	1	0	0	48		
4:30	0	16	3	0	1	2	0	0	0	0	0	0	0	22	16:30	0	49	6	0	1	2	1	1	1	0	0	61		
4:45	0	19	4	0	1	0	0	0	1	0	0	0	0	25	16:45	0	33	4	1	5	0	0	1	2	0	0	46		
5:00	0	25	4	0	0	2	0	1	2	0	0	0	0	34	17:00	0	29	6	0	2	0	0	0	0	0	0	37		
5:15	1	25	6	0	3	2	0	0	2	0	0	0	0	39	17:15	0	42	2	0	4	1	0	0	1	0	0	50		
5:30	0	31	9	0	3	7	0	0	4	0	0	0	0	54	17:30	0	47	3	0	1	3	0	0	2	0	0	56		
5:45	0	45	9	0	7	3	0	0	4	0	0	0	0	68	17:45	0	32	1	0	2	0	0	2	0	0	0	37		
6:00	1	60	11	0	4	4	0	0	5	0	0	0	0	85	18:00	0	23	6	0	2	0	0	0	0	0	0	31		
6:15	1	65	8	1	6	6	0	1	5	0	0	0	0	93	18:15	0	40	2	0	4	0	0	1	0	0	0	47		
6:30	0	84	5	1	12	5	0	1	8	0	1	0	0	117	18:30	0	41	4	0	3	4	0	0	0	0	0	52		
6:45	0	102	10	2	6	2	0	0	5	1	0	0	0	128	18:45	0	28	4	0	0	2	0	0	1	0	0	35		
7:00	0	62	6	2	8	1	0	0	5	0	0	0	0	84	19:00	0	24	0	0	3	1	0	0	1	0	0	29		
7:15	0	64	5	0	3	2	0	1	6	0	0	0	0	81	19:15	0	19	2	0	0	1	0	0	3	0	0	25		
7:30	1	63	10	0	10	1	0	1	10	0	0	0	0	96	19:30	0	17	3	0	2	0	0	0	0	0	0	22		
7:45	0	86	9	1	12	3	0	1	5	0	0	0	0	117	19:45	0	17	2	0	1	3	0	0	1	0	0	24		
8:00	1	53	8	0	3	4	0	2	4	0	0	0	0	75	20:00	0	21	3	0	1	0	0	1	1	0	0	27		
8:15	1	76	8	0	5	1	0	0	3	0	0	0	0	94	20:15	0	10	2	0	0	0	0	0	0	0	0	12		
8:30	0	60	7	1	6	4	0	0	8	0	0	0	0	86	20:30	0	8	1	0	1	0	0	0	0	0	0	10		
8:45	0	72	8	0	3	2	0	0	5	0	0	0	0	90	20:45	0	14	1	0	0	0	0	0	0	0	0	15		
9:00	0	38	3	1	11	3	0	1	5	0	0	0	0	62	21:00	0	7	0	0	0	1	0	0	3	0	0	12		
9:15	3	38	4	1	2	1	0	0	4	0	0	0	0	53	21:15	0	5	2	0	0	2	0	1	0	0	0	10		
9:30	1	49	3	1	5	1	0	0	5	0	0	1	0	66	21:30	0	12	2	0	1	2	0	0	1	0	0	18		
9:45	0	43	3	0	6	2	0	1	10	0	0	0	0	65	21:45	0	8	1	0	2	0	0	0	1	0	0	12		
10:00	0	32	5	0	7	4	1	0	5	0	0	1	0	55	22:00	0	5	0	0	0	1	0	0	1	0	0	7		
10:15	0	24	13	0	2	5	0	3	4	0	0	0	0	51	22:15	0	6	0	0	0	0	0	0	0	0	0	6		
10:30	1	44	7	1	4	2	0	3	9	0	0	0	0	71	22:30	0	2	0	0	0	0	0	0	2	0	0	4		
10:45	0	24	4	2	4	3	1	3	7	0	0	0	0	48	22:45	0	0	0	0	0	0	0	0	1	0	0	1		
11:00	0	24	6	0	7	3	1	0	6	0	0	0	0	47	23:00	0	2	0	0	0	0	0	0	1	0	0	3		
11:15	1	28	5	1	3	0	1	6	0	0	0	0	0	46	23:15	0	3	0	0	0	2	0	0	0	0	0	5		
11:30	0	26	7	1	3	3	0	0	2	0	0	0	0	42	23:30	0	2	0	0	2	0	0	0	0	0	0	4		
11:45	0	36	6	3	5	1	0	0	4	0	0	0	0	55	23:45	0	4	0	0	0	0	0	0	1	0	0	5		
TOTAL	12	1,472	207	19	154	93	3	20	160	1	1	2	0	2,144	TOTAL	7	1,151	157	11	126	68	3	17	75	1	0	1	1,618	

AM PEAK HOUR 6:00 AM
AM PEAK VOLUME 423

PM PEAK HOUR 3:00 PM
PM PEAK VOLUME 231

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	19	2,623	364	30	280	161	6	37	235	2	1	3	1	3,762
% OF TOTAL	0.5%	69.7%	9.7%	0.8%	7.4%	4.3%	0.2%	1.0%	6.2%	0.1%	0.0%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 29, 2022
JOB #: SC3761

CITY: Ontario
LOCATION: CLASS1 Schafeer east of Euclid.

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	0	0	0	1	0	6	1	2	0	0	0	0	10	12:00	0	19	5	0	4	2	0	2	7	0	0	0	1	40
0:15	0	1	0	0	0	1	9	1	3	0	0	0	0	15	12:15	0	23	4	0	3	2	1	5	7	0	1	1	0	47
0:30	0	0	1	0	1	1	4	2	1	0	0	0	0	10	12:30	0	7	4	0	3	2	0	3	6	1	0	0	0	26
0:45	0	1	0	0	0	2	6	0	0	0	0	0	0	9	12:45	0	8	5	1	2	0	0	5	12	0	0	0	0	33
1:00	0	3	2	0	1	0	1	0	1	0	0	0	0	8	13:00	0	20	7	0	3	4	0	3	8	1	0	0	0	46
1:15	0	0	0	0	0	0	0	1	0	0	0	0	0	1	13:15	0	24	2	0	2	2	0	2	5	0	1	0	0	38
1:30	0	0	0	0	1	0	0	2	2	0	0	0	0	5	13:30	0	17	3	0	5	2	1	0	6	0	0	0	0	34
1:45	0	1	0	0	1	0	0	2	4	0	0	0	0	8	13:45	0	12	6	1	7	3	0	2	11	0	0	0	0	42
2:00	0	5	0	0	0	0	0	1	4	0	0	0	0	10	14:00	0	21	8	1	3	2	0	5	9	0	0	0	0	49
2:15	0	0	1	0	0	1	0	2	4	0	0	0	0	8	14:15	0	16	6	0	7	0	0	4	6	0	1	0	0	40
2:30	0	1	0	0	2	0	0	0	0	0	0	0	0	3	14:30	0	32	4	0	6	3	1	4	8	1	0	0	0	59
2:45	0	1	2	0	0	1	0	1	0	0	0	0	0	5	14:45	2	67	9	3	7	3	1	3	7	0	0	0	0	102
3:00	0	0	1	0	0	0	0	1	4	0	0	0	0	6	15:00	0	32	4	0	6	1	0	0	5	0	0	0	0	48
3:15	0	0	2	0	0	0	0	0	1	0	0	0	0	3	15:15	0	50	7	1	11	2	0	1	6	0	0	0	0	78
3:30	0	3	0	0	0	1	0	3	2	0	0	0	0	9	15:30	0	59	9	0	3	4	0	3	10	0	0	0	0	88
3:45	0	0	1	0	0	1	0	0	1	0	0	0	0	3	15:45	0	41	16	0	3	2	0	5	12	0	0	0	0	79
4:00	0	8	0	0	1	2	0	1	2	0	0	0	0	14	16:00	1	50	9	0	5	1	0	2	3	0	0	0	0	71
4:15	0	0	2	0	1	1	0	1	4	0	0	0	0	9	16:15	0	55	9	0	2	2	0	2	9	0	0	0	0	79
4:30	0	5	2	0	0	1	0	0	4	0	0	0	0	12	16:30	0	61	14	0	4	5	0	2	4	0	0	0	0	90
4:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	16:45	0	49	16	1	6	3	0	4	9	0	0	0	0	88
5:00	0	3	0	0	0	1	0	0	1	0	0	0	0	5	17:00	0	60	12	0	1	3	0	0	3	0	0	0	1	80
5:15	0	3	0	1	0	1	0	0	1	0	0	0	0	6	17:15	0	58	5	0	5	1	0	1	6	0	0	1	0	77
5:30	0	4	5	0	1	1	0	3	0	0	0	0	0	14	17:30	0	49	7	0	3	1	0	2	5	0	0	0	0	67
5:45	0	7	3	0	1	3	0	0	2	0	0	0	0	16	17:45	0	37	6	0	2	2	0	3	10	0	0	0	0	60
6:00	0	6	4	0	1	2	0	2	1	0	0	0	0	16	18:00	0	33	8	0	0	1	0	5	6	0	0	0	0	53
6:15	0	14	4	0	2	3	1	0	1	0	0	0	0	25	18:15	0	22	2	0	0	3	0	3	8	0	0	0	0	38
6:30	0	9	4	0	2	2	0	2	1	0	0	0	0	20	18:30	0	15	3	0	3	3	0	1	11	0	0	0	0	36
6:45	0	4	3	0	3	4	0	0	3	0	0	0	0	17	18:45	0	15	0	0	4	1	0	3	4	0	0	0	0	27
7:00	0	10	7	1	2	3	0	0	0	0	0	0	0	23	19:00	0	10	3	0	6	3	0	3	2	0	0	0	0	27
7:15	0	10	2	0	4	2	0	1	0	0	0	0	0	19	19:15	0	16	3	0	2	5	0	0	4	0	0	0	0	30
7:30	0	11	4	0	1	2	0	2	2	0	0	0	0	22	19:30	0	18	3	0	2	3	1	4	2	0	0	0	0	33
7:45	0	21	1	1	1	1	0	0	3	0	0	0	0	28	19:45	0	7	1	0	2	1	15	1	1	0	0	0	0	28
8:00	0	5	1	1	2	3	2	1	2	0	0	0	0	17	20:00	0	9	3	0	3	1	8	2	5	0	0	0	0	31
8:15	0	17	1	0	3	0	0	3	3	0	0	0	0	27	20:15	0	8	0	0	3	2	5	3	5	0	0	0	0	26
8:30	0	10	4	0	1	2	0	1	2	0	0	0	0	20	20:30	0	13	1	0	1	1	5	0	0	0	0	0	0	21
8:45	0	12	3	0	1	2	0	0	1	0	0	0	0	19	20:45	0	5	1	0	0	2	1	1	1	0	0	0	0	11
9:00	0	16	0	0	1	2	1	2	6	0	0	0	0	28	21:00	0	6	0	0	1	3	1	1	3	0	0	0	0	15
9:15	0	11	5	0	3	4	0	0	5	0	0	1	0	29	21:15	0	7	0	0	0	0	1	3	2	0	0	0	0	13
9:30	0	15	2	1	1	0	0	3	5	0	1	0	0	28	21:30	0	5	0	0	1	1	0	1	4	0	0	0	0	12
9:45	0	15	1	0	2	2	0	5	3	0	1	0	0	29	21:45	0	1	0	0	0	0	4	2	4	0	0	0	0	11
10:00	2	16	5	0	3	2	0	2	5	0	0	0	0	35	22:00	0	2	1	0	0	2	5	3	3	0	0	0	0	16
10:15	0	6	9	0	2	4	1	1	11	0	1	0	0	35	22:15	0	4	0	0	1	2	9	1	3	0	0	0	0	20
10:30	0	6	4	0	2	2	0	3	3	0	0	0	0	20	22:30	0	4	2	0	0	1	7	0	2	0	0	0	0	16
10:45	1	8	1	0	2	4	0	3	3	0	1	0	0	23	22:45	0	0	2	0	2	0	3	1	0	0	0	0	0	8
11:00	1	10	11	1	5	3	0	4	4	0	0	0	0	39	23:00	0	2	0	0	0	2	6	2	1	0	0	0	0	13
11:15	0	11	3	0	2	0	1	6	3	0	0	0	0	26	23:15	0	1	0	0	3	0	0	2	2	0	0	0	0	8
11:30	0	19	6	0	0	3	0	2	8	0	1	0	0	39	23:30	0	4	1	0	0	0	0	0	5	0	0	0	0	10
11:45	1	20	9	1	1	1	0	3	9	0	0	1	0	46	23:45	0	3	0	0	1	0	3	0	2	0	0	0	0	9
TOTAL	5	334	117	7	58	71	32	68	127	0	5	2	0	826	TOTAL	3	1,077	211	8	138	89	78	105	254	3	3	2	2	1,973

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 150

PM PEAK HOUR 4:15 PM
PM PEAK VOLUME 337

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	8	1,411	328	15	196	160	110	173	381	3	8	4	2	2,799
% OF TOTAL	0.3%	50.4%	11.7%	0.5%	7.0%	5.7%	3.9%	6.2%	13.6%	0.1%	0.3%	0.1%	0.1%	100.0%

TOTAL: ALL	16	2,201	484	46	435	361	111	364	813	3	16	6	2	4,858
% OF TOTAL	0.6%	78.6%	17.3%	1.6%	15.5%	12.9%	4.0%	13.0%	29.0%	0.1%	0.6%	0.2%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, November 29, 2022
 JOB #: SC3761

CITY: Ontario
 LOCATION: CLASS1 Schafer east of Euclid.

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	1	0	0	1	0	0	0	1	0	0	0	0	3	12:00	0	11	3	0	1	7	0	1	9	0	0	0	32	
0:15	0	1	0	0	2	2	0	2	1	0	0	0	0	8	12:15	0	6	1	0	4	2	0	1	6	0	0	0	20	
0:30	0	0	0	0	3	2	0	2	1	0	0	0	0	8	12:30	0	12	2	0	3	0	0	2	10	0	0	0	29	
0:45	0	1	1	0	0	3	0	2	2	0	0	0	0	9	12:45	0	7	1	0	4	0	0	3	9	0	1	0	25	
1:00	0	0	0	0	0	3	0	2	3	0	0	0	0	8	13:00	0	11	5	0	3	1	1	3	4	0	0	0	28	
1:15	0	3	0	1	0	4	0	1	5	0	1	0	0	15	13:15	0	10	4	0	6	0	0	6	2	0	0	0	28	
1:30	0	1	0	0	0	0	0	0	1	0	0	0	0	2	13:30	0	6	3	1	5	1	0	0	8	0	0	0	24	
1:45	0	0	0	0	0	1	0	4	0	0	0	0	0	5	13:45	0	13	3	0	2	0	0	2	3	0	0	0	23	
2:00	0	0	0	0	1	1	0	2	1	0	1	0	0	6	14:00	0	13	3	0	4	1	0	4	2	0	0	0	27	
2:15	0	0	0	0	1	2	0	0	3	0	0	0	0	6	14:15	0	16	1	0	5	1	0	3	3	0	0	0	29	
2:30	0	0	0	0	3	1	0	2	4	0	0	0	0	10	14:30	1	19	5	1	3	2	0	2	5	0	0	0	38	
2:45	0	0	0	0	0	0	0	0	2	0	0	0	0	2	14:45	0	15	0	0	5	0	0	3	1	0	0	0	24	
3:00	0	0	0	1	0	0	0	0	1	0	1	0	0	3	15:00	0	11	2	1	5	3	0	5	6	0	0	0	33	
3:15	0	0	1	0	1	1	0	0	0	0	0	0	0	3	15:15	1	10	6	0	2	2	0	2	1	0	0	0	24	
3:30	0	0	0	0	1	1	0	0	2	0	1	0	0	5	15:30	0	10	2	0	4	5	0	0	2	0	0	0	23	
3:45	0	2	0	1	1	2	0	1	3	0	0	0	0	10	15:45	0	9	2	0	0	0	0	3	1	0	0	0	15	
4:00	0	1	1	0	2	1	0	0	2	0	0	0	0	7	16:00	0	22	1	0	2	0	0	2	2	0	0	0	29	
4:15	0	6	0	1	1	1	0	0	3	0	0	0	0	12	16:15	0	13	2	0	4	2	0	3	1	0	0	0	25	
4:30	0	4	1	0	1	0	0	0	4	0	0	0	0	10	16:30	0	18	1	0	2	1	0	0	0	0	0	0	22	
4:45	0	12	0	2	0	1	0	0	8	0	0	0	0	23	16:45	0	9	3	0	1	3	0	0	1	0	0	0	17	
5:00	0	5	0	0	4	6	0	0	3	0	0	0	0	18	17:00	0	18	4	0	3	1	0	2	1	0	0	0	29	
5:15	0	4	1	2	4	1	0	2	3	0	0	0	0	17	17:15	0	11	0	0	3	0	0	7	2	0	0	0	23	
5:30	0	6	2	0	3	2	0	0	7	0	0	0	0	20	17:30	0	8	9	0	2	1	0	2	4	0	0	0	26	
5:45	1	7	6	1	4	4	0	0	2	0	0	0	0	25	17:45	0	12	3	0	2	0	0	1	6	0	0	1	25	
6:00	0	8	1	0	5	2	0	0	7	0	0	0	0	23	18:00	0	12	1	1	1	1	0	2	5	0	0	0	23	
6:15	0	11	2	0	5	3	0	0	3	0	1	0	0	25	18:15	0	6	4	0	3	1	0	3	2	0	0	0	19	
6:30	0	13	4	2	9	0	0	0	11	0	0	0	0	39	18:30	1	5	2	0	1	0	0	3	2	0	0	0	14	
6:45	0	23	5	0	4	0	0	1	15	0	0	0	0	48	18:45	0	9	1	0	3	3	0	2	6	0	0	0	24	
7:00	0	14	1	1	3	3	0	2	15	0	0	0	0	39	19:00	0	8	0	0	1	1	0	4	4	0	0	0	18	
7:15	0	21	3	0	4	1	0	2	18	0	0	0	0	49	19:15	0	9	2	0	1	1	0	1	3	0	0	0	17	
7:30	0	24	4	1	6	2	0	3	14	0	0	0	0	54	19:30	0	4	1	0	1	0	0	4	5	0	0	0	15	
7:45	1	25	2	2	7	4	0	2	11	0	0	0	0	54	19:45	0	6	2	3	1	2	0	1	5	0	0	0	20	
8:00	0	29	0	0	1	1	0	1	11	0	0	0	0	43	20:00	0	5	0	0	4	5	0	2	2	0	0	0	18	
8:15	0	14	3	0	7	7	0	1	11	0	0	0	0	43	20:15	0	0	0	0	0	8	0	1	1	0	0	0	10	
8:30	0	14	4	0	3	4	0	2	4	0	0	0	0	31	20:30	0	3	0	0	0	8	0	4	1	0	0	0	16	
8:45	0	19	3	1	4	4	0	3	7	0	0	0	0	41	20:45	0	5	2	0	2	3	0	1	2	0	0	0	15	
9:00	0	18	5	0	3	1	0	1	4	0	0	0	0	32	21:00	0	1	2	0	0	2	0	0	0	0	0	0	5	
9:15	0	13	0	2	2	2	0	2	5	0	0	0	0	26	21:15	0	2	0	0	2	3	0	3	1	0	0	0	11	
9:30	1	17	2	0	6	1	0	3	9	0	0	0	0	39	21:30	0	6	0	1	1	0	0	3	3	0	0	0	14	
9:45	1	10	4	0	4	3	0	1	6	0	1	0	0	30	21:45	0	2	0	0	0	4	0	3	2	0	0	0	11	
10:00	0	8	2	0	4	0	0	3	7	0	0	0	0	24	22:00	0	2	0	0	1	1	0	0	4	0	0	0	8	
10:15	0	8	1	0	0	3	0	6	4	0	0	0	0	22	22:15	0	1	0	1	1	7	0	4	4	0	0	0	18	
10:30	0	15	1	0	5	1	0	7	12	0	0	0	0	41	22:30	0	1	0	0	1	4	0	4	1	0	0	0	11	
10:45	0	11	4	1	5	2	0	3	9	0	0	0	0	35	22:45	0	1	1	1	0	6	0	0	6	0	0	0	15	
11:00	0	10	1	0	7	4	0	1	7	0	0	0	0	30	23:00	1	0	0	0	0	2	0	0	0	0	0	0	3	
11:15	0	8	3	0	6	5	0	6	11	0	1	0	0	40	23:15	0	1	0	0	0	8	0	2	2	0	0	0	13	
11:30	0	9	3	0	5	2	0	6	9	0	0	0	0	34	23:30	0	0	0	1	0	2	0	2	2	0	0	0	7	
11:45	0	14	1	1	1	2	0	6	7	0	0	1	0	33	23:45	0	1	0	0	1	0	0	3	1	0	0	0	6	
TOTAL	4	410	72	20	139	96	0	82	279	0	7	1	0	1,110	TOTAL	4	380	84	11	100	105	1	109	153	0	1	1	0	949

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 200

PM PEAK HOUR 2:15 PM
PM PEAK VOLUME 124

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	8	790	156	31	239	201	1	191	432	0	8	2	0	2,059
% OF TOTAL	0.4%	38.4%	7.6%	1.5%	11.6%	9.8%	0.0%	9.3%	21.0%	0.0%	0.4%	0.1%	0.0%	100.0%

**APPENDIX 3.2: EXISTING (2022) CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS**

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Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps

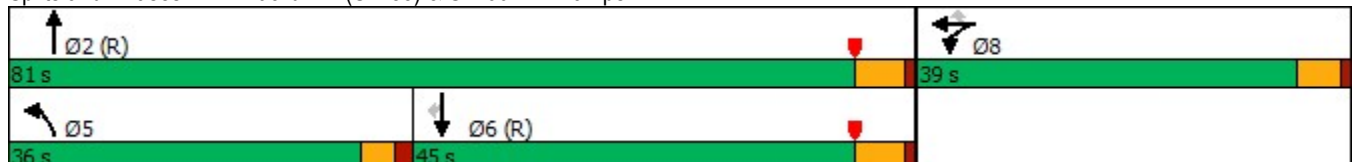


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	564	7	368	320	857	882	351
Future Volume (vph)	564	7	368	320	857	882	351
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	5.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	9.5	22.5	22.5	22.5
Total Split (s)	39.0	39.0	39.0	36.0	81.0	45.0	45.0
Total Split (%)	32.5%	32.5%	32.5%	30.0%	67.5%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	29.0	29.0	29.0	26.3	80.5	49.7	49.7
Actuated g/C Ratio	0.24	0.24	0.24	0.22	0.67	0.41	0.41
v/c Ratio	0.85	0.86	0.65	0.87	0.38	0.63	0.43
Control Delay	62.1	62.4	25.5	73.3	9.0	32.4	4.7
Queue Delay	0.3	0.4	0.0	0.0	0.2	0.0	0.0
Total Delay	62.4	62.7	25.5	73.3	9.2	32.4	4.7
LOS	E	E	C	E	A	C	A
Approach Delay		50.9			26.6	24.6	
Approach LOS		D			C	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 32.7
 Intersection LOS: C
 Intersection Capacity Utilization 99.0%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↔	↗	↖	↕			↕	↗
Traffic Volume (veh/h)	0	0	0	564	7	368	320	857	0	0	882	351
Future Volume (veh/h)	0	0	0	564	7	368	320	857	0	0	882	351
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				679	0	153	344	922	0	0	948	210
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				760	0	338	366	2536	0	0	1671	745
Arrive On Green				0.21	0.00	0.21	0.40	1.00	0.00	0.00	0.46	0.46
Sat Flow, veh/h				3619	0	1610	1810	3705	0	0	3705	1610
Grp Volume(v), veh/h				679	0	153	344	922	0	0	948	210
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1805	0	0	1805	1610
Q Serve(g_s), s				21.9	0.0	10.0	21.9	0.0	0.0	0.0	23.0	9.7
Cycle Q Clear(g_c), s				21.9	0.0	10.0	21.9	0.0	0.0	0.0	23.0	9.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				760	0	338	366	2536	0	0	1671	745
V/C Ratio(X)				0.89	0.00	0.45	0.94	0.36	0.00	0.00	0.57	0.28
Avail Cap(c_a), veh/h				1025	0	456	475	2536	0	0	1671	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.70	0.70	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				46.1	0.0	41.4	35.1	0.0	0.0	0.0	23.5	19.9
Incr Delay (d2), s/veh				6.6	0.0	0.4	16.6	0.3	0.0	0.0	1.4	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.2	0.0	3.9	9.0	0.1	0.0	0.0	9.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				52.7	0.0	41.7	51.6	0.3	0.0	0.0	24.9	20.8
LnGrp LOS				D	A	D	D	A	A	A	C	C
Approach Vol, veh/h					832			1266			1158	
Approach Delay, s/veh					50.7			14.2			24.1	
Approach LOS					D			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		89.8			28.8	61.1		30.2				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		75.5			31.5	39.5		34.0				
Max Q Clear Time (g_c+I1), s		2.0			23.9	25.0		23.9				
Green Ext Time (p_c), s		11.8			0.3	7.9		1.3				

Intersection Summary

HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps



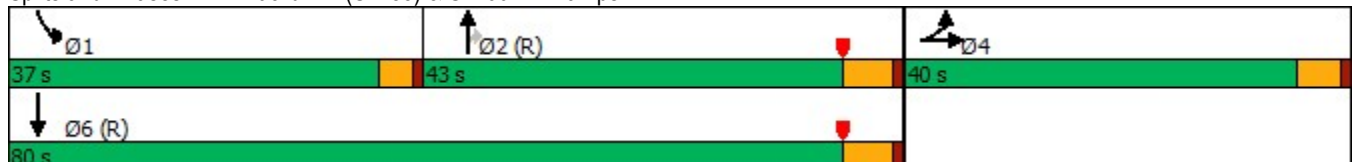
Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	387	0	791	692	373	1073
Future Volume (vph)	387	0	791	692	373	1073
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.0	11.0	22.5	22.5	9.0	22.5
Total Split (s)	40.0	40.0	43.0	43.0	37.0	80.0
Total Split (%)	33.3%	33.3%	35.8%	35.8%	30.8%	66.7%
Yellow Time (s)	4.0	4.0	4.5	4.5	3.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	4.0	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	31.5	31.5	45.1	45.1	28.9	78.0
Actuated g/C Ratio	0.26	0.26	0.38	0.38	0.24	0.65
v/c Ratio	0.80	0.93	0.60	0.72	0.89	0.47
Control Delay	54.7	60.5	34.3	9.2	77.2	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.2
Total Delay	54.7	60.5	34.3	9.2	77.4	13.3
LOS	D	E	C	A	E	B
Approach Delay		57.9	22.6			29.9
Approach LOS		E	C			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 32.9
 Intersection Capacity Utilization 99.0%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service F




















Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	0	399	0	0	0	0	791	692	373	1073	0
Future Volume (veh/h)	387	0	399	0	0	0	0	791	692	373	1073	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	365	47	332				0	815	518	385	1106	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	455	51	361				0	1458	633	405	2387	0
Arrive On Green	0.25	0.25	0.25				0.00	0.40	0.40	0.45	1.00	0.00
Sat Flow, veh/h	1810	204	1438				0	3705	1569	1810	3705	0
Grp Volume(v), veh/h	365	0	379				0	815	518	385	1106	0
Grp Sat Flow(s),veh/h/ln	1810	0	1641				0	1805	1569	1810	1805	0
Q Serve(g_s), s	22.7	0.0	27.0				0.0	20.9	35.3	24.5	0.0	0.0
Cycle Q Clear(g_c), s	22.7	0.0	27.0				0.0	20.9	35.3	24.5	0.0	0.0
Prop In Lane	1.00		0.88				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	455	0	413				0	1458	633	405	2387	0
V/C Ratio(X)	0.80	0.00	0.92				0.00	0.56	0.82	0.95	0.46	0.00
Avail Cap(c_a), veh/h	528	0	479				0	1458	633	498	2387	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.76	0.76	0.66	0.66	0.00
Uniform Delay (d), s/veh	42.1	0.0	43.7				0.0	27.6	31.8	32.5	0.0	0.0
Incr Delay (d2), s/veh	6.5	0.0	19.7				0.0	1.2	8.8	18.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	0.0	12.8				0.0	8.9	14.3	9.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	0.0	63.5				0.0	28.7	40.6	50.5	0.4	0.0
LnGrp LOS	D	A	E				A	C	D	D	A	A
Approach Vol, veh/h		744						1333			1491	
Approach Delay, s/veh		56.2						33.3			13.4	
Approach LOS		E						C			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	30.9	54.0	35.2	84.8								
Change Period (Y+Rc), s	4.0	5.5	5.0	5.5								
Max Green Setting (Gmax), s	33.0	37.5	35.0	74.5								
Max Q Clear Time (g_c+I1), s	26.5	37.3	29.0	2.0								
Green Ext Time (p_c), s	0.4	0.2	1.2	15.8								
Intersection Summary												
HCM 6th Ctrl Delay			29.7									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
3: Euclid Av. (SR-83) & Walnut Av.

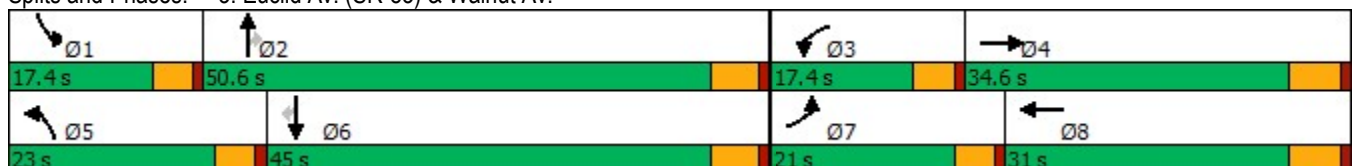


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕	↙	↕	↙	↕↕↕	↙	↙↙	↕↕↕	↙
Traffic Volume (vph)	95	245	86	371	88	1215	29	178	1116	57
Future Volume (vph)	95	245	86	371	88	1215	29	178	1116	57
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	29.8	9.6	29.8	9.6	27.4	27.4	9.6	29.4	29.4
Total Split (s)	21.0	34.6	17.4	31.0	23.0	50.6	50.6	17.4	45.0	45.0
Total Split (%)	17.5%	28.8%	14.5%	25.8%	19.2%	42.2%	42.2%	14.5%	37.5%	37.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	11.0	24.5	9.9	21.1	10.6	45.6	45.6	10.6	48.1	48.1
Actuated g/C Ratio	0.10	0.23	0.09	0.19	0.10	0.42	0.42	0.10	0.44	0.44
v/c Ratio	0.60	0.47	0.61	0.81	0.58	0.61	0.04	0.64	0.53	0.08
Control Delay	64.0	34.3	67.0	48.9	63.3	27.5	0.1	59.2	25.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.0	34.3	67.0	48.9	63.3	27.5	0.1	59.2	25.9	0.2
LOS	E	C	E	D	E	C	A	E	C	A
Approach Delay		40.6		51.5		29.3			29.2	
Approach LOS		D		D		C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 108.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 34.2	Intersection LOS: C
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

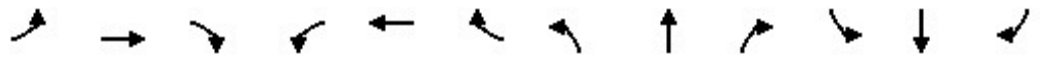
Splits and Phases: 3: Euclid Av. (SR-83) & Walnut Av.



HCM 6th Signalized Intersection Summary
 3: Euclid Av. (SR-83) & Walnut Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	245	106	86	371	155	88	1215	29	178	1116	57
Future Volume (veh/h)	95	245	106	86	371	155	88	1215	29	178	1116	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	98	253	73	89	382	130	91	1253	17	184	1151	41
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	511	144	111	471	158	113	2221	689	242	2278	707
Arrive On Green	0.07	0.19	0.19	0.07	0.19	0.19	0.07	0.45	0.45	0.08	0.46	0.46
Sat Flow, veh/h	1619	2633	743	1619	2512	843	1619	4914	1524	2956	4914	1524
Grp Volume(v), veh/h	98	162	164	89	258	254	91	1253	17	184	1151	41
Grp Sat Flow(s),veh/h/ln	1619	1710	1666	1619	1710	1645	1619	1638	1524	1478	1638	1524
Q Serve(g_s), s	6.0	8.5	8.8	5.4	14.5	14.8	5.5	18.8	0.6	6.1	16.4	1.5
Cycle Q Clear(g_c), s	6.0	8.5	8.8	5.4	14.5	14.8	5.5	18.8	0.6	6.1	16.4	1.5
Prop In Lane	1.00		0.45	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	332	323	111	321	308	113	2221	689	242	2278	707
V/C Ratio(X)	0.81	0.49	0.51	0.81	0.81	0.82	0.80	0.56	0.02	0.76	0.51	0.06
Avail Cap(c_a), veh/h	265	492	480	207	431	414	298	2221	689	378	2278	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	35.9	36.0	45.9	38.9	39.0	45.8	20.2	15.2	45.0	18.8	14.8
Incr Delay (d2), s/veh	4.7	1.1	1.2	5.1	8.0	9.4	4.9	1.0	0.1	1.9	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.5	3.5	2.3	6.5	6.5	2.3	6.9	0.2	2.2	6.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	37.0	37.2	51.0	46.9	48.5	50.8	21.2	15.3	46.8	19.6	14.9
LnGrp LOS	D	D	D	D	D	D	D	C	B	D	B	B
Approach Vol, veh/h		424			601			1361			1376	
Approach Delay, s/veh		40.2			48.2			23.1			23.1	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	50.6	11.4	25.2	11.6	51.8	12.1	24.6				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	12.8	45.2	12.8	28.8	18.4	39.6	16.4	25.2				
Max Q Clear Time (g_c+I1), s	8.1	20.8	7.4	10.8	7.5	18.4	8.0	16.8				
Green Ext Time (p_c), s	0.1	9.5	0.0	1.5	0.1	8.1	0.1	1.8				
Intersection Summary												
HCM 6th Ctrl Delay				29.0								
HCM 6th LOS				C								

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

01/10/2023

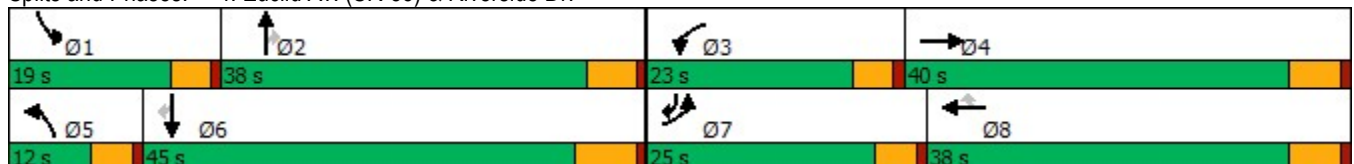


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	167	324	194	458	98	36	824	78	220	979	119
Future Volume (vph)	167	324	194	458	98	36	824	78	220	979	119
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2		1	6	7
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	25.0	40.0	23.0	38.0	38.0	12.0	38.0	38.0	19.0	45.0	25.0
Total Split (%)	20.8%	33.3%	19.2%	31.7%	31.7%	10.0%	31.7%	31.7%	15.8%	37.5%	20.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	15.4	27.6	16.3	28.5	28.5	6.5	30.7	30.7	14.6	42.2	64.2
Actuated g/C Ratio	0.14	0.25	0.15	0.26	0.26	0.06	0.28	0.28	0.13	0.38	0.58
v/c Ratio	0.75	0.85	0.83	0.53	0.20	0.39	0.88	0.15	1.05	0.76	0.13
Control Delay	67.3	56.8	74.6	37.9	1.7	65.5	50.8	0.6	122.8	36.9	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	56.8	74.6	37.9	1.7	65.5	50.8	0.6	122.8	36.9	2.7
LOS	E	E	E	D	A	E	D	A	F	D	A
Approach Delay		60.0		42.7			47.2			48.2	
Approach LOS		E		D			D			D	
























Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 109.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 48.5	Intersection LOS: D
Intersection Capacity Utilization 87.6%	ICU Level of Service E
Analysis Period (min) 15	
























Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
 4: Euclid Av. (SR-83) & Riverside Dr.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	324	46	194	458	98	36	824	78	220	979	119
Future Volume (veh/h)	167	324	46	194	458	98	36	824	78	220	979	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	170	331	20	198	467	48	37	841	38	224	999	66
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	199	377	23	227	828	364	52	964	430	230	1339	785
Arrive On Green	0.12	0.22	0.22	0.14	0.24	0.24	0.03	0.28	0.28	0.14	0.39	0.39
Sat Flow, veh/h	1619	1679	101	1619	3420	1502	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	170	0	351	198	467	48	37	841	38	224	999	66
Grp Sat Flow(s),veh/h/ln	1619	0	1780	1619	1710	1502	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	10.5	0.0	19.3	12.2	12.2	2.5	2.3	23.8	1.9	14.0	25.5	2.2
Cycle Q Clear(g_c), s	10.5	0.0	19.3	12.2	12.2	2.5	2.3	23.8	1.9	14.0	25.5	2.2
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	0	400	227	828	364	52	964	430	230	1339	785
V/C Ratio(X)	0.85	0.00	0.88	0.87	0.56	0.13	0.72	0.87	0.09	0.98	0.75	0.08
Avail Cap(c_a), veh/h	325	0	599	293	1084	476	118	1098	490	230	1339	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	0.0	38.0	42.8	33.8	30.1	48.7	34.7	26.9	43.4	26.6	12.5
Incr Delay (d2), s/veh	6.0	0.0	9.6	17.0	0.6	0.2	6.7	7.2	0.1	52.2	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	9.1	5.7	4.9	0.9	1.0	10.0	0.7	8.7	10.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.6	0.0	47.6	59.8	34.4	30.3	55.4	42.0	27.0	95.6	28.9	12.6
LnGrp LOS	D	A	D	E	C	C	E	D	C	F	C	B
Approach Vol, veh/h		521			713			916			1289	
Approach Delay, s/veh		48.3			41.2			41.9			39.6	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	35.1	18.8	28.6	7.8	46.3	17.1	30.4				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	14.4	* 33	18.4	34.2	7.4	38.5	20.4	32.2				
Max Q Clear Time (g_c+I1), s	16.0	25.8	14.2	21.3	4.3	27.5	12.5	14.2				
Green Ext Time (p_c), s	0.0	2.8	0.1	1.5	0.0	5.1	0.1	2.7				
Intersection Summary												
HCM 6th Ctrl Delay			41.9									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

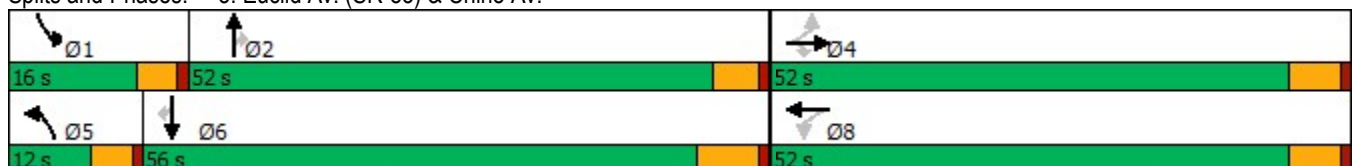
Timings
5: Euclid Av. (SR-83) & Chino Av.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	70	178	42	95	276	32	799	111	79	1014	86	
Future Volume (vph)	70	178	42	95	276	32	799	111	79	1014	86	
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases		4			8	5	2		1	6		
Permitted Phases	4		4	8				2			6	
Detector Phase	4	4	4	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5	
Total Split (s)	52.0	52.0	52.0	52.0	52.0	12.0	52.0	52.0	16.0	56.0	56.0	
Total Split (%)	43.3%	43.3%	43.3%	43.3%	43.3%	10.0%	43.3%	43.3%	13.3%	46.7%	46.7%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	5.8	5.8		5.8	4.6	5.2	5.2	4.6	6.5	6.5	
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max	
Act Effct Green (s)	42.3	42.3	42.3		42.3	6.4	48.4	48.4	9.3	51.8	51.8	
Actuated g/C Ratio	0.37	0.37	0.37		0.37	0.06	0.43	0.43	0.08	0.46	0.46	
v/c Ratio	0.35	0.28	0.07		0.95	0.36	0.57	0.17	0.62	0.68	0.12	
Control Delay	31.8	26.4	2.0		61.5	65.2	28.4	11.7	72.4	28.7	4.9	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.8	26.4	2.0		61.5	65.2	28.4	11.7	72.4	28.7	4.9	
LOS	C	C	A		E	E	C	B	E	C	A	
Approach Delay		24.1			61.5		27.7			29.8		
Approach LOS		C			E		C			C		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 34.2
 Intersection LOS: C
 Intersection Capacity Utilization 93.3%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	178	42	95	276	153	32	799	111	79	1014	86
Future Volume (veh/h)	70	178	42	95	276	153	32	799	111	79	1014	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	73	185	23	99	288	158	33	832	76	82	1056	53
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	207	693	588	126	316	165	46	1387	619	101	1505	671
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.03	0.41	0.41	0.06	0.44	0.44
Sat Flow, veh/h	858	1800	1525	230	821	429	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	73	185	23	545	0	0	33	832	76	82	1056	53
Grp Sat Flow(s),veh/h/ln	858	1800	1525	1480	0	0	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	0.0	8.1	1.1	33.4	0.0	0.0	2.3	22.0	3.6	5.8	28.9	2.3
Cycle Q Clear(g_c), s	19.2	8.1	1.1	41.6	0.0	0.0	2.3	22.0	3.6	5.8	28.9	2.3
Prop In Lane	1.00		1.00	0.18		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	693	588	607	0	0	46	1387	619	101	1505	671
V/C Ratio(X)	0.35	0.27	0.04	0.90	0.00	0.00	0.72	0.60	0.12	0.81	0.70	0.08
Avail Cap(c_a), veh/h	220	721	611	631	0	0	104	1387	619	160	1505	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	24.3	22.1	35.2	0.0	0.0	55.6	26.9	21.4	53.4	26.2	18.7
Incr Delay (d2), s/veh	1.0	0.2	0.0	15.4	0.0	0.0	7.7	1.9	0.4	7.1	2.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.4	0.4	16.6	0.0	0.0	1.0	8.6	1.3	2.4	11.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	24.5	22.2	50.6	0.0	0.0	63.3	28.8	21.8	60.5	28.9	19.0
LnGrp LOS	C	C	C	D	A	A	E	C	C	E	C	B
Approach Vol, veh/h		281			545			941			1191	
Approach Delay, s/veh		25.4			50.6			29.5			30.7	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	53.3		50.2	7.9	57.3		50.2				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 47		46.2	7.4	49.5		46.2				
Max Q Clear Time (g_c+I1), s	7.8	24.0		21.2	4.3	30.9		43.6				
Green Ext Time (p_c), s	0.0	5.3		1.4	0.0	6.5		0.9				

Intersection Summary

HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

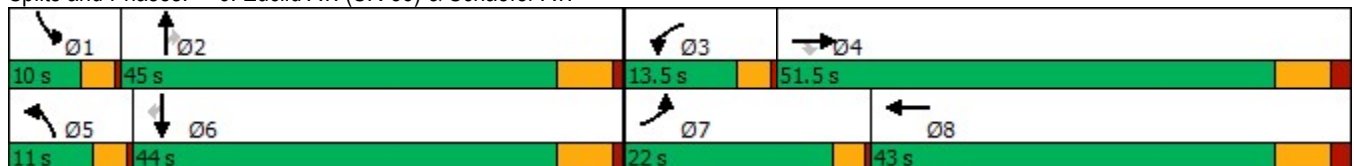
Timings
6: Euclid Av. (SR-83) & Schaefer Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	146	52	70	2	3	59	800	31	47	1027	127	
Future Volume (vph)	146	52	70	2	3	59	800	31	47	1027	127	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0	
Total Split (s)	22.0	51.5	51.5	13.5	43.0	11.0	45.0	45.0	10.0	44.0	44.0	
Total Split (%)	18.3%	42.9%	42.9%	11.3%	35.8%	9.2%	37.5%	37.5%	8.3%	36.7%	36.7%	
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	12.4	14.6	14.6	10.9	9.5	7.2	40.6	40.6	6.5	37.5	37.5	
Actuated g/C Ratio	0.16	0.19	0.19	0.14	0.12	0.09	0.53	0.53	0.08	0.49	0.49	
v/c Ratio	0.58	0.16	0.20	0.01	0.05	0.41	0.46	0.04	0.36	0.64	0.16	
Control Delay	44.3	25.6	4.9	42.5	21.1	49.2	18.0	0.1	49.5	22.0	5.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	44.3	25.6	4.9	42.5	21.1	49.2	18.0	0.1	49.5	22.0	5.2	
LOS	D	C	A	D	C	D	B	A	D	C	A	
Approach Delay		30.4			24.4		19.4			21.3		
Approach LOS		C			C		B			C		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 76.6
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 21.6
 Intersection LOS: C
 Intersection Capacity Utilization 64.0%
 ICU Level of Service C
 Analysis Period (min) 15
























Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	52	70	2	3	8	59	800	31	47	1027	127
Future Volume (veh/h)	146	52	70	2	3	8	59	800	31	47	1027	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	152	54	36	2	3	5	61	833	32	49	1070	95
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	190	324	275	9	42	69	87	1456	649	76	1433	639
Arrive On Green	0.12	0.18	0.18	0.01	0.07	0.07	0.05	0.43	0.43	0.05	0.42	0.42
Sat Flow, veh/h	1619	1800	1525	1619	607	1011	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	152	54	36	2	0	8	61	833	32	49	1070	95
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1618	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	5.4	1.5	1.2	0.1	0.0	0.3	2.2	10.8	0.7	1.7	15.5	2.3
Cycle Q Clear(g_c), s	5.4	1.5	1.2	0.1	0.0	0.3	2.2	10.8	0.7	1.7	15.5	2.3
Prop In Lane	1.00		1.00	1.00		0.63	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	324	275	9	0	111	87	1456	649	76	1433	639
V/C Ratio(X)	0.80	0.17	0.13	0.23	0.00	0.07	0.70	0.57	0.05	0.65	0.75	0.15
Avail Cap(c_a), veh/h	512	1368	1160	277	0	995	207	2279	1016	180	2220	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	20.3	20.1	29.0	0.0	25.5	27.2	12.8	9.9	27.4	14.4	10.5
Incr Delay (d2), s/veh	3.0	0.2	0.2	4.7	0.0	0.2	3.8	0.4	0.0	3.4	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.6	0.4	0.0	0.0	0.1	0.8	3.0	0.2	0.6	4.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	20.5	20.3	33.7	0.0	25.7	31.0	13.1	9.9	30.8	15.2	10.6
LnGrp LOS	C	C	C	C	A	C	C	B	A	C	B	B
Approach Vol, veh/h		242			10			926			1214	
Approach Delay, s/veh		25.3			27.3			14.2			15.5	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.2	30.9	3.8	17.5	6.6	30.5	10.4	11.0				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	6.5	39.0	10.0	44.5	7.5	38.0	18.5	36.0				
Max Q Clear Time (g_c+I1), s	3.7	12.8	2.1	3.5	4.2	17.5	7.4	2.3				
Green Ext Time (p_c), s	0.0	5.4	0.0	0.3	0.0	7.0	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			16.0									
HCM 6th LOS			B									

Timings
11: Euclid Av. (SR-83) & Edison Av.

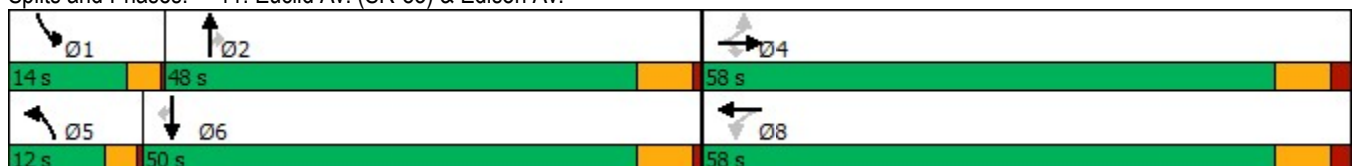


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	192	163	96	91	404	116	643	44	66	732	226
Future Volume (vph)	192	163	96	91	404	116	643	44	66	732	226
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	58.0	58.0	58.0	58.0	58.0	12.0	48.0	48.0	14.0	50.0	50.0
Total Split (%)	48.3%	48.3%	48.3%	48.3%	48.3%	10.0%	40.0%	40.0%	11.7%	41.7%	41.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	45.9	45.9	45.9	45.9	45.9	7.6	31.2	31.2	8.3	29.4	29.4
Actuated g/C Ratio	0.46	0.46	0.46	0.46	0.46	0.08	0.31	0.31	0.08	0.29	0.29
v/c Ratio	0.76	0.20	0.13	0.19	0.62	0.50	0.62	0.09	0.51	0.75	0.38
Control Delay	45.5	18.1	4.3	18.8	25.0	55.8	34.2	3.2	61.9	37.7	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	18.1	4.3	18.8	25.0	55.8	34.2	3.2	61.9	37.7	5.5
LOS	D	B	A	B	C	E	C	A	E	D	A
Approach Delay		26.8			24.0		35.6			32.1	
Approach LOS		C			C		D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 30.6
 Intersection Capacity Utilization 86.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E
























Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	163	96	91	404	81	116	643	44	66	732	226
Future Volume (veh/h)	192	163	96	91	404	81	116	643	44	66	732	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	198	168	63	94	416	74	120	663	38	68	755	198
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	302	854	724	519	706	126	179	995	442	85	979	436
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.06	0.29	0.29	0.05	0.29	0.29
Sat Flow, veh/h	823	1800	1524	1044	1487	265	3141	3420	1520	1619	3420	1524
Grp Volume(v), veh/h	198	168	63	94	0	490	120	663	38	68	755	198
Grp Sat Flow(s),veh/h/ln	823	1800	1524	1044	0	1752	1570	1710	1520	1619	1710	1524
Q Serve(g_s), s	20.9	4.9	2.1	5.2	0.0	18.5	3.4	15.4	1.6	3.8	18.3	9.7
Cycle Q Clear(g_c), s	39.4	4.9	2.1	10.1	0.0	18.5	3.4	15.4	1.6	3.8	18.3	9.7
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	854	724	519	0	831	179	995	442	85	979	436
V/C Ratio(X)	0.66	0.20	0.09	0.18	0.00	0.59	0.67	0.67	0.09	0.80	0.77	0.45
Avail Cap(c_a), veh/h	375	1013	858	611	0	986	295	1586	705	188	1661	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	13.8	13.0	16.7	0.0	17.4	41.9	28.2	23.4	42.5	29.6	26.5
Incr Delay (d2), s/veh	2.9	0.1	0.1	0.2	0.0	0.7	1.6	0.8	0.1	6.5	1.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	1.8	0.6	1.2	0.0	6.7	1.3	5.8	0.5	1.6	6.9	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	13.9	13.1	16.9	0.0	18.0	43.5	29.0	23.4	48.9	30.9	27.3
LnGrp LOS	C	B	B	B	A	B	D	C	C	D	C	C
Approach Vol, veh/h		429			584			821			1021	
Approach Delay, s/veh		23.3			17.8			30.9			31.4	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	32.4		50.0	8.7	31.9		50.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	10.5	42.0		51.0	8.5	44.0		51.0				
Max Q Clear Time (g_c+I1), s	5.8	17.4		41.4	5.4	20.3		20.5				
Green Ext Time (p_c), s	0.0	4.1		1.6	0.0	5.3		3.5				
Intersection Summary												
HCM 6th Ctrl Delay											27.3	
HCM 6th LOS											C	

Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

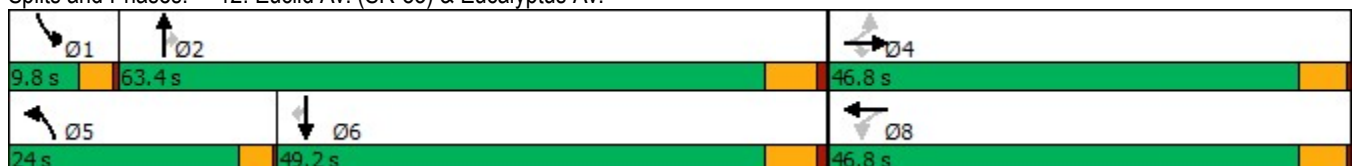


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	56	20	132	28	137	145	750	14	27	976	35
Future Volume (vph)	56	20	132	28	137	145	750	14	27	976	35
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.8	46.8	46.8	46.8	46.8	8.5	30.7	30.7	8.5	37.7	37.7
Total Split (s)	46.8	46.8	46.8	46.8	46.8	24.0	63.4	63.4	9.8	49.2	49.2
Total Split (%)	39.0%	39.0%	39.0%	39.0%	39.0%	20.0%	52.8%	52.8%	8.2%	41.0%	41.0%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	3.0	4.7	4.7	3.0	4.7	4.7
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8	4.8	3.5	5.7	5.7	3.5	5.7	5.7
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	16.3	16.3	16.3	16.3	16.3	13.2	44.6	44.6	6.3	30.6	30.6
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.17	0.59	0.59	0.08	0.41	0.41
v/c Ratio	0.29	0.06	0.32	0.11	0.48	0.55	0.40	0.02	0.21	0.76	0.06
Control Delay	30.6	25.8	7.1	26.6	29.7	41.5	11.5	0.0	46.6	25.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	25.8	7.1	26.6	29.7	41.5	11.5	0.0	46.6	25.5	0.3
LOS	C	C	A	C	C	D	B	A	D	C	A
Approach Delay		15.2			29.2		16.1			25.2	
Approach LOS		B			C		B			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 75.5	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 21.2	Intersection LOS: C
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

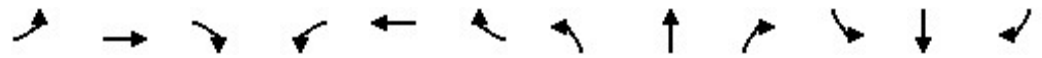
Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	56	20	132	28	137	36	145	750	14	27	976	35
Future Volume (veh/h)	56	20	132	28	137	36	145	750	14	27	976	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	60	22	57	30	147	33	156	806	13	29	1049	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	239	340	289	349	269	60	197	1769	789	53	1464	652
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.12	0.52	0.52	0.03	0.43	0.43
Sat Flow, veh/h	1094	1800	1525	1200	1423	319	1619	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	60	22	57	30	0	180	156	806	13	29	1049	26
Grp Sat Flow(s),veh/h/ln	1094	1800	1525	1200	0	1742	1619	1710	1525	1619	1710	1524
Q Serve(g_s), s	2.8	0.5	1.7	1.1	0.0	5.0	5.0	8.0	0.2	0.9	13.6	0.5
Cycle Q Clear(g_c), s	7.8	0.5	1.7	1.7	0.0	5.0	5.0	8.0	0.2	0.9	13.6	0.5
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	340	289	349	0	330	197	1769	789	53	1464	652
V/C Ratio(X)	0.25	0.06	0.20	0.09	0.00	0.55	0.79	0.46	0.02	0.55	0.72	0.04
Avail Cap(c_a), veh/h	889	1409	1194	1061	0	1364	619	3679	1641	190	2773	1236
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	17.9	18.3	18.5	0.0	19.7	22.9	8.2	6.3	25.6	12.7	8.9
Incr Delay (d2), s/veh	0.4	0.1	0.2	0.1	0.0	1.0	5.3	0.2	0.0	6.4	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.5	0.3	0.0	1.8	1.9	1.7	0.0	0.4	3.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	17.9	18.6	18.6	0.0	20.7	28.2	8.4	6.3	32.0	13.3	8.9
LnGrp LOS	C	B	B	B	A	C	C	A	A	C	B	A
Approach Vol, veh/h		139			210			975			1104	
Approach Delay, s/veh		20.6			20.4			11.5			13.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	33.4		14.9	10.0	28.7		14.9				
Change Period (Y+Rc), s	3.5	5.7		4.8	3.5	5.7		4.8				
Max Green Setting (Gmax), s	6.3	57.7		42.0	20.5	43.5		42.0				
Max Q Clear Time (g_c+I1), s	2.9	10.0		9.8	7.0	15.6		7.0				
Green Ext Time (p_c), s	0.0	5.5		0.4	0.2	7.3		0.8				

Intersection Summary

HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

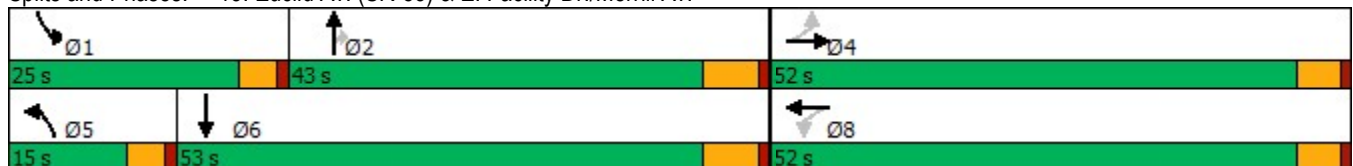


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	7	5	223	50	12	754	122	192	890
Future Volume (vph)	7	5	223	50	12	754	122	192	890
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	28.0	28.0	14.5	28.0
Total Split (s)	52.0	52.0	52.0	52.0	15.0	43.0	43.0	25.0	53.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	12.5%	35.8%	35.8%	20.8%	44.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		34.4		34.4	10.6	29.4	29.4	16.5	46.1
Actuated g/C Ratio		0.36		0.36	0.11	0.30	0.30	0.17	0.48
v/c Ratio		0.03		0.86	0.07	0.77	0.24	0.74	0.62
Control Delay		19.1		46.1	50.0	38.0	10.9	59.1	24.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		19.1		46.1	50.0	38.0	10.9	59.1	24.0
LOS		B		D	D	D	B	E	C
Approach Delay		19.1		46.1		34.4			30.0
Approach LOS		B		D		C			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 96.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 34.3
 Intersection LOS: C
 Intersection Capacity Utilization 81.2%
 ICU Level of Service D
 Analysis Period (min) 15

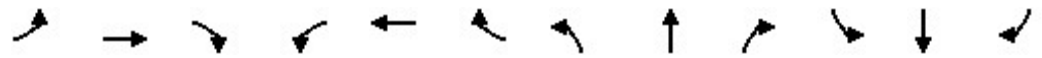
Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↕	↗	↗	↕	↕
Traffic Volume (veh/h)	7	5	4	223	50	149	12	754	122	192	890	55
Future Volume (veh/h)	7	5	4	223	50	149	12	754	122	192	890	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	7	5	2	237	53	135	13	802	115	204	947	43
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	271	182	63	337	64	151	51	1058	472	243	1424	65
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.03	0.31	0.31	0.15	0.43	0.43
Sat Flow, veh/h	601	558	193	797	197	462	1619	3420	1525	1619	3331	151
Grp Volume(v), veh/h	14	0	0	425	0	0	13	802	115	204	486	504
Grp Sat Flow(s),veh/h/ln	1352	0	0	1456	0	0	1619	1710	1525	1619	1710	1773
Q Serve(g_s), s	0.0	0.0	0.0	19.6	0.0	0.0	0.6	15.3	4.1	8.8	16.4	16.4
Cycle Q Clear(g_c), s	0.4	0.0	0.0	20.0	0.0	0.0	0.6	15.3	4.1	8.8	16.4	16.4
Prop In Lane	0.50		0.14	0.56		0.32	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	515	0	0	552	0	0	51	1058	472	243	731	758
V/C Ratio(X)	0.03	0.00	0.00	0.77	0.00	0.00	0.25	0.76	0.24	0.84	0.66	0.66
Avail Cap(c_a), veh/h	964	0	0	1026	0	0	236	1756	783	460	1115	1156
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	0.0	23.1	0.0	0.0	34.1	22.5	18.6	29.8	16.5	16.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.9	0.0	0.0	0.9	1.1	0.3	3.0	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	6.0	0.0	0.0	0.2	5.3	1.3	3.2	5.3	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	0.0	24.0	0.0	0.0	35.0	23.6	18.9	32.8	17.5	17.5
LnGrp LOS	B	A	A	C	A	A	D	C	B	C	B	B
Approach Vol, veh/h		14			425			930			1194	
Approach Delay, s/veh		16.5			24.0			23.2			20.1	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.3	28.3		28.5	6.8	36.8		28.5				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	20.5	37.0		47.0	10.5	47.0		47.0				
Max Q Clear Time (g_c+I1), s	10.8	17.3		2.4	2.6	18.4		22.0				
Green Ext Time (p_c), s	0.2	5.0		0.0	0.0	5.9		1.4				
Intersection Summary												
HCM 6th Ctrl Delay				21.9								
HCM 6th LOS				C								

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

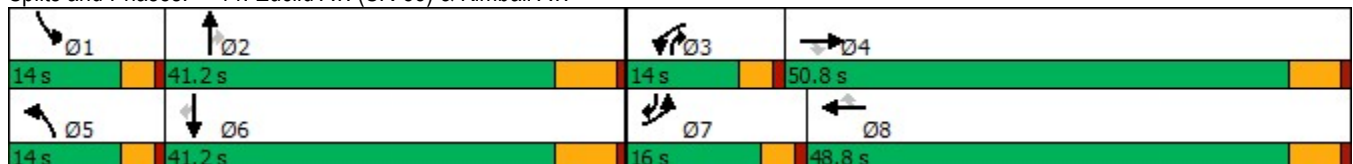
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	246	45	90	944	290	43	478	27	139	566	373
Future Volume (vph)	127	246	45	90	944	290	43	478	27	139	566	373
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	14.0	49.5	49.5	14.0	47.8	47.8	14.0	36.0	14.0	9.0	33.0	14.0
Total Split (s)	16.0	50.8	50.8	14.0	48.8	48.8	14.0	41.2	14.0	14.0	41.2	16.0
Total Split (%)	13.3%	42.3%	42.3%	11.7%	40.7%	40.7%	11.7%	34.3%	11.7%	11.7%	34.3%	13.3%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8	4.8	3.0	5.5	3.0	3.0	5.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.8	5.8	4.0	5.8	5.8	4.0	6.5	4.0	4.0	6.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	10.8	33.9	33.9	10.3	33.5	33.5	10.3	23.1	40.1	8.7	28.4	41.8
Actuated g/C Ratio	0.11	0.35	0.35	0.11	0.35	0.35	0.11	0.24	0.41	0.09	0.29	0.43
v/c Ratio	0.40	0.21	0.08	0.54	0.82	0.41	0.26	0.61	0.04	0.54	0.58	0.53
Control Delay	48.7	23.2	0.2	59.5	36.4	4.8	50.7	37.0	0.5	54.3	34.5	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	23.2	0.2	59.5	36.4	4.8	50.7	37.0	0.5	54.3	34.5	16.9
LOS	D	C	A	E	D	A	D	D	A	D	C	B
Approach Delay		28.5			31.1			36.3			30.9	
Approach LOS		C			C			D			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 97	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 31.6	Intersection LOS: C
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	































Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 	 	
Traffic Volume (veh/h)	127	246	45	90	944	290	43	478	27	139	566	373
Future Volume (veh/h)	127	246	45	90	944	290	43	478	27	139	566	373
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	131	254	36	93	973	121	44	493	14	143	584	334
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	312	1158	517	161	1136	507	119	928	565	202	909	562
Arrive On Green	0.11	0.34	0.34	0.10	0.33	0.33	0.07	0.27	0.27	0.07	0.27	0.27
Sat Flow, veh/h	2956	3420	1525	1619	3420	1525	1619	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	131	254	36	93	973	121	44	493	14	143	584	334
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1619	1710	1525	1619	1710	1525	1478	1710	1506
Q Serve(g_s), s	3.8	4.8	1.5	5.0	24.2	5.2	2.4	11.2	0.5	4.3	13.8	16.3
Cycle Q Clear(g_c), s	3.8	4.8	1.5	5.0	24.2	5.2	2.4	11.2	0.5	4.3	13.8	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	312	1158	517	161	1136	507	119	928	565	202	909	562
V/C Ratio(X)	0.42	0.22	0.07	0.58	0.86	0.24	0.37	0.53	0.02	0.71	0.64	0.59
Avail Cap(c_a), veh/h	389	1687	752	177	1612	719	177	1301	732	324	1301	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	21.5	20.4	39.3	28.4	22.1	40.2	28.3	18.2	41.6	29.6	23.1
Incr Delay (d2), s/veh	0.3	0.1	0.1	1.9	2.5	0.1	0.7	0.7	0.0	1.7	1.1	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.8	0.5	2.0	9.5	1.8	0.9	4.2	0.2	1.5	5.3	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	21.6	20.5	41.2	30.9	22.2	40.9	29.0	18.3	43.3	30.7	24.6
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	C
Approach Vol, veh/h		421			1187			551			1061	
Approach Delay, s/veh		26.8			30.8			29.7			30.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	31.3	13.1	36.7	10.7	30.8	13.6	36.1				
Change Period (Y+Rc), s	4.0	6.5	4.0	5.8	4.0	6.5	4.0	5.8				
Max Green Setting (Gmax), s	10.0	34.7	10.0	45.0	10.0	34.7	12.0	43.0				
Max Q Clear Time (g_c+I1), s	6.3	13.2	7.0	6.8	4.4	18.3	5.8	26.2				
Green Ext Time (p_c), s	0.1	3.9	0.0	1.6	0.0	5.9	0.1	4.1				
Intersection Summary												
HCM 6th Ctrl Delay				30.0								
HCM 6th LOS				C								

Intersection												
Intersection Delay, s/veh 11.5												
Intersection LOS B												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	93	9	17	299	16	17	100	14	17	109	47
Future Vol, veh/h	17	93	9	17	299	16	17	100	14	17	109	47
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	102	10	19	329	18	19	110	15	19	120	52
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	13.2	10.1	10.4
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	14%	5%	10%
Vol Thru, %	76%	78%	90%	63%
Vol Right, %	11%	8%	5%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	131	119	332	173
LT Vol	17	17	17	17
Through Vol	100	93	299	109
RT Vol	14	9	16	47
Lane Flow Rate	144	131	365	190
Geometry Grp	1	1	1	1
Degree of Util (X)	0.219	0.194	0.51	0.28
Departure Headway (Hd)	5.476	5.344	5.032	5.298
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	655	671	722	677
Service Time	3.519	3.384	3.032	3.336
HCM Lane V/C Ratio	0.22	0.195	0.506	0.281
HCM Control Delay	10.1	9.7	13.2	10.4
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	0.8	0.7	2.9	1.1

Intersection

Intersection Delay, s/veh21.2

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	243	16	7	429	30	11	80	5	10	79	34
Future Vol, veh/h	38	243	16	7	429	30	11	80	5	10	79	34
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	46	293	19	8	517	36	13	96	6	12	95	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16	29	11.7	12
HCM LOS	C	D	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	13%	2%	8%
Vol Thru, %	83%	82%	92%	64%
Vol Right, %	5%	5%	6%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	297	466	123
LT Vol	11	38	7	10
Through Vol	80	243	429	79
RT Vol	5	16	30	34
Lane Flow Rate	116	358	561	148
Geometry Grp	1	1	1	1
Degree of Util (X)	0.218	0.569	0.828	0.27
Departure Headway (Hd)	6.789	5.722	5.309	6.55
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	530	633	674	550
Service Time	4.816	3.722	3.407	4.572
HCM Lane V/C Ratio	0.219	0.566	0.832	0.269
HCM Control Delay	11.7	16	29	12
HCM Lane LOS	B	C	D	B
HCM 95th-tile Q	0.8	3.6	8.9	1.1

Intersection												
Intersection Delay, s/veh	16.3											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	79	23	30	240	53	36	302	9	31	196	47
Future Vol, veh/h	38	79	23	30	240	53	36	302	9	31	196	47
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	82	24	31	250	55	38	315	9	32	204	49
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.2	17.2	18.1	14.9
HCM LOS	B	C	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	27%	9%	11%
Vol Thru, %	87%	56%	74%	72%
Vol Right, %	3%	16%	16%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	347	140	323	274
LT Vol	36	38	30	31
Through Vol	302	79	240	196
RT Vol	9	23	53	47
Lane Flow Rate	361	146	336	285
Geometry Grp	1	1	1	1
Degree of Util (X)	0.608	0.269	0.574	0.486
Departure Headway (Hd)	6.058	6.647	6.139	6.132
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	596	538	585	585
Service Time	4.106	4.709	4.187	4.184
HCM Lane V/C Ratio	0.606	0.271	0.574	0.487
HCM Control Delay	18.1	12.2	17.2	14.9
HCM Lane LOS	C	B	C	B
HCM 95th-tile Q	4.1	1.1	3.6	2.6

Intersection												
Intersection Delay, s/veh	39											
Intersection LOS	E											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	55	215	18	29	386	59	36	216	6	40	189	38
Future Vol, veh/h	55	215	18	29	386	59	36	216	6	40	189	38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	59	229	19	31	411	63	38	230	6	43	201	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	24.3	65.7	22.7	23.1
HCM LOS	C	F	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	19%	6%	15%
Vol Thru, %	84%	75%	81%	71%
Vol Right, %	2%	6%	12%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	258	288	474	267
LT Vol	36	55	29	40
Through Vol	216	215	386	189
RT Vol	6	18	59	38
Lane Flow Rate	274	306	504	284
Geometry Grp	1	1	1	1
Degree of Util (X)	0.607	0.654	0.996	0.62
Departure Headway (Hd)	7.962	7.685	7.111	7.862
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	450	469	514	457
Service Time	6.048	5.767	5.111	5.948
HCM Lane V/C Ratio	0.609	0.652	0.981	0.621
HCM Control Delay	22.7	24.3	65.7	23.1
HCM Lane LOS	C	C	F	C
HCM 95th-tile Q	3.9	4.6	13.6	4.1

Intersection												
Intersection Delay, s/veh	29.2											
Intersection LOS	D											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	205	1	65	431	102	11	98	41	64	57	39
Future Vol, veh/h	30	205	1	65	431	102	11	98	41	64	57	39
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	31	214	1	68	449	106	11	102	43	67	59	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.4	44.1	12.4	12.7
HCM LOS	B	E	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	13%	11%	40%
Vol Thru, %	65%	87%	72%	36%
Vol Right, %	27%	0%	17%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	236	598	160
LT Vol	11	30	65	64
Through Vol	98	205	431	57
RT Vol	41	1	102	39
Lane Flow Rate	156	246	623	167
Geometry Grp	1	1	1	1
Degree of Util (X)	0.287	0.416	0.937	0.309
Departure Headway (Hd)	6.623	6.085	5.415	6.672
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	541	590	673	537
Service Time	4.685	4.134	3.415	4.73
HCM Lane V/C Ratio	0.288	0.417	0.926	0.311
HCM Control Delay	12.4	13.4	44.1	12.7
HCM Lane LOS	B	B	E	B
HCM 95th-tile Q	1.2	2	12.9	1.3

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

01/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	129	65	242	312	106	167	1045	280	90	499	62
Future Volume (vph)	35	129	65	242	312	106	167	1045	280	90	499	62
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	10.0	28.0		19.0	37.0	37.0	29.0	54.0		19.0	44.0	44.0
Total Split (%)	8.3%	23.3%		15.8%	30.8%	30.8%	24.2%	45.0%		15.8%	36.7%	36.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	6.0	14.2	93.1	13.2	27.3	27.3	16.8	38.6	93.1	11.3	29.3	29.3
Actuated g/C Ratio	0.06	0.15	1.00	0.14	0.29	0.29	0.18	0.41	1.00	0.12	0.31	0.31
v/c Ratio	0.19	0.26	0.05	0.62	0.65	0.22	0.63	0.77	0.20	0.51	0.48	0.12
Control Delay	53.3	39.2	0.1	49.3	40.2	5.1	50.0	29.6	0.3	54.6	28.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	39.2	0.1	49.3	40.2	5.1	50.0	29.6	0.3	54.6	28.1	0.4
LOS	D	D	A	D	D	A	D	C	A	D	C	A
Approach Delay		30.3			37.9			26.4			29.1	
Approach LOS		C			D			C			C	

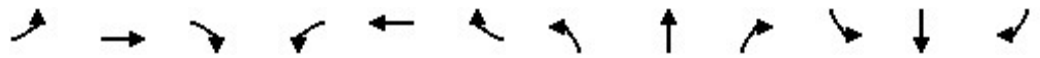
Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 93.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 29.8	Intersection LOS: C
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔↔	↑	↔	↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (veh/h)	35	129	65	242	312	106	167	1045	280	90	499	62
Future Volume (veh/h)	35	129	65	242	312	106	167	1045	280	90	499	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	38	142	0	266	343	93	184	1148	0	99	548	57
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	549		356	419	350	225	1481		125	1257	521
Arrive On Green	0.04	0.15	0.00	0.12	0.23	0.23	0.14	0.41	0.00	0.08	0.35	0.35
Sat Flow, veh/h	3048	3600	1525	3048	1800	1506	1619	3600	1525	1619	3600	1492
Grp Volume(v), veh/h	38	142	0	266	343	93	184	1148	0	99	548	57
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1800	1506	1619	1800	1525	1619	1800	1492
Q Serve(g_s), s	0.9	2.6	0.0	6.3	13.4	3.8	8.2	20.5	0.0	4.5	8.7	1.9
Cycle Q Clear(g_c), s	0.9	2.6	0.0	6.3	13.4	3.8	8.2	20.5	0.0	4.5	8.7	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	549		356	419	350	225	1481		125	1257	521
V/C Ratio(X)	0.34	0.26		0.75	0.82	0.27	0.82	0.78		0.79	0.44	0.11
Avail Cap(c_a), veh/h	226	1139		595	788	659	534	2399		316	1914	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	27.8	0.0	31.7	27.0	23.3	31.1	18.9	0.0	33.7	18.6	16.4
Incr Delay (d2), s/veh	1.8	0.2	0.0	3.1	4.0	0.4	7.1	0.9	0.0	10.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.0	0.0	2.3	5.6	1.2	3.3	7.0	0.0	2.0	3.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	28.0	0.0	34.9	31.0	23.7	38.1	19.8	0.0	44.4	18.8	16.4
LnGrp LOS	D	C		C	C	C	D	B		D	B	B
Approach Vol, veh/h		180	A		702			1332	A		704	
Approach Delay, s/veh		29.9			31.5			22.3			22.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	35.1	13.2	15.8	14.8	30.4	7.2	21.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	49.5	14.5	23.5	24.5	39.5	5.5	32.5				
Max Q Clear Time (g_c+I1), s	6.5	22.5	8.3	4.6	10.2	10.7	2.9	15.4				
Green Ext Time (p_c), s	0.1	8.1	0.4	0.6	0.4	3.4	0.0	1.9				

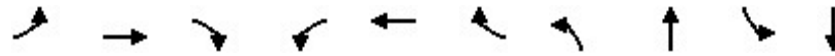
Intersection Summary

HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
38: S Turner Av. & Ontario Ranch Rd.

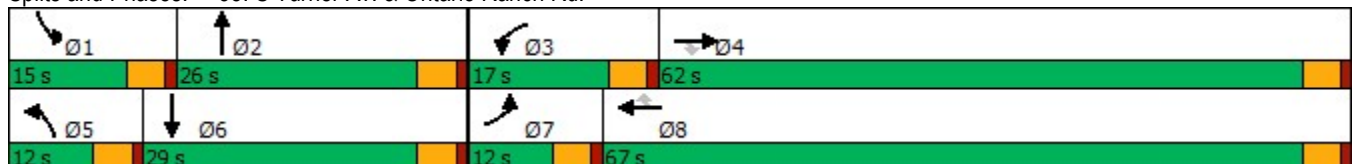


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↘
Traffic Volume (vph)	32	471	15	52	686	24	34	129	53	64
Future Volume (vph)	32	471	15	52	686	24	34	129	53	64
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	12.0	62.0	62.0	17.0	67.0	67.0	12.0	26.0	15.0	29.0
Total Split (%)	10.0%	51.7%	51.7%	14.2%	55.8%	55.8%	10.0%	21.7%	12.5%	24.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.7	19.2	19.2	8.6	22.1	22.1	7.7	12.6	8.6	13.3
Actuated g/C Ratio	0.14	0.35	0.35	0.16	0.40	0.40	0.14	0.23	0.16	0.24
v/c Ratio	0.14	0.42	0.03	0.21	0.53	0.04	0.15	0.42	0.21	0.20
Control Delay	32.5	18.4	0.1	30.8	16.8	0.1	32.6	26.3	30.8	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	18.4	0.1	30.8	16.8	0.1	32.6	26.3	30.8	21.5
LOS	C	B	A	C	B	A	C	C	C	C
Approach Delay		18.7			17.2			27.4		25.1
Approach LOS		B			B			C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 55.3
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 19.6
 Intersection LOS: B
 Intersection Capacity Utilization 51.2%
 ICU Level of Service A
 Analysis Period (min) 15

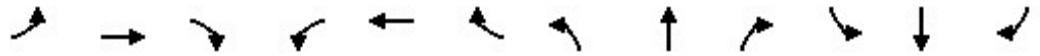
Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	471	15	52	686	24	34	129	34	53	64	19
Future Volume (veh/h)	32	471	15	52	686	24	34	129	34	53	64	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	523	17	58	762	27	38	143	38	59	71	21
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	1187	529	104	1248	557	76	222	59	105	239	71
Arrive On Green	0.04	0.33	0.33	0.06	0.35	0.35	0.04	0.15	0.15	0.06	0.17	0.17
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	1446	384	1810	1408	417
Grp Volume(v), veh/h	36	523	17	58	762	27	38	0	181	59	0	92
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	0	1831	1810	0	1825
Q Serve(g_s), s	0.9	5.1	0.3	1.4	7.8	0.5	0.9	0.0	4.2	1.4	0.0	2.0
Cycle Q Clear(g_c), s	0.9	5.1	0.3	1.4	7.8	0.5	0.9	0.0	4.2	1.4	0.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.23
Lane Grp Cap(c), veh/h	73	1187	529	104	1248	557	76	0	281	105	0	310
V/C Ratio(X)	0.49	0.44	0.03	0.56	0.61	0.05	0.50	0.00	0.64	0.56	0.00	0.30
Avail Cap(c_a), veh/h	303	4638	2069	505	5042	2249	303	0	880	425	0	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	11.8	10.2	20.5	12.1	9.7	21.0	0.0	17.8	20.5	0.0	16.2
Incr Delay (d2), s/veh	5.1	0.3	0.0	4.6	0.5	0.0	5.0	0.0	2.5	4.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.5	0.1	0.6	2.3	0.1	0.4	0.0	1.6	0.6	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	12.1	10.2	25.2	12.6	9.8	26.0	0.0	20.2	25.2	0.0	16.8
LnGrp LOS	C	B	B	C	B	A	C	A	C	C	A	B
Approach Vol, veh/h		576			847			219				151
Approach Delay, s/veh		12.9			13.4			21.2				20.0
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	11.4	7.1	19.2	6.4	12.1	6.3	20.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	21.5	12.5	57.5	7.5	24.5	7.5	62.5				
Max Q Clear Time (g_c+I1), s	3.4	6.2	3.4	7.1	2.9	4.0	2.9	9.8				
Green Ext Time (p_c), s	0.0	0.7	0.1	3.5	0.0	0.3	0.0	5.6				
Intersection Summary												
HCM 6th Ctrl Delay				14.7								
HCM 6th LOS				B								

Timings

39: Haven Av. & Ontario Ranch Rd.

01/10/2023

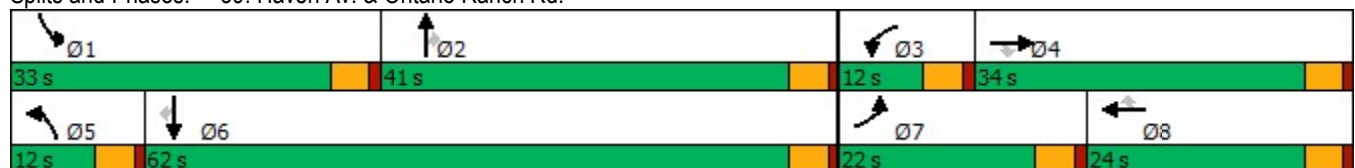


Table with 13 columns (Lane Groups EBL-SBR) and 30 rows (Traffic Volume, Turn Type, Phases, Split, Delay, etc.)

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 83.5
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 30.4
Intersection LOS: C
Intersection Capacity Utilization 58.6%
ICU Level of Service B
Analysis Period (min) 15































Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  						 	
Traffic Volume (veh/h)	113	552	17	74	512	151	36	288	113	195	184	52
Future Volume (veh/h)	113	552	17	74	512	151	36	288	113	195	184	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	122	594	7	80	551	110	39	310	71	210	198	33
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	1034	321	190	1106	273	66	421	357	265	642	542
Arrive On Green	0.10	0.21	0.21	0.06	0.18	0.18	0.04	0.23	0.23	0.16	0.36	0.36
Sat Flow, veh/h	1619	4914	1523	2956	6192	1525	1619	1800	1523	1619	1800	1519
Grp Volume(v), veh/h	122	594	7	80	551	110	39	310	71	210	198	33
Grp Sat Flow(s),veh/h/ln	1619	1638	1523	1478	1548	1525	1619	1800	1523	1619	1800	1519
Q Serve(g_s), s	4.0	6.0	0.2	1.4	4.4	3.5	1.3	8.8	2.1	6.8	4.4	0.8
Cycle Q Clear(g_c), s	4.0	6.0	0.2	1.4	4.4	3.5	1.3	8.8	2.1	6.8	4.4	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	1034	321	190	1106	273	66	421	357	265	642	542
V/C Ratio(X)	0.79	0.57	0.02	0.42	0.50	0.40	0.59	0.74	0.20	0.79	0.31	0.06
Avail Cap(c_a), veh/h	516	2639	818	404	2198	542	221	1196	1012	840	1884	1590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	19.5	17.2	24.7	20.3	20.0	25.9	19.5	16.9	22.1	12.8	11.6
Incr Delay (d2), s/veh	8.4	0.5	0.0	1.5	0.3	1.0	8.1	2.5	0.3	5.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.9	0.1	0.5	1.3	1.1	0.6	3.3	0.6	2.6	1.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	20.0	17.2	26.2	20.7	20.9	34.0	22.0	17.2	27.4	13.0	11.7
LnGrp LOS	C	B	B	C	C	C	C	C	B	C	B	B
Approach Vol, veh/h		723			741			420				441
Approach Delay, s/veh		22.1			21.3			22.3				19.8
Approach LOS		C			C			C				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	17.4	8.0	16.1	6.7	24.1	9.8	14.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.5	36.5	7.5	29.5	7.5	57.5	17.5	19.5				
Max Q Clear Time (g_c+I1), s	8.8	10.8	3.4	8.0	3.3	6.4	6.0	6.4				
Green Ext Time (p_c), s	0.5	1.9	0.1	3.5	0.0	1.2	0.2	2.9				
Intersection Summary												
HCM 6th Ctrl Delay				21.4								
HCM 6th LOS				C								

Timings

40: Hamner Av. & Cantu Galleano Ranch Rd.

01/10/2023

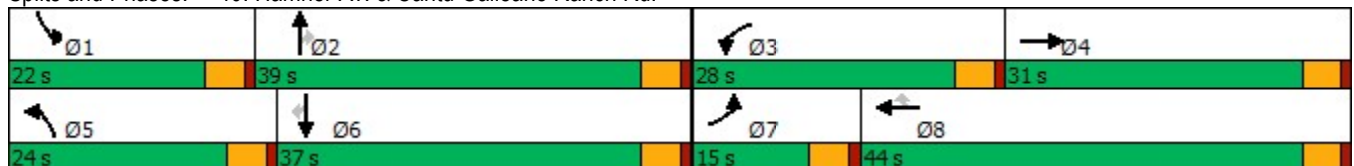


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	138	578	240	646	244	156	586	310	169	182	73
Future Volume (vph)	138	578	240	646	244	156	586	310	169	182	73
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	31.0	28.0	44.0	44.0	24.0	39.0	39.0	22.0	37.0	37.0
Total Split (%)	12.5%	25.8%	23.3%	36.7%	36.7%	20.0%	32.5%	32.5%	18.3%	30.8%	30.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	8.7	19.1	11.4	21.8	21.8	9.4	17.2	17.2	9.7	17.5	17.5
Actuated g/C Ratio	0.11	0.25	0.15	0.29	0.29	0.12	0.23	0.23	0.13	0.23	0.23
v/c Ratio	0.36	0.41	0.48	0.65	0.39	0.38	0.52	0.53	0.39	0.23	0.16
Control Delay	37.0	24.4	34.9	27.7	5.3	36.1	28.4	7.0	35.9	26.1	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	24.4	34.9	27.7	5.3	36.1	28.4	7.0	35.9	26.1	1.3
LOS	D	C	C	C	A	D	C	A	D	C	A
Approach Delay		26.6		24.4			23.2			25.7	
Approach LOS		C		C			C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 76	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 24.7	Intersection LOS: C
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
40: Hamner Av. & Cantu Galleano Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	578	72	240	646	244	156	586	310	169	182	73
Future Volume (veh/h)	138	578	72	240	646	244	156	586	310	169	182	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	144	602	19	250	673	188	162	610	240	176	190	35
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	1619	51	395	1017	454	280	1277	396	296	905	404
Arrive On Green	0.08	0.25	0.25	0.11	0.28	0.28	0.08	0.25	0.25	0.08	0.25	0.25
Sat Flow, veh/h	3510	6559	206	3510	3610	1610	3510	5187	1610	3510	3610	1610
Grp Volume(v), veh/h	144	449	172	250	673	188	162	610	240	176	190	35
Grp Sat Flow(s),veh/h/ln	1755	1634	1863	1755	1805	1610	1755	1729	1610	1755	1805	1610
Q Serve(g_s), s	2.3	4.4	4.5	4.0	9.6	5.5	2.6	5.8	7.7	2.8	2.4	1.0
Cycle Q Clear(g_c), s	2.3	4.4	4.5	4.0	9.6	5.5	2.6	5.8	7.7	2.8	2.4	1.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	1210	460	395	1017	454	280	1277	396	296	905	404
V/C Ratio(X)	0.53	0.37	0.37	0.63	0.66	0.41	0.58	0.48	0.61	0.59	0.21	0.09
Avail Cap(c_a), veh/h	635	2237	850	1421	2456	1095	1179	3082	957	1058	2021	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	18.1	18.1	24.6	18.4	17.0	25.8	18.7	19.4	25.6	17.2	16.7
Incr Delay (d2), s/veh	1.6	0.2	0.5	1.7	0.7	0.6	1.9	0.3	1.5	1.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.4	1.6	1.5	3.2	1.7	1.0	2.0	2.5	1.1	0.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.3	18.3	18.7	26.3	19.2	17.6	27.7	19.0	20.9	27.5	17.3	16.7
LnGrp LOS	C	B	B	C	B	B	C	B	C	C	B	B
Approach Vol, veh/h		765			1111			1012				401
Approach Delay, s/veh		20.1			20.5			20.8				21.7
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	18.8	11.0	18.8	9.1	19.1	9.0	20.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	34.5	23.5	26.5	19.5	32.5	10.5	39.5				
Max Q Clear Time (g_c+I1), s	4.8	9.7	6.0	6.5	4.6	4.4	4.3	11.6				
Green Ext Time (p_c), s	0.4	4.6	0.7	3.3	0.4	1.1	0.2	4.8				
Intersection Summary												
HCM 6th Ctrl Delay			20.7									
HCM 6th LOS			C									

Timings

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/10/2023

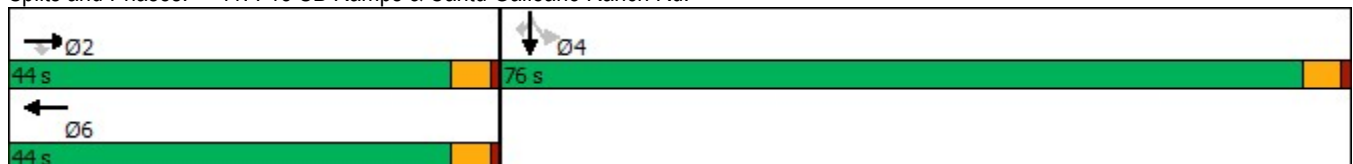


Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑	↔	↑
Traffic Volume (vph)	812	308	679	171	266	0	944
Future Volume (vph)	812	308	679	171	266	0	944
Turn Type	NA	Perm	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		2		Free	4		4
Detector Phase	2	2	6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	44.0	44.0	44.0		76.0	76.0	76.0
Total Split (%)	36.7%	36.7%	36.7%		63.3%	63.3%	63.3%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min		None	None	None
Act Effct Green (s)	21.1	21.1	21.1	64.4	33.4	33.4	33.4
Actuated g/C Ratio	0.33	0.33	0.33	1.00	0.52	0.52	0.52
v/c Ratio	0.53	0.45	0.63	0.07	0.30	0.68	0.65
Control Delay	20.4	4.9	23.0	0.0	10.0	15.5	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	4.9	23.0	0.0	10.0	15.5	14.3
LOS	C	A	C	A	A	B	B
Approach Delay	16.1		18.3			13.9	
Approach LOS	B		B			B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 64.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 15.9
 Intersection LOS: B
 Intersection Capacity Utilization 65.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑	↗↗				↘	↕	↗
Traffic Volume (veh/h)	0	812	308	0	679	171	0	0	0	266	0	944
Future Volume (veh/h)	0	812	308	0	679	171	0	0	0	266	0	944
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	892	0	0	746	0				195	0	819
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1858		0	1293					703	0	1252
Arrive On Green	0.00	0.36	0.00	0.00	0.36	0.00				0.39	0.00	0.39
Sat Flow, veh/h	0	5358	1610	0	3705	2834				1810	0	3220
Grp Volume(v), veh/h	0	892	0	0	746	0				195	0	819
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1805	1417				1810	0	1610
Q Serve(g_s), s	0.0	4.7	0.0	0.0	5.9	0.0				2.6	0.0	7.4
Cycle Q Clear(g_c), s	0.0	4.7	0.0	0.0	5.9	0.0				2.6	0.0	7.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1858		0	1293					703	0	1252
V/C Ratio(X)	0.00	0.48		0.00	0.58					0.28	0.00	0.65
Avail Cap(c_a), veh/h	0	5765		0	4012					3640	0	6479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.8	0.0	0.0	9.2	0.0				7.4	0.0	8.9
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	0.0				0.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.0	0.0	1.2	0.0				0.6	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.0	0.0	0.0	9.6	0.0				7.7	0.0	9.5
LnGrp LOS	A	A		A	A					A	A	A
Approach Vol, veh/h		892	A		746	A					1014	
Approach Delay, s/veh		9.0			9.6						9.1	
Approach LOS		A			A						A	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		17.2		18.3		17.2						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		39.5		71.5		39.5						
Max Q Clear Time (g_c+I1), s		6.7		9.4		7.9						
Green Ext Time (p_c), s		6.0		4.4		4.8						

Intersection Summary

HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

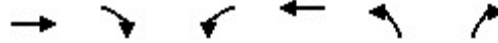
Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

42: I-15 NB Ramps & Cantu Galleano Ranch Rd.

01/10/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	↑
Traffic Volume (vph)	399	679	194	402	448	377
Future Volume (vph)	399	679	194	402	448	377
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	73.8	73.8	19.2	93.0	27.0	27.0
Total Split (%)	61.5%	61.5%	16.0%	77.5%	22.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	13.9	13.9	8.8	27.4	15.4	15.4
Actuated g/C Ratio	0.27	0.27	0.17	0.53	0.30	0.30
v/c Ratio	0.29	0.74	0.34	0.15	0.56	0.43
Control Delay	16.1	7.2	23.3	6.7	18.0	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	7.2	23.3	6.7	18.0	5.2
LOS	B	A	C	A	B	A
Approach Delay	10.5			12.1	13.9	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 52.1
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 12.0
 Intersection LOS: B
 Intersection Capacity Utilization 55.1%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↔	↑↑↑	↔	↑
Traffic Volume (veh/h)	399	679	194	402	448	377
Future Volume (veh/h)	399	679	194	402	448	377
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	407	430	198	410	521	263
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1892	587	350	2915	880	392
Arrive On Green	0.36	0.36	0.10	0.56	0.24	0.24
Sat Flow, veh/h	5358	1610	3510	5358	3619	1610
Grp Volume(v), veh/h	407	430	198	410	521	263
Grp Sat Flow(s),veh/h/ln	1729	1610	1755	1729	1810	1610
Q Serve(g_s), s	2.5	10.7	2.5	1.7	5.9	6.8
Cycle Q Clear(g_c), s	2.5	10.7	2.5	1.7	5.9	6.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1892	587	350	2915	880	392
V/C Ratio(X)	0.22	0.73	0.57	0.14	0.59	0.67
Avail Cap(c_a), veh/h	7782	2416	1117	9938	1763	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	12.7	19.8	4.8	15.5	15.8
Incr Delay (d2), s/veh	0.1	1.8	1.4	0.0	0.6	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.7	0.9	0.2	2.0	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.2	14.5	21.3	4.8	16.1	17.8
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	837			608	784	
Approach Delay, s/veh	12.4			10.2	16.7	
Approach LOS	B			B	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.1	21.3			30.5	15.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	14.7	69.3			88.5	22.5
Max Q Clear Time (g_c+I1), s	4.5	12.7			3.7	8.8
Green Ext Time (p_c), s	0.4	4.2			2.6	2.4

Intersection Summary

HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	614	6	347	305	860	834	438
Future Volume (vph)	614	6	347	305	860	834	438
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	35.0	82.0	47.0	47.0
Total Split (%)	31.7%	31.7%	31.7%	29.2%	68.3%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	26.2	26.2	26.2	22.1	59.4	32.6	32.6
Actuated g/C Ratio	0.28	0.28	0.28	0.23	0.62	0.34	0.34
v/c Ratio	0.73	0.75	0.55	0.74	0.39	0.69	0.53
Control Delay	43.9	44.6	17.3	48.2	9.7	31.5	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	43.9	44.6	17.3	48.2	9.8	31.5	5.1
LOS	D	D	B	D	A	C	A
Approach Delay		36.0			19.8	22.4	
Approach LOS		D			B	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 95.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 25.4
 Intersection LOS: C
 Intersection Capacity Utilization 76.0%
 ICU Level of Service D
 Analysis Period (min) 15




















Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	614	6	347	305	860	0	0	834	438
Future Volume (veh/h)	0	0	0	614	6	347	305	860	0	0	834	438
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				694	0	139	311	878	0	0	851	257
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				909	0	404	373	2217	0	0	1230	549
Arrive On Green				0.25	0.00	0.25	0.21	0.61	0.00	0.00	0.34	0.34
Sat Flow, veh/h				3619	0	1610	1810	3705	0	0	3705	1610
Grp Volume(v), veh/h				694	0	139	311	878	0	0	851	257
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1805	0	0	1805	1610
Q Serve(g_s), s				11.9	0.0	4.7	11.0	8.3	0.0	0.0	13.6	8.4
Cycle Q Clear(g_c), s				11.9	0.0	4.7	11.0	8.3	0.0	0.0	13.6	8.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				909	0	404	373	2217	0	0	1230	549
V/C Ratio(X)				0.76	0.00	0.34	0.83	0.40	0.00	0.00	0.69	0.47
Avail Cap(c_a), veh/h				1814	0	807	826	4185	0	0	2295	1024
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				23.2	0.0	20.5	25.4	6.6	0.0	0.0	19.0	17.3
Incr Delay (d2), s/veh				1.4	0.0	0.5	4.9	0.1	0.0	0.0	0.7	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.6	0.0	1.6	4.8	2.2	0.0	0.0	5.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.6	0.0	21.0	30.3	6.7	0.0	0.0	19.7	17.9
LnGrp LOS				C	A	C	C	A	A	A	B	B
Approach Vol, veh/h					833			1189			1108	
Approach Delay, s/veh					24.0			12.9			19.3	
Approach LOS					C			B			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		45.6			18.3	27.3		21.3				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		77.5			30.5	42.5		33.5				
Max Q Clear Time (g_c+I1), s		10.3			13.0	15.6		13.9				
Green Ext Time (p_c), s		7.1			0.8	7.2		2.9				

Intersection Summary

HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

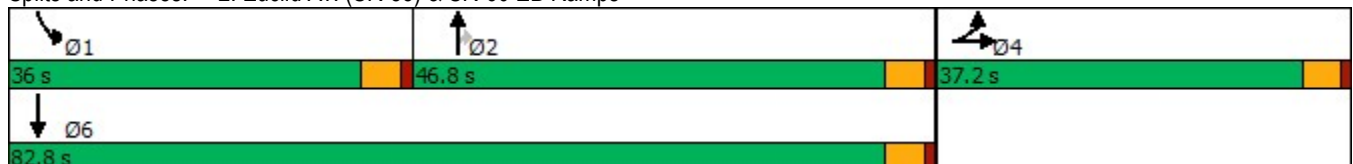


Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	276	5	889	463	337	1111
Future Volume (vph)	276	5	889	463	337	1111
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	37.2	37.2	46.8	46.8	36.0	82.8
Total Split (%)	31.0%	31.0%	39.0%	39.0%	30.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	20.8	20.8	33.9	33.9	23.6	62.3
Actuated g/C Ratio	0.22	0.22	0.37	0.37	0.25	0.67
v/c Ratio	0.67	0.68	0.70	0.55	0.76	0.48
Control Delay	44.4	31.4	29.9	5.0	46.4	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	44.4	31.4	29.9	5.0	46.4	8.7
LOS	D	C	C	A	D	A
Approach Delay		37.5	21.4			17.5
Approach LOS		D	C			B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 92.7
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 22.2
 Intersection LOS: C
 Intersection Capacity Utilization 76.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	5	250	0	0	0	0	889	463	337	1111	0
Future Volume (veh/h)	276	5	250	0	0	0	0	889	463	337	1111	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	240	73	186				0	926	355	351	1157	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	370	97	247				0	1332	579	413	2395	0
Arrive On Green	0.20	0.20	0.20				0.00	0.37	0.37	0.23	0.66	0.00
Sat Flow, veh/h	1810	474	1208				0	3705	1568	1810	3705	0
Grp Volume(v), veh/h	240	0	259				0	926	355	351	1157	0
Grp Sat Flow(s),veh/h/ln	1810	0	1683				0	1805	1568	1810	1805	0
Q Serve(g_s), s	8.3	0.0	9.9				0.0	14.8	12.6	12.7	10.8	0.0
Cycle Q Clear(g_c), s	8.3	0.0	9.9				0.0	14.8	12.6	12.7	10.8	0.0
Prop In Lane	1.00		0.72				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	370	0	344				0	1332	579	413	2395	0
V/C Ratio(X)	0.65	0.00	0.75				0.00	0.70	0.61	0.85	0.48	0.00
Avail Cap(c_a), veh/h	868	0	807				0	2240	973	836	4147	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.9	0.0	25.5				0.0	18.3	17.5	25.2	5.7	0.0
Incr Delay (d2), s/veh	1.9	0.0	3.3				0.0	0.7	1.1	4.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	3.8				0.0	5.5	4.1	5.5	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	0.0	28.8				0.0	18.9	18.6	30.1	5.8	0.0
LnGrp LOS	C	A	C				A	B	B	C	A	A
Approach Vol, veh/h		499						1281			1508	
Approach Delay, s/veh		27.8						18.8			11.5	
Approach LOS		C						B			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	20.1	29.7	18.4	49.7								
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), s	31.5	42.3	32.7	78.3								
Max Q Clear Time (g_c+I1), s	14.7	16.8	11.9	12.8								
Green Ext Time (p_c), s	0.9	8.3	2.1	10.7								

Intersection Summary

HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Timings
3: Euclid Av. (SR-83) & Walnut Av.

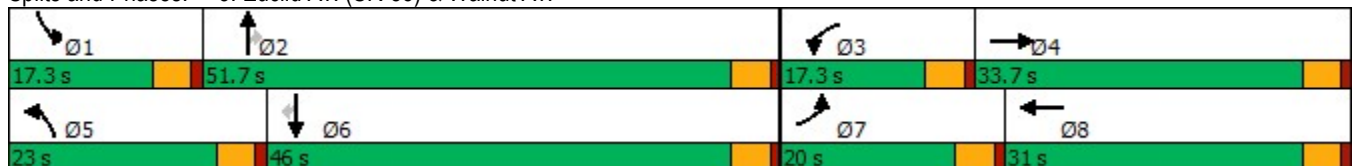


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖↗	↕	↗
Traffic Volume (vph)	115	472	61	218	102	993	67	252	952	118
Future Volume (vph)	115	472	61	218	102	993	67	252	952	118
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	33.7	17.3	31.0	23.0	51.7	51.7	17.3	46.0	46.0
Total Split (%)	16.7%	28.1%	14.4%	25.8%	19.2%	43.1%	43.1%	14.4%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.1	24.7	9.2	18.7	11.9	29.7	29.7	12.5	33.7	33.7
Actuated g/C Ratio	0.13	0.27	0.10	0.20	0.13	0.32	0.32	0.14	0.37	0.37
v/c Ratio	0.57	0.72	0.40	0.51	0.51	0.66	0.13	0.66	0.56	0.19
Control Delay	53.4	36.5	51.9	26.2	50.8	29.4	3.0	50.6	27.6	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	36.5	51.9	26.2	50.8	29.4	3.0	50.6	27.6	4.7
LOS	D	D	D	C	D	C	A	D	C	A
Approach Delay		39.2		30.0		29.7			29.9	
Approach LOS		D		C		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 92
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 31.7
 Intersection LOS: C
 Intersection Capacity Utilization 66.7%
 ICU Level of Service C
 Analysis Period (min) 15























Splits and Phases: 3: Euclid Av. (SR-83) & Walnut Av.



HCM 6th Signalized Intersection Summary
 3: Euclid Av. (SR-83) & Walnut Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	472	146	61	218	140	102	993	67	252	952	118
Future Volume (veh/h)	115	472	146	61	218	140	102	993	67	252	952	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	121	497	123	64	229	106	107	1045	62	265	1002	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	660	162	82	457	205	136	1622	503	354	1799	558
Arrive On Green	0.09	0.24	0.24	0.05	0.20	0.20	0.08	0.33	0.33	0.12	0.37	0.37
Sat Flow, veh/h	1619	2720	669	1619	2295	1027	1619	4914	1524	2956	4914	1524
Grp Volume(v), veh/h	121	311	309	64	169	166	107	1045	62	265	1002	86
Grp Sat Flow(s),veh/h/ln	1619	1710	1680	1619	1710	1612	1619	1638	1524	1478	1638	1524
Q Serve(g_s), s	5.1	11.8	12.0	2.7	6.1	6.5	4.5	12.7	2.0	6.1	11.4	2.7
Cycle Q Clear(g_c), s	5.1	11.8	12.0	2.7	6.1	6.5	4.5	12.7	2.0	6.1	11.4	2.7
Prop In Lane	1.00		0.40	1.00		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	415	407	82	341	321	136	1622	503	354	1799	558
V/C Ratio(X)	0.79	0.75	0.76	0.78	0.49	0.52	0.79	0.64	0.12	0.75	0.56	0.15
Avail Cap(c_a), veh/h	358	712	699	296	646	609	427	3308	1026	540	2909	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	24.6	24.6	32.9	24.9	25.1	31.5	20.0	16.4	29.8	17.7	14.9
Incr Delay (d2), s/veh	9.0	2.8	2.9	14.5	1.1	1.3	9.7	0.4	0.1	3.2	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.6	4.6	1.3	2.4	2.3	2.0	4.4	0.6	2.2	3.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	27.4	27.5	47.4	26.1	26.4	41.2	20.4	16.5	33.0	18.0	15.1
LnGrp LOS	D	C	C	D	C	C	D	C	B	C	B	B
Approach Vol, veh/h		741			399			1214			1353	
Approach Delay, s/veh		29.5			29.6			22.0			20.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	27.6	8.1	21.5	10.4	30.2	11.1	18.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.8	47.2	12.8	29.2	18.5	41.5	15.5	26.5				
Max Q Clear Time (g_c+I1), s	8.1	14.7	4.7	14.0	6.5	13.4	7.1	8.5				
Green Ext Time (p_c), s	0.4	8.5	0.1	3.0	0.2	7.8	0.2	1.6				
Intersection Summary												
HCM 6th Ctrl Delay				23.9								
HCM 6th LOS				C								

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

01/10/2023

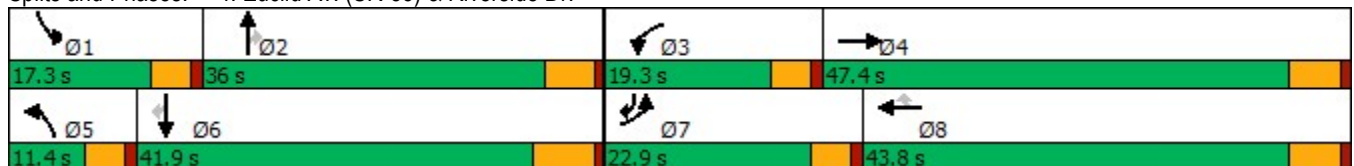


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	131	467	131	370	68	40	886	145	103	803	154
Future Volume (vph)	131	467	131	370	68	40	886	145	103	803	154
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2		1	6	7
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	22.9	47.4	19.3	43.8	43.8	11.4	36.0	36.0	17.3	41.9	22.9
Total Split (%)	19.1%	39.5%	16.1%	36.5%	36.5%	9.5%	30.0%	30.0%	14.4%	34.9%	19.1%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	13.1	35.5	12.3	34.7	34.7	6.3	31.0	31.0	10.5	38.7	58.4
Actuated g/C Ratio	0.12	0.32	0.11	0.32	0.32	0.06	0.28	0.28	0.10	0.35	0.53
v/c Ratio	0.69	0.90	0.73	0.35	0.12	0.44	0.93	0.27	0.68	0.67	0.18
Control Delay	66.4	55.9	72.7	30.4	0.4	69.1	56.7	6.6	72.4	36.6	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	55.9	72.7	30.4	0.4	69.1	56.7	6.6	72.4	36.6	3.0
LOS	E	E	E	C	A	E	E	A	E	D	A
Approach Delay		58.0		36.5			50.4			35.2	
Approach LOS		E		D			D			D	
























Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 110
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 44.7
 Intersection LOS: D
 Intersection Capacity Utilization 86.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
 4: Euclid Av. (SR-83) & Riverside Dr.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	467	48	131	370	68	40	886	145	103	803	154
Future Volume (veh/h)	131	467	48	131	370	68	40	886	145	103	803	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	132	472	17	132	374	30	40	895	83	104	811	57
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	529	19	159	1046	459	55	1005	448	128	1159	667
Arrive On Green	0.10	0.31	0.31	0.10	0.31	0.31	0.03	0.29	0.29	0.08	0.34	0.34
Sat Flow, veh/h	1619	1727	62	1619	3420	1501	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	132	0	489	132	374	30	40	895	83	104	811	57
Grp Sat Flow(s),veh/h/ln	1619	0	1789	1619	1710	1501	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	7.7	0.0	25.2	7.7	8.2	1.4	2.4	24.2	3.9	6.1	19.9	2.1
Cycle Q Clear(g_c), s	7.7	0.0	25.2	7.7	8.2	1.4	2.4	24.2	3.9	6.1	19.9	2.1
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	0	548	159	1046	459	55	1005	448	128	1159	667
V/C Ratio(X)	0.83	0.00	0.89	0.83	0.36	0.07	0.73	0.89	0.19	0.81	0.70	0.09
Avail Cap(c_a), veh/h	306	0	770	246	1344	590	114	1082	483	213	1252	709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	0.0	32.0	42.8	26.1	23.8	46.2	32.7	25.5	43.8	27.7	15.9
Incr Delay (d2), s/veh	4.1	0.0	9.7	7.3	0.2	0.1	6.6	9.0	0.2	4.6	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	11.6	3.3	3.2	0.5	1.0	10.3	1.4	2.5	7.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	0.0	41.7	50.1	26.3	23.8	52.8	41.7	25.7	48.4	29.3	15.9
LnGrp LOS	D	A	D	D	C	C	D	D	C	D	C	B
Approach Vol, veh/h		621			536			1018			972	
Approach Delay, s/veh		42.8			32.1			40.8			30.6	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	34.9	14.1	35.4	7.9	39.3	14.1	35.4				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	12.7	* 31	14.7	41.6	6.8	35.4	18.3	38.0				
Max Q Clear Time (g_c+I1), s	8.1	26.2	9.7	27.2	4.4	21.9	9.7	10.2				
Green Ext Time (p_c), s	0.0	2.2	0.1	2.4	0.0	4.6	0.1	2.3				
Intersection Summary												
HCM 6th Ctrl Delay			36.5									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
5: Euclid Av. (SR-83) & Chino Av.

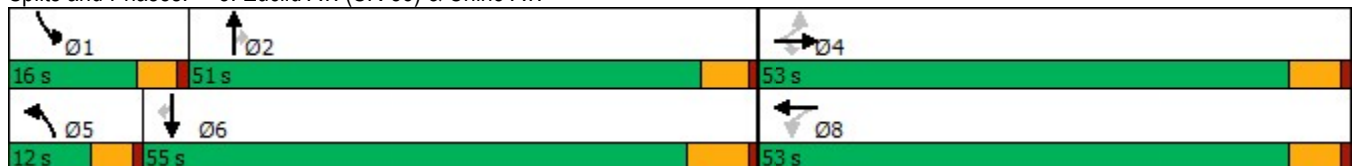


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	74	413	37	72	119	26	965	186	87	822	64
Future Volume (vph)	74	413	37	72	119	26	965	186	87	822	64
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	53.0	53.0	53.0	53.0	53.0	12.0	51.0	51.0	16.0	55.0	55.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	44.2%	10.0%	42.5%	42.5%	13.3%	45.8%	45.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8		5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	30.5	30.5	30.5		30.5	6.1	47.7	47.7	9.2	51.4	51.4
Actuated g/C Ratio	0.30	0.30	0.30		0.30	0.06	0.47	0.47	0.09	0.51	0.51
v/c Ratio	0.29	0.78	0.07		1.16	0.28	0.61	0.25	0.61	0.49	0.08
Control Delay	29.6	42.8	1.1		141.3	57.3	24.9	14.3	65.4	20.3	5.3
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	42.8	1.1		141.3	57.3	24.9	14.3	65.4	20.3	5.3
LOS	C	D	A		F	E	C	B	E	C	A
Approach Delay		38.0			141.3		24.0			23.3	
Approach LOS		D			F		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.7
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 36.4
 Intersection LOS: D
 Intersection Capacity Utilization 89.2%
 ICU Level of Service E
 Analysis Period (min) 15

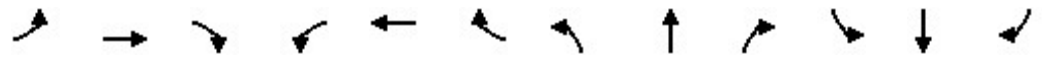
Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
 5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	413	37	72	119	63	26	965	186	87	822	64
Future Volume (veh/h)	74	413	37	72	119	63	26	965	186	87	822	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	76	426	18	74	123	59	27	995	130	90	847	34
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	637	539	103	160	66	42	1443	644	111	1590	709
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.03	0.42	0.42	0.07	0.46	0.46
Sat Flow, veh/h	1092	1800	1525	170	453	187	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	76	426	18	256	0	0	27	995	130	90	847	34
Grp Sat Flow(s),veh/h/ln	1092	1800	1525	810	0	0	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	0.0	21.7	0.8	13.6	0.0	0.0	1.8	25.7	5.8	5.9	19.1	1.3
Cycle Q Clear(g_c), s	12.3	21.7	0.8	35.4	0.0	0.0	1.8	25.7	5.8	5.9	19.1	1.3
Prop In Lane	1.00		1.00	0.29		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	637	539	329	0	0	42	1443	644	111	1590	709
V/C Ratio(X)	0.29	0.67	0.03	0.78	0.00	0.00	0.65	0.69	0.20	0.81	0.53	0.05
Avail Cap(c_a), veh/h	351	783	663	440	0	0	110	1443	644	170	1590	709
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	29.7	22.9	36.7	0.0	0.0	52.4	25.6	19.8	49.8	20.6	15.9
Incr Delay (d2), s/veh	0.6	1.6	0.0	6.2	0.0	0.0	6.2	2.7	0.7	8.4	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	9.2	0.3	6.9	0.0	0.0	0.8	10.0	2.0	2.6	7.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	31.3	23.0	42.9	0.0	0.0	58.6	28.3	20.5	58.3	21.9	16.0
LnGrp LOS	C	C	C	D	A	A	E	C	C	E	C	B
Approach Vol, veh/h		520			256			1152				971
Approach Delay, s/veh		30.4			42.9			28.1				25.1
Approach LOS		C			D			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	52.3		44.2	7.4	57.0		44.2				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 46		47.2	7.4	48.5		47.2				
Max Q Clear Time (g_c+I1), s	7.9	27.7		23.7	3.8	21.1		37.4				
Green Ext Time (p_c), s	0.0	6.3		2.7	0.0	5.6		1.0				

Intersection Summary

HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

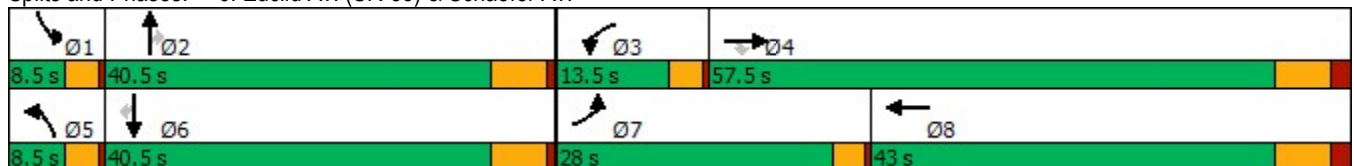
Timings
6: Euclid Av. (SR-83) & Schaefer Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	227	255	125	40	70	58	846	46	52	809	107	
Future Volume (vph)	227	255	125	40	70	58	846	46	52	809	107	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0	
Total Split (s)	28.0	57.5	57.5	13.5	43.0	8.5	40.5	40.5	8.5	40.5	40.5	
Total Split (%)	23.3%	47.9%	47.9%	11.3%	35.8%	7.1%	33.8%	33.8%	7.1%	33.8%	33.8%	
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	16.8	26.2	26.2	10.6	12.9	5.3	30.5	30.5	5.3	28.1	28.1	
Actuated g/C Ratio	0.20	0.31	0.31	0.13	0.15	0.06	0.36	0.36	0.06	0.33	0.33	
v/c Ratio	0.73	0.47	0.23	0.20	0.42	0.59	0.70	0.07	0.53	0.73	0.19	
Control Delay	48.5	28.4	5.4	44.3	31.0	69.6	29.8	0.2	65.3	31.1	4.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.5	28.4	5.4	44.3	31.0	69.6	29.8	0.2	65.3	31.1	4.4	
LOS	D	C	A	D	C	E	C	A	E	C	A	
Approach Delay		31.2			34.5		30.8			30.0		
Approach LOS		C			C		C			C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 84.3	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 30.8	Intersection LOS: C
Intersection Capacity Utilization 68.9%	ICU Level of Service C
Analysis Period (min) 15	
























Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	255	125	40	70	44	58	846	46	52	809	107
Future Volume (veh/h)	227	255	125	40	70	44	58	846	46	52	809	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	234	263	64	41	72	39	60	872	40	54	834	65
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	281	356	302	133	117	63	85	1174	524	80	1163	507
Arrive On Green	0.17	0.20	0.20	0.08	0.11	0.11	0.05	0.34	0.34	0.05	0.34	0.34
Sat Flow, veh/h	1619	1800	1525	1619	1097	594	1619	3420	1525	1619	3420	1491
Grp Volume(v), veh/h	234	263	64	41	0	111	60	872	40	54	834	65
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1691	1619	1710	1525	1619	1710	1491
Q Serve(g_s), s	8.5	8.4	2.1	1.5	0.0	3.8	2.2	13.7	1.1	2.0	13.0	1.8
Cycle Q Clear(g_c), s	8.5	8.4	2.1	1.5	0.0	3.8	2.2	13.7	1.1	2.0	13.0	1.8
Prop In Lane	1.00		1.00	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	356	302	133	0	180	85	1174	524	80	1163	507
V/C Ratio(X)	0.83	0.74	0.21	0.31	0.00	0.62	0.71	0.74	0.08	0.68	0.72	0.13
Avail Cap(c_a), veh/h	650	1489	1262	265	0	997	133	1933	862	133	1933	843
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	23.0	20.5	26.4	0.0	26.1	28.5	17.7	13.5	28.5	17.6	13.9
Incr Delay (d2), s/veh	2.5	2.2	0.3	0.5	0.0	2.5	4.0	0.9	0.1	3.7	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.3	0.7	0.5	0.0	1.5	0.8	4.3	0.3	0.8	4.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	25.2	20.8	26.9	0.0	28.6	32.5	18.6	13.6	32.3	18.4	14.0
LnGrp LOS	C	C	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		561			152			972			953	
Approach Delay, s/veh		25.4			28.1			19.3			18.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	27.0	8.5	19.1	6.7	26.8	14.1	13.5				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	5.0	34.5	10.0	50.5	5.0	34.5	24.5	36.0				
Max Q Clear Time (g_c+I1), s	4.0	15.7	3.5	10.4	4.2	15.0	10.5	5.8				
Green Ext Time (p_c), s	0.0	5.2	0.0	1.3	0.0	5.1	0.3	0.4				
Intersection Summary												
HCM 6th Ctrl Delay				21.0								
HCM 6th LOS				C								

Timings

11: Euclid Av. (SR-83) & Edison Av.

01/10/2023

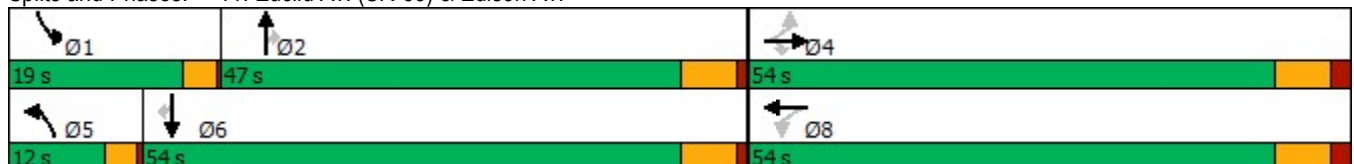


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	230	435	152	34	193	89	705	42	62	678	158
Future Volume (vph)	230	435	152	34	193	89	705	42	62	678	158
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	54.0	54.0	54.0	54.0	54.0	12.0	47.0	47.0	19.0	54.0	54.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	45.0%	10.0%	39.2%	39.2%	15.8%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	28.1	28.1	28.1	28.1	28.1	7.3	24.1	24.1	8.4	25.2	25.2
Actuated g/C Ratio	0.37	0.37	0.37	0.37	0.37	0.10	0.32	0.32	0.11	0.33	0.33
v/c Ratio	0.64	0.67	0.23	0.16	0.39	0.30	0.66	0.08	0.36	0.61	0.26
Control Delay	31.2	27.2	4.5	20.9	20.3	42.8	28.0	0.3	44.8	25.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	27.2	4.5	20.9	20.3	42.8	28.0	0.3	44.8	25.5	5.3
LOS	C	C	A	C	C	D	C	A	D	C	A
Approach Delay		24.1			20.3		28.2			23.3	
Approach LOS		C			C		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 76
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 24.7
 Intersection LOS: C
 Intersection Capacity Utilization 74.1%
 ICU Level of Service D
 Analysis Period (min) 15

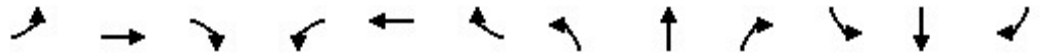
Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	435	152	34	193	57	89	705	42	62	678	158
Future Volume (veh/h)	230	435	152	34	193	57	89	705	42	62	678	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	235	444	104	35	197	47	91	719	33	63	692	110
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	420	718	608	267	559	133	194	1019	443	84	986	434
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.06	0.30	0.30	0.05	0.29	0.29
Sat Flow, veh/h	1032	1800	1525	781	1400	334	3141	3420	1488	1619	3420	1506
Grp Volume(v), veh/h	235	444	104	35	0	244	91	719	33	63	692	110
Grp Sat Flow(s),veh/h/ln	1032	1800	1525	781	0	1735	1570	1710	1488	1619	1710	1506
Q Serve(g_s), s	13.5	12.9	2.9	2.5	0.0	6.5	1.8	12.3	1.0	2.5	11.9	3.7
Cycle Q Clear(g_c), s	20.0	12.9	2.9	15.4	0.0	6.5	1.8	12.3	1.0	2.5	11.9	3.7
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	420	718	608	267	0	692	194	1019	443	84	986	434
V/C Ratio(X)	0.56	0.62	0.17	0.13	0.00	0.35	0.47	0.71	0.07	0.75	0.70	0.25
Avail Cap(c_a), veh/h	747	1288	1092	515	0	1241	407	2135	929	382	2500	1101
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	15.8	12.7	21.9	0.0	13.8	29.8	20.5	16.6	30.7	20.9	17.9
Incr Delay (d2), s/veh	1.2	0.9	0.1	0.2	0.0	0.3	0.7	0.9	0.1	4.9	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.5	0.8	0.4	0.0	2.2	0.6	4.1	0.3	1.0	4.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	16.6	12.9	22.1	0.0	14.1	30.4	21.4	16.6	35.6	21.8	18.2
LnGrp LOS	C	B	B	C	A	B	C	C	B	D	C	B
Approach Vol, veh/h		783			279			843			865	
Approach Delay, s/veh		17.7			15.1			22.2			22.3	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	25.6		33.2	7.5	24.9		33.2				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	15.5	41.0		47.0	8.5	48.0		47.0				
Max Q Clear Time (g_c+I1), s	4.5	14.3		22.0	3.8	13.9		17.4				
Green Ext Time (p_c), s	0.0	4.5		4.1	0.0	4.8		1.6				
Intersection Summary												
HCM 6th Ctrl Delay				20.3								
HCM 6th LOS				C								

Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	35	130	182	5	22	88	918	19	47	1094	50	
Future Volume (vph)	35	130	182	5	22	88	918	19	47	1094	50	
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases		4			8	5	2		1	6		
Permitted Phases	4		4	8				2			6	
Detector Phase	4	4	4	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	31.0	78.0	78.0	12.0	59.0	59.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.8%	65.0%	65.0%	10.0%	49.2%	49.2%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	11.8	11.8	11.8	11.8	11.8	10.3	36.6	36.6	7.4	31.4	31.4	
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.16	0.57	0.57	0.11	0.49	0.49	
v/c Ratio	0.16	0.41	0.44	0.02	0.11	0.36	0.49	0.02	0.26	0.69	0.07	
Control Delay	29.3	32.0	8.7	28.2	22.0	33.6	10.4	0.1	37.7	16.8	0.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.3	32.0	8.7	28.2	22.0	33.6	10.4	0.1	37.7	16.8	0.8	
LOS	C	C	A	C	C	C	B	A	D	B	A	
Approach Delay		19.5			22.8		12.2			16.9		
Approach LOS		B			C		B			B		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 64.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 15.5	Intersection LOS: B
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

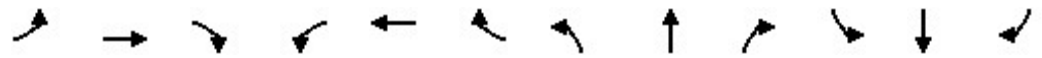
Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	130	182	5	22	11	88	918	19	47	1094	50
Future Volume (veh/h)	35	130	182	5	22	11	88	918	19	47	1094	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	36	135	95	5	23	8	92	956	18	49	1140	41
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	306	240	204	225	170	59	122	1775	792	82	1690	753
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.08	0.52	0.52	0.05	0.49	0.49
Sat Flow, veh/h	1253	1800	1525	1046	1276	444	1619	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	36	135	95	5	0	31	92	956	18	49	1140	41
Grp Sat Flow(s),veh/h/ln	1253	1800	1525	1046	0	1720	1619	1710	1525	1619	1710	1524
Q Serve(g_s), s	1.2	3.2	2.6	0.2	0.0	0.7	2.5	8.5	0.3	1.3	11.5	0.6
Cycle Q Clear(g_c), s	1.9	3.2	2.6	3.4	0.0	0.7	2.5	8.5	0.3	1.3	11.5	0.6
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	306	240	204	225	0	230	122	1775	792	82	1690	753
V/C Ratio(X)	0.12	0.56	0.47	0.02	0.00	0.13	0.75	0.54	0.02	0.60	0.67	0.05
Avail Cap(c_a), veh/h	841	1009	855	671	0	964	943	5527	2465	267	4098	1826
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	18.5	18.2	20.0	0.0	17.4	20.6	7.3	5.3	21.1	8.7	6.0
Incr Delay (d2), s/veh	0.2	2.1	1.7	0.0	0.0	0.3	8.9	0.3	0.0	6.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.3	0.8	0.0	0.0	0.3	1.0	1.4	0.0	0.6	2.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	20.5	19.9	20.1	0.0	17.6	29.5	7.6	5.3	27.9	9.2	6.0
LnGrp LOS	B	C	B	C	A	B	C	A	A	C	A	A
Approach Vol, veh/h		266			36			1066			1230	
Approach Delay, s/veh		20.0			18.0			9.4			9.8	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	28.1		10.6	7.9	27.0		10.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	73.5		25.5	26.5	54.5		25.5				
Max Q Clear Time (g_c+I1), s	3.3	10.5		5.2	4.5	13.5		5.4				
Green Ext Time (p_c), s	0.0	7.1		1.0	0.2	9.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



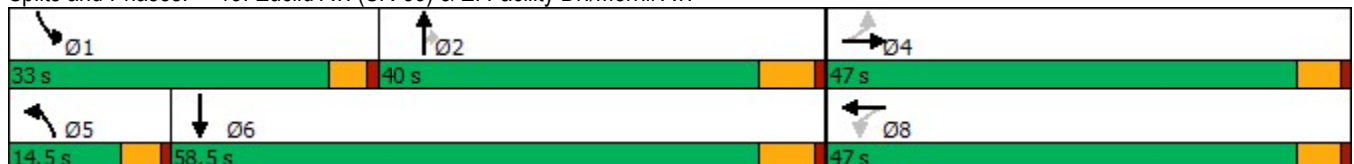
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	3	19	128	0	1	831	171	228	1043
Future Volume (vph)	3	19	128	0	1	831	171	228	1043
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	28.0	28.0	14.5	28.0
Total Split (s)	47.0	47.0	47.0	47.0	14.5	40.0	40.0	33.0	58.5
Total Split (%)	39.2%	39.2%	39.2%	39.2%	12.1%	33.3%	33.3%	27.5%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		22.2		22.2	10.6	28.1	28.1	17.5	48.3
Actuated g/C Ratio		0.26		0.26	0.13	0.33	0.33	0.21	0.57
v/c Ratio		0.07		0.73	0.00	0.75	0.31	0.70	0.55
Control Delay		21.1		29.9	45.0	31.9	13.5	45.6	14.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		21.1		29.9	45.0	31.9	13.5	45.6	14.9
LOS		C		C	D	C	B	D	B
Approach Delay		21.1		29.9		28.8			20.4
Approach LOS		C		C		C			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 84.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 24.7
 Intersection Capacity Utilization 78.6%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

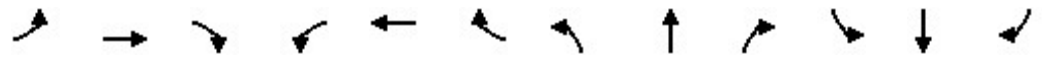
Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕	↗	↗	↕	↕
Traffic Volume (veh/h)	3	19	8	128	0	191	1	831	171	228	1043	10
Future Volume (veh/h)	3	19	8	128	0	191	1	831	171	228	1043	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	3	20	4	132	0	168	1	857	142	235	1075	8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	342	63	220	18	198	4	1156	505	281	1770	13
Arrive On Green	0.24	0.24	0.24	0.24	0.00	0.24	0.00	0.34	0.34	0.17	0.51	0.51
Sat Flow, veh/h	72	1408	258	567	74	815	1619	3420	1493	1619	3479	26
Grp Volume(v), veh/h	27	0	0	300	0	0	1	857	142	235	528	555
Grp Sat Flow(s),veh/h/ln	1738	0	0	1456	0	0	1619	1710	1493	1619	1710	1795
Q Serve(g_s), s	0.0	0.0	0.0	10.8	0.0	0.0	0.0	14.0	4.4	8.9	13.9	13.9
Cycle Q Clear(g_c), s	0.7	0.0	0.0	12.3	0.0	0.0	0.0	14.0	4.4	8.9	13.9	13.9
Prop In Lane	0.11		0.15	0.44		0.56	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	486	0	0	436	0	0	4	1156	505	281	870	913
V/C Ratio(X)	0.06	0.00	0.00	0.69	0.00	0.00	0.22	0.74	0.28	0.84	0.61	0.61
Avail Cap(c_a), veh/h	1185	0	0	1043	0	0	257	1844	805	732	1424	1495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	22.7	0.0	0.0	31.4	18.4	15.3	25.2	11.0	11.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.0	0.0	9.1	1.0	0.3	2.6	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	3.7	0.0	0.0	0.0	4.5	1.2	3.1	3.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	0.0	0.0	23.4	0.0	0.0	40.5	19.4	15.6	27.8	11.7	11.7
LnGrp LOS	B	A	A	C	A	A	D	B	B	C	B	B
Approach Vol, veh/h		27			300			1000			1318	
Approach Delay, s/veh		18.4			23.4			18.9			14.6	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.4	27.3		20.3	4.7	38.1		20.3				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	28.5	34.0		42.0	10.0	52.5		42.0				
Max Q Clear Time (g_c+I1), s	10.9	16.0		2.7	2.0	15.9		14.3				
Green Ext Time (p_c), s	0.3	5.4		0.1	0.0	6.9		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				17.2								
HCM 6th LOS				B								

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

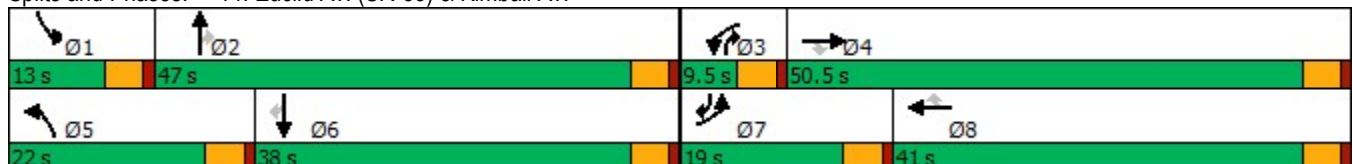
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	819	31	45	361	145	59	483	161	472	470	212
Future Volume (vph)	320	819	31	45	361	145	59	483	161	472	470	212
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	9.5
Total Split (s)	19.0	50.5	50.5	9.5	41.0	41.0	22.0	47.0	9.5	13.0	38.0	19.0
Total Split (%)	15.8%	42.1%	42.1%	7.9%	34.2%	34.2%	18.3%	39.2%	7.9%	10.8%	31.7%	15.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	14.1	26.1	26.1	5.1	17.1	17.1	8.6	18.1	27.9	8.7	20.8	34.9
Actuated g/C Ratio	0.18	0.34	0.34	0.07	0.22	0.22	0.11	0.24	0.36	0.11	0.27	0.46
v/c Ratio	0.60	0.72	0.05	0.43	0.48	0.31	0.33	0.61	0.27	1.43	0.52	0.27
Control Delay	36.7	26.2	0.2	52.8	28.5	4.5	39.8	30.1	9.8	242.0	28.6	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.7	26.2	0.2	52.8	28.5	4.5	39.8	30.1	9.8	242.0	28.6	3.2
LOS	D	C	A	D	C	A	D	C	A	F	C	A
Approach Delay		28.4			24.1			26.2			111.3	
Approach LOS		C			C			C			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 76.6
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.43
 Intersection Signal Delay: 54.0
 Intersection LOS: D
 Intersection Capacity Utilization 73.1%
 ICU Level of Service D
 Analysis Period (min) 15

























Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	819	31	45	361	145	59	483	161	472	470	212
Future Volume (veh/h)	320	819	31	45	361	145	59	483	161	472	470	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	327	836	20	46	368	77	60	493	122	482	480	174
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	429	1151	513	70	803	358	82	732	392	385	1003	663
Arrive On Green	0.14	0.34	0.34	0.04	0.23	0.23	0.05	0.21	0.21	0.13	0.29	0.29
Sat Flow, veh/h	2956	3420	1525	1619	3420	1525	1619	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	327	836	20	46	368	77	60	493	122	482	480	174
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1619	1710	1525	1619	1710	1525	1478	1710	1506
Q Serve(g_s), s	6.9	14.0	0.6	1.8	6.0	2.7	2.4	8.6	4.2	8.5	7.5	4.8
Cycle Q Clear(g_c), s	6.9	14.0	0.6	1.8	6.0	2.7	2.4	8.6	4.2	8.5	7.5	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	429	1151	513	70	803	358	82	732	392	385	1003	663
V/C Ratio(X)	0.76	0.73	0.04	0.66	0.46	0.21	0.73	0.67	0.31	1.25	0.48	0.26
Avail Cap(c_a), veh/h	657	2411	1075	124	1913	853	434	2228	1060	385	1756	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	19.0	14.5	30.7	21.4	20.1	30.5	23.6	19.6	28.4	18.9	11.6
Incr Delay (d2), s/veh	2.8	0.9	0.0	9.9	0.4	0.3	11.6	1.1	0.4	133.0	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.8	0.2	0.8	2.2	0.9	1.1	3.1	1.4	9.7	2.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	19.9	14.6	40.6	21.8	20.4	42.2	24.6	20.0	161.3	19.3	11.8
LnGrp LOS	C	B	B	D	C	C	D	C	C	F	B	B
Approach Vol, veh/h		1183			491			675			1136	
Approach Delay, s/veh		22.5			23.4			25.4			78.4	
Approach LOS		C			C			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	18.5	7.3	26.5	7.8	23.6	14.0	19.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	42.5	5.0	46.0	17.5	33.5	14.5	36.5				
Max Q Clear Time (g_c+I1), s	10.5	10.6	3.8	16.0	4.4	9.5	8.9	8.0				
Green Ext Time (p_c), s	0.0	3.3	0.0	6.0	0.1	3.3	0.5	2.5				
Intersection Summary												
HCM 6th Ctrl Delay			41.4									
HCM 6th LOS			D									

Intersection												
Intersection Delay, s/veh	13.8											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	359	21	8	80	13	26	155	19	16	84	18
Future Vol, veh/h	53	359	21	8	80	13	26	155	19	16	84	18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	56	382	22	9	85	14	28	165	20	17	89	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.8	9.6	11.4	10.2
HCM LOS	C	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	12%	8%	14%
Vol Thru, %	78%	83%	79%	71%
Vol Right, %	10%	5%	13%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	433	101	118
LT Vol	26	53	8	16
Through Vol	155	359	80	84
RT Vol	19	21	13	18
Lane Flow Rate	213	461	107	126
Geometry Grp	1	1	1	1
Degree of Util (X)	0.331	0.645	0.164	0.2
Departure Headway (Hd)	5.596	5.042	5.511	5.726
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	643	714	649	625
Service Time	3.639	3.075	3.56	3.773
HCM Lane V/C Ratio	0.331	0.646	0.165	0.202
HCM Control Delay	11.4	16.8	9.6	10.2
HCM Lane LOS	B	C	A	B
HCM 95th-tile Q	1.4	4.7	0.6	0.7

Intersection

Intersection Delay, s/veh 28.6

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	59	513	23	6	194	16	7	120	12	18	72	22
Future Vol, veh/h	59	513	23	6	194	16	7	120	12	18	72	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	64	558	25	7	211	17	8	130	13	20	78	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	41.7	12.2	12	11.4
HCM LOS	E	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	10%	3%	16%
Vol Thru, %	86%	86%	90%	64%
Vol Right, %	9%	4%	7%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	139	595	216	112
LT Vol	7	59	6	18
Through Vol	120	513	194	72
RT Vol	12	23	16	22
Lane Flow Rate	151	647	235	122
Geometry Grp	1	1	1	1
Degree of Util (X)	0.271	0.929	0.373	0.22
Departure Headway (Hd)	6.457	5.171	5.725	6.497
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	551	698	625	548
Service Time	4.551	3.23	3.807	4.594
HCM Lane V/C Ratio	0.274	0.927	0.376	0.223
HCM Control Delay	12	41.7	12.2	11.4
HCM Lane LOS	B	E	B	B
HCM 95th-tile Q	1.1	12.7	1.7	0.8

Intersection												
Intersection Delay, s/veh	19.2											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	108	192	91	2	54	45	22	308	31	56	119	30
Future Vol, veh/h	108	192	91	2	54	45	22	308	31	56	119	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	119	211	100	2	59	49	24	338	34	62	131	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	22.8	11.3	20.5	13.8
HCM LOS	C	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	28%	2%	27%
Vol Thru, %	85%	49%	53%	58%
Vol Right, %	9%	23%	45%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	361	391	101	205
LT Vol	22	108	2	56
Through Vol	308	192	54	119
RT Vol	31	91	45	30
Lane Flow Rate	397	430	111	225
Geometry Grp	1	1	1	1
Degree of Util (X)	0.668	0.716	0.203	0.402
Departure Headway (Hd)	6.062	5.995	6.585	6.424
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	595	602	543	559
Service Time	4.113	4.042	4.656	4.484
HCM Lane V/C Ratio	0.667	0.714	0.204	0.403
HCM Control Delay	20.5	22.8	11.3	13.8
HCM Lane LOS	C	C	B	B
HCM 95th-tile Q	5	5.9	0.8	1.9

Intersection

Intersection Delay, s/veh 52.1

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	48	475	14	7	196	33	6	267	53	48	145	24
Future Vol, veh/h	48	475	14	7	196	33	6	267	53	48	145	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	52	511	15	8	211	35	6	287	57	52	156	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	95.1	19.2	27	19
HCM LOS	F	C	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	9%	3%	22%
Vol Thru, %	82%	88%	83%	67%
Vol Right, %	16%	3%	14%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	326	537	236	217
LT Vol	6	48	7	48
Through Vol	267	475	196	145
RT Vol	53	14	33	24
Lane Flow Rate	351	577	254	233
Geometry Grp	1	1	1	1
Degree of Util (X)	0.707	1.1	0.526	0.501
Departure Headway (Hd)	7.641	6.856	7.811	8.147
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	477	531	464	446
Service Time	5.641	4.919	5.811	6.147
HCM Lane V/C Ratio	0.736	1.087	0.547	0.522
HCM Control Delay	27	95.1	19.2	19
HCM Lane LOS	D	F	C	C
HCM 95th-tile Q	5.5	18.3	3	2.7

Intersection												
Intersection Delay, s/veh	49.8											
Intersection LOS	E											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	539	3	8	210	64	1	92	121	152	51	17
Future Vol, veh/h	19	539	3	8	210	64	1	92	121	152	51	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	586	3	9	228	70	1	100	132	165	55	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	90.2	19.4	16.6	18.2
HCM LOS	F	C	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	3%	3%	69%
Vol Thru, %	43%	96%	74%	23%
Vol Right, %	57%	1%	23%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	561	282	220
LT Vol	1	19	8	152
Through Vol	92	539	210	51
RT Vol	121	3	64	17
Lane Flow Rate	233	610	307	239
Geometry Grp	1	1	1	1
Degree of Util (X)	0.456	1.092	0.581	0.493
Departure Headway (Hd)	7.461	6.445	7.067	7.826
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	486	567	515	464
Service Time	5.461	4.458	5.067	5.826
HCM Lane V/C Ratio	0.479	1.076	0.596	0.515
HCM Control Delay	16.6	90.2	19.4	18.2
HCM Lane LOS	C	F	C	C
HCM 95th-tile Q	2.3	18.7	3.7	2.7

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

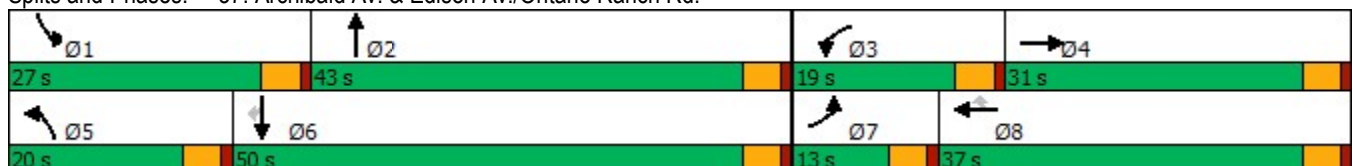
01/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	508	265	243	176	106	95	744	293	147	753	60
Future Volume (vph)	95	508	265	243	176	106	95	744	293	147	753	60
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	13.0	31.0		19.0	37.0	37.0	20.0	43.0		27.0	50.0	50.0
Total Split (%)	10.8%	25.8%		15.8%	30.8%	30.8%	16.7%	35.8%		22.5%	41.7%	41.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	8.0	19.7	93.1	12.7	27.4	27.4	11.2	27.1	93.1	14.8	33.9	33.9
Actuated g/C Ratio	0.09	0.21	1.00	0.14	0.29	0.29	0.12	0.29	1.00	0.16	0.36	0.36
v/c Ratio	0.38	0.70	0.18	0.62	0.35	0.21	0.52	0.75	0.20	0.61	0.61	0.10
Control Delay	50.6	41.2	0.3	48.5	32.2	4.4	52.9	35.9	0.3	50.1	28.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	41.2	0.3	48.5	32.2	4.4	52.9	35.9	0.3	50.1	28.4	0.3
LOS	D	D	A	D	C	A	D	D	A	D	C	A
Approach Delay		29.7			34.1			28.1			30.0	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 93.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 29.9	Intersection LOS: C
Intersection Capacity Utilization 68.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↘	↗↗	↗	↗↘	↗	↗	↗	↗↗	↗	↗	↗↗	↗
Traffic Volume (veh/h)	95	508	265	243	176	106	95	744	293	147	753	60
Future Volume (veh/h)	95	508	265	243	176	106	95	744	293	147	753	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	100	535	0	256	185	70	100	783	0	155	793	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	189	747		353	471	398	126	1060		194	1211	513
Arrive On Green	0.06	0.21	0.00	0.12	0.26	0.26	0.08	0.29	0.00	0.12	0.34	0.34
Sat Flow, veh/h	3048	3600	1525	3048	1800	1524	1619	3600	1525	1619	3600	1525
Grp Volume(v), veh/h	100	535	0	256	185	70	100	783	0	155	793	44
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1800	1524	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	2.2	9.5	0.0	5.6	5.8	2.4	4.2	13.5	0.0	6.4	12.9	1.4
Cycle Q Clear(g_c), s	2.2	9.5	0.0	5.6	5.8	2.4	4.2	13.5	0.0	6.4	12.9	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	747		353	471	398	126	1060		194	1211	513
V/C Ratio(X)	0.53	0.72		0.72	0.39	0.18	0.79	0.74		0.80	0.65	0.09
Avail Cap(c_a), veh/h	377	1389		644	852	721	366	2019		531	2386	1011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	25.3	0.0	29.3	20.9	19.6	31.1	21.8	0.0	29.4	19.4	15.6
Incr Delay (d2), s/veh	2.3	1.3	0.0	2.8	0.5	0.2	10.5	1.0	0.0	7.3	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.7	0.0	2.0	2.2	0.8	1.8	4.9	0.0	2.6	4.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	26.6	0.0	32.1	21.4	19.8	41.6	22.9	0.0	36.7	20.0	15.6
LnGrp LOS	C	C		C	C	B	D	C		D	B	B
Approach Vol, veh/h		635	A		511			883	A		992	
Approach Delay, s/veh		27.7			26.6			25.0			22.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	24.7	12.5	18.7	9.9	27.6	8.8	22.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	22.5	38.5	14.5	26.5	15.5	45.5	8.5	32.5				
Max Q Clear Time (g_c+I1), s	8.4	15.5	7.6	11.5	6.2	14.9	4.2	7.8				
Green Ext Time (p_c), s	0.3	4.7	0.5	2.7	0.1	5.3	0.1	1.1				

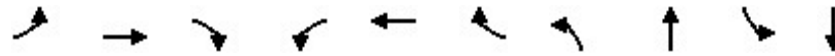
Intersection Summary

HCM 6th Ctrl Delay			25.0									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
38: S Turner Av. & Ontario Ranch Rd.

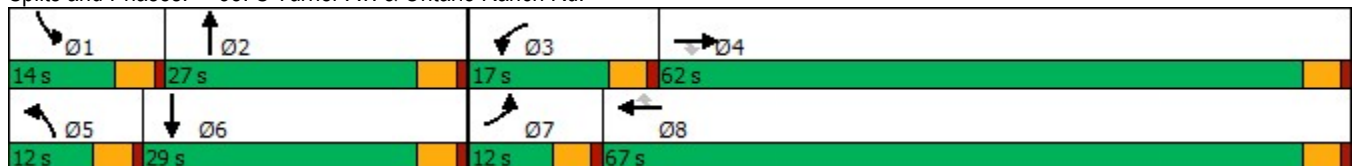


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↘
Traffic Volume (vph)	16	929	44	55	629	25	16	11	41	28
Future Volume (vph)	16	929	44	55	629	25	16	11	41	28
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	12.0	62.0	62.0	17.0	67.0	67.0	12.0	27.0	14.0	29.0
Total Split (%)	10.0%	51.7%	51.7%	14.2%	55.8%	55.8%	10.0%	22.5%	11.7%	24.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.5	27.5	27.5	9.1	32.5	32.5	7.5	8.8	8.4	13.3
Actuated g/C Ratio	0.12	0.46	0.46	0.15	0.54	0.54	0.12	0.15	0.14	0.22
v/c Ratio	0.08	0.60	0.06	0.22	0.35	0.03	0.08	0.15	0.17	0.10
Control Delay	37.0	16.9	0.1	34.1	9.7	0.0	37.0	18.3	35.3	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	16.9	0.1	34.1	9.7	0.0	37.0	18.3	35.3	21.3
LOS	D	B	A	C	A	A	D	B	D	C
Approach Delay		16.4			11.3			23.8		28.6
Approach LOS		B			B			C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 60
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 15.2
 Intersection LOS: B
 Intersection Capacity Utilization 50.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

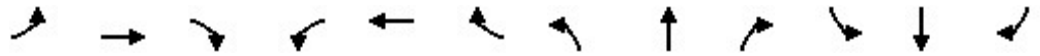


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	929	44	55	629	25	16	11	27	41	28	9
Future Volume (veh/h)	16	929	44	55	629	25	16	11	27	41	28	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	999	42	59	676	24	17	12	17	44	30	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	38	1540	687	102	1668	744	38	73	103	83	184	49
Arrive On Green	0.02	0.43	0.43	0.06	0.46	0.46	0.02	0.10	0.10	0.05	0.13	0.13
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	711	1007	1810	1445	385
Grp Volume(v), veh/h	17	999	42	59	676	24	17	0	29	44	0	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	0	1719	1810	0	1831
Q Serve(g_s), s	0.5	10.7	0.7	1.6	6.1	0.4	0.5	0.0	0.8	1.2	0.0	0.9
Cycle Q Clear(g_c), s	0.5	10.7	0.7	1.6	6.1	0.4	0.5	0.0	0.8	1.2	0.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		0.21
Lane Grp Cap(c), veh/h	38	1540	687	102	1668	744	38	0	176	83	0	233
V/C Ratio(X)	0.45	0.65	0.06	0.58	0.41	0.03	0.45	0.00	0.16	0.53	0.00	0.16
Avail Cap(c_a), veh/h	278	4250	1896	463	4620	2061	278	0	792	352	0	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	11.1	8.2	22.5	8.7	7.2	23.6	0.0	20.0	22.8	0.0	19.0
Incr Delay (d2), s/veh	7.9	0.5	0.0	5.1	0.2	0.0	7.9	0.0	0.4	5.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.0	0.2	0.7	1.6	0.1	0.3	0.0	0.3	0.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	11.6	8.3	27.6	8.9	7.2	31.6	0.0	20.4	27.9	0.0	19.3
LnGrp LOS	C	B	A	C	A	A	C	A	C	C	A	B
Approach Vol, veh/h		1058			759			46				82
Approach Delay, s/veh		11.8			10.3			24.6				23.9
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	9.5	7.3	25.3	5.5	10.7	5.5	27.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	22.5	12.5	57.5	7.5	24.5	7.5	62.5				
Max Q Clear Time (g_c+I1), s	3.2	2.8	3.6	12.7	2.5	2.9	2.5	8.1				
Green Ext Time (p_c), s	0.0	0.1	0.1	8.1	0.0	0.1	0.0	4.8				
Intersection Summary												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

Timings

39: Haven Av. & Ontario Ranch Rd.

01/10/2023

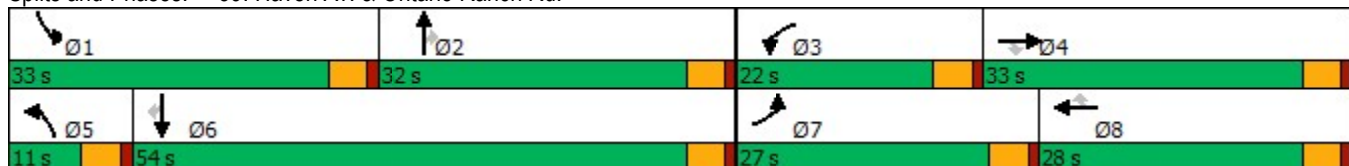


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (vph)	143	787	35	221	611	192	18	179	68	196	306	47
Future Volume (vph)	143	787	35	221	611	192	18	179	68	196	306	47
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	27.0	33.0	33.0	22.0	28.0	28.0	11.0	32.0	32.0	33.0	54.0	54.0
Total Split (%)	22.5%	27.5%	27.5%	18.3%	23.3%	23.3%	9.2%	26.7%	26.7%	27.5%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	14.3	22.2	22.2	12.8	20.8	20.8	6.4	15.3	15.3	17.4	33.9	33.9
Actuated g/C Ratio	0.16	0.26	0.26	0.15	0.24	0.24	0.07	0.18	0.18	0.20	0.39	0.39
v/c Ratio	0.58	0.67	0.08	0.55	0.44	0.41	0.16	0.60	0.18	0.65	0.47	0.08
Control Delay	46.0	33.5	0.3	42.5	31.2	7.9	49.5	44.3	0.9	44.4	24.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	33.5	0.3	42.5	31.2	7.9	49.5	44.3	0.9	44.4	24.6	0.2
LOS	D	C	A	D	C	A	D	D	A	D	C	A
Approach Delay		34.1			29.3			33.5			29.6	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 86.8
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 31.4
 Intersection Capacity Utilization 60.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	787	35	221	611	192	18	179	68	196	306	47
Future Volume (veh/h)	143	787	35	221	611	192	18	179	68	196	306	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	154	846	23	238	657	138	19	192	39	211	329	27
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	1317	409	346	1636	397	37	282	239	263	534	450
Arrive On Green	0.12	0.27	0.27	0.12	0.26	0.26	0.02	0.16	0.16	0.16	0.30	0.30
Sat Flow, veh/h	1619	4914	1525	2956	6192	1502	1619	1800	1523	1619	1800	1518
Grp Volume(v), veh/h	154	846	23	238	657	138	19	192	39	211	329	27
Grp Sat Flow(s),veh/h/ln	1619	1638	1525	1478	1548	1502	1619	1800	1523	1619	1800	1518
Q Serve(g_s), s	5.6	9.3	0.7	4.7	5.3	4.5	0.7	6.1	1.3	7.6	9.6	0.8
Cycle Q Clear(g_c), s	5.6	9.3	0.7	4.7	5.3	4.5	0.7	6.1	1.3	7.6	9.6	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	1317	409	346	1636	397	37	282	239	263	534	450
V/C Ratio(X)	0.79	0.64	0.06	0.69	0.40	0.35	0.52	0.68	0.16	0.80	0.62	0.06
Avail Cap(c_a), veh/h	599	2304	715	851	2394	581	173	814	689	759	1466	1236
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	19.7	16.5	25.8	18.4	18.1	29.4	24.2	22.2	24.5	18.4	15.3
Incr Delay (d2), s/veh	6.9	0.5	0.1	2.4	0.2	0.5	11.0	2.9	0.3	5.7	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.0	0.2	1.5	1.6	1.3	0.4	2.5	0.4	3.0	3.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	20.2	16.6	28.2	18.6	18.6	40.3	27.1	22.5	30.2	19.6	15.4
LnGrp LOS	C	C	B	C	B	B	D	C	C	C	B	B
Approach Vol, veh/h		1023			1033			250			567	
Approach Delay, s/veh		22.0			20.8			27.4			23.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.4	14.0	11.6	20.8	5.9	22.5	11.8	20.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.5	27.5	17.5	28.5	6.5	49.5	22.5	23.5				
Max Q Clear Time (g_c+I1), s	9.6	8.1	6.7	11.3	2.7	11.6	7.6	7.3				
Green Ext Time (p_c), s	0.5	1.0	0.5	4.9	0.0	1.9	0.3	3.9				
Intersection Summary												
HCM 6th Ctrl Delay				22.3								
HCM 6th LOS				C								

Timings

40: Hamner Av. & Cantu Galleano Ranch Rd.

01/10/2023

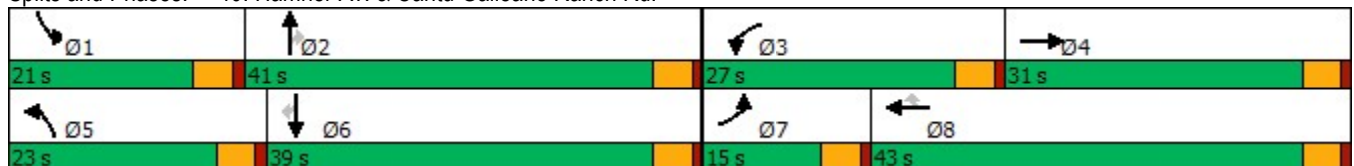


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	126	655	371	684	151	298	356	293	240	499	90
Future Volume (vph)	126	655	371	684	151	298	356	293	240	499	90
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	31.0	27.0	43.0	43.0	23.0	41.0	41.0	21.0	39.0	39.0
Total Split (%)	12.5%	25.8%	22.5%	35.8%	35.8%	19.2%	34.2%	34.2%	17.5%	32.5%	32.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	8.9	20.2	15.8	27.1	27.1	13.7	21.0	21.0	12.2	19.5	19.5
Actuated g/C Ratio	0.10	0.23	0.18	0.31	0.31	0.16	0.24	0.24	0.14	0.22	0.22
v/c Ratio	0.38	0.64	0.62	0.65	0.26	0.58	0.30	0.50	0.52	0.66	0.20
Control Delay	44.4	31.3	39.9	30.1	5.5	41.2	29.2	6.8	41.9	36.6	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	31.3	39.9	30.1	5.5	41.2	29.2	6.8	41.9	36.6	3.1
LOS	D	C	D	C	A	D	C	A	D	D	A
Approach Delay		32.9		30.0			26.1			34.5	
Approach LOS		C		C			C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 87.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 30.8	Intersection LOS: C
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

























Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
40: Hamner Av. & Cantu Galleano Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	655	254	371	684	151	298	356	293	240	499	90
Future Volume (veh/h)	126	655	254	371	684	151	298	356	293	240	499	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	133	689	210	391	720	93	314	375	224	253	525	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	244	1166	341	538	1134	506	448	1215	377	377	773	345
Arrive On Green	0.07	0.23	0.23	0.15	0.31	0.31	0.13	0.23	0.23	0.11	0.21	0.21
Sat Flow, veh/h	3510	5055	1480	3510	3610	1610	3510	5187	1610	3510	3610	1610
Grp Volume(v), veh/h	133	667	232	391	720	93	314	375	224	253	525	54
Grp Sat Flow(s),veh/h/ln	1755	1634	1634	1755	1805	1610	1755	1729	1610	1755	1805	1610
Q Serve(g_s), s	2.4	7.9	8.3	7.0	11.2	2.8	5.6	3.9	8.1	4.5	8.8	1.8
Cycle Q Clear(g_c), s	2.4	7.9	8.3	7.0	11.2	2.8	5.6	3.9	8.1	4.5	8.8	1.8
Prop In Lane	1.00		0.91	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	1130	377	538	1134	506	448	1215	377	377	773	345
V/C Ratio(X)	0.54	0.59	0.62	0.73	0.63	0.18	0.70	0.31	0.59	0.67	0.68	0.16
Avail Cap(c_a), veh/h	563	1983	661	1206	2121	946	991	2890	897	884	1901	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	22.5	22.6	26.4	19.2	16.4	27.4	20.7	22.3	28.1	23.7	20.9
Incr Delay (d2), s/veh	1.9	0.5	1.6	1.9	0.6	0.2	2.0	0.1	1.5	2.1	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.6	2.9	2.6	3.9	0.9	2.2	1.4	2.7	1.8	3.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	22.9	24.2	28.3	19.8	16.5	29.4	20.8	23.8	30.2	24.7	21.2
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1032			1204			913			832	
Approach Delay, s/veh		24.3			22.3			24.5			26.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	19.8	14.5	19.6	12.9	18.5	9.1	25.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	36.5	22.5	26.5	18.5	34.5	10.5	38.5				
Max Q Clear Time (g_c+I1), s	6.5	10.1	9.0	10.3	7.6	10.8	4.4	13.2				
Green Ext Time (p_c), s	0.6	3.0	1.1	4.8	0.8	3.3	0.2	4.7				
Intersection Summary												
HCM 6th Ctrl Delay				24.2								
HCM 6th LOS				C								

Timings

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/10/2023

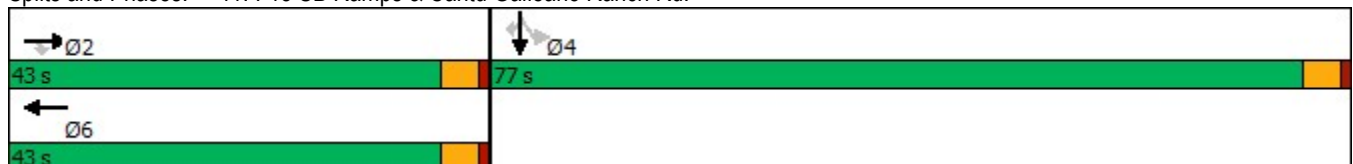


Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑	↕	↑
Traffic Volume (vph)	1130	329	601	140	301	1	1170
Future Volume (vph)	1130	329	601	140	301	1	1170
Turn Type	NA	Perm	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		2		Free	4		4
Detector Phase	2	2	6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	43.0	43.0	43.0		77.0	77.0	77.0
Total Split (%)	35.8%	35.8%	35.8%		64.2%	64.2%	64.2%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min		None	None	None
Act Effct Green (s)	30.1	30.1	30.1	86.8	46.9	46.9	46.9
Actuated g/C Ratio	0.35	0.35	0.35	1.00	0.54	0.54	0.54
v/c Ratio	0.67	0.44	0.51	0.05	0.31	0.77	0.73
Control Delay	28.1	5.0	26.4	0.0	12.1	21.0	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	5.0	26.4	0.0	12.1	21.0	19.1
LOS	C	A	C	A	B	C	B
Approach Delay	22.9		21.4			18.6	
Approach LOS	C		C			B	

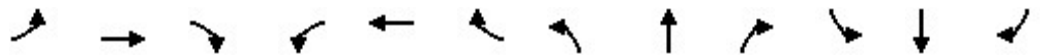
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 86.8
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 20.9
 Intersection LOS: C
 Intersection Capacity Utilization 72.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑	↗↗				↘	↕	↗
Traffic Volume (veh/h)	0	1130	329	0	601	140	0	0	0	301	1	1170
Future Volume (veh/h)	0	1130	329	0	601	140	0	0	0	301	1	1170
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1202	0	0	639	0				214	0	1048
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2019		0	1405					783	0	1394
Arrive On Green	0.00	0.39	0.00	0.00	0.39	0.00				0.43	0.00	0.43
Sat Flow, veh/h	0	5358	1610	0	3705	2834				1810	0	3220
Grp Volume(v), veh/h	0	1202	0	0	639	0				214	0	1048
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1805	1417				1810	0	1610
Q Serve(g_s), s	0.0	9.3	0.0	0.0	6.6	0.0				3.8	0.0	13.8
Cycle Q Clear(g_c), s	0.0	9.3	0.0	0.0	6.6	0.0				3.8	0.0	13.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2019		0	1405					783	0	1394
V/C Ratio(X)	0.00	0.60		0.00	0.45					0.27	0.00	0.75
Avail Cap(c_a), veh/h	0	3950		0	2749					2595	0	4618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.3	0.0	0.0	11.5	0.0				9.2	0.0	12.1
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.2	0.0				0.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.4	0.0	0.0	1.8	0.0				1.1	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.6	0.0	0.0	11.7	0.0				9.4	0.0	12.9
LnGrp LOS	A	B		A	B					A	A	B
Approach Vol, veh/h		1202	A		639	A					1262	
Approach Delay, s/veh		12.6			11.7						12.3	
Approach LOS		B			B						B	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		24.2		26.4		24.2						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		38.5		72.5		38.5						
Max Q Clear Time (g_c+I1), s		11.3		15.8		8.6						
Green Ext Time (p_c), s		8.4		6.0		3.9						

Intersection Summary

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

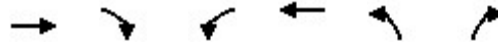
Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

42: I-15 NB Ramps & Cantu Galleano Ranch Rd.

01/10/2023

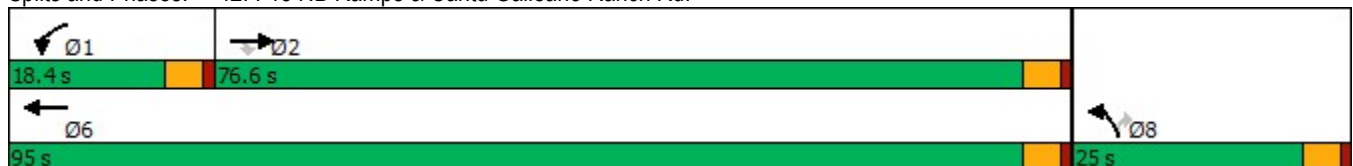


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	↑
Traffic Volume (vph)	710	721	219	394	347	154
Future Volume (vph)	710	721	219	394	347	154
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	76.6	76.6	18.4	95.0	25.0	25.0
Total Split (%)	63.8%	63.8%	15.3%	79.2%	20.8%	20.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	21.0	21.0	9.6	35.3	12.0	12.0
Actuated g/C Ratio	0.37	0.37	0.17	0.62	0.21	0.21
v/c Ratio	0.39	0.73	0.39	0.13	0.51	0.34
Control Delay	13.8	7.1	25.5	4.5	23.8	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	7.1	25.5	4.5	23.8	7.6
LOS	B	A	C	A	C	A
Approach Delay	10.4			12.0	19.3	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 56.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 12.5
 Intersection LOS: B
 Intersection Capacity Utilization 58.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↓	↑↑↑	↑↓	↑
Traffic Volume (veh/h)	710	721	219	394	347	154
Future Volume (veh/h)	710	721	219	394	347	154
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	740	482	228	410	361	105
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2276	706	381	3338	594	264
Arrive On Green	0.44	0.44	0.11	0.64	0.16	0.16
Sat Flow, veh/h	5358	1610	3510	5358	3619	1610
Grp Volume(v), veh/h	740	482	228	410	361	105
Grp Sat Flow(s),veh/h/ln	1729	1610	1755	1729	1810	1610
Q Serve(g_s), s	4.4	11.2	2.9	1.4	4.3	2.7
Cycle Q Clear(g_c), s	4.4	11.2	2.9	1.4	4.3	2.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2276	706	381	3338	594	264
V/C Ratio(X)	0.33	0.68	0.60	0.12	0.61	0.40
Avail Cap(c_a), veh/h	7998	2483	1044	10039	1587	706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.6	10.5	19.9	3.2	18.1	17.5
Incr Delay (d2), s/veh	0.1	1.2	1.5	0.0	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.5	1.0	0.1	1.5	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	11.7	21.4	3.2	19.2	18.4
LnGrp LOS	A	B	C	A	B	B
Approach Vol, veh/h	1222			638	466	
Approach Delay, s/veh	9.9			9.7	19.0	
Approach LOS	A			A	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.6	25.0			34.6	12.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	13.9	72.1			90.5	20.5
Max Q Clear Time (g_c+I1), s	4.9	13.2			3.4	6.3
Green Ext Time (p_c), s	0.5	7.3			2.6	1.4

Intersection Summary

HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

**APPENDIX 3.3: EXISTING (2022) CONDITIONS TRAFFIC SIGNAL
WARRANT ANALYSIS WORKSHEETS**

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2022) Conditions - Weekday PM Peak Hour**

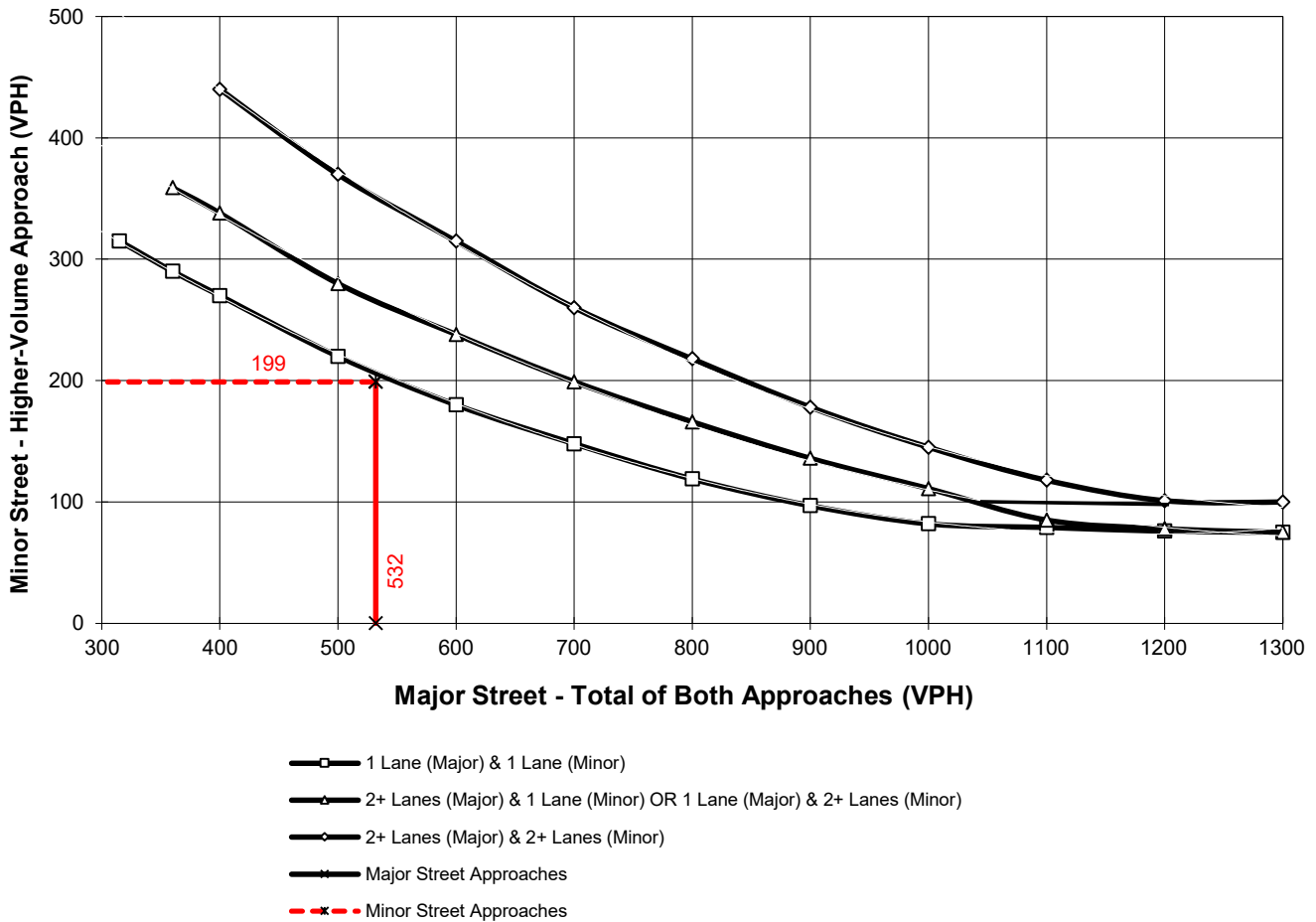
Major Street Name = **Schaefer Av.**

Total of Both Approaches (VPH) = **532**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Bon View Av.**

High Volume Approach (VPH) = **199**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2022) Conditions - Weekday PM Peak Hour**

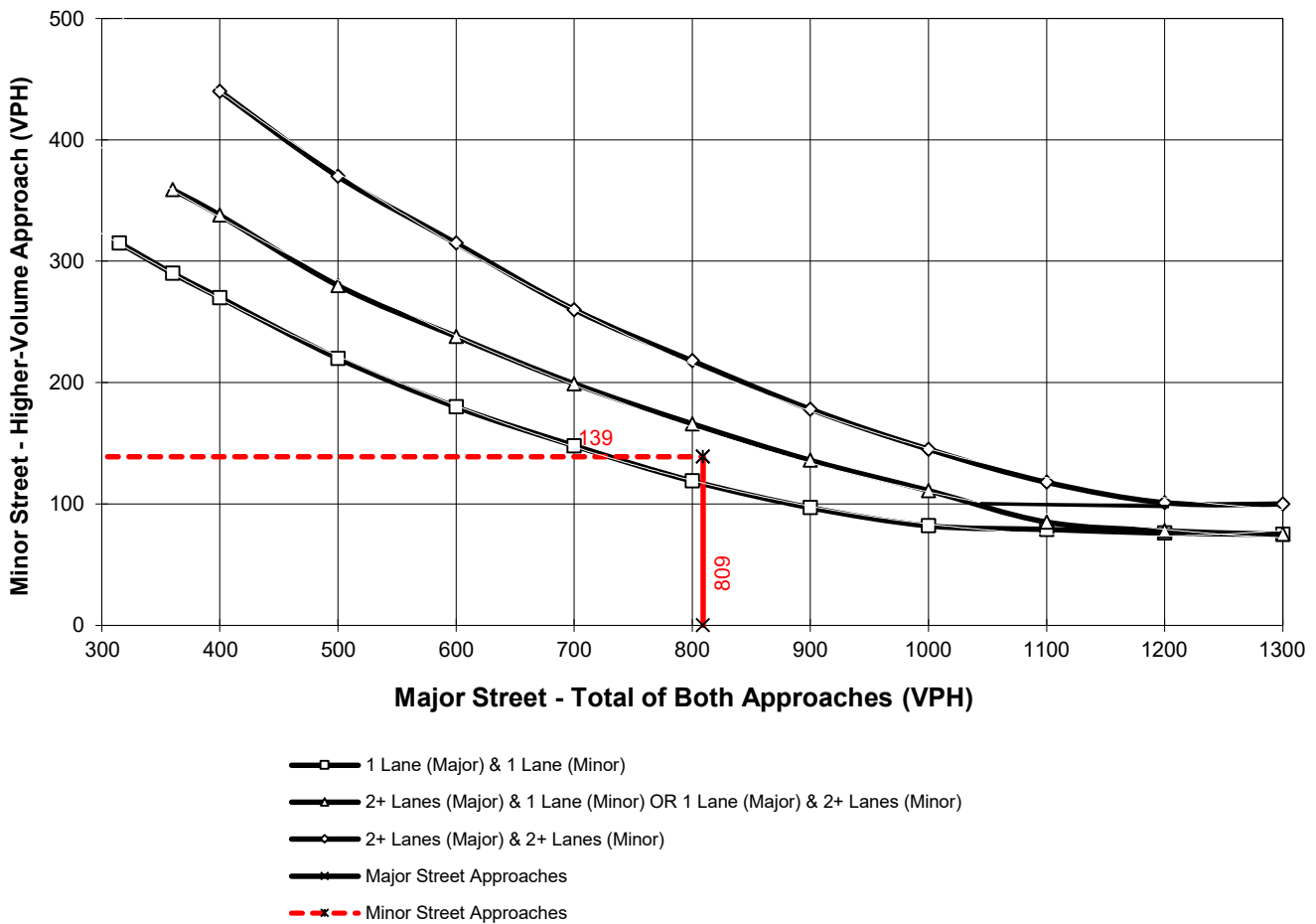
Major Street Name = **Edison Av.**

Total of Both Approaches (VPH) = **809**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Bon View Av.**

High Volume Approach (VPH) = **139**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2022) Conditions - Weekday PM Peak Hour**

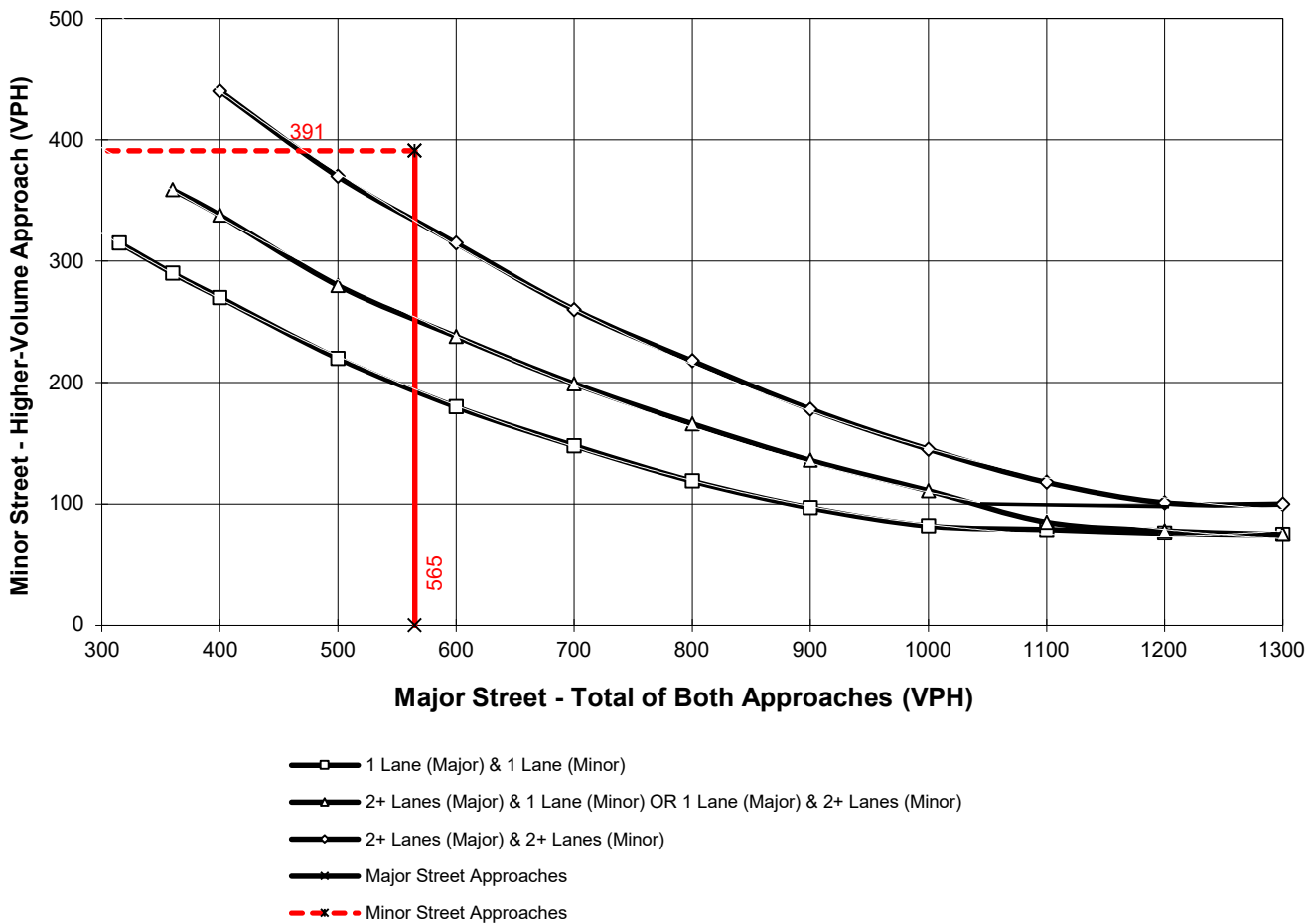
Major Street Name = **Grove Av.**

Total of Both Approaches (VPH) = **565**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Schaefer Av.**

High Volume Approach (VPH) = **391**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2022) Conditions - Weekday PM Peak Hour**

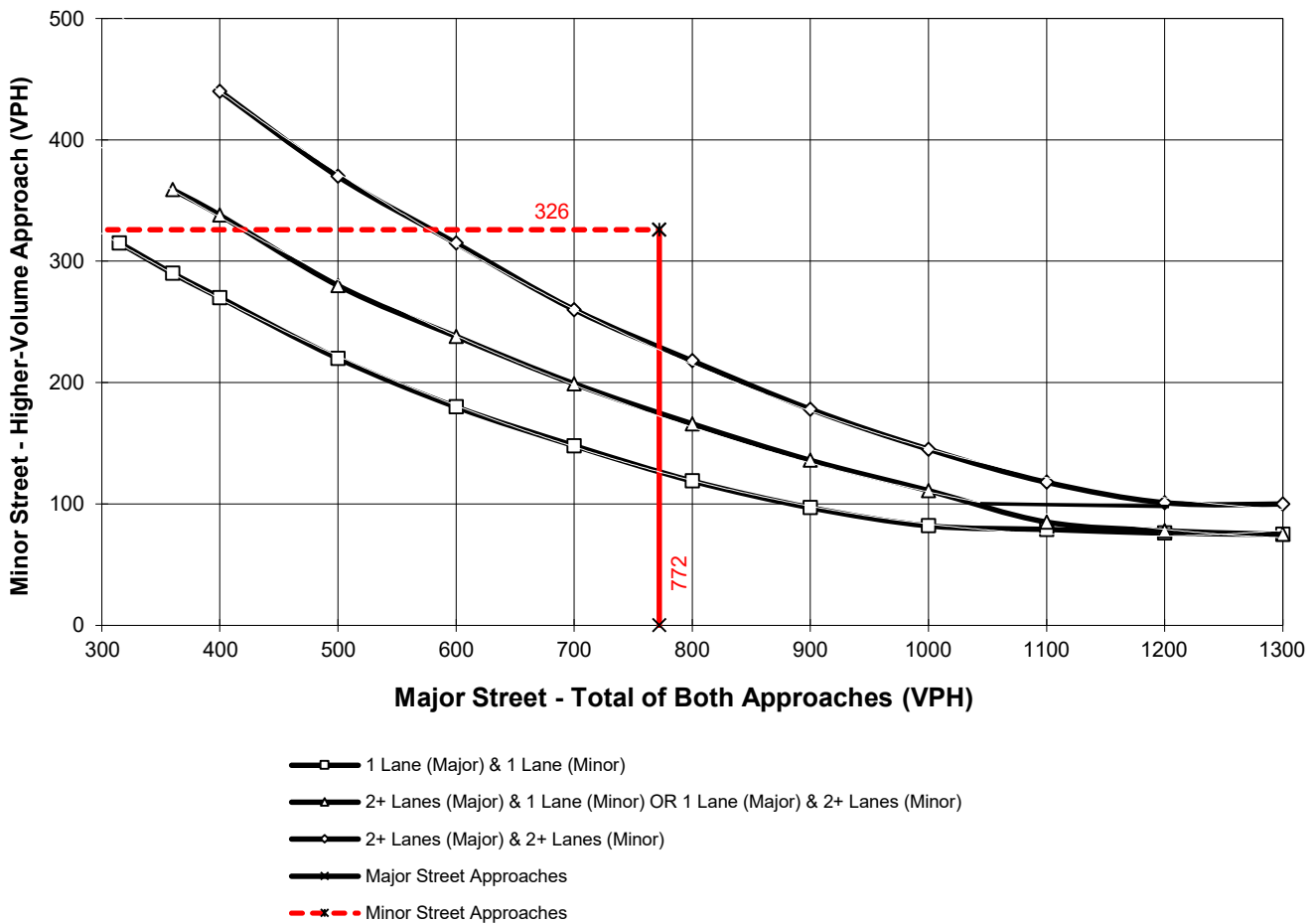
Major Street Name = **Edison Av.**

Total of Both Approaches (VPH) = **772**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Grove Av.**

High Volume Approach (VPH) = **326**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2022) Conditions - Weekday PM Peak Hour**

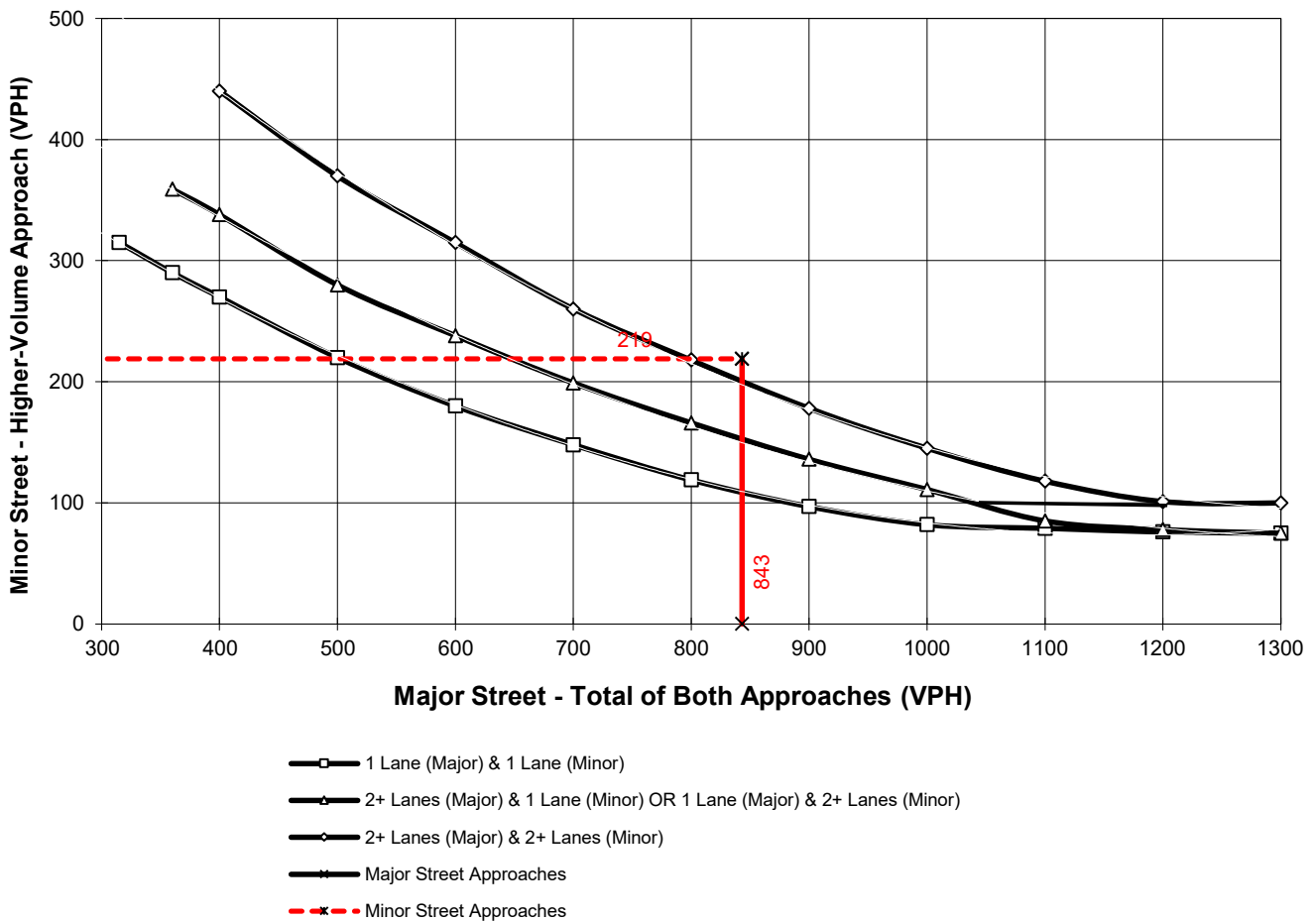
Major Street Name = **Edison Av.**

Total of Both Approaches (VPH) = **843**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Walker Av.**

High Volume Approach (VPH) = **219**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 3.4: EXISTING (2022) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Queues

1: Euclid Av. (SR-83) & SR-60 WB Ramps

01/10/2023



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	351	342	317	344	922	948	377
v/c Ratio	0.85	0.86	0.65	0.87	0.38	0.63	0.43
Control Delay	62.1	62.4	25.5	73.3	9.0	32.4	4.7
Queue Delay	0.3	0.4	0.0	0.0	0.2	0.0	0.0
Total Delay	62.4	62.7	25.5	73.3	9.2	32.4	4.7
Queue Length 50th (ft)	268	264	112	285	148	314	2
Queue Length 95th (ft)	376	379	209	m381	m197	432	71
Internal Link Dist (ft)		1414			410	1540	
Turn Bay Length (ft)	360		360	285			
Base Capacity (vph)	485	464	548	473	2422	1495	886
Starvation Cap Reductn	0	0	0	0	682	0	0
Spillback Cap Reductn	11	11	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.75	0.58	0.73	0.53	0.63	0.43

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	359	451	815	713	385	1106
v/c Ratio	0.80	0.93	0.60	0.72	0.89	0.47
Control Delay	54.7	60.5	34.3	9.2	77.2	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.2
Total Delay	54.7	60.5	34.3	9.2	77.4	13.3
Queue Length 50th (ft)	262	276	284	36	321	208
Queue Length 95th (ft)	382	#472	367	193	#430	282
Internal Link Dist (ft)		1308	1081			410
Turn Bay Length (ft)	900					
Base Capacity (vph)	500	525	1357	988	496	2346
Starvation Cap Reductn	0	0	0	0	5	509
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.86	0.60	0.72	0.78	0.60

Intersection Summary

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

Queues

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/10/2023



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	892	338	746	188	263	537	529
v/c Ratio	0.53	0.45	0.63	0.07	0.30	0.68	0.65
Control Delay	20.4	4.9	23.0	0.0	10.0	15.5	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	4.9	23.0	0.0	10.0	15.5	14.3
Queue Length 50th (ft)	95	0	120	0	51	128	117
Queue Length 95th (ft)	207	59	271	0	127	319	289
Internal Link Dist (ft)	1972		847			2051	
Turn Bay Length (ft)				180			
Base Capacity (vph)	3501	1199	2436	2842	1607	1389	1440
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.28	0.31	0.07	0.16	0.39	0.37

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	407	693	198	410	576	266
v/c Ratio	0.29	0.74	0.34	0.15	0.56	0.43
Control Delay	16.1	7.2	23.3	6.7	18.0	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	7.2	23.3	6.7	18.0	5.2
Queue Length 50th (ft)	35	0	26	20	67	0
Queue Length 95th (ft)	68	68	70	42	149	52
Internal Link Dist (ft)	847			2089	1664	
Turn Bay Length (ft)			255			
Base Capacity (vph)	5149	1608	1028	5187	1559	807
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.43	0.19	0.08	0.37	0.33

Intersection Summary

Queues

1: Euclid Av. (SR-83) & SR-60 WB Ramps

01/10/2023



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	345	338	304	311	878	851	447
v/c Ratio	0.73	0.75	0.55	0.74	0.39	0.69	0.53
Control Delay	43.9	44.6	17.3	48.2	9.7	31.5	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	43.9	44.6	17.3	48.2	9.8	31.5	5.1
Queue Length 50th (ft)	202	204	61	182	133	239	0
Queue Length 95th (ft)	370	381	175	320	192	363	68
Internal Link Dist (ft)		1414			410	1540	
Turn Bay Length (ft)	360		360	285			
Base Capacity (vph)	643	613	689	616	2931	1717	1002
Starvation Cap Reductn	0	0	0	0	859	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.55	0.44	0.50	0.42	0.50	0.45

Intersection Summary



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	259	294	926	482	351	1157
v/c Ratio	0.67	0.68	0.70	0.55	0.76	0.48
Control Delay	44.4	31.4	29.9	5.0	46.4	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	44.4	31.4	29.9	5.0	46.4	8.7
Queue Length 50th (ft)	150	109	243	0	194	151
Queue Length 95th (ft)	274	234	402	73	360	267
Internal Link Dist (ft)		1308	1081			410
Turn Bay Length (ft)	900					
Base Capacity (vph)	644	649	1754	1006	653	3020
Starvation Cap Reductn	0	0	0	0	0	846
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.45	0.53	0.48	0.54	0.53
Intersection Summary						

Queues

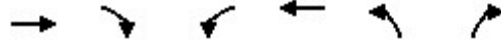
41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/10/2023



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1202	350	639	149	288	643	635
v/c Ratio	0.67	0.44	0.51	0.05	0.31	0.77	0.73
Control Delay	28.1	5.0	26.4	0.0	12.1	21.0	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	5.0	26.4	0.0	12.1	21.0	19.1
Queue Length 50th (ft)	201	0	143	0	85	249	227
Queue Length 95th (ft)	355	66	274	0	156	469	423
Internal Link Dist (ft)	1972		847			2051	
Turn Bay Length (ft)				180			
Base Capacity (vph)	2514	963	1750	2842	1412	1233	1277
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.36	0.37	0.05	0.20	0.52	0.50

Intersection Summary



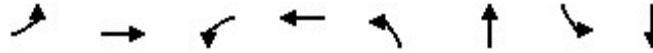
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	740	751	228	410	377	144
v/c Ratio	0.39	0.73	0.39	0.13	0.51	0.34
Control Delay	13.8	7.1	25.5	4.5	23.8	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	7.1	25.5	4.5	23.8	7.6
Queue Length 50th (ft)	61	14	32	16	54	0
Queue Length 95th (ft)	112	104	87	34	125	48
Internal Link Dist (ft)	847			2089	1664	
Turn Bay Length (ft)			255			
Base Capacity (vph)	5077	1595	899	5187	1327	646
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.47	0.25	0.08	0.28	0.22

Intersection Summary

**APPENDIX 3.5: EXISTING (2022) CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS**

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Timings
33: Grove Av. & Edison Av.

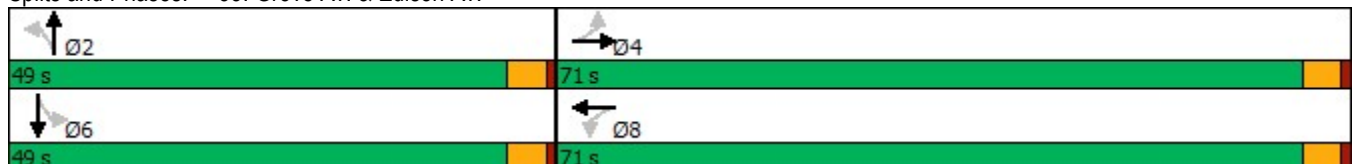


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	55	215	29	386	36	216	40	189
Future Volume (vph)	55	215	29	386	36	216	40	189
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	71.0	71.0	71.0	71.0	49.0	49.0	49.0	49.0
Total Split (%)	59.2%	59.2%	59.2%	59.2%	40.8%	40.8%	40.8%	40.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		20.2		20.2		14.4		14.4
Actuated g/C Ratio		0.46		0.46		0.33		0.33
v/c Ratio		0.44		0.64		0.51		0.53
Control Delay		10.7		13.8		17.1		17.4
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		10.7		13.8		17.1		17.4
LOS		B		B		B		B
Approach Delay		10.7		13.8		17.1		17.4
Approach LOS		B		B		B		B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 44.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 14.5	Intersection LOS: B
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 33: Grove Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 33: Grove Av. & Edison Av.

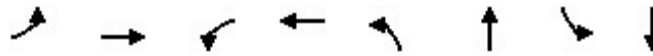
Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	55	215	18	29	386	59	36	216	6	40	189	38
Future Volume (veh/h)	55	215	18	29	386	59	36	216	6	40	189	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	59	229	19	31	411	63	38	230	6	43	201	40
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	576	43	154	614	90	180	414	10	185	346	63
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	174	1375	102	49	1465	216	138	1548	38	153	1293	237
Grp Volume(v), veh/h	307	0	0	505	0	0	274	0	0	284	0	0
Grp Sat Flow(s),veh/h/ln	1652	0	0	1730	0	0	1724	0	0	1683	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	6.7	0.0	0.0	3.8	0.0	0.0	4.1	0.0	0.0
Prop In Lane	0.19		0.06	0.06		0.12	0.14		0.02	0.15		0.14
Lane Grp Cap(c), veh/h	842	0	0	858	0	0	604	0	0	594	0	0
V/C Ratio(X)	0.36	0.00	0.00	0.59	0.00	0.00	0.45	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	3668	0	0	4075	0	0	2718	0	0	2655	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.9	0.0	0.0	6.8	0.0	0.0	9.1	0.0	0.0	9.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	0.0	0.0	7.4	0.0	0.0	9.6	0.0	0.0	9.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		307			505			274				284
Approach Delay, s/veh		6.1			7.4			9.6				9.8
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.2		16.5		12.2		16.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		44.5		66.5		44.5		66.5				
Max Q Clear Time (g_c+I1), s		5.8		5.5		6.1		8.7				
Green Ext Time (p_c), s		1.5		2.0		1.6		3.3				
Intersection Summary												
HCM 6th Ctrl Delay				8.1								
HCM 6th LOS				A								

Timings
33: Grove Av. & Edison Av.

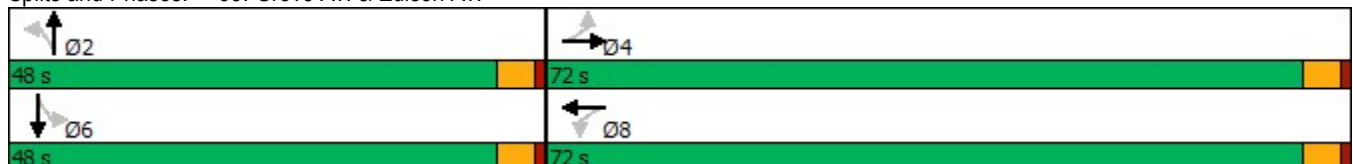


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	48	475	7	196	6	267	48	145
Future Volume (vph)	48	475	7	196	6	267	48	145
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	72.0	72.0	72.0	72.0	48.0	48.0	48.0	48.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		25.8		25.8		17.5		17.5
Actuated g/C Ratio		0.48		0.48		0.33		0.33
v/c Ratio		0.70		0.30		0.60		0.45
Control Delay		16.2		9.3		21.1		18.7
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		16.2		9.3		21.1		18.7
LOS		B		A		C		B
Approach Delay		16.2		9.3		21.1		18.7
Approach LOS		B		A		C		B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 53.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 16.6	Intersection LOS: B
Intersection Capacity Utilization 89.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 33: Grove Av. & Edison Av.



HCM 6th Signalized Intersection Summary
33: Grove Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	48	475	14	7	196	33	6	267	53	48	145	24
Future Volume (veh/h)	48	475	14	7	196	33	6	267	53	48	145	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	52	511	15	8	211	35	6	287	57	52	156	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	714	20	115	660	106	110	424	83	194	368	54
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	85	1607	45	15	1484	240	10	1450	284	222	1257	185
Grp Volume(v), veh/h	578	0	0	254	0	0	350	0	0	234	0	0
Grp Sat Flow(s),veh/h/ln	1737	0	0	1739	0	0	1743	0	0	1664	0	0
Q Serve(g_s), s	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	0.0	3.2	0.0	0.0	6.1	0.0	0.0	3.7	0.0	0.0
Prop In Lane	0.09		0.03	0.03		0.14	0.02		0.16	0.22		0.11
Lane Grp Cap(c), veh/h	886	0	0	881	0	0	617	0	0	616	0	0
V/C Ratio(X)	0.65	0.00	0.00	0.29	0.00	0.00	0.57	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	3475	0	0	3476	0	0	2313	0	0	2086	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.8	0.0	0.0	6.2	0.0	0.0	10.7	0.0	0.0	9.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.6	0.0	0.0	1.4	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.6	0.0	0.0	6.4	0.0	0.0	11.5	0.0	0.0	10.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		578			254			350				234
Approach Delay, s/veh		8.6			6.4			11.5				10.3
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.5		19.7		14.5		19.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		43.5		67.5		43.5		67.5				
Max Q Clear Time (g_c+I1), s		8.1		11.3		5.7		5.2				
Green Ext Time (p_c), s		2.0		3.9		1.3		1.5				
Intersection Summary												
HCM 6th Ctrl Delay				9.2								
HCM 6th LOS				A								

APPENDIX 4.1: POST PROCESSING WORKSHEETS

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Euclid Av. (SR-83) & SR-60 WB Ramps
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	320	318	-2	-1%	305	251	-54	-18%
	Through	857	1,661	804	94%	860	1,389	530	62%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	1,177	1,979	802	68%	1,165	1,640	476	41%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	882	1,391	510	58%	834	1,710	876	105%
	Right	351	358	7	2%	438	516	78	18%
	SB Total	1,233	1,749	517	42%	1,272	2,226	954	75%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	564	509	-55	-10%	614	580	-34	-5%
	Through	7	4	-3	-38%	6	3	-3	-50%
	Right	368	419	51	14%	347	371	25	7%
	WB Total	939	932	-7	-1%	966	954	-12	-1%
TOTAL ENTERING VOLUME		3,348	4,660	1312	39%	3,403	4,820	1418	42%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,749	2,226			
North Leg	Outbound	2,080	1,760			
North Leg	TOTAL	3,829	3,986	8%	8%	49,487
South Leg	Inbound	1,979	1,640			
South Leg	Outbound	1,900	2,290			
South Leg	TOTAL	3,879	3,930	8%	8%	49,445
East Leg	Inbound	932	954			
East Leg	Outbound	0	0			
East Leg	TOTAL	932	954	12%	12%	7,979
West Leg	Inbound	0	0			
West Leg	Outbound	680	770			
West Leg	TOTAL	680	770	8%	9%	8,353
OVERALL TOTAL		9,320	9,640	8%	8%	115,263

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Euclid Av. (SR-83) & SR-60 EB Ramps
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	791	1,411	621	78%	889	1,357	469	53%
	Right	692	627	-65	-9%	463	350	-113	-24%
	NB Total	1,482	2,038	556	38%	1,352	1,707	356	26%
SOUTH BOUND	Left	373	413	41	11%	337	387	50	15%
	Through	1,073	1,487	414	39%	1,111	1,895	785	71%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	1,446	1,900	455	31%	1,448	2,282	835	58%
EAST BOUND	Left	387	539	153	39%	276	317	41	15%
	Through	0	0	0	#DIV/0!	5	3	-2	-40%
	Right	399	353	-46	-11%	250	211	-39	-15%
	EB Total	785	892	107	14%	531	531	1	0%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		3,713	4,830	1117.5	30%	3,330	4,520	1191	36%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,900	2,282			
North Leg	Outbound	1,950	1,674			
North Leg	TOTAL	3,850	3,956	8%	8%	49,445
South Leg	Inbound	2,038	1,707			
South Leg	Outbound	1,840	2,106			
South Leg	TOTAL	3,878	3,813	8%	7%	50,855
East Leg	Inbound	0	0			
East Leg	Outbound	1,040	740			
East Leg	TOTAL	1,040	740	16%	11%	6,539
West Leg	Inbound	892	531			
West Leg	Outbound	0	0			
West Leg	TOTAL	892	531	10%	6%	8,709
OVERALL TOTAL		9,660	9,040	8%	8%	115,547

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Euclid Av. (SR-83) & Walnut Av.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	88	127	39	44%	102	159	57	56%
	Through	1,215	1,777	562	46%	993	1,197	205	21%
	Right	29	58	30	104%	67	57	-10	-14%
	NB Total	1,332	1,962	631	47%	1,161	1,413	252	22%
SOUTH BOUND	Left	178	176	-2	-1%	252	230	-22	-9%
	Through	1,116	1,539	424	38%	952	1,653	701	74%
	Right	57	40	-17	-29%	118	198	80	68%
	SB Total	1,350	1,755	406	30%	1,322	2,081	759	57%
EAST BOUND	Left	95	91	-4	-4%	115	174	59	51%
	Through	245	328	83	34%	472	503	32	7%
	Right	106	198	92	87%	146	296	150	103%
	EB Total	446	617	171	38%	733	973	241	33%
WEST BOUND	Left	86	158	72	84%	61	122	62	102%
	Through	371	344	-27	-7%	218	423	205	94%
	Right	155	146	-9	-6%	140	210	70	50%
	WB Total	611	648	37	6%	419	755	337	80%
TOTAL ENTERING VOLUME		3,738	4,982	1244	33%	3,634	5,222	1588	44%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,755	2,081			
North Leg	Outbound	2,014	1,581			
North Leg	TOTAL	3,769	3,662	7%	7%	50,855
South Leg	Inbound	1,962	1,413			
South Leg	Outbound	1,895	2,071			
South Leg	TOTAL	3,857	3,484	8%	7%	51,288
East Leg	Inbound	648	755			
East Leg	Outbound	562	790			
East Leg	TOTAL	1,210	1,545	6%	8%	18,933
West Leg	Inbound	617	973			
West Leg	Outbound	511	780			
West Leg	TOTAL	1,128	1,753	9%	14%	12,727
OVERALL TOTAL		9,964	10,444	7%	8%	133,803

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Euclid Av. (SR-83) & Riverside Dr.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	36	227	191	531%	40	294	255	644%
	Through	824	1,543	719	87%	886	1,133	248	28%
	Right	78	322	245	315%	145	439	294	203%
	NB Total	938	2,092	1,155	123%	1,070	1,866	796	74%
SOUTH BOUND	Left	220	201	-19	-9%	103	117	14	14%
	Through	979	1,579	601	61%	803	1,510	708	88%
	Right	119	164	45	38%	154	429	276	179%
	SB Total	1,318	1,944	627	48%	1,059	2,056	997	94%
EAST BOUND	Left	167	189	22	13%	131	115	-16	-12%
	Through	324	811	488	151%	467	973	507	109%
	Right	46	204	158	343%	48	164	117	245%
	EB Total	537	1,204	668	124%	645	1,252	608	94%
WEST BOUND	Left	194	263	69	36%	131	166	36	27%
	Through	458	532	74	16%	370	697	328	89%
	Right	98	34	-64	-65%	68	22	-46	-68%
	WB Total	750	829	80	11%	568	885	317	56%
TOTAL ENTERING VOLUME		3,541	6,069	2,528	71%	3,342	6,059	2,718	81%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,944	2,056			
North Leg	Outbound	1,766	1,270			
North Leg	TOTAL	3,710	3,326	7%	7%	50,695
South Leg	Inbound	2,092	1,866			
South Leg	Outbound	2,046	1,840			
South Leg	TOTAL	4,138	3,706	5%	5%	78,655
East Leg	Inbound	829	885			
East Leg	Outbound	1,334	1,529			
East Leg	TOTAL	2,163	2,414	7%	8%	31,911
West Leg	Inbound	1,204	1,252			
West Leg	Outbound	923	1,420			
West Leg	TOTAL	2,127	2,672	7%	9%	30,271
OVERALL TOTAL		12,138	12,118	6%	6%	191,533

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Euclid Av. (SR-83) & Chino Av.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	32	69	38	119%	26	79	54	210%
	Through	799	1,976	1,178	147%	965	1,696	731	76%
	Right	111	213	103	93%	186	262	77	41%
	NB Total	941	2,258	1,318	140%	1,176	2,037	861	73%
SOUTH BOUND	Left	79	124	46	58%	87	111	25	28%
	Through	1,014	1,713	699	69%	822	1,561	740	90%
	Right	86	154	68	79%	64	181	117	183%
	SB Total	1,179	1,991	813	69%	972	1,853	881	91%
EAST BOUND	Left	70	143	74	106%	74	153	79	107%
	Through	178	285	108	61%	413	684	272	66%
	Right	42	72	30	71%	37	91	54	146%
	EB Total	289	500	211	73%	524	928	405	77%
WEST BOUND	Left	95	123	29	30%	72	165	93	129%
	Through	276	379	104	38%	119	406	287	241%
	Right	153	238	85	56%	63	122	59	94%
	WB Total	523	740	217	41%	254	693	439	173%
TOTAL ENTERING VOLUME		2,931	5,489	2558	87%	2,926	5,511	2586	88%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,991	1,853			
North Leg	Outbound	2,357	1,971			
North Leg	TOTAL	4,348	3,824	6%	5%	78,303
South Leg	Inbound	2,258	2,037			
South Leg	Outbound	1,908	1,817			
South Leg	TOTAL	4,166	3,854	5%	5%	77,286
East Leg	Inbound	740	693			
East Leg	Outbound	622	1,057			
East Leg	TOTAL	1,362	1,750	9%	12%	14,980
West Leg	Inbound	500	928			
West Leg	Outbound	602	666			
West Leg	TOTAL	1,102	1,594	7%	10%	15,878
OVERALL TOTAL		10,978	11,022	6%	6%	186,447

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Euclid Av. (SR-83) & Schaefer Av.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	59	69	10	17%	58	82	25	43%
	Through	800	1,887	1,088	136%	846	1,548	703	83%
	Right	31	85	54	174%	46	65	20	43%
	NB Total	890	2,041	1,152	129%	949	1,695	747	79%
SOUTH BOUND	Left	47	107	60	128%	52	89	38	73%
	Through	1,027	1,708	681	66%	809	1,581	772	95%
	Right	127	123	-4	-3%	107	186	79	74%
	SB Total	1,201	1,938	738	61%	968	1,856	889	92%
EAST BOUND	Left	146	425	279	191%	227	268	42	18%
	Through	52	174	123	238%	255	233	-22	-8%
	Right	70	172	102	146%	125	129	5	4%
	EB Total	268	771	504	188%	606	630	25	4%
WEST BOUND	Left	2	2	0	0%	40	172	132	330%
	Through	3	1	-2	-67%	70	265	196	281%
	Right	8	7	-1	-7%	44	213	170	390%
	WB Total	13	10	-3	-20%	153	650	497	325%
TOTAL ENTERING VOLUME		2,370	4,760	2390	101%	2,675	4,831	2157	81%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,938	1,856			
North Leg	Outbound	2,319	2,029			
North Leg	TOTAL	4,257	3,885	6%	5%	76,866
South Leg	Inbound	2,041	1,695			
South Leg	Outbound	1,882	1,882			
South Leg	TOTAL	3,923	3,577	6%	6%	64,596
East Leg	Inbound	10	650			
East Leg	Outbound	366	387			
East Leg	TOTAL	376	1,037	4%	11%	9,625
West Leg	Inbound	771	630			
West Leg	Outbound	193	533			
West Leg	TOTAL	964	1,163	4%	5%	22,844
OVERALL TOTAL		9,520	9,662	5%	6%	173,931

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Euclid Av. (SR-83) & Edison Av.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	116	53	-63	-54%	89	96	8	8%
	Through	643	1,053	410	64%	705	1,135	431	61%
	Right	44	172	129	295%	42	139	98	235%
	NB Total	802	1,278	476	59%	835	1,370	536	64%
SOUTH BOUND	Left	66	478	412	624%	62	284	223	362%
	Through	732	1,103	371	51%	678	1,182	505	74%
	Right	226	190	-36	-16%	158	238	80	51%
	SB Total	1,024	1,771	748	73%	897	1,704	807	90%
EAST BOUND	Left	192	415	223	116%	230	347	117	51%
	Through	163	850	688	423%	435	1,358	924	213%
	Right	96	105	9	9%	152	180	28	18%
	EB Total	451	1,370	920	204%	817	1,885	1,069	131%
WEST BOUND	Left	91	353	263	290%	34	149	115	338%
	Through	404	877	474	117%	193	726	534	277%
	Right	81	622	542	673%	57	318	261	458%
	WB Total	575	1,852	1,278	222%	284	1,193	910	321%
TOTAL ENTERING VOLUME		2,851	6,271	3420.5	120%	2,832	6,152	3321	117%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,771	1,704			
North Leg	Outbound	2,090	1,800			
North Leg	TOTAL	3,861	3,504	6%	5%	64,271
South Leg	Inbound	1,278	1,370			
South Leg	Outbound	1,561	1,511			
South Leg	TOTAL	2,839	2,881	5%	5%	57,123
East Leg	Inbound	1,852	1,193			
East Leg	Outbound	1,500	1,781			
East Leg	TOTAL	3,352	2,974	6%	5%	56,642
West Leg	Inbound	1,370	1,885			
West Leg	Outbound	1,120	1,060			
West Leg	TOTAL	2,490	2,945	5%	6%	48,851
OVERALL TOTAL		12,542	12,304	6%	5%	226,887

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Euclid Av. (SR-83) & Eucalyptus Av.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	145	148	3	2%	88	77	-11	-13%
	Through	750	1,208	459	61%	918	1,360	442	48%
	Right	14	140	126	900%	19	23	4	21%
	NB Total	909	1,496	588	65%	1,025	1,460	435	42%
SOUTH BOUND	Left	27	276	249	922%	47	106	60	128%
	Through	976	1,451	475	49%	1,094	1,859	766	70%
	Right	35	37	2	6%	50	83	34	68%
	SB Total	1,038	1,764	726	70%	1,190	2,048	859	72%
EAST BOUND	Left	56	78	23	41%	35	48	14	39%
	Through	20	175	155	775%	130	146	17	13%
	Right	132	168	36	27%	182	153	-29	-16%
	EB Total	208	421	214	103%	346	347	2	0%
WEST BOUND	Left	28	41	13	46%	5	46	41	820%
	Through	137	141	4	3%	22	196	175	812%
	Right	36	58	23	63%	11	161	151	1433%
	WB Total	201	240	40	20%	37	403	366	989%
TOTAL ENTERING VOLUME		2,355	3,921	1566.5	67%	2,597	4,258	1661	64%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,764	2,048			
North Leg	Outbound	1,344	1,569			
North Leg	TOTAL	3,108	3,617	5%	6%	57,123
South Leg	Inbound	1,496	1,460			
South Leg	Outbound	1,660	2,058			
South Leg	TOTAL	3,156	3,518	6%	7%	50,141
East Leg	Inbound	240	403			
East Leg	Outbound	591	275			
East Leg	TOTAL	831	678	5%	4%	16,985
West Leg	Inbound	421	347			
West Leg	Outbound	326	356			
West Leg	TOTAL	747	703	10%	10%	7,253
OVERALL TOTAL		7,842	8,516	6%	6%	131,502

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Euclid Av. (SR-83) & Merrill Av.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	12	41	29	242%	1	3	2	200%
	Through	754	1,479	726	96%	831	1,288	457	55%
	Right	122	601	480	395%	171	456	286	167%
	NB Total	887	2,121	1,234	139%	1,003	1,747	745	74%
SOUTH BOUND	Left	192	219	28	14%	228	123	-105	-46%
	Through	890	1,417	528	59%	1,043	2,010	968	93%
	Right	55	44	-11	-20%	10	7	-3	-26%
	SB Total	1,136	1,680	544	48%	1,280	2,140	860	67%
EAST BOUND	Left	7	2	-5	-69%	3	1	-2	-67%
	Through	5	4	-1	-11%	19	12	-7	-35%
	Right	4	4	1	14%	8	18	10	125%
	EB Total	15	10	-5	-31%	30	31	2	5%
WEST BOUND	Left	223	337	114	51%	128	702	575	451%
	Through	50	37	-13	-25%	0	0	0	#DIV/0!
	Right	149	64	-85	-57%	191	170	-21	-11%
	WB Total	421	438	17	4%	319	872	554	174%
TOTAL ENTERING VOLUME		2,459	4,249	1790.5	73%	2,631	4,790	2160	82%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,680	2,140			
North Leg	Outbound	1,545	1,459			
North Leg	TOTAL	3,225	3,599	6%	7%	50,587
South Leg	Inbound	2,121	1,747			
South Leg	Outbound	1,758	2,730			
South Leg	TOTAL	3,879	4,477	7%	8%	59,653
East Leg	Inbound	438	872			
East Leg	Outbound	824	591			
East Leg	TOTAL	1,262	1,463	7%	8%	17,614
West Leg	Inbound	10	31			
West Leg	Outbound	122	10			
West Leg	TOTAL	132	41	#DIV/0!	#DIV/0!	-
OVERALL TOTAL		8,498	9,580	7%	7%	127,855

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Euclid Av. (SR-83) & Kimball Av.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	43	32	-11	-26%	59	75	16	27%
	Through	478	1,018	540	113%	483	987	505	105%
	Right	27	22	-5	-17%	161	170	9	6%
	NB Total	548	1,072	525	96%	703	1,232	530	75%
SOUTH BOUND	Left	139	203	65	47%	472	1,016	544	115%
	Through	566	998	432	76%	470	1,114	645	137%
	Right	373	483	111	30%	212	547	336	159%
	SB Total	1,077	1,684	607	56%	1,153	2,677	1,524	132%
EAST BOUND	Left	127	337	210	165%	320	563	244	76%
	Through	246	255	10	4%	819	747	-72	-9%
	Right	45	55	11	24%	31	31	0	0%
	EB Total	417	647	230	55%	1,169	1,341	172	15%
WEST BOUND	Left	90	117	28	31%	45	47	2	4%
	Through	944	906	-38	-4%	361	409	49	13%
	Right	290	805	515	178%	145	264	120	83%
	WB Total	1,323	1,828	505	38%	550	720	170	31%
TOTAL ENTERING VOLUME		3,365	5,231	1866.5	55%	3,575	5,970	2396	67%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,684	2,677			
North Leg	Outbound	2,160	1,814			
North Leg	TOTAL	3,844	4,491	7%	8%	59,090
South Leg	Inbound	1,072	1,232			
South Leg	Outbound	1,170	1,192			
South Leg	TOTAL	2,242	2,424	5%	6%	42,876
East Leg	Inbound	1,828	720			
East Leg	Outbound	480	1,933			
East Leg	TOTAL	2,308	2,653	10%	11%	23,431
West Leg	Inbound	647	1,341			
West Leg	Outbound	1,421	1,031			
West Leg	TOTAL	2,068	2,372	8%	10%	24,846
OVERALL TOTAL		10,462	11,940	7%	8%	150,242

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Bon View Av. & Schaefer Av.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	17	36	19	112%	26	59	34	131%
	Through	100	153	54	54%	155	174	20	13%
	Right	14	30	17	122%	19	28	9	47%
	NB Total	130	219	89	68%	199	261	62	31%
SOUTH BOUND	Left	17	14	-3	-18%	16	11	-5	-29%
	Through	109	141	32	29%	84	121	38	45%
	Right	47	36	-11	-23%	18	19	1	6%
	SB Total	173	191	18	10%	117	151	34	29%
EAST BOUND	Left	17	19	2	12%	53	51	-2	-3%
	Through	93	148	55	59%	359	452	94	26%
	Right	9	23	14	156%	21	55	35	168%
	EB Total	119	190	71	60%	432	558	127	29%
WEST BOUND	Left	17	28	11	65%	8	24	17	220%
	Through	299	292	-7	-2%	80	192	112	140%
	Right	16	11	-5	-29%	13	15	2	15%
	WB Total	331	331	0	0%	101	231	131	130%
TOTAL ENTERING VOLUME		753	931	178	24%	848	1,201	353	42%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	191	151			
North Leg	Outbound	183	240			
North Leg	TOTAL	374	391	33%	35%	1,118
South Leg	Inbound	219	261			
South Leg	Outbound	192	200			
South Leg	TOTAL	411	461	17%	19%	2,470
East Leg	Inbound	331	231			
East Leg	Outbound	192	491			
East Leg	TOTAL	523	722	12%	16%	4,460
West Leg	Inbound	190	558			
West Leg	Outbound	364	270			
West Leg	TOTAL	554	828	11%	16%	5,267
OVERALL TOTAL		1,862	2,402	14%	18%	13,314

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Bon View Av. & Edison Av.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	11	163	152	1382%	7	73	66	943%
	Through	80	192	113	142%	120	189	70	58%
	Right	5	38	33	660%	12	59	47	392%
	NB Total	96	393	298	312%	139	321	183	132%
SOUTH BOUND	Left	10	9	-1	-10%	18	15	-3	-17%
	Through	79	122	43	54%	72	149	77	107%
	Right	34	59	25	74%	22	37	16	72%
	SB Total	123	190	67	54%	112	201	90	80%
EAST BOUND	Left	38	60	23	60%	59	71	12	20%
	Through	243	1,229	987	407%	513	1,934	1,421	277%
	Right	16	137	122	784%	23	218	196	869%
	EB Total	296	1,426	1,131	383%	595	2,223	1,629	274%
WEST BOUND	Left	7	21	15	223%	6	28	23	409%
	Through	429	1,543	1,115	260%	194	817	624	322%
	Right	30	17	-13	-42%	16	10	-6	-35%
	WB Total	465	1,581	1,117	240%	215	855	641	299%
TOTAL ENTERING VOLUME		979	3,590	2611.5	267%	1,059	3,600	2541	240%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	190	201			
North Leg	Outbound	269	270			
North Leg	TOTAL	459	471	15%	15%	3,040
South Leg	Inbound	393	321			
South Leg	Outbound	280	395			
South Leg	TOTAL	673	716	9%	9%	7,694
East Leg	Inbound	1,581	855			
East Leg	Outbound	1,276	2,008			
East Leg	TOTAL	2,857	2,863	6%	6%	51,369
West Leg	Inbound	1,426	2,223			
West Leg	Outbound	1,765	927			
West Leg	TOTAL	3,191	3,150	6%	5%	57,797
OVERALL TOTAL		7,180	7,200	6%	6%	119,900

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Grove Av. & Schaefer Av.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	36	54	18	50%	22	43	21	95%
	Through	302	618	316	105%	308	550	242	79%
	Right	9	23	14	156%	31	55	25	80%
	NB Total	347	695	348	100%	361	648	288	80%
SOUTH BOUND	Left	31	58	28	90%	56	132	77	138%
	Through	196	418	223	114%	119	474	355	298%
	Right	47	51	5	10%	30	77	48	161%
	SB Total	273	527	255	93%	204	683	479	235%
EAST BOUND	Left	38	48	11	28%	108	117	9	8%
	Through	79	128	49	62%	192	208	17	9%
	Right	23	41	19	82%	91	166	75	82%
	EB Total	139	217	78	56%	391	491	101	26%
WEST BOUND	Left	30	51	22	73%	2	7	5	250%
	Through	240	214	-26	-11%	54	122	68	126%
	Right	53	64	12	22%	45	91	47	104%
	WB Total	322	329	8	2%	101	220	120	119%
TOTAL ENTERING VOLUME		1,080	1,768	688	64%	1,056	2,042	987	93%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	527	683			
North Leg	Outbound	730	758			
North Leg	TOTAL	1,257	1,441	10%	12%	12,074
South Leg	Inbound	695	648			
South Leg	Outbound	510	647			
South Leg	TOTAL	1,205	1,295	11%	12%	11,037
East Leg	Inbound	329	220			
East Leg	Outbound	209	395			
East Leg	TOTAL	538	615	10%	12%	5,206
West Leg	Inbound	217	491			
West Leg	Outbound	319	242			
West Leg	TOTAL	536	733	12%	16%	4,460
OVERALL TOTAL		3,536	4,084	11%	12%	32,777

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Grove Av. & Edison Av.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	36	139	104	292%	6	28	22	367%
	Through	216	385	169	78%	267	475	208	78%
	Right	6	16	10	167%	53	166	113	213%
	NB Total	258	540	283	110%	326	669	343	105%
SOUTH BOUND	Left	40	62	22	55%	48	150	102	213%
	Through	189	383	195	103%	145	403	258	178%
	Right	38	85	47	124%	24	112	88	367%
	SB Total	267	530	264	99%	217	665	448	206%
EAST BOUND	Left	55	224	170	311%	48	109	61	127%
	Through	215	1,337	1,122	522%	475	1,895	1,421	299%
	Right	18	144	127	723%	14	48	35	256%
	EB Total	287	1,705	1,418	494%	536	2,052	1,516	283%
WEST BOUND	Left	29	99	71	247%	7	19	12	171%
	Through	386	1,482	1,097	284%	196	880	684	349%
	Right	59	103	44	75%	33	55	23	69%
	WB Total	473	1,684	1,211	256%	236	954	719	305%
TOTAL ENTERING VOLUME		1,284	4,459	3175	247%	1,315	4,340	3026	230%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	530	665			
North Leg	Outbound	712	639			
North Leg	TOTAL	1,242	1,304	11%	12%	11,037
South Leg	Inbound	540	669			
South Leg	Outbound	626	470			
South Leg	TOTAL	1,166	1,139	9%	9%	12,295
East Leg	Inbound	1,684	954			
East Leg	Outbound	1,415	2,211			
East Leg	TOTAL	3,099	3,165	5%	5%	58,933
West Leg	Inbound	1,705	2,052			
West Leg	Outbound	1,706	1,020			
West Leg	TOTAL	3,411	3,072	6%	5%	58,315
OVERALL TOTAL		8,918	8,680	6%	6%	140,580

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Walker Av. & Edison Av.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	11	29	19	176%	1	1	0	0%
	Through	98	170	73	74%	92	56	-36	-39%
	Right	41	245	205	505%	121	249	128	106%
	NB Total	149	444	296	199%	214	306	92	43%
SOUTH BOUND	Left	64	201	137	214%	152	191	40	26%
	Through	57	89	33	58%	51	143	93	183%
	Right	39	55	16	41%	17	6	-11	-65%
	SB Total	160	345	186	116%	219	340	121	55%
EAST BOUND	Left	30	48	19	63%	19	23	5	24%
	Through	205	1,145	941	460%	539	2,200	1,661	308%
	Right	1	3	2	200%	3	28	25	833%
	EB Total	235	1,196	961	409%	561	2,251	1,691	302%
WEST BOUND	Left	65	268	203	312%	8	267	259	3238%
	Through	431	1,596	1,166	271%	210	912	702	334%
	Right	102	242	141	138%	64	284	220	344%
	WB Total	597	2,106	1,509	253%	282	1,463	1,181	419%
TOTAL ENTERING VOLUME		1,140	4,091	2,951	259%	1,276	4,360	3,085	242%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	345	340			
North Leg	Outbound	460	363			
North Leg	TOTAL	805	703	9%	8%	8,987
South Leg	Inbound	444	306			
South Leg	Outbound	360	438			
South Leg	TOTAL	804	744	7%	6%	11,460
East Leg	Inbound	2,106	1,463			
East Leg	Outbound	1,591	2,640			
East Leg	TOTAL	3,697	4,103	6%	7%	60,317
West Leg	Inbound	1,196	2,251			
West Leg	Outbound	1,680	919			
West Leg	TOTAL	2,876	3,170	5%	6%	56,537
OVERALL TOTAL		8,182	8,720	6%	6%	137,301

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Vineyard Av. & Edison Av.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	34	52	19	55%	16	24	8	50%
	Through	129	110	-19	-15%	11	12	1	9%
	Right	34	48	14	41%	27	35	8	30%
	NB Total	197	210	14	7%	54	71	17	31%
SOUTH BOUND	Left	53	86	33	62%	41	63	22	54%
	Through	64	49	-15	-23%	28	21	-7	-24%
	Right	19	34	15	79%	9	16	7	78%
	SB Total	136	169	34	25%	78	100	23	29%
EAST BOUND	Left	32	59	28	87%	16	35	19	119%
	Through	471	1,450	980	208%	929	2,463	1,535	165%
	Right	15	22	7	47%	44	57	14	31%
	EB Total	517	1,531	1,014	196%	988	2,555	1,567	159%
WEST BOUND	Left	52	69	17	33%	55	72	18	32%
	Through	686	2,119	1,434	209%	629	1,950	1,321	210%
	Right	24	41	17	71%	25	54	30	120%
	WB Total	762	2,229	1,468	193%	708	2,076	1,368	193%
TOTAL ENTERING VOLUME		1,611	4,139	2528.5	157%	1,828	4,802	2975	163%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	169	100			
North Leg	Outbound	210	101			
North Leg	TOTAL	379	201	23%	12%	1,680
South Leg	Inbound	210	71			
South Leg	Outbound	140	150			
South Leg	TOTAL	350	221	55%	35%	634
East Leg	Inbound	2,229	2,076			
East Leg	Outbound	1,584	2,561			
East Leg	TOTAL	3,813	4,637	7%	9%	53,720
West Leg	Inbound	1,531	2,555			
West Leg	Outbound	2,205	1,990			
West Leg	TOTAL	3,736	4,545	7%	8%	53,680
OVERALL TOTAL		8,278	9,604	8%	9%	109,713

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Hellman Av. & Edison Av.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	34	77	44	130%	16	94	78	488%
	Through	129	164	35	27%	11	31	20	182%
	Right	34	121	87	256%	27	272	245	907%
	NB Total	197	362	166	84%	54	397	343	635%
SOUTH BOUND	Left	53	64	11	21%	41	127	86	210%
	Through	64	92	29	45%	28	61	34	122%
	Right	19	15	-4	-21%	9	16	7	78%
	SB Total	136	171	36	26%	78	204	127	163%
EAST BOUND	Left	32	35	4	11%	16	12	-4	-25%
	Through	471	1,485	1,015	216%	929	2,541	1,613	174%
	Right	15	57	42	280%	44	85	42	95%
	EB Total	517	1,577	1,060	205%	988	2,638	1,650	167%
WEST BOUND	Left	52	301	249	479%	55	204	150	274%
	Through	686	2,118	1,433	209%	629	1,900	1,271	202%
	Right	24	41	17	71%	25	36	12	47%
	WB Total	762	2,460	1,699	223%	708	2,140	1,432	202%
TOTAL ENTERING VOLUME		1,611	4,570	2959.5	184%	1,828	5,379	3552	194%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	171	204			
North Leg	Outbound	240	79			
North Leg	TOTAL	411	283	14%	9%	2,983
South Leg	Inbound	362	397			
South Leg	Outbound	450	350			
South Leg	TOTAL	812	747	7%	7%	11,032
East Leg	Inbound	2,460	2,140			
East Leg	Outbound	1,670	2,940			
East Leg	TOTAL	4,130	5,080	7%	8%	61,716
West Leg	Inbound	1,577	2,638			
West Leg	Outbound	2,210	2,010			
West Leg	TOTAL	3,787	4,648	7%	9%	54,021
OVERALL TOTAL		9,140	10,758	7%	8%	129,753

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Archibald Av. & Edison Av.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	167	496	330	198%	95	474	379	399%
	Through	1,045	1,029	-16	-2%	744	762	18	2%
	Right	280	933	654	234%	293	554	261	89%
	NB Total	1,491	2,458	967	65%	1,132	1,790	658	58%
SOUTH BOUND	Left	90	169	79	88%	147	236	90	61%
	Through	499	538	40	8%	753	1,049	297	39%
	Right	62	103	42	67%	60	255	195	325%
	SB Total	650	810	160	25%	959	1,540	581	61%
EAST BOUND	Left	35	53	19	54%	95	182	87	92%
	Through	129	672	543	421%	508	1,795	1,288	254%
	Right	65	194	129	198%	265	811	546	206%
	EB Total	229	919	691	302%	868	2,788	1,921	221%
WEST BOUND	Left	242	584	343	142%	243	575	333	137%
	Through	312	1,175	863	277%	176	1,270	1,095	624%
	Right	106	132	26	25%	106	157	52	49%
	WB Total	660	1,891	1,232	187%	524	2,002	1,479	282%
TOTAL ENTERING VOLUME		3,029	6,078	3049	101%	3,482	8,120	4638	133%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	810	1,540			
North Leg	Outbound	1,214	1,101			
North Leg	TOTAL	2,024	2,641	8%	11%	24,202
South Leg	Inbound	2,458	1,790			
South Leg	Outbound	1,316	2,435			
South Leg	TOTAL	3,774	4,225	10%	12%	36,457
East Leg	Inbound	1,891	2,002			
East Leg	Outbound	1,774	2,585			
East Leg	TOTAL	3,665	4,587	7%	8%	55,735
West Leg	Inbound	919	2,788			
West Leg	Outbound	1,774	1,999			
West Leg	TOTAL	2,693	4,787	5%	8%	56,453
OVERALL TOTAL		12,156	16,240	7%	9%	172,847

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Turner Av. & Ontario Ranch Rd.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	34	44	11	31%	16	16	0	0%
	Through	129	130	1	1%	11	21	10	91%
	Right	34	25	-9	-26%	27	13	-14	-52%
	NB Total	197	199	3	1%	54	50	-4	-7%
SOUTH BOUND	Left	53	215	162	306%	41	160	119	290%
	Through	64	86	23	35%	28	46	19	67%
	Right	19	136	117	616%	9	71	62	689%
	SB Total	136	437	302	223%	78	277	200	257%
EAST BOUND	Left	32	141	110	348%	16	156	140	875%
	Through	471	1,564	1,094	232%	929	2,326	1,398	151%
	Right	15	17	2	13%	44	47	4	8%
	EB Total	517	1,722	1,205	233%	988	2,529	1,541	156%
WEST BOUND	Left	52	27	-25	-48%	55	38	-17	-30%
	Through	686	1,894	1,209	176%	629	2,043	1,414	225%
	Right	24	50	26	108%	25	153	129	524%
	WB Total	762	1,971	1,210	159%	708	2,234	1,526	216%
TOTAL ENTERING VOLUME		1,611	4,329	2718.5	169%	1,828	5,090	3263	179%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	437	277			
North Leg	Outbound	321	330			
North Leg	TOTAL	758	607	9%	8%	8,022
South Leg	Inbound	199	50			
South Leg	Outbound	130	131			
South Leg	TOTAL	329	181	#DIV/0!	#DIV/0!	-
East Leg	Inbound	1,971	2,234			
East Leg	Outbound	1,804	2,499			
East Leg	TOTAL	3,775	4,733	7%	9%	54,034
West Leg	Inbound	1,722	2,529			
West Leg	Outbound	2,074	2,130			
West Leg	TOTAL	3,796	4,659	7%	8%	55,735
OVERALL TOTAL		8,658	10,180	7%	9%	117,791

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Haven Av. & Ontario Ranch Rd.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	36	101	65	181%	18	85	68	386%
	Through	288	344	56	19%	179	407	228	127%
	Right	113	175	62	55%	68	116	48	71%
	NB Total	437	620	183	42%	265	608	344	130%
SOUTH BOUND	Left	195	446	252	129%	196	257	61	31%
	Through	184	437	253	138%	306	441	136	44%
	Right	52	217	165	317%	47	173	127	272%
	SB Total	431	1,100	670	156%	548	871	323	59%
EAST BOUND	Left	113	253	141	125%	143	455	312	218%
	Through	552	1,605	1,054	191%	787	1,884	1,097	139%
	Right	17	51	34	200%	35	91	57	164%
	EB Total	681	1,909	1,228	180%	965	2,430	1,466	152%
WEST BOUND	Left	74	107	33	45%	221	264	44	20%
	Through	512	1,293	782	153%	611	1,879	1,269	208%
	Right	151	162	11	7%	192	277	85	44%
	WB Total	737	1,562	826	112%	1,023	2,420	1,397	137%
TOTAL ENTERING VOLUME		2,285	5,191	2906	127%	2,800	6,329	3529	126%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,100	871			
North Leg	Outbound	759	1,139			
North Leg	TOTAL	1,859	2,010	8%	8%	23,691
South Leg	Inbound	620	608			
South Leg	Outbound	595	796			
South Leg	TOTAL	1,215	1,404	13%	16%	9,052
East Leg	Inbound	1,562	2,420			
East Leg	Outbound	2,226	2,257			
East Leg	TOTAL	3,788	4,677	8%	10%	47,309
West Leg	Inbound	1,909	2,430			
West Leg	Outbound	1,611	2,137			
West Leg	TOTAL	3,520	4,567	7%	8%	54,034
OVERALL TOTAL		10,382	12,658	8%	9%	134,086

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: Hamner Av. & Ontario Ranch Rd.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	156	309	154	99%	298	343	45	15%
	Through	586	794	209	36%	356	372	16	4%
	Right	310	196	-114	-37%	293	106	-187	-64%
	NB Total	1,051	1,299	248	24%	947	821	-126	-13%
SOUTH BOUND	Left	169	377	208	123%	240	641	401	167%
	Through	182	203	21	12%	499	836	337	68%
	Right	73	511	438	600%	90	763	673	748%
	SB Total	424	1,091	667	157%	829	2,240	1,411	170%
EAST BOUND	Left	138	835	698	507%	126	908	782	621%
	Through	578	1,637	1,060	183%	655	1,638	983	150%
	Right	72	101	30	41%	254	398	144	57%
	EB Total	787	2,573	1,787	227%	1,035	2,944	1,909	184%
WEST BOUND	Left	240	87	-153	-64%	371	190	-181	-49%
	Through	646	1,470	825	128%	684	1,771	1,088	159%
	Right	244	379	135	55%	151	354	204	135%
	WB Total	1,130	1,936	807	71%	1,205	2,315	1,110	92%
TOTAL ENTERING VOLUME		3,391	6,899	3508	103%	4,016	8,320	4304	107%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,091	2,240			
North Leg	Outbound	2,008	1,634			
North Leg	TOTAL	3,099	3,874	6%	8%	48,295
South Leg	Inbound	1,299	821			
South Leg	Outbound	391	1,424			
South Leg	TOTAL	1,690	2,245	10%	14%	16,276
East Leg	Inbound	1,936	2,315			
East Leg	Outbound	2,210	2,385			
East Leg	TOTAL	4,146	4,700	8%	9%	53,422
West Leg	Inbound	2,573	2,944			
West Leg	Outbound	2,290	2,877			
West Leg	TOTAL	4,863	5,821	9%	10%	55,493
OVERALL TOTAL		13,798	16,640	8%	10%	173,486

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: I-15 SB Ramps & Cantu Galleano Rd.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	266	176	-90	-34%	301	308	8	2%
	Through	0	0	0	#DIV/0!	1	1	0	0%
	Right	944	1,669	725	77%	1,170	1,624	455	39%
	SB Total	1,210	1,845	636	53%	1,471	1,933	462	31%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	812	1,564	752	93%	1,130	2,032	902	80%
	Right	308	310	3	1%	329	329	0	0%
	EB Total	1,120	1,874	755	67%	1,459	2,361	902	62%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	679	751	73	11%	601	1,246	645	107%
	Right	171	430	259	151%	140	580	441	316%
	WB Total	850	1,181	332	39%	741	1,826	1,086	147%
TOTAL ENTERING VOLUME		3,179	4,900	1721.5	54%	3,671	6,120	2450	67%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,845	1,933			
North Leg	Outbound	430	580			
North Leg	TOTAL	2,275	2,513	16%	17%	14,507
South Leg	Inbound	0	0			
South Leg	Outbound	310	330			
South Leg	TOTAL	310	330	#DIV/0!	#DIV/0!	-
East Leg	Inbound	1,181	1,826			
East Leg	Outbound	1,740	2,340			
East Leg	TOTAL	2,921	4,166	9%	12%	33,451
West Leg	Inbound	1,874	2,361			
West Leg	Outbound	2,420	2,870			
West Leg	TOTAL	4,294	5,231	9%	11%	45,895
OVERALL TOTAL		9,800	12,240	10%	13%	93,853

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Project: Euclid Mixed-Use
 Scenario: Horizon Year (2050) Without Project

Job #: 15045
 Analyst: JB
 Date: 1/10/23

LOCATION: I-15 NB Ramps & Cantu Galleano Rd.
 FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	448	649	202	45%	347	1,035	688	198%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	377	544	167	44%	154	157	4	2%
	NB Total	825	1,193	369	45%	501	1,192	692	138%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	399	576	177	44%	710	825	115	16%
	Right	679	1,169	491	72%	721	1,496	776	108%
	EB Total	1,078	1,745	668	62%	1,431	2,321	891	62%
WEST BOUND	Left	194	281	88	45%	219	258	40	18%
	Through	402	491	89	22%	394	759	366	93%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	596	772	177	30%	612	1,017	405	66%
TOTAL ENTERING VOLUME		2,498	3,710	1212.5	49%	2,543	4,530	1987	78%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
South Leg	Inbound	1,193	1,192			
South Leg	Outbound	1,450	1,754			
South Leg	TOTAL	2,643	2,946	9%	10%	28,937
East Leg	Inbound	772	1,017			
East Leg	Outbound	1,120	982			
East Leg	TOTAL	1,892	1,999	16%	17%	11,644
West Leg	Inbound	1,745	2,321			
West Leg	Outbound	1,140	1,794			
West Leg	TOTAL	2,885	4,115	8%	12%	34,283
OVERALL TOTAL		7,420	9,060	10%	12%	74,864

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APPENDIX 5.1: E+P CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps

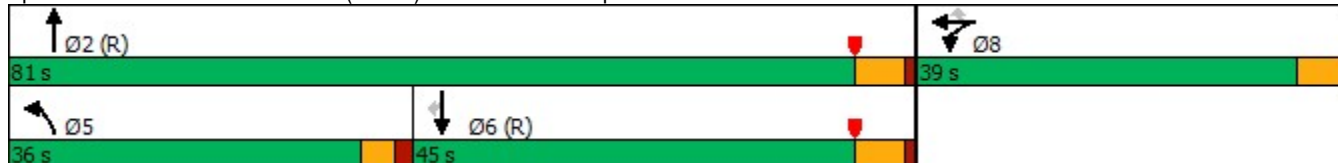


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	599	7	368	363	864	891	351
Future Volume (vph)	599	7	368	363	864	891	351
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	5.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	9.5	22.5	22.5	22.5
Total Split (s)	39.0	39.0	39.0	36.0	81.0	45.0	45.0
Total Split (%)	32.5%	32.5%	32.5%	30.0%	67.5%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	29.8	29.8	29.8	28.7	79.7	46.5	46.5
Actuated g/C Ratio	0.25	0.25	0.25	0.24	0.66	0.39	0.39
v/c Ratio	0.85	0.88	0.66	0.90	0.39	0.68	0.44
Control Delay	61.3	64.1	26.9	75.6	9.4	35.4	5.1
Queue Delay	0.4	0.4	0.0	0.0	0.2	0.0	0.0
Total Delay	61.7	64.5	26.9	75.6	9.6	35.4	5.1
LOS	E	E	C	E	A	D	A
Approach Delay		51.7			29.1	26.9	
Approach LOS		D			C	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 34.7
 Intersection LOS: C
 Intersection Capacity Utilization 102.1%
 ICU Level of Service G
 Analysis Period (min) 15

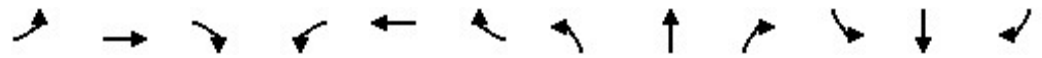
Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙	↕			↕	↗
Traffic Volume (veh/h)	0	0	0	599	7	368	363	864	0	0	891	351
Future Volume (veh/h)	0	0	0	599	7	368	363	864	0	0	891	351
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				717	0	153	390	929	0	0	958	210
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				797	0	355	410	2499	0	0	1547	690
Arrive On Green				0.22	0.00	0.22	0.45	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3619	0	1610	1810	3705	0	0	3705	1610
Grp Volume(v), veh/h				717	0	153	390	929	0	0	958	210
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1805	0	0	1805	1610
Q Serve(g_s), s				23.1	0.0	9.8	24.9	0.0	0.0	0.0	24.8	10.3
Cycle Q Clear(g_c), s				23.1	0.0	9.8	24.9	0.0	0.0	0.0	24.8	10.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				797	0	355	410	2499	0	0	1547	690
V/C Ratio(X)				0.90	0.00	0.43	0.95	0.37	0.00	0.00	0.62	0.30
Avail Cap(c_a), veh/h				1025	0	456	475	2499	0	0	1547	690
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.65	0.65	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				45.5	0.0	40.3	32.2	0.0	0.0	0.0	26.7	22.5
Incr Delay (d2), s/veh				7.7	0.0	0.3	19.8	0.3	0.0	0.0	1.9	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.9	0.0	3.8	10.2	0.1	0.0	0.0	10.6	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				53.2	0.0	40.6	52.0	0.3	0.0	0.0	28.6	23.7
LnGrp LOS				D	A	D	D	A	A	A	C	C
Approach Vol, veh/h					870			1319			1168	
Approach Delay, s/veh					51.0			15.6			27.7	
Approach LOS					D			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		88.6			31.7	56.9		31.4				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		75.5			31.5	39.5		34.0				
Max Q Clear Time (g_c+I1), s		2.0			26.9	26.8		25.1				
Green Ext Time (p_c), s		11.9			0.3	7.3		1.3				

Intersection Summary

HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

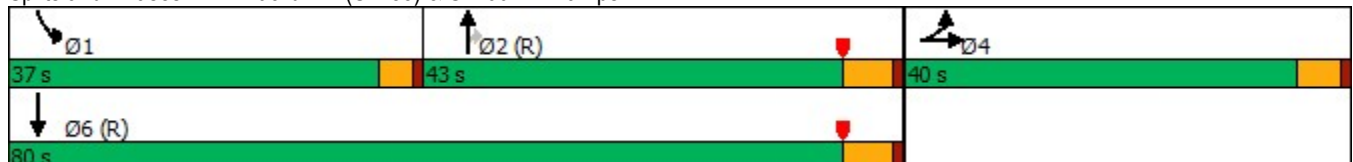


Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	387	0	842	721	373	1117
Future Volume (vph)	387	0	842	721	373	1117
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.0	11.0	22.5	22.5	9.0	22.5
Total Split (s)	40.0	40.0	43.0	43.0	37.0	80.0
Total Split (%)	33.3%	33.3%	35.8%	35.8%	30.8%	66.7%
Yellow Time (s)	4.0	4.0	4.5	4.5	3.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	4.0	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
Act Effect Green (s)	34.2	34.2	42.4	42.4	28.9	75.3
Actuated g/C Ratio	0.28	0.28	0.35	0.35	0.24	0.63
v/c Ratio	0.73	0.98	0.68	0.77	0.89	0.51
Control Delay	48.7	69.6	37.4	11.6	75.5	14.9
Queue Delay	0.7	9.7	0.0	0.0	0.2	0.4
Total Delay	49.4	79.3	37.4	11.6	75.7	15.3
LOS	D	E	D	B	E	B
Approach Delay		66.7	25.5			30.5
Approach LOS		E	C			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 36.2
 Intersection LOS: D
 Intersection Capacity Utilization 102.1%
 ICU Level of Service G
 Analysis Period (min) 15

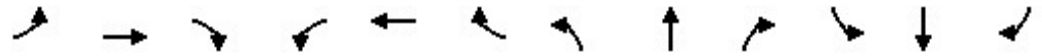
Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	0	442	0	0	0	0	842	721	373	1117	0
Future Volume (veh/h)	387	0	442	0	0	0	0	842	721	373	1117	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	388	16	377				0	868	548	385	1152	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	474	17	407				0	1419	617	405	2348	0
Arrive On Green	0.26	0.26	0.26				0.00	0.39	0.39	0.45	1.00	0.00
Sat Flow, veh/h	1810	66	1554				0	3705	1568	1810	3705	0
Grp Volume(v), veh/h	388	0	393				0	868	548	385	1152	0
Grp Sat Flow(s),veh/h/ln	1810	0	1620				0	1805	1568	1810	1805	0
Q Serve(g_s), s	24.2	0.0	28.4				0.0	23.1	39.1	24.5	0.0	0.0
Cycle Q Clear(g_c), s	24.2	0.0	28.4				0.0	23.1	39.1	24.5	0.0	0.0
Prop In Lane	1.00		0.96				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	474	0	424				0	1419	617	405	2348	0
V/C Ratio(X)	0.82	0.00	0.93				0.00	0.61	0.89	0.95	0.49	0.00
Avail Cap(c_a), veh/h	528	0	473				0	1419	617	498	2348	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.72	0.72	0.61	0.61	0.00
Uniform Delay (d), s/veh	41.6	0.0	43.1				0.0	29.1	34.0	32.5	0.0	0.0
Incr Delay (d2), s/veh	8.0	0.0	22.0				0.0	1.4	13.3	17.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	0.0	13.5				0.0	9.9	16.5	9.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.6	0.0	65.2				0.0	30.5	47.2	49.5	0.4	0.0
LnGrp LOS	D	A	E				A	C	D	D	A	A
Approach Vol, veh/h		781						1416			1537	
Approach Delay, s/veh		57.4						37.0			12.7	
Approach LOS		E						D			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	30.9	52.7	36.4	83.6								
Change Period (Y+Rc), s	4.0	5.5	5.0	5.5								
Max Green Setting (Gmax), s	33.0	37.5	35.0	74.5								
Max Q Clear Time (g_c+I1), s	26.5	41.1	30.4	2.0								
Green Ext Time (p_c), s	0.4	0.0	1.1	16.9								

Intersection Summary

HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
3: Euclid Av. (SR-83) & Walnut Av.

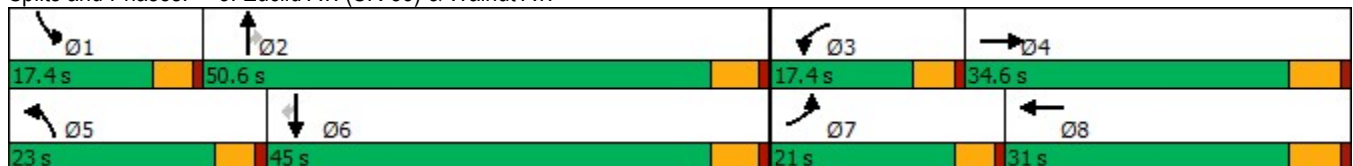


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	95	245	91	371	97	1294	33	178	1204	57
Future Volume (vph)	95	245	91	371	97	1294	33	178	1204	57
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	29.8	9.6	29.8	9.6	27.4	27.4	9.6	29.4	29.4
Total Split (s)	21.0	34.6	17.4	31.0	23.0	50.6	50.6	17.4	45.0	45.0
Total Split (%)	17.5%	28.8%	14.5%	25.8%	19.2%	42.2%	42.2%	14.5%	37.5%	37.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	11.0	24.4	10.1	21.1	11.2	45.6	45.6	10.6	45.0	45.0
Actuated g/C Ratio	0.10	0.22	0.09	0.19	0.10	0.42	0.42	0.10	0.41	0.41
v/c Ratio	0.60	0.48	0.63	0.81	0.61	0.65	0.05	0.64	0.61	0.08
Control Delay	64.0	33.5	68.2	48.9	63.4	28.4	0.1	59.2	28.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.0	33.5	68.2	48.9	63.4	28.4	0.1	59.2	28.4	0.2
LOS	E	C	E	D	E	C	A	E	C	A
Approach Delay		39.8		51.8		30.1			31.1	
Approach LOS		D		D		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.8
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 35.0
 Intersection LOS: C
 Intersection Capacity Utilization 71.7%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: Euclid Av. (SR-83) & Walnut Av.



HCM 6th Signalized Intersection Summary
 3: Euclid Av. (SR-83) & Walnut Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	245	118	91	371	155	97	1294	33	178	1204	57
Future Volume (veh/h)	95	245	118	91	371	155	97	1294	33	178	1204	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	98	253	86	94	382	130	100	1334	21	184	1241	41
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	481	159	116	471	158	124	2221	689	242	2247	697
Arrive On Green	0.07	0.19	0.19	0.07	0.19	0.19	0.08	0.45	0.45	0.08	0.46	0.46
Sat Flow, veh/h	1619	2523	837	1619	2512	843	1619	4914	1524	2956	4914	1524
Grp Volume(v), veh/h	98	169	170	94	258	254	100	1334	21	184	1241	41
Grp Sat Flow(s),veh/h/ln	1619	1710	1649	1619	1710	1645	1619	1638	1524	1478	1638	1524
Q Serve(g_s), s	6.0	8.9	9.3	5.7	14.5	14.8	6.1	20.4	0.8	6.1	18.3	1.5
Cycle Q Clear(g_c), s	6.0	8.9	9.3	5.7	14.5	14.8	6.1	20.4	0.8	6.1	18.3	1.5
Prop In Lane	1.00		0.51	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	326	314	116	321	308	124	2221	689	242	2247	697
V/C Ratio(X)	0.81	0.52	0.54	0.81	0.81	0.82	0.81	0.60	0.03	0.76	0.55	0.06
Avail Cap(c_a), veh/h	265	492	475	207	431	414	298	2221	689	378	2247	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	36.4	36.5	45.7	38.9	39.0	45.5	20.6	15.2	45.0	19.7	15.1
Incr Delay (d2), s/veh	4.7	1.3	1.4	4.9	8.0	9.4	4.7	1.2	0.1	1.9	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.7	3.7	2.4	6.5	6.5	2.5	7.5	0.3	2.2	6.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	37.7	38.0	50.7	46.9	48.5	50.1	21.8	15.3	46.8	20.7	15.3
LnGrp LOS	D	D	D	D	D	D	D	C	B	D	C	B
Approach Vol, veh/h		437			606			1455			1466	
Approach Delay, s/veh		40.6			48.1			23.7			23.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	50.6	11.8	24.9	12.2	51.1	12.1	24.6				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	12.8	45.2	12.8	28.8	18.4	39.6	16.4	25.2				
Max Q Clear Time (g_c+I1), s	8.1	22.4	7.7	11.3	8.1	20.3	8.0	16.8				
Green Ext Time (p_c), s	0.1	9.9	0.0	1.6	0.1	8.5	0.1	1.8				
Intersection Summary												
HCM 6th Ctrl Delay											29.3	
HCM 6th LOS											C	

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

01/10/2023

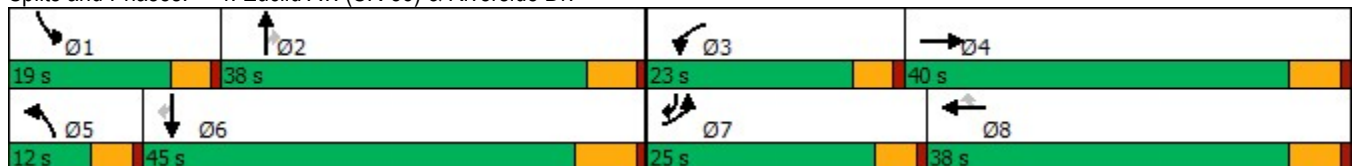


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	167	324	199	458	98	45	917	82	220	1084	119
Future Volume (vph)	167	324	199	458	98	45	917	82	220	1084	119
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2		1	6	7
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	25.0	40.0	23.0	38.0	38.0	12.0	38.0	38.0	19.0	45.0	25.0
Total Split (%)	20.8%	33.3%	19.2%	31.7%	31.7%	10.0%	31.7%	31.7%	15.8%	37.5%	20.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	15.6	28.7	16.7	29.7	29.7	6.6	32.8	32.8	14.5	41.7	63.8
Actuated g/C Ratio	0.14	0.25	0.15	0.26	0.26	0.06	0.29	0.29	0.13	0.37	0.56
v/c Ratio	0.77	0.87	0.86	0.52	0.20	0.49	0.94	0.15	1.09	0.88	0.13
Control Delay	69.6	59.8	79.0	38.2	1.7	71.3	58.6	0.6	135.1	44.8	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.6	59.8	79.0	38.2	1.7	71.3	58.6	0.6	135.1	44.8	2.7
LOS	E	E	E	D	A	E	E	A	F	D	A
Approach Delay		62.7		44.2			54.6			55.2	
Approach LOS		E		D			D			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 113.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 53.9	Intersection LOS: D
Intersection Capacity Utilization 91.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
4: Euclid Av. (SR-83) & Riverside Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	324	58	199	458	98	45	917	82	220	1084	119
Future Volume (veh/h)	167	324	58	199	458	98	45	917	82	220	1084	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	170	331	32	203	467	48	46	936	42	224	1106	66
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	197	372	36	230	857	376	57	1007	449	216	1344	786
Arrive On Green	0.12	0.23	0.23	0.14	0.25	0.25	0.04	0.29	0.29	0.13	0.39	0.39
Sat Flow, veh/h	1619	1614	156	1619	3420	1503	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	170	0	363	203	467	48	46	936	42	224	1106	66
Grp Sat Flow(s),veh/h/ln	1619	0	1770	1619	1710	1503	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	11.1	0.0	21.4	13.3	12.8	2.7	3.0	28.7	2.2	14.4	31.3	2.4
Cycle Q Clear(g_c), s	11.1	0.0	21.4	13.3	12.8	2.7	3.0	28.7	2.2	14.4	31.3	2.4
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	0	408	230	857	376	57	1007	449	216	1344	786
V/C Ratio(X)	0.86	0.00	0.89	0.88	0.55	0.13	0.81	0.93	0.09	1.04	0.82	0.08
Avail Cap(c_a), veh/h	306	0	561	276	1022	449	111	1034	461	216	1344	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	0.0	40.2	45.4	35.1	31.3	51.7	36.9	27.6	46.7	29.3	13.2
Incr Delay (d2), s/veh	9.0	0.0	12.7	21.5	0.5	0.2	9.8	13.9	0.1	70.8	4.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	10.3	6.5	5.2	1.0	1.3	13.0	0.8	9.9	12.9	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	0.0	52.9	66.8	35.6	31.4	61.5	50.8	27.7	117.5	33.6	13.3
LnGrp LOS	E	A	D	E	D	C	E	D	C	F	C	B
Approach Vol, veh/h		533			718			1024			1396	
Approach Delay, s/veh		53.7			44.2			50.4			46.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	38.3	19.9	30.6	8.4	48.9	17.7	32.8				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	14.4	* 33	18.4	34.2	7.4	38.5	20.4	32.2				
Max Q Clear Time (g_c+I1), s	16.4	30.7	15.3	23.4	5.0	33.3	13.1	14.8				
Green Ext Time (p_c), s	0.0	1.1	0.1	1.4	0.0	3.2	0.1	2.7				

Intersection Summary

HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Euclid Av. (SR-83) & Chino Av.

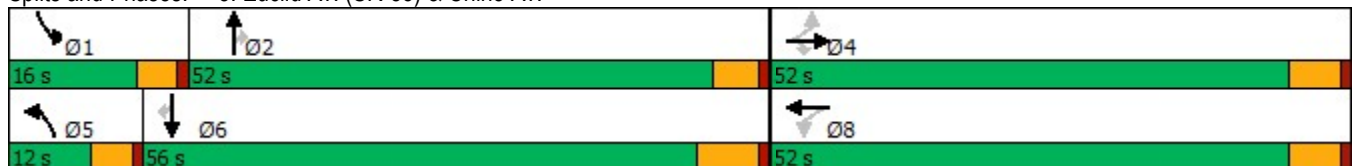


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	70	178	52	95	276	41	905	111	79	1136	86
Future Volume (vph)	70	178	52	95	276	41	905	111	79	1136	86
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	52.0	52.0	52.0	52.0	52.0	12.0	52.0	52.0	16.0	56.0	56.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	43.3%	10.0%	43.3%	43.3%	13.3%	46.7%	46.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8		5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	42.4	42.4	42.4		42.4	6.7	48.8	48.8	9.3	50.0	50.0
Actuated g/C Ratio	0.37	0.37	0.37		0.37	0.06	0.43	0.43	0.08	0.44	0.44
v/c Ratio	0.34	0.28	0.09		0.95	0.46	0.64	0.17	0.63	0.79	0.13
Control Delay	31.9	26.5	3.1		61.4	70.2	30.2	11.7	73.1	33.7	6.3
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	26.5	3.1		61.4	70.2	30.2	11.7	73.1	33.7	6.3
LOS	C	C	A		E	E	C	B	E	C	A
Approach Delay		23.7			61.4		29.8			34.3	
Approach LOS		C			E		C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 113.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 36.2	Intersection LOS: D
Intersection Capacity Utilization 96.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
 5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	178	52	95	276	153	41	905	111	79	1136	86
Future Volume (veh/h)	70	178	52	95	276	153	41	905	111	79	1136	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	73	185	33	99	288	158	43	943	76	82	1183	53
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	207	694	588	125	316	165	53	1386	618	101	1489	664
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.03	0.41	0.41	0.06	0.44	0.44
Sat Flow, veh/h	858	1800	1525	230	819	428	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	73	185	33	545	0	0	43	943	76	82	1183	53
Grp Sat Flow(s),veh/h/ln	858	1800	1525	1478	0	0	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	0.0	8.1	1.6	33.5	0.0	0.0	3.0	26.1	3.6	5.8	34.5	2.3
Cycle Q Clear(g_c), s	19.2	8.1	1.6	41.7	0.0	0.0	3.0	26.1	3.6	5.8	34.5	2.3
Prop In Lane	1.00		1.00	0.18		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	694	588	607	0	0	53	1386	618	101	1489	664
V/C Ratio(X)	0.35	0.27	0.06	0.90	0.00	0.00	0.81	0.68	0.12	0.81	0.79	0.08
Avail Cap(c_a), veh/h	220	720	610	629	0	0	104	1386	618	160	1489	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	24.3	22.3	35.2	0.0	0.0	55.5	28.2	21.5	53.4	28.1	19.1
Incr Delay (d2), s/veh	1.0	0.2	0.0	15.5	0.0	0.0	10.4	2.7	0.4	7.2	4.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.4	0.5	16.7	0.0	0.0	1.3	10.3	1.3	2.5	13.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	24.5	22.3	50.7	0.0	0.0	65.9	30.9	21.9	60.6	32.6	19.3
LnGrp LOS	C	C	C	D	A	A	E	C	C	E	C	B
Approach Vol, veh/h		291			545			1062			1318	
Approach Delay, s/veh		25.3			50.7			31.7			33.8	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	53.3		50.3	8.4	56.8		50.3				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 47		46.2	7.4	49.5		46.2				
Max Q Clear Time (g_c+I1), s	7.8	28.1		21.2	5.0	36.5		43.7				
Green Ext Time (p_c), s	0.0	5.8		1.4	0.0	6.1		0.8				























Intersection Summary

HCM 6th Ctrl Delay	35.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

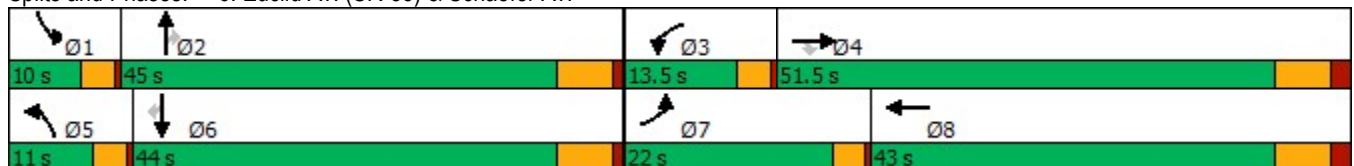
Timings
6: Euclid Av. (SR-83) & Schaefer Av.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	146	57	79	4	4	80	908	31	82	1125	127
Future Volume (vph)	146	57	79	4	4	80	908	31	82	1125	127
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0
Total Split (s)	22.0	51.5	51.5	13.5	43.0	11.0	45.0	45.0	10.0	44.0	44.0
Total Split (%)	18.3%	42.9%	42.9%	11.3%	35.8%	9.2%	37.5%	37.5%	8.3%	36.7%	36.7%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.5	15.4	15.4	10.5	9.7	7.7	41.3	41.3	6.8	40.5	40.5
Actuated g/C Ratio	0.15	0.19	0.19	0.13	0.12	0.09	0.50	0.50	0.08	0.49	0.49
v/c Ratio	0.62	0.18	0.23	0.02	0.10	0.56	0.55	0.04	0.64	0.70	0.16
Control Delay	47.8	26.9	6.3	42.2	18.3	56.5	20.2	0.1	64.8	23.5	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	26.9	6.3	42.2	18.3	56.5	20.2	0.1	64.8	23.5	5.1
LOS	D	C	A	D	B	E	C	A	E	C	A
Approach Delay		32.0			22.3		22.4			24.3	
Approach LOS		C			C		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 82.7
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 24.4
 Intersection LOS: C
 Intersection Capacity Utilization 67.7%
 ICU Level of Service C
 Analysis Period (min) 15
























Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	57	79	4	4	15	80	908	31	82	1125	127
Future Volume (veh/h)	146	57	79	4	4	15	80	908	31	82	1125	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	152	59	45	4	4	13	83	946	32	85	1172	95
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	189	316	268	17	26	84	103	1491	665	105	1497	668
Arrive On Green	0.12	0.18	0.18	0.01	0.07	0.07	0.06	0.44	0.44	0.06	0.44	0.44
Sat Flow, veh/h	1619	1800	1525	1619	372	1210	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	152	59	45	4	0	17	83	946	32	85	1172	95
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1582	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	5.9	1.8	1.6	0.2	0.0	0.6	3.2	13.8	0.8	3.3	18.7	2.4
Cycle Q Clear(g_c), s	5.9	1.8	1.6	0.2	0.0	0.6	3.2	13.8	0.8	3.3	18.7	2.4
Prop In Lane	1.00		1.00	1.00		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	316	268	17	0	110	103	1491	665	105	1497	668
V/C Ratio(X)	0.81	0.19	0.17	0.23	0.00	0.15	0.81	0.63	0.05	0.81	0.78	0.14
Avail Cap(c_a), veh/h	469	1253	1062	253	0	891	190	2087	931	165	2033	907
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	22.5	22.4	31.4	0.0	28.0	29.6	14.0	10.4	29.5	15.4	10.8
Incr Delay (d2), s/veh	3.1	0.2	0.2	2.5	0.0	0.5	5.6	0.5	0.0	7.4	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.7	0.5	0.1	0.0	0.2	1.3	4.0	0.2	1.3	5.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	22.7	22.6	33.8	0.0	28.4	35.2	14.5	10.4	36.9	16.8	10.9
LnGrp LOS	C	C	C	C	A	C	D	B	B	D	B	B
Approach Vol, veh/h		256			21			1061			1352	
Approach Delay, s/veh		27.4			29.5			16.0			17.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	33.9	4.2	18.2	7.5	34.0	10.9	11.5				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	6.5	39.0	10.0	44.5	7.5	38.0	18.5	36.0				
Max Q Clear Time (g_c+I1), s	5.3	15.8	2.2	3.8	5.2	20.7	7.9	2.6				
Green Ext Time (p_c), s	0.0	6.1	0.0	0.3	0.0	7.2	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			18.0									
HCM 6th LOS			B									

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	4	768	10	0	1145
Future Vol, veh/h	0	4	768	10	0	1145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	835	11	0	1245

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	423	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	585	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	585	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	585
HCM Lane V/C Ratio	-	-	0.007
HCM Control Delay (s)	-	-	11.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	12	767	37	0	1145
Future Vol, veh/h	0	12	767	37	0	1145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	13	834	40	0	1245

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	437	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	573	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	573	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	573
HCM Lane V/C Ratio	-	-	0.023
HCM Control Delay (s)	-	-	11.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	13	790	33	0	1145
Future Vol, veh/h	0	13	790	33	0	1145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	14	859	36	0	1245

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	448	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	564	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	564	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	564
HCM Lane V/C Ratio	-	-	0.025
HCM Control Delay (s)	-	-	11.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	61	762	69	0	1145
Future Vol, veh/h	0	61	762	69	0	1145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	66	828	75	0	1245

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	452	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	560	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	560	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	560
HCM Lane V/C Ratio	-	-	0.118
HCM Control Delay (s)	-	-	12.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

11: Euclid Av. (SR-83) & Edison Av.

01/10/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	209	178	96	153	420	116	705	63	177	738	230
Future Volume (vph)	209	178	96	153	420	116	705	63	177	738	230
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	58.0	58.0	58.0	58.0	58.0	12.0	48.0	48.0	14.0	50.0	50.0
Total Split (%)	48.3%	48.3%	48.3%	48.3%	48.3%	10.0%	40.0%	40.0%	11.7%	41.7%	41.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	51.2	51.2	51.2	51.2	51.2	7.7	28.9	28.9	10.5	31.8	31.8
Actuated g/C Ratio	0.48	0.48	0.48	0.48	0.48	0.07	0.27	0.27	0.10	0.30	0.30
v/c Ratio	1.10	0.21	0.13	0.30	0.75	0.54	0.79	0.14	1.15	0.75	0.39
Control Delay	123.8	18.4	4.2	20.6	30.1	58.3	42.8	7.1	161.8	39.3	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.8	18.4	4.2	20.6	30.1	58.3	42.8	7.1	161.8	39.3	5.4
LOS	F	B	A	C	C	E	D	A	F	D	A
Approach Delay		61.1			28.1		42.3			51.4	
Approach LOS		E			C		D			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 107.2

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.15

Intersection Signal Delay: 45.0

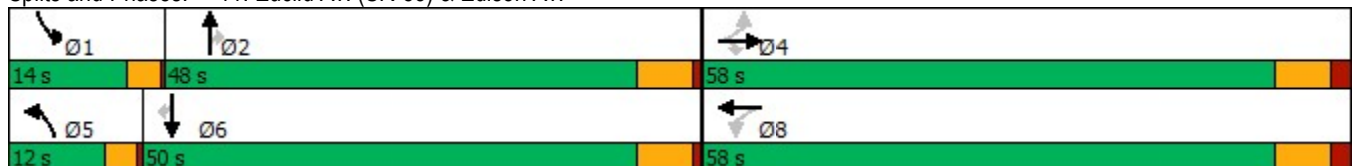
Intersection LOS: D

Intersection Capacity Utilization 99.5%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	178	96	153	420	181	116	705	63	177	738	230
Future Volume (veh/h)	209	178	96	153	420	181	116	705	63	177	738	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	215	184	63	158	433	177	120	727	58	182	761	202
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	214	872	738	506	588	240	173	887	394	161	1040	463
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.06	0.26	0.26	0.10	0.30	0.30
Sat Flow, veh/h	737	1800	1524	1029	1214	496	3141	3420	1520	1619	3420	1524
Grp Volume(v), veh/h	215	184	63	158	0	610	120	727	58	182	761	202
Grp Sat Flow(s),veh/h/ln	737	1800	1524	1029	0	1710	1570	1710	1520	1619	1710	1524
Q Serve(g_s), s	20.9	6.2	2.3	11.0	0.0	30.1	4.0	21.1	3.1	10.5	21.0	11.2
Cycle Q Clear(g_c), s	51.0	6.2	2.3	17.2	0.0	30.1	4.0	21.1	3.1	10.5	21.0	11.2
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	872	738	506	0	828	173	887	394	161	1040	463
V/C Ratio(X)	1.00	0.21	0.09	0.31	0.00	0.74	0.69	0.82	0.15	1.13	0.73	0.44
Avail Cap(c_a), veh/h	214	872	738	506	0	828	253	1364	606	161	1429	637
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	15.6	14.6	20.5	0.0	21.8	48.9	36.7	30.0	47.4	32.8	29.4
Incr Delay (d2), s/veh	62.3	0.1	0.0	0.3	0.0	3.5	1.9	2.4	0.2	109.3	1.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	2.4	0.8	2.5	0.0	11.7	1.5	8.4	1.1	8.9	8.2	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.8	15.7	14.7	20.9	0.0	25.3	50.7	39.1	30.2	156.7	34.1	30.1
LnGrp LOS	F	B	B	C	A	C	D	D	C	F	C	C
Approach Vol, veh/h		462			768			905			1145	
Approach Delay, s/veh		58.5			24.4			40.0			52.8	
Approach LOS		E			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	33.3		58.0	9.3	38.0		58.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	10.5	42.0		51.0	8.5	44.0		51.0				
Max Q Clear Time (g_c+I1), s	12.5	23.1		53.0	6.0	23.0		32.1				
Green Ext Time (p_c), s	0.0	4.3		0.0	0.0	5.2		4.4				

Intersection Summary

HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

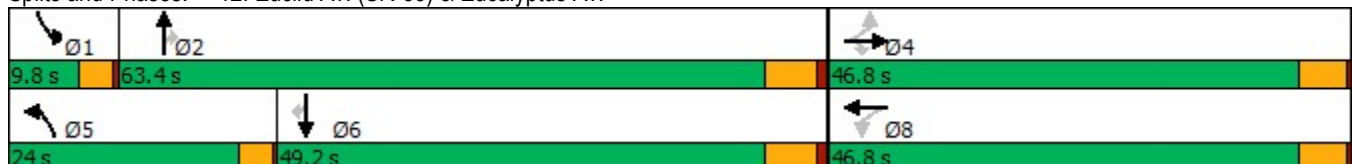


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	56	49	138	28	146	145	750	16	27	976	35
Future Volume (vph)	56	49	138	28	146	145	750	16	27	976	35
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.8	46.8	46.8	46.8	46.8	8.5	30.7	30.7	8.5	37.7	37.7
Total Split (s)	46.8	46.8	46.8	46.8	46.8	24.0	63.4	63.4	9.8	49.2	49.2
Total Split (%)	39.0%	39.0%	39.0%	39.0%	39.0%	20.0%	52.8%	52.8%	8.2%	41.0%	41.0%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	3.0	4.7	4.7	3.0	4.7	4.7
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8	4.8	3.5	5.7	5.7	3.5	5.7	5.7
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	16.9	16.9	16.9	16.9	16.9	13.2	44.8	44.8	6.3	30.8	30.8
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.17	0.59	0.59	0.08	0.40	0.40
v/c Ratio	0.30	0.13	0.33	0.11	0.50	0.56	0.40	0.02	0.22	0.76	0.06
Control Delay	30.9	26.3	6.9	26.7	30.1	42.0	11.7	0.1	47.0	25.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	26.3	6.9	26.7	30.1	42.0	11.7	0.1	47.0	25.8	0.3
LOS	C	C	A	C	C	D	B	A	D	C	A
Approach Delay		16.4			29.7		16.3			25.5	
Approach LOS		B			C		B			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 76.2	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 21.5	Intersection LOS: C
Intersection Capacity Utilization 68.1%	ICU Level of Service C
Analysis Period (min) 15	

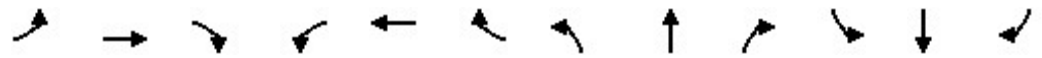
Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	49	138	28	146	36	145	750	16	27	976	35
Future Volume (veh/h)	56	49	138	28	146	36	145	750	16	27	976	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	60	53	63	30	157	33	156	806	15	29	1049	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	239	354	300	332	284	60	197	1760	785	53	1456	648
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.12	0.51	0.51	0.03	0.43	0.43
Sat Flow, veh/h	1085	1800	1525	1160	1442	303	1619	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	60	53	63	30	0	190	156	806	15	29	1049	26
Grp Sat Flow(s),veh/h/ln	1085	1800	1525	1160	0	1745	1619	1710	1525	1619	1710	1524
Q Serve(g_s), s	2.9	1.3	1.9	1.2	0.0	5.4	5.1	8.2	0.3	1.0	13.9	0.5
Cycle Q Clear(g_c), s	8.2	1.3	1.9	2.5	0.0	5.4	5.1	8.2	0.3	1.0	13.9	0.5
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	354	300	332	0	343	197	1760	785	53	1456	648
V/C Ratio(X)	0.25	0.15	0.21	0.09	0.00	0.55	0.79	0.46	0.02	0.55	0.72	0.04
Avail Cap(c_a), veh/h	859	1383	1172	995	0	1341	607	3611	1610	187	2722	1213
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	18.2	18.4	19.2	0.0	19.8	23.3	8.4	6.5	26.0	13.0	9.2
Incr Delay (d2), s/veh	0.4	0.1	0.3	0.1	0.0	1.0	5.3	0.2	0.0	6.5	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.5	0.6	0.3	0.0	1.9	1.9	1.8	0.1	0.4	3.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	18.3	18.7	19.3	0.0	20.8	28.6	8.6	6.5	32.5	13.7	9.2
LnGrp LOS	C	B	B	B	A	C	C	A	A	C	B	A
Approach Vol, veh/h		176			220			977			1104	
Approach Delay, s/veh		20.3			20.6			11.8			14.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	33.8		15.5	10.1	29.0		15.5				
Change Period (Y+Rc), s	3.5	5.7		4.8	3.5	5.7		4.8				
Max Green Setting (Gmax), s	6.3	57.7		42.0	20.5	43.5		42.0				
Max Q Clear Time (g_c+I1), s	3.0	10.2		10.2	7.1	15.9		7.4				
Green Ext Time (p_c), s	0.0	5.5		0.5	0.2	7.3		0.9				

Intersection Summary

HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

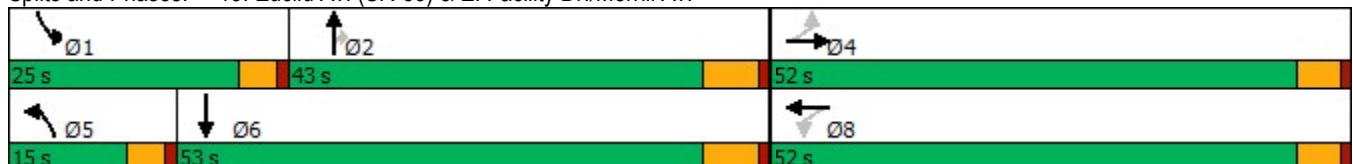


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	7	5	223	50	12	820	122	192	945
Future Volume (vph)	7	5	223	50	12	820	122	192	945
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	28.0	28.0	14.5	28.0
Total Split (s)	52.0	52.0	52.0	52.0	15.0	43.0	43.0	25.0	53.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	12.5%	35.8%	35.8%	20.8%	44.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		35.1		35.1	10.6	31.2	31.2	16.7	47.8
Actuated g/C Ratio		0.35		0.35	0.11	0.31	0.31	0.17	0.48
v/c Ratio		0.03		0.87	0.08	0.81	0.24	0.76	0.65
Control Delay		19.3		47.3	50.6	40.0	10.8	61.1	24.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		19.3		47.3	50.6	40.0	10.8	61.1	24.8
LOS		B		D	D	D	B	E	C
Approach Delay		19.3		47.3		36.4			30.7
Approach LOS		B		D		D			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 35.4
 Intersection LOS: D
 Intersection Capacity Utilization 82.8%
 ICU Level of Service E
 Analysis Period (min) 15

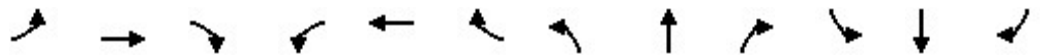
Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↕	↗	↗	↕	↕
Traffic Volume (veh/h)	7	5	4	223	50	149	12	820	122	192	945	55
Future Volume (veh/h)	7	5	4	223	50	149	12	820	122	192	945	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	7	5	2	237	53	135	13	872	115	204	1005	43
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	265	178	62	332	62	150	51	1113	497	241	1480	63
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.03	0.33	0.33	0.15	0.44	0.44
Sat Flow, veh/h	603	552	192	801	193	463	1619	3420	1525	1619	3341	143
Grp Volume(v), veh/h	14	0	0	425	0	0	13	872	115	204	514	534
Grp Sat Flow(s),veh/h/ln	1347	0	0	1456	0	0	1619	1710	1525	1619	1710	1774
Q Serve(g_s), s	0.0	0.0	0.0	21.0	0.0	0.0	0.6	17.7	4.2	9.4	18.4	18.4
Cycle Q Clear(g_c), s	0.4	0.0	0.0	21.4	0.0	0.0	0.6	17.7	4.2	9.4	18.4	18.4
Prop In Lane	0.50		0.14	0.56		0.32	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	506	0	0	544	0	0	51	1113	497	241	757	786
V/C Ratio(X)	0.03	0.00	0.00	0.78	0.00	0.00	0.25	0.78	0.23	0.85	0.68	0.68
Avail Cap(c_a), veh/h	904	0	0	964	0	0	222	1650	736	433	1048	1087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	0.0	0.0	24.8	0.0	0.0	36.3	23.4	18.9	31.8	17.0	17.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.9	0.0	0.0	1.0	1.5	0.2	3.1	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	6.5	0.0	0.0	0.2	6.3	1.3	3.5	6.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	0.0	0.0	25.7	0.0	0.0	37.2	24.9	19.1	34.9	18.1	18.1
LnGrp LOS	B	A	A	C	A	A	D	C	B	C	B	B
Approach Vol, veh/h		14			425			1000			1252	
Approach Delay, s/veh		17.7			25.7			24.4			20.8	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.9	31.0		29.8	6.9	40.0		29.8				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	20.5	37.0		47.0	10.5	47.0		47.0				
Max Q Clear Time (g_c+I1), s	11.4	19.7		2.4	2.6	20.4		23.4				
Green Ext Time (p_c), s	0.2	5.3		0.0	0.0	6.3		1.4				

Intersection Summary

HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

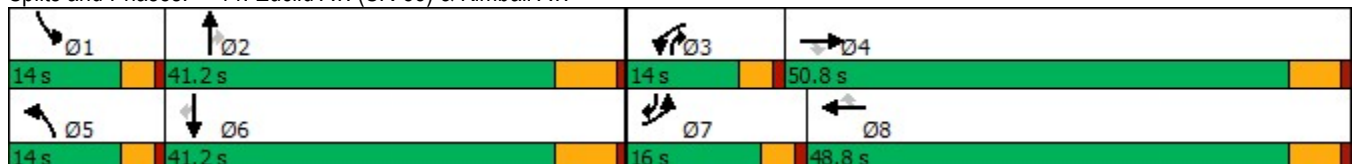
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	246	45	90	944	304	43	507	27	152	590	391
Future Volume (vph)	150	246	45	90	944	304	43	507	27	152	590	391
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	14.0	49.5	49.5	14.0	47.8	47.8	14.0	36.0	14.0	9.0	33.0	14.0
Total Split (s)	16.0	50.8	50.8	14.0	48.8	48.8	14.0	41.2	14.0	14.0	41.2	16.0
Total Split (%)	13.3%	42.3%	42.3%	11.7%	40.7%	40.7%	11.7%	34.3%	11.7%	11.7%	34.3%	13.3%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8	4.8	3.0	5.5	3.0	3.0	5.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.8	5.8	4.0	5.8	5.8	4.0	6.5	4.0	4.0	6.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	11.0	34.5	34.5	10.3	33.9	33.9	10.3	23.9	41.0	9.0	29.6	43.2
Actuated g/C Ratio	0.11	0.35	0.35	0.10	0.34	0.34	0.10	0.24	0.41	0.09	0.30	0.44
v/c Ratio	0.47	0.21	0.08	0.55	0.83	0.44	0.26	0.63	0.04	0.59	0.59	0.55
Control Delay	50.6	23.6	0.2	61.2	37.4	6.3	51.8	37.8	0.5	56.4	34.8	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	23.6	0.2	61.2	37.4	6.3	51.8	37.8	0.5	56.4	34.8	17.5
LOS	D	C	A	E	D	A	D	D	A	E	C	B
Approach Delay		30.4			32.0			37.1			31.7	
Approach LOS		C			C			D			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 98.8	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 32.5	Intersection LOS: C
Intersection Capacity Utilization 78.3%	ICU Level of Service D
Analysis Period (min) 15	

























Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	246	45	90	944	304	43	507	27	152	590	391
Future Volume (veh/h)	150	246	45	90	944	304	43	507	27	152	590	391
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	155	254	36	93	973	135	44	523	14	157	608	352
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	311	1158	516	158	1132	505	118	937	567	215	938	573
Arrive On Green	0.11	0.34	0.34	0.10	0.33	0.33	0.07	0.27	0.27	0.07	0.27	0.27
Sat Flow, veh/h	2956	3420	1525	1619	3420	1525	1619	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	155	254	36	93	973	135	44	523	14	157	608	352
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1619	1710	1525	1619	1710	1525	1478	1710	1506
Q Serve(g_s), s	4.6	5.0	1.5	5.1	24.9	6.1	2.4	12.3	0.5	4.9	14.7	17.7
Cycle Q Clear(g_c), s	4.6	5.0	1.5	5.1	24.9	6.1	2.4	12.3	0.5	4.9	14.7	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	311	1158	516	158	1132	505	118	937	567	215	938	573
V/C Ratio(X)	0.50	0.22	0.07	0.59	0.86	0.27	0.37	0.56	0.02	0.73	0.65	0.61
Avail Cap(c_a), veh/h	379	1646	734	173	1573	702	173	1269	715	316	1269	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	22.1	20.9	40.4	29.3	23.0	41.3	29.1	18.6	42.4	30.0	23.5
Incr Delay (d2), s/veh	0.5	0.1	0.1	2.4	2.8	0.1	0.7	0.7	0.0	1.8	1.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.9	0.5	2.1	9.8	2.1	0.9	4.7	0.2	1.7	5.6	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	22.2	21.0	42.8	32.0	23.1	42.0	29.8	18.7	44.2	31.0	25.0
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	C
Approach Vol, veh/h		445			1201			581			1117	
Approach Delay, s/veh		28.3			31.9			30.5			31.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	32.1	13.1	37.5	10.8	32.1	13.8	36.7				
Change Period (Y+Rc), s	4.0	6.5	4.0	5.8	4.0	6.5	4.0	5.8				
Max Green Setting (Gmax), s	10.0	34.7	10.0	45.0	10.0	34.7	12.0	43.0				
Max Q Clear Time (g_c+I1), s	6.9	14.3	7.1	7.0	4.4	19.7	6.6	26.9				
Green Ext Time (p_c), s	0.1	4.1	0.0	1.6	0.0	5.9	0.1	4.1				
Intersection Summary												
HCM 6th Ctrl Delay				30.9								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	163	7	0	23	0	2
Future Vol, veh/h	163	7	0	23	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	177	8	0	25	0	2

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	181
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	867
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	867
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	867	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	9.2	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	152	13	3	16	6	3
Future Vol, veh/h	152	13	3	16	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	165	14	3	17	7	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	179	0	195
Stage 1	-	-	-	-	172
Stage 2	-	-	-	-	23
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1409	-	798
Stage 1	-	-	-	-	863
Stage 2	-	-	-	-	1005
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1409	-	796
Mov Cap-2 Maneuver	-	-	-	-	773
Stage 1	-	-	-	-	863
Stage 2	-	-	-	-	1003

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	805	-	-	1409	-
HCM Lane V/C Ratio	0.012	-	-	0.002	-
HCM Control Delay (s)	9.5	-	-	7.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	148	7	0	20	0	2
Future Vol, veh/h	148	7	0	20	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	161	8	0	22	0	2

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	165
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	885
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	885
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	885	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-
HCM Control Delay (s)	9.1	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	407	651	116	0	102
Future Vol, veh/h	0	407	651	116	0	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	442	708	126	0	111

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	403
HCM Lane V/C Ratio	-	-	-	0.275
HCM Control Delay (s)	-	-	-	17.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.1

Intersection						
Int Delay, s/veh	31.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	212	196	669	87	190	98
Future Vol, veh/h	212	196	669	87	190	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	230	213	727	95	207	107

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	822	0	-	0	1448 775
Stage 1	-	-	-	-	775 -
Stage 2	-	-	-	-	673 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	816	-	-	-	~ 146 401
Stage 1	-	-	-	-	458 -
Stage 2	-	-	-	-	511 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	816	-	-	-	~ 105 401
Mov Cap-2 Maneuver	-	-	-	-	228 -
Stage 1	-	-	-	-	329 -
Stage 2	-	-	-	-	511 -

Approach	EB	WB	SB
HCM Control Delay, s	5.8	0	150.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	816	-	-	-	267
HCM Lane V/C Ratio	0.282	-	-	-	1.172
HCM Control Delay (s)	11.1	-	-	-	150.1
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	1.2	-	-	-	14.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	385	733	3	0	23
Future Vol, veh/h	0	385	733	3	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	418	797	3	0	25

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	389
HCM Lane V/C Ratio	-	-	-	0.064
HCM Control Delay (s)	-	-	-	14.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	15	17	16	3	1
Future Vol, veh/h	134	15	17	16	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	146	16	18	17	3	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	162	0	207
Stage 1	-	-	-	-	154
Stage 2	-	-	-	-	53
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1429	-	786
Stage 1	-	-	-	-	879
Stage 2	-	-	-	-	975
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1429	-	776
Mov Cap-2 Maneuver	-	-	-	-	769
Stage 1	-	-	-	-	879
Stage 2	-	-	-	-	962

Approach	EB	WB	NB
HCM Control Delay, s	0	3.9	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	797	-	-	1429	-
HCM Lane V/C Ratio	0.005	-	-	0.013	-
HCM Control Delay (s)	9.5	-	-	7.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	10	13	3	14	18
Future Vol, veh/h	2	10	13	3	14	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	11	14	3	15	20

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	56	25	35	0	0
Stage 1	25	-	-	-	-
Stage 2	31	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	957	1057	1589	-	-
Stage 1	1003	-	-	-	-
Stage 2	997	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	948	1057	1589	-	-
Mov Cap-2 Maneuver	887	-	-	-	-
Stage 1	994	-	-	-	-
Stage 2	997	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	5.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1589	-	1024	-	-
HCM Lane V/C Ratio	0.009	-	0.013	-	-
HCM Control Delay (s)	7.3	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	5	14	19	5
Future Vol, veh/h	2	2	5	14	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	2	5	15	21	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	49	24	26	0	0
Stage 1	24	-	-	-	-
Stage 2	25	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	965	1058	1601	-	-
Stage 1	1004	-	-	-	-
Stage 2	1003	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	962	1058	1601	-	-
Mov Cap-2 Maneuver	896	-	-	-	-
Stage 1	1001	-	-	-	-
Stage 2	1003	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1601	-	970	-	-
HCM Lane V/C Ratio	0.003	-	0.004	-	-
HCM Control Delay (s)	7.3	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	5	18	16	5
Future Vol, veh/h	1	3	5	18	16	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	3	5	20	17	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	50	20	22	0	0
Stage 1	20	-	-	-	-
Stage 2	30	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	964	1064	1607	-	-
Stage 1	1008	-	-	-	-
Stage 2	998	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	961	1064	1607	-	-
Mov Cap-2 Maneuver	896	-	-	-	-
Stage 1	1005	-	-	-	-
Stage 2	998	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	1016	-	-
HCM Lane V/C Ratio	0.003	-	0.004	-	-
HCM Control Delay (s)	7.2	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	WT		WT	↑	↑	
Traffic Vol, veh/h	0	3	12	23	19	0
Future Vol, veh/h	0	3	12	23	19	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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	3	13	25	21	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	72	21	21	0	0
Stage 1	21	-	-	-	-
Stage 2	51	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	937	1062	1608	-	-
Stage 1	1007	-	-	-	-
Stage 2	977	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	930	1062	1608	-	-
Mov Cap-2 Maneuver	874	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	977	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	2.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1608	-	1062	-	-
HCM Lane V/C Ratio	0.008	-	0.003	-	-
HCM Control Delay (s)	7.3	-	8.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	31	35	20	2
Future Vol, veh/h	0	19	31	35	20	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	21	34	38	22	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	129	23	24	0	0
Stage 1	23	-	-	-	-
Stage 2	106	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	870	1060	1604	-	-
Stage 1	1005	-	-	-	-
Stage 2	923	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	852	1060	1604	-	-
Mov Cap-2 Maneuver	820	-	-	-	-
Stage 1	984	-	-	-	-
Stage 2	923	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	3.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1604	-	1060	-	-
HCM Lane V/C Ratio	0.021	-	0.019	-	-
HCM Control Delay (s)	7.3	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	6	66	39	0
Future Vol, veh/h	0	11	6	66	39	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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	12	7	72	42	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	128	42	42	0	0
Stage 1	42	-	-	-	-
Stage 2	86	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	871	1034	1580	-	-
Stage 1	986	-	-	-	-
Stage 2	942	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	868	1034	1580	-	-
Mov Cap-2 Maneuver	833	-	-	-	-
Stage 1	982	-	-	-	-
Stage 2	942	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1580	-	1034	-	-
HCM Lane V/C Ratio	0.004	-	0.012	-	-
HCM Control Delay (s)	7.3	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	28	11	72	50	0
Future Vol, veh/h	0	28	11	72	50	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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	30	12	78	54	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	156	54	54	0	0
Stage 1	54	-	-	-	-
Stage 2	102	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	840	1019	1564	-	-
Stage 1	974	-	-	-	-
Stage 2	927	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	833	1019	1564	-	-
Mov Cap-2 Maneuver	811	-	-	-	-
Stage 1	966	-	-	-	-
Stage 2	927	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1564	-	1019	-	-
HCM Lane V/C Ratio	0.008	-	0.03	-	-
HCM Control Delay (s)	7.3	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	383	725	80	68	11
Future Vol, veh/h	2	383	725	80	68	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	416	788	87	74	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	875	0	-	0	1252 832
Stage 1	-	-	-	-	832 -
Stage 2	-	-	-	-	420 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	780	-	-	-	192 372
Stage 1	-	-	-	-	431 -
Stage 2	-	-	-	-	667 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	780	-	-	-	191 372
Mov Cap-2 Maneuver	-	-	-	-	320 -
Stage 1	-	-	-	-	430 -
Stage 2	-	-	-	-	667 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	780	-	-	-	320	372
HCM Lane V/C Ratio	0.003	-	-	-	0.231	0.032
HCM Control Delay (s)	9.6	-	-	-	19.6	15
HCM Lane LOS	A	-	-	-	C	C
HCM 95th %tile Q(veh)	0	-	-	-	0.9	0.1

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	97	9	17	314	16	17	104	14	17	114	50
Future Vol, veh/h	18	97	9	17	314	16	17	104	14	17	114	50
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	107	10	19	345	18	19	114	15	19	125	55
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	13.9	10.3	10.7
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	15%	5%	9%
Vol Thru, %	77%	78%	90%	63%
Vol Right, %	10%	7%	5%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	135	124	347	181
LT Vol	17	18	17	17
Through Vol	104	97	314	114
RT Vol	14	9	16	50
Lane Flow Rate	148	136	381	199
Geometry Grp	1	1	1	1
Degree of Util (X)	0.23	0.206	0.537	0.297
Departure Headway (Hd)	5.573	5.435	5.068	5.379
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	644	660	713	666
Service Time	3.617	3.477	3.1	3.421
HCM Lane V/C Ratio	0.23	0.206	0.534	0.299
HCM Control Delay	10.3	9.9	13.9	10.7
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	0.9	0.8	3.2	1.2

Intersection

Intersection Delay, s/veh 17.7

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	42	418	16	7	654	30	11	80	5	10	79	39
Future Vol, veh/h	42	418	16	7	654	30	11	80	5	10	79	39
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	51	504	19	8	788	36	13	96	6	12	95	47
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	52.3	196.2	14.3	14.8
HCM LOS	F	F	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	9%	1%	8%
Vol Thru, %	83%	88%	95%	62%
Vol Right, %	5%	3%	4%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	476	691	128
LT Vol	11	42	7	10
Through Vol	80	418	654	79
RT Vol	5	16	30	39
Lane Flow Rate	116	573	833	154
Geometry Grp	1	1	1	1
Degree of Util (X)	0.246	0.95	1.372	0.314
Departure Headway (Hd)	8.514	6.521	5.932	8.138
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	424	562	608	444
Service Time	6.514	4.521	4.013	6.138
HCM Lane V/C Ratio	0.274	1.02	1.37	0.347
HCM Control Delay	14.3	52.3	196.2	14.8
HCM Lane LOS	B	F	F	B
HCM 95th-tile Q	1	12.4	36.3	1.3

Intersection												
Intersection Delay, s/veh	17.8											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	42	79	23	30	242	53	36	318	9	31	211	60
Future Vol, veh/h	42	79	23	30	242	53	36	318	9	31	211	60
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	44	82	24	31	252	55	38	331	9	32	220	63
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.8	18.4	20.3	16.6
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	29%	9%	10%
Vol Thru, %	88%	55%	74%	70%
Vol Right, %	2%	16%	16%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	363	144	325	302
LT Vol	36	42	30	31
Through Vol	318	79	242	211
RT Vol	9	23	53	60
Lane Flow Rate	378	150	339	315
Geometry Grp	1	1	1	1
Degree of Util (X)	0.652	0.287	0.597	0.546
Departure Headway (Hd)	6.212	6.895	6.347	6.249
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	579	518	565	576
Service Time	4.274	4.977	4.408	4.315
HCM Lane V/C Ratio	0.653	0.29	0.6	0.547
HCM Control Delay	20.3	12.8	18.4	16.6
HCM Lane LOS	C	B	C	C
HCM 95th-tile Q	4.7	1.2	3.9	3.3

Intersection

Intersection Delay, s/veh 160.7

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	71	365	27	29	581	59	51	216	6	40	189	53
Future Vol, veh/h	71	365	27	29	581	59	51	216	6	40	189	53
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	76	388	29	31	618	63	54	230	6	43	201	56
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	109.4	299	36.5	37.1
HCM LOS	F	F	E	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	15%	4%	14%
Vol Thru, %	79%	79%	87%	67%
Vol Right, %	2%	6%	9%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	273	463	669	282
LT Vol	51	71	29	40
Through Vol	216	365	581	189
RT Vol	6	27	59	53
Lane Flow Rate	290	493	712	300
Geometry Grp	1	1	1	1
Degree of Util (X)	0.715	1.107	1.592	0.727
Departure Headway (Hd)	10.685	9.482	8.491	10.527
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	343	389	434	345
Service Time	8.685	7.482	6.491	8.527
HCM Lane V/C Ratio	0.845	1.267	1.641	0.87
HCM Control Delay	36.5	109.4	299	37.1
HCM Lane LOS	E	F	F	E
HCM 95th-tile Q	5.2	15.3	38	5.4

Intersection

Intersection Delay, s/veh103.1

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	354	1	65	624	102	13	98	41	64	57	39
Future Vol, veh/h	30	354	1	65	624	102	13	98	41	64	57	39
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	31	369	1	68	650	106	14	102	43	67	59	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	23.3	176.9	14.5	14.9
HCM LOS	C	F	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	8%	8%	40%
Vol Thru, %	64%	92%	79%	36%
Vol Right, %	27%	0%	13%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	385	791	160
LT Vol	13	30	65	64
Through Vol	98	354	624	57
RT Vol	41	1	102	39
Lane Flow Rate	158	401	824	167
Geometry Grp	1	1	1	1
Degree of Util (X)	0.314	0.689	1.327	0.332
Departure Headway (Hd)	7.929	6.72	5.796	7.964
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	456	541	626	455
Service Time	5.929	4.72	3.869	5.964
HCM Lane V/C Ratio	0.346	0.741	1.316	0.367
HCM Control Delay	14.5	23.3	176.9	14.9
HCM Lane LOS	B	C	F	B
HCM 95th-tile Q	1.3	5.3	34	1.4

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

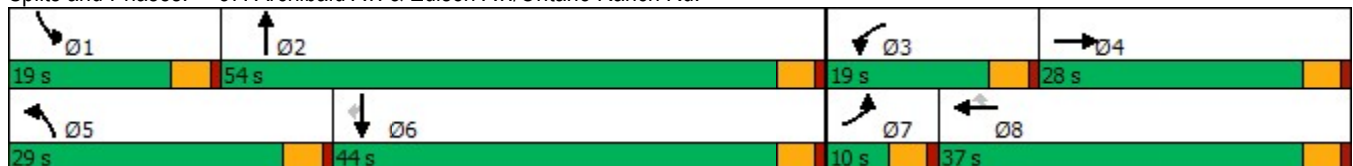
01/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	242	83	242	460	106	189	1045	280	90	499	84
Future Volume (vph)	53	242	83	242	460	106	189	1045	280	90	499	84
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	10.0	28.0		19.0	37.0	37.0	29.0	54.0		19.0	44.0	44.0
Total Split (%)	8.3%	23.3%		15.8%	30.8%	30.8%	24.2%	45.0%		15.8%	36.7%	36.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	5.7	23.3	104.1	13.3	33.8	33.8	18.5	40.8	104.1	11.4	30.3	30.3
Actuated g/C Ratio	0.05	0.22	1.00	0.13	0.32	0.32	0.18	0.39	1.00	0.11	0.29	0.29
v/c Ratio	0.35	0.33	0.06	0.69	0.86	0.20	0.73	0.81	0.20	0.56	0.52	0.16
Control Delay	59.4	38.5	0.1	56.3	53.6	4.7	58.1	34.7	0.3	60.8	32.7	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	38.5	0.1	56.3	53.6	4.7	58.1	34.7	0.3	60.8	32.7	0.6
LOS	E	D	A	E	D	A	E	C	A	E	C	A
Approach Delay		33.0			48.0			31.3			32.4	
Approach LOS		C			D			C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 104.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 35.7	Intersection LOS: D
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔↔	↑	↔	↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (veh/h)	53	242	83	242	460	106	189	1045	280	90	499	84
Future Volume (veh/h)	53	242	83	242	460	106	189	1045	280	90	499	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	58	266	0	266	505	93	208	1148	0	99	548	81
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	856		335	552	461	243	1389		123	1124	465
Arrive On Green	0.04	0.24	0.00	0.11	0.31	0.31	0.15	0.39	0.00	0.08	0.31	0.31
Sat Flow, veh/h	3048	3600	1525	3048	1800	1506	1619	3600	1525	1619	3600	1491
Grp Volume(v), veh/h	58	266	0	266	505	93	208	1148	0	99	548	81
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1800	1506	1619	1800	1525	1619	1800	1491
Q Serve(g_s), s	1.8	5.8	0.0	8.1	25.6	4.3	11.9	27.2	0.0	5.7	11.7	3.7
Cycle Q Clear(g_c), s	1.8	5.8	0.0	8.1	25.6	4.3	11.9	27.2	0.0	5.7	11.7	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	856		335	552	461	243	1389		123	1124	465
V/C Ratio(X)	0.46	0.31		0.79	0.92	0.20	0.86	0.83		0.80	0.49	0.17
Avail Cap(c_a), veh/h	177	894		467	619	517	419	1884		248	1503	623
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	29.7	0.0	41.1	31.6	24.2	39.2	26.2	0.0	43.0	26.4	23.7
Incr Delay (d2), s/veh	2.6	0.2	0.0	6.3	17.3	0.2	8.5	2.3	0.0	11.3	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.4	0.0	3.1	12.8	1.5	4.9	10.7	0.0	2.5	4.6	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	29.9	0.0	47.4	49.0	24.5	47.7	28.5	0.0	54.3	26.7	23.8
LnGrp LOS	D	C		D	D	C	D	C		D	C	C
Approach Vol, veh/h		324	A		864			1356	A		728	
Approach Delay, s/veh		32.9			45.8			31.5			30.2	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	41.0	14.9	27.0	18.7	34.0	8.4	33.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	49.5	14.5	23.5	24.5	39.5	5.5	32.5				
Max Q Clear Time (g_c+I1), s	7.7	29.2	10.1	7.8	13.9	13.7	3.8	27.6				
Green Ext Time (p_c), s	0.1	7.3	0.3	1.2	0.4	3.5	0.0	1.4				

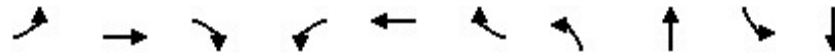
Intersection Summary

HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
38: S Turner Av. & Ontario Ranch Rd.

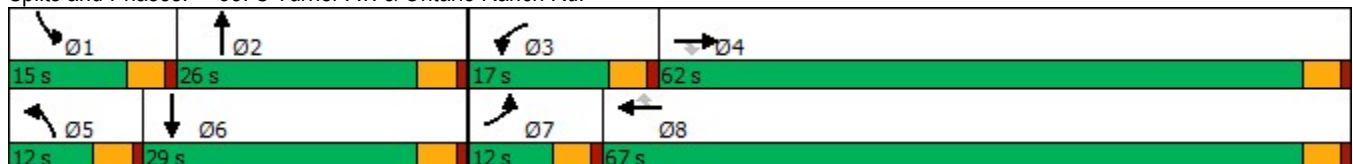


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑	↘	↗
Traffic Volume (vph)	39	577	15	52	825	24	34	129	53	64
Future Volume (vph)	39	577	15	52	825	24	34	129	53	64
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	12.0	62.0	62.0	17.0	67.0	67.0	12.0	26.0	15.0	29.0
Total Split (%)	10.0%	51.7%	51.7%	14.2%	55.8%	55.8%	10.0%	21.7%	12.5%	24.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.9	25.6	25.6	8.9	26.5	26.5	7.8	13.1	8.8	13.9
Actuated g/C Ratio	0.13	0.41	0.41	0.14	0.42	0.42	0.12	0.21	0.14	0.22
v/c Ratio	0.19	0.43	0.02	0.23	0.60	0.04	0.17	0.46	0.23	0.25
Control Delay	37.1	17.5	0.1	35.1	18.5	0.1	37.0	30.7	35.4	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	17.5	0.1	35.1	18.5	0.1	37.0	30.7	35.4	24.4
LOS	D	B	A	D	B	A	D	C	D	C
Approach Delay		18.2			19.0			31.8		28.4
Approach LOS		B			B			C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 62.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 20.8
 Intersection LOS: C
 Intersection Capacity Utilization 55.0%
 ICU Level of Service A
 Analysis Period (min) 15

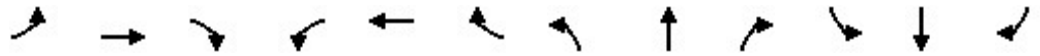
Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	577	15	52	825	24	34	129	34	53	64	28
Future Volume (veh/h)	39	577	15	52	825	24	34	129	34	53	64	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	641	17	58	917	27	38	143	38	59	71	31
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	1376	614	100	1413	630	74	214	57	101	204	89
Arrive On Green	0.04	0.38	0.38	0.06	0.39	0.39	0.04	0.15	0.15	0.06	0.16	0.16
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	1446	384	1810	1254	547
Grp Volume(v), veh/h	43	641	17	58	917	27	38	0	181	59	0	102
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	0	1831	1810	0	1801
Q Serve(g_s), s	1.2	6.7	0.3	1.6	10.4	0.5	1.0	0.0	4.7	1.6	0.0	2.5
Cycle Q Clear(g_c), s	1.2	6.7	0.3	1.6	10.4	0.5	1.0	0.0	4.7	1.6	0.0	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.30
Lane Grp Cap(c), veh/h	81	1376	614	100	1413	630	74	0	270	101	0	293
V/C Ratio(X)	0.53	0.47	0.03	0.58	0.65	0.04	0.51	0.00	0.67	0.58	0.00	0.35
Avail Cap(c_a), veh/h	271	4152	1852	452	4513	2013	271	0	787	380	0	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	11.6	9.7	23.0	12.4	9.4	23.5	0.0	20.2	23.0	0.0	18.6
Incr Delay (d2), s/veh	5.2	0.2	0.0	5.2	0.5	0.0	5.4	0.0	2.9	5.2	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.0	0.1	0.7	3.1	0.1	0.5	0.0	1.9	0.7	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	11.9	9.7	28.3	12.9	9.4	28.8	0.0	23.0	28.3	0.0	19.3
LnGrp LOS	C	B	A	C	B	A	C	A	C	C	A	B
Approach Vol, veh/h		701			1002			219				161
Approach Delay, s/veh		12.9			13.7			24.0				22.6
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	11.9	7.3	23.5	6.6	12.6	6.7	24.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	21.5	12.5	57.5	7.5	24.5	7.5	62.5				
Max Q Clear Time (g_c+I1), s	3.6	6.7	3.6	8.7	3.0	4.5	3.2	12.4				
Green Ext Time (p_c), s	0.0	0.7	0.1	4.5	0.0	0.4	0.0	7.2				
Intersection Summary												
HCM 6th Ctrl Delay				15.2								
HCM 6th LOS				B								

Timings

39: Haven Av. & Ontario Ranch Rd.

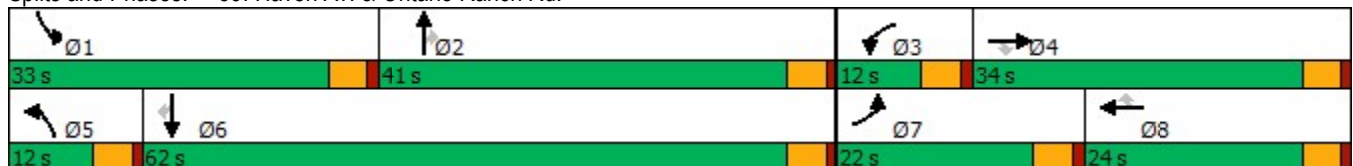
01/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	651	17	74	641	151	36	288	113	195	184	61
Future Volume (vph)	120	651	17	74	641	151	36	288	113	195	184	61
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.0	34.0	34.0	12.0	24.0	24.0	12.0	41.0	41.0	33.0	62.0	62.0
Total Split (%)	18.3%	28.3%	28.3%	10.0%	20.0%	20.0%	10.0%	34.2%	34.2%	27.5%	51.7%	51.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.5	24.5	24.5	7.3	16.2	16.2	7.1	21.2	21.2	17.3	36.9	36.9
Actuated g/C Ratio	0.15	0.28	0.28	0.08	0.19	0.19	0.08	0.25	0.25	0.20	0.43	0.43
v/c Ratio	0.55	0.50	0.03	0.32	0.59	0.38	0.29	0.70	0.24	0.65	0.26	0.09
Control Delay	48.4	30.0	0.1	47.7	36.4	7.8	51.0	40.8	2.4	44.4	19.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.4	30.0	0.1	47.7	36.4	7.8	51.0	40.8	2.4	44.4	19.1	0.2
LOS	D	C	A	D	D	A	D	D	A	D	B	A
Approach Delay		32.2			32.4			31.7			27.7	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 86.2
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 31.4
 Intersection LOS: C
 Intersection Capacity Utilization 60.6%
 ICU Level of Service B
 Analysis Period (min) 15

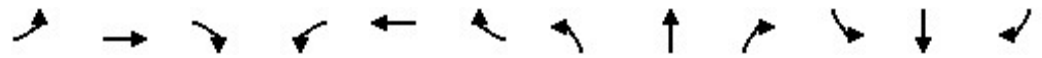
Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	651	17	74	641	151	36	288	113	195	184	61
Future Volume (veh/h)	120	651	17	74	641	151	36	288	113	195	184	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	129	700	7	80	689	110	39	310	71	210	198	43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	164	1151	357	185	1210	298	65	415	351	263	635	536
Arrive On Green	0.10	0.23	0.23	0.06	0.20	0.20	0.04	0.23	0.23	0.16	0.35	0.35
Sat Flow, veh/h	1619	4914	1523	2956	6192	1525	1619	1800	1523	1619	1800	1519
Grp Volume(v), veh/h	129	700	7	80	689	110	39	310	71	210	198	43
Grp Sat Flow(s),veh/h/ln	1619	1638	1523	1478	1548	1525	1619	1800	1523	1619	1800	1519
Q Serve(g_s), s	4.5	7.4	0.2	1.5	5.8	3.6	1.4	9.3	2.2	7.2	4.6	1.1
Cycle Q Clear(g_c), s	4.5	7.4	0.2	1.5	5.8	3.6	1.4	9.3	2.2	7.2	4.6	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	1151	357	185	1210	298	65	415	351	263	635	536
V/C Ratio(X)	0.79	0.61	0.02	0.43	0.57	0.37	0.60	0.75	0.20	0.80	0.31	0.08
Avail Cap(c_a), veh/h	488	2499	775	382	2082	513	209	1133	959	796	1784	1506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	19.8	17.1	26.2	21.1	20.2	27.4	20.7	18.0	23.4	13.7	12.5
Incr Delay (d2), s/veh	8.1	0.5	0.0	1.6	0.4	0.8	8.5	2.7	0.3	5.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.4	0.1	0.5	1.8	1.1	0.6	3.6	0.7	2.8	1.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	20.4	17.1	27.8	21.6	21.0	35.9	23.4	18.3	28.9	13.9	12.6
LnGrp LOS	C	C	B	C	C	C	D	C	B	C	B	B
Approach Vol, veh/h		836			879			420			451	
Approach Delay, s/veh		22.4			22.1			23.7			20.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	17.9	8.1	18.1	6.8	25.0	10.4	15.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.5	36.5	7.5	29.5	7.5	57.5	17.5	19.5				
Max Q Clear Time (g_c+I1), s	9.2	11.3	3.5	9.4	3.4	6.6	6.5	7.8				
Green Ext Time (p_c), s	0.5	1.9	0.1	4.2	0.0	1.2	0.2	3.4				
Intersection Summary												
HCM 6th Ctrl Delay				22.2								
HCM 6th LOS				C								

Timings

40: Hamner Av. & Cantu Galleano Ranch Rd.

01/10/2023

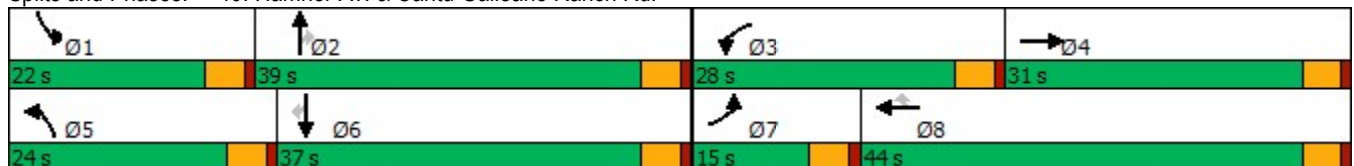


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔↔	↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑	↔
Traffic Volume (vph)	155	644	240	741	244	171	586	310	169	182	92
Future Volume (vph)	155	644	240	741	244	171	586	310	169	182	92
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	31.0	28.0	44.0	44.0	24.0	39.0	39.0	22.0	37.0	37.0
Total Split (%)	12.5%	25.8%	23.3%	36.7%	36.7%	20.0%	32.5%	32.5%	18.3%	30.8%	30.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	9.1	22.6	11.7	25.2	25.2	10.0	17.8	17.8	9.9	17.7	17.7
Actuated g/C Ratio	0.11	0.28	0.14	0.31	0.31	0.12	0.22	0.22	0.12	0.22	0.22
v/c Ratio	0.41	0.42	0.49	0.68	0.37	0.41	0.53	0.53	0.41	0.24	0.21
Control Delay	40.1	24.2	37.6	28.3	4.8	38.6	30.7	7.3	38.6	28.5	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	24.2	37.6	28.3	4.8	38.6	30.7	7.3	38.6	28.5	3.3
LOS	D	C	D	C	A	D	C	A	D	C	A
Approach Delay		27.0		25.4			25.2			27.1	
Approach LOS		C		C			C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 80.7	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 25.9	Intersection LOS: C
Intersection Capacity Utilization 56.0%	ICU Level of Service B
Analysis Period (min) 15	
























Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
40: Hamner Av. & Cantu Galleano Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	644	88	240	741	244	171	586	310	169	182	92
Future Volume (veh/h)	155	644	88	240	741	244	171	586	310	169	182	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	161	671	36	250	772	188	178	610	240	176	190	55
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	266	1759	93	388	1116	498	296	1246	387	291	863	385
Arrive On Green	0.08	0.27	0.27	0.11	0.31	0.31	0.08	0.24	0.24	0.08	0.24	0.24
Sat Flow, veh/h	3510	6401	340	3510	3610	1610	3510	5187	1610	3510	3610	1610
Grp Volume(v), veh/h	161	512	195	250	772	188	178	610	240	176	190	55
Grp Sat Flow(s),veh/h/ln	1755	1634	1839	1755	1805	1610	1755	1729	1610	1755	1805	1610
Q Serve(g_s), s	2.7	5.2	5.3	4.2	11.6	5.6	3.0	6.2	8.2	3.0	2.6	1.7
Cycle Q Clear(g_c), s	2.7	5.2	5.3	4.2	11.6	5.6	3.0	6.2	8.2	3.0	2.6	1.7
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	266	1347	505	388	1116	498	296	1246	387	291	863	385
V/C Ratio(X)	0.60	0.38	0.39	0.64	0.69	0.38	0.60	0.49	0.62	0.60	0.22	0.14
Avail Cap(c_a), veh/h	597	2105	790	1337	2311	1031	1109	2900	900	996	1901	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	18.1	18.2	26.3	18.7	16.7	27.3	20.2	20.9	27.3	18.9	18.5
Incr Delay (d2), s/veh	2.2	0.2	0.5	1.8	0.8	0.5	2.0	0.3	1.6	2.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.6	1.9	1.6	4.0	1.7	1.2	2.2	2.7	1.2	0.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	18.3	18.6	28.1	19.5	17.1	29.2	20.5	22.6	29.3	19.0	18.7
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		868			1210			1028			421	
Approach Delay, s/veh		20.5			20.9			22.5			23.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	19.3	11.3	21.5	9.7	19.2	9.2	23.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	34.5	23.5	26.5	19.5	32.5	10.5	39.5				
Max Q Clear Time (g_c+I1), s	5.0	10.2	6.2	7.3	5.0	4.6	4.7	13.6				
Green Ext Time (p_c), s	0.4	4.6	0.7	3.8	0.4	1.2	0.2	5.5				
Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			C									

Timings

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/10/2023

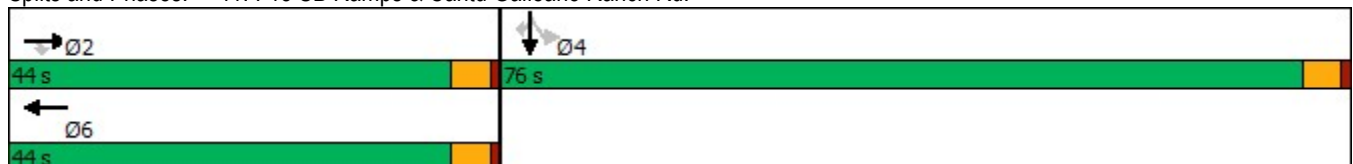


Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑	↔	↑
Traffic Volume (vph)	848	338	728	171	266	0	990
Future Volume (vph)	848	338	728	171	266	0	990
Turn Type	NA	Perm	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		2		Free	4		4
Detector Phase	2	2	6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	44.0	44.0	44.0		76.0	76.0	76.0
Total Split (%)	36.7%	36.7%	36.7%		63.3%	63.3%	63.3%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min		None	None	None
Act Effct Green (s)	23.7	23.7	23.7	71.7	38.0	38.0	38.0
Actuated g/C Ratio	0.33	0.33	0.33	1.00	0.53	0.53	0.53
v/c Ratio	0.54	0.47	0.67	0.07	0.29	0.70	0.67
Control Delay	22.4	5.0	25.6	0.0	10.6	17.3	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	5.0	25.6	0.0	10.6	17.3	16.1
LOS	C	A	C	A	B	B	B
Approach Delay	17.5		20.8			15.6	
Approach LOS	B		C			B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 71.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 17.6
 Intersection LOS: B
 Intersection Capacity Utilization 68.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑	↗↗				↘	↕	↗
Traffic Volume (veh/h)	0	848	338	0	728	171	0	0	0	266	0	990
Future Volume (veh/h)	0	848	338	0	728	171	0	0	0	266	0	990
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	932	0	0	800	0				195	0	870
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1905		0	1326					720	0	1282
Arrive On Green	0.00	0.37	0.00	0.00	0.37	0.00				0.40	0.00	0.40
Sat Flow, veh/h	0	5358	1610	0	3705	2834				1810	0	3220
Grp Volume(v), veh/h	0	932	0	0	800	0				195	0	870
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1805	1417				1810	0	1610
Q Serve(g_s), s	0.0	5.3	0.0	0.0	6.9	0.0				2.8	0.0	8.5
Cycle Q Clear(g_c), s	0.0	5.3	0.0	0.0	6.9	0.0				2.8	0.0	8.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1905		0	1326					720	0	1282
V/C Ratio(X)	0.00	0.49		0.00	0.60					0.27	0.00	0.68
Avail Cap(c_a), veh/h	0	5340		0	3717					3372	0	6002
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.4	0.0	0.0	9.9	0.0				7.8	0.0	9.5
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	0.0				0.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.0	0.0	1.5	0.0				0.7	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.6	0.0	0.0	10.3	0.0				8.0	0.0	10.2
LnGrp LOS	A	A		A	B					A	A	B
Approach Vol, veh/h		932	A		800	A					1065	
Approach Delay, s/veh		9.6			10.3						9.8	
Approach LOS		A			B						A	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		18.6		19.8		18.6						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		39.5		71.5		39.5						
Max Q Clear Time (g_c+I1), s		7.3		10.5		8.9						
Green Ext Time (p_c), s		6.3		4.7		5.2						

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

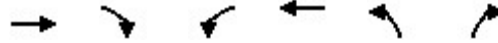
Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

42: I-15 NB Ramps & Cantu Galleano Ranch Rd.

01/10/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	↑
Traffic Volume (vph)	406	708	194	411	488	377
Future Volume (vph)	406	708	194	411	488	377
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	73.8	73.8	19.2	93.0	27.0	27.0
Total Split (%)	61.5%	61.5%	16.0%	77.5%	22.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	14.6	14.6	8.9	28.1	16.9	16.9
Actuated g/C Ratio	0.27	0.27	0.16	0.52	0.31	0.31
v/c Ratio	0.30	0.76	0.35	0.16	0.56	0.43
Control Delay	16.6	7.8	24.4	7.1	18.3	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	7.8	24.4	7.1	18.3	5.1
LOS	B	A	C	A	B	A
Approach Delay	11.0			12.7	14.2	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 54.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 12.4	Intersection LOS: B
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↓	↑↑↑	↑↓	↑
Traffic Volume (veh/h)	406	708	194	411	488	377
Future Volume (veh/h)	406	708	194	411	488	377
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	414	459	198	419	549	276
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1963	609	338	2942	898	399
Arrive On Green	0.38	0.38	0.10	0.57	0.25	0.25
Sat Flow, veh/h	5358	1610	3510	5358	3619	1610
Grp Volume(v), veh/h	414	459	198	419	549	276
Grp Sat Flow(s),veh/h/ln	1729	1610	1755	1729	1810	1610
Q Serve(g_s), s	2.6	12.1	2.6	1.9	6.5	7.6
Cycle Q Clear(g_c), s	2.6	12.1	2.6	1.9	6.5	7.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1963	609	338	2942	898	399
V/C Ratio(X)	0.21	0.75	0.59	0.14	0.61	0.69
Avail Cap(c_a), veh/h	7382	2291	1060	9427	1672	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	13.2	21.1	5.0	16.2	16.6
Incr Delay (d2), s/veh	0.1	1.9	1.6	0.0	0.7	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.2	0.9	0.3	2.2	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.3	15.1	22.7	5.0	16.9	18.8
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	873			617	825	
Approach Delay, s/veh	12.8			10.7	17.5	
Approach LOS	B			B	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.2	22.9			32.1	16.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	14.7	69.3			88.5	22.5
Max Q Clear Time (g_c+I1), s	4.6	14.1			3.9	9.6
Green Ext Time (p_c), s	0.4	4.4			2.6	2.5

Intersection Summary

HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	643	6	347	347	867	841	438
Future Volume (vph)	643	6	347	347	867	841	438
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	35.0	82.0	47.0	47.0
Total Split (%)	31.7%	31.7%	31.7%	29.2%	68.3%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	27.2	27.2	27.2	24.5	62.9	33.6	33.6
Actuated g/C Ratio	0.27	0.27	0.27	0.25	0.63	0.34	0.34
v/c Ratio	0.74	0.78	0.58	0.80	0.39	0.71	0.53
Control Delay	45.9	48.0	19.4	51.9	9.8	33.3	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	45.9	48.0	19.4	51.9	9.9	33.3	5.1
LOS	D	D	B	D	A	C	A
Approach Delay		38.3			21.9	23.7	
Approach LOS		D			C	C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 99.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 27.2	Intersection LOS: C
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

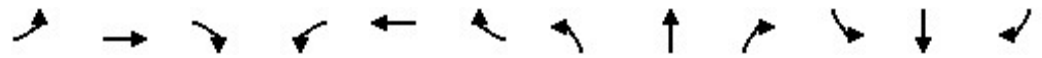
Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙	↕			↕	↗
Traffic Volume (veh/h)	0	0	0	643	6	347	347	867	0	0	841	438
Future Volume (veh/h)	0	0	0	643	6	347	347	867	0	0	841	438
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				723	0	139	354	885	0	0	858	257
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				920	0	410	412	2246	0	0	1202	536
Arrive On Green				0.25	0.00	0.25	0.23	0.62	0.00	0.00	0.33	0.33
Sat Flow, veh/h				3619	0	1610	1810	3705	0	0	3705	1610
Grp Volume(v), veh/h				723	0	139	354	885	0	0	858	257
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1805	0	0	1805	1610
Q Serve(g_s), s				13.6	0.0	5.1	13.7	8.9	0.0	0.0	15.2	9.2
Cycle Q Clear(g_c), s				13.6	0.0	5.1	13.7	8.9	0.0	0.0	15.2	9.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				920	0	410	412	2246	0	0	1202	536
V/C Ratio(X)				0.79	0.00	0.34	0.86	0.39	0.00	0.00	0.71	0.48
Avail Cap(c_a), veh/h				1662	0	739	757	3835	0	0	2103	938
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				25.3	0.0	22.2	27.1	6.9	0.0	0.0	21.3	19.3
Incr Delay (d2), s/veh				1.5	0.0	0.5	5.3	0.1	0.0	0.0	0.8	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.4	0.0	1.8	6.0	2.6	0.0	0.0	5.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.9	0.0	22.7	32.4	7.0	0.0	0.0	22.1	20.0
LnGrp LOS				C	A	C	C	A	A	A	C	B
Approach Vol, veh/h					862			1239			1115	
Approach Delay, s/veh					26.2			14.3			21.6	
Approach LOS					C			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		49.9			21.1	28.8		23.1				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		77.5			30.5	42.5		33.5				
Max Q Clear Time (g_c+I1), s		10.9			15.7	17.2		15.6				
Green Ext Time (p_c), s		7.2			0.9	7.1		3.0				

Intersection Summary

HCM 6th Ctrl Delay	20.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

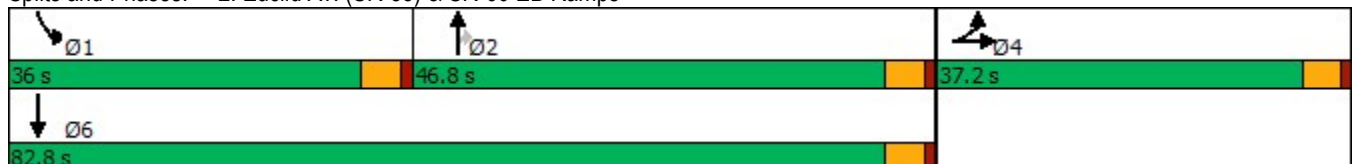


Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	276	5	939	493	337	1146
Future Volume (vph)	276	5	939	493	337	1146
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	37.2	37.2	46.8	46.8	36.0	82.8
Total Split (%)	31.0%	31.0%	39.0%	39.0%	30.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effect Green (s)	22.3	22.3	35.7	35.7	24.2	64.7
Actuated g/C Ratio	0.23	0.23	0.37	0.37	0.25	0.67
v/c Ratio	0.65	0.79	0.73	0.57	0.78	0.49
Control Delay	44.0	40.3	31.8	5.4	48.9	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	44.0	40.3	31.8	5.4	48.9	9.5
LOS	D	D	C	A	D	A
Approach Delay		41.9	22.7			18.4
Approach LOS		D	C			B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 96.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 24.0
 Intersection LOS: C
 Intersection Capacity Utilization 79.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	5	295	0	0	0	0	939	493	337	1146	0
Future Volume (veh/h)	276	5	295	0	0	0	0	939	493	337	1146	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	263	40	233				0	978	387	351	1194	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	387	52	300				0	1361	591	409	2397	0
Arrive On Green	0.21	0.21	0.21				0.00	0.38	0.38	0.23	0.66	0.00
Sat Flow, veh/h	1810	241	1406				0	3705	1568	1810	3705	0
Grp Volume(v), veh/h	263	0	273				0	978	387	351	1194	0
Grp Sat Flow(s),veh/h/ln	1810	0	1647				0	1805	1568	1810	1805	0
Q Serve(g_s), s	9.8	0.0	11.5				0.0	17.0	15.0	13.7	12.2	0.0
Cycle Q Clear(g_c), s	9.8	0.0	11.5				0.0	17.0	15.0	13.7	12.2	0.0
Prop In Lane	1.00		0.85				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	387	0	352				0	1361	591	409	2397	0
V/C Ratio(X)	0.68	0.00	0.78				0.00	0.72	0.65	0.86	0.50	0.00
Avail Cap(c_a), veh/h	805	0	733				0	2077	902	775	3845	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.6	0.0	27.3				0.0	19.6	18.9	27.3	6.2	0.0
Incr Delay (d2), s/veh	2.1	0.0	3.7				0.0	0.7	1.2	5.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	4.4				0.0	6.4	5.0	6.0	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	0.0	30.9				0.0	20.3	20.2	32.7	6.4	0.0
LnGrp LOS	C	A	C				A	C	C	C	A	A
Approach Vol, veh/h		536						1365			1545	
Approach Delay, s/veh		29.8						20.3			12.3	
Approach LOS		C						C			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	21.1	32.2	20.2	53.3								
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), s	31.5	42.3	32.7	78.3								
Max Q Clear Time (g_c+I1), s	15.7	19.0	13.5	14.2								
Green Ext Time (p_c), s	0.9	8.7	2.2	11.3								

Intersection Summary

HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Timings
3: Euclid Av. (SR-83) & Walnut Av.

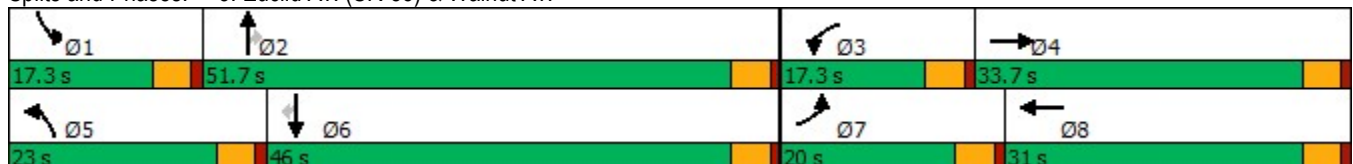


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	115	472	64	218	111	1073	70	252	1032	118
Future Volume (vph)	115	472	64	218	111	1073	70	252	1032	118
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	33.7	17.3	31.0	23.0	51.7	51.7	17.3	46.0	46.0
Total Split (%)	16.7%	28.1%	14.4%	25.8%	19.2%	43.1%	43.1%	14.4%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.2	25.4	9.5	19.5	12.6	32.7	32.7	12.6	32.6	32.6
Actuated g/C Ratio	0.13	0.27	0.10	0.20	0.13	0.34	0.34	0.13	0.34	0.34
v/c Ratio	0.59	0.73	0.42	0.51	0.55	0.67	0.13	0.69	0.65	0.21
Control Delay	56.5	38.5	54.5	27.2	53.6	29.7	3.3	53.8	30.2	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	38.5	54.5	27.2	53.6	29.7	3.3	53.8	30.2	4.7
LOS	E	D	D	C	D	C	A	D	C	A
Approach Delay		41.3		31.3		30.3			32.3	
Approach LOS		D		C		C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 95.8	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

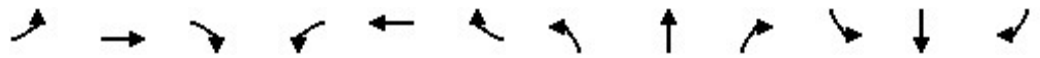
Splits and Phases: 3: Euclid Av. (SR-83) & Walnut Av.



HCM 6th Signalized Intersection Summary
 3: Euclid Av. (SR-83) & Walnut Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	115	472	154	64	218	140	111	1073	70	252	1032	118
Future Volume (veh/h)	115	472	154	64	218	140	111	1073	70	252	1032	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	121	497	131	67	229	106	117	1129	65	265	1086	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	647	170	83	457	204	148	1702	528	349	1833	569
Arrive On Green	0.09	0.24	0.24	0.05	0.20	0.20	0.09	0.35	0.35	0.12	0.37	0.37
Sat Flow, veh/h	1619	2681	703	1619	2295	1027	1619	4914	1524	2956	4914	1524
Grp Volume(v), veh/h	121	316	312	67	169	166	117	1129	65	265	1086	86
Grp Sat Flow(s),veh/h/ln	1619	1710	1674	1619	1710	1612	1619	1638	1524	1478	1638	1524
Q Serve(g_s), s	5.4	12.7	12.9	3.0	6.5	6.8	5.2	14.5	2.2	6.4	13.2	2.8
Cycle Q Clear(g_c), s	5.4	12.7	12.9	3.0	6.5	6.8	5.2	14.5	2.2	6.4	13.2	2.8
Prop In Lane	1.00		0.42	1.00		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	413	404	83	340	321	148	1702	528	349	1833	569
V/C Ratio(X)	0.80	0.77	0.77	0.80	0.50	0.52	0.79	0.66	0.12	0.76	0.59	0.15
Avail Cap(c_a), veh/h	339	674	659	280	611	576	404	3130	971	511	2752	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	26.2	26.2	34.8	26.4	26.5	33.0	20.6	16.5	31.7	18.7	15.4
Incr Delay (d2), s/veh	9.1	3.0	3.2	16.2	1.1	1.3	9.1	0.4	0.1	3.9	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	5.0	5.0	1.5	2.5	2.5	2.3	5.0	0.7	2.3	4.5	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	29.2	29.4	51.0	27.5	27.8	42.1	21.0	16.6	35.5	19.0	15.6
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	B	B
Approach Vol, veh/h		749			402			1311			1437	
Approach Delay, s/veh		31.3			31.5			22.7			21.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.2	30.2	8.3	22.4	11.3	32.1	11.5	19.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.8	47.2	12.8	29.2	18.5	41.5	15.5	26.5				
Max Q Clear Time (g_c+I1), s	8.4	16.5	5.0	14.9	7.2	15.2	7.4	8.8				
Green Ext Time (p_c), s	0.3	9.2	0.1	3.0	0.2	8.5	0.2	1.6				
Intersection Summary												
HCM 6th Ctrl Delay				24.9								
HCM 6th LOS				C								

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

01/10/2023

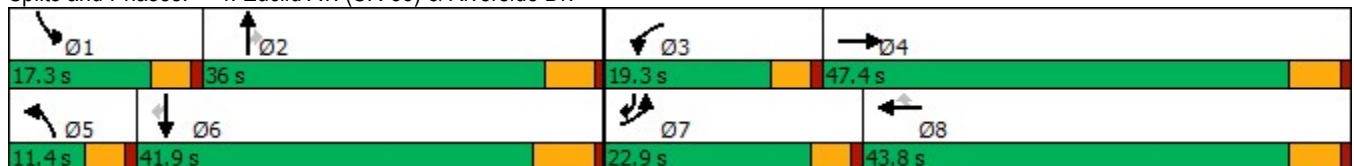


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	131	467	134	370	68	49	977	148	103	895	154
Future Volume (vph)	131	467	134	370	68	49	977	148	103	895	154
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2		1	6	7
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	22.9	47.4	19.3	43.8	43.8	11.4	36.0	36.0	17.3	41.9	22.9
Total Split (%)	19.1%	39.5%	16.1%	36.5%	36.5%	9.5%	30.0%	30.0%	14.4%	34.9%	19.1%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	13.2	36.4	12.6	35.8	35.8	6.4	31.3	31.3	10.5	36.7	56.5
Actuated g/C Ratio	0.12	0.33	0.11	0.32	0.32	0.06	0.28	0.28	0.09	0.33	0.51
v/c Ratio	0.69	0.91	0.75	0.34	0.12	0.53	1.03	0.28	0.68	0.80	0.18
Control Delay	67.3	56.9	74.0	30.3	0.4	75.6	77.6	6.9	73.4	43.0	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	56.9	74.0	30.3	0.4	75.6	77.6	6.9	73.4	43.0	3.1
LOS	E	E	E	C	A	E	E	A	E	D	A
Approach Delay		59.0		37.0			68.6			40.4	
Approach LOS		E		D			E			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 111.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 52.6	Intersection LOS: D
Intersection Capacity Utilization 89.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
4: Euclid Av. (SR-83) & Riverside Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	467	56	134	370	68	49	977	148	103	895	154
Future Volume (veh/h)	131	467	56	134	370	68	49	977	148	103	895	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	132	472	26	135	374	30	49	987	86	104	904	57
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	523	29	162	1064	467	60	1028	459	128	1170	672
Arrive On Green	0.10	0.31	0.31	0.10	0.31	0.31	0.04	0.30	0.30	0.08	0.34	0.34
Sat Flow, veh/h	1619	1690	93	1619	3420	1501	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	132	0	498	135	374	30	49	987	86	104	904	57
Grp Sat Flow(s),veh/h/ln	1619	0	1783	1619	1710	1501	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	8.1	0.0	27.2	8.3	8.6	1.4	3.1	28.9	4.3	6.4	24.1	2.2
Cycle Q Clear(g_c), s	8.1	0.0	27.2	8.3	8.6	1.4	3.1	28.9	4.3	6.4	24.1	2.2
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	0	552	162	1064	467	60	1028	459	128	1170	672
V/C Ratio(X)	0.83	0.00	0.90	0.84	0.35	0.06	0.81	0.96	0.19	0.81	0.77	0.08
Avail Cap(c_a), veh/h	291	0	729	234	1277	560	108	1028	459	202	1189	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	0.0	33.7	45.0	27.1	24.6	48.6	35.0	26.4	46.2	29.9	16.6
Incr Delay (d2), s/veh	4.2	0.0	11.9	10.9	0.2	0.1	9.3	19.1	0.2	6.2	3.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	12.8	3.7	3.4	0.5	1.3	13.7	1.5	2.7	9.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	0.0	45.6	55.9	27.3	24.7	57.9	54.1	26.6	52.4	33.1	16.6
LnGrp LOS	D	A	D	E	C	C	E	D	C	D	C	B
Approach Vol, veh/h		630			539			1122			1065	
Approach Delay, s/veh		46.4			34.3			52.2			34.1	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	37.1	14.8	37.3	8.4	41.3	14.6	37.5				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	12.7	* 31	14.7	41.6	6.8	35.4	18.3	38.0				
Max Q Clear Time (g_c+I1), s	8.4	30.9	10.3	29.2	5.1	26.1	10.1	10.6				
Green Ext Time (p_c), s	0.0	0.0	0.1	2.3	0.0	4.1	0.1	2.3				

Intersection Summary

HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Euclid Av. (SR-83) & Chino Av.

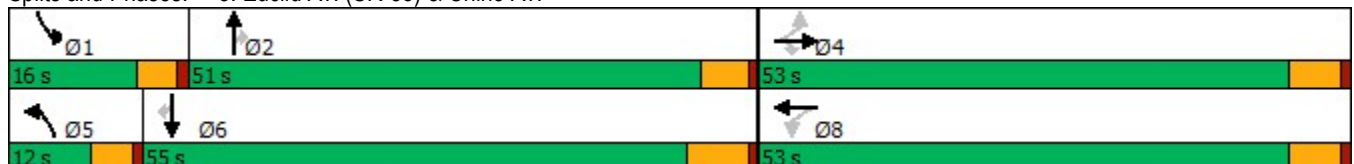


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	74	413	45	72	119	33	1068	186	87	925	64
Future Volume (vph)	74	413	45	72	119	33	1068	186	87	925	64
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	53.0	53.0	53.0	53.0	53.0	12.0	51.0	51.0	16.0	55.0	55.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	44.2%	10.0%	42.5%	42.5%	13.3%	45.8%	45.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8		5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	30.5	30.5	30.5		30.5	6.3	47.8	47.8	9.2	51.3	51.3
Actuated g/C Ratio	0.30	0.30	0.30		0.30	0.06	0.47	0.47	0.09	0.51	0.51
v/c Ratio	0.29	0.78	0.09		1.16	0.34	0.68	0.25	0.61	0.55	0.08
Control Delay	29.7	42.9	2.3		142.9	59.2	26.5	14.3	65.5	21.4	5.3
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	42.9	2.3		142.9	59.2	26.5	14.3	65.5	21.4	5.3
LOS	C	D	A		F	E	C	B	E	C	A
Approach Delay		37.6			142.9		25.6			24.0	
Approach LOS		D			F		C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 100.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 36.6	Intersection LOS: D
Intersection Capacity Utilization 92.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
 5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	413	45	72	119	63	33	1068	186	87	925	64
Future Volume (veh/h)	74	413	45	72	119	63	33	1068	186	87	925	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	76	426	26	74	123	59	34	1101	130	90	954	34
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	637	540	103	160	66	48	1443	643	111	1576	703
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.03	0.42	0.42	0.07	0.46	0.46
Sat Flow, veh/h	1092	1800	1525	170	453	186	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	76	426	26	256	0	0	34	1101	130	90	954	34
Grp Sat Flow(s),veh/h/ln	1092	1800	1525	809	0	0	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	0.0	21.7	1.2	13.7	0.0	0.0	2.3	29.8	5.8	6.0	22.6	1.3
Cycle Q Clear(g_c), s	12.3	21.7	1.2	35.4	0.0	0.0	2.3	29.8	5.8	6.0	22.6	1.3
Prop In Lane	1.00		1.00	0.29		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	637	540	329	0	0	48	1443	643	111	1576	703
V/C Ratio(X)	0.29	0.67	0.05	0.78	0.00	0.00	0.71	0.76	0.20	0.81	0.61	0.05
Avail Cap(c_a), veh/h	351	782	663	439	0	0	110	1443	643	170	1576	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	29.7	23.1	36.7	0.0	0.0	52.2	26.8	19.8	49.9	21.9	16.1
Incr Delay (d2), s/veh	0.6	1.6	0.0	6.3	0.0	0.0	7.0	3.9	0.7	8.5	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	9.2	0.4	7.0	0.0	0.0	1.0	11.7	2.0	2.6	8.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	31.3	23.1	43.0	0.0	0.0	59.3	30.6	20.5	58.3	23.6	16.3
LnGrp LOS	C	C	C	D	A	A	E	C	C	E	C	B
Approach Vol, veh/h		528			256			1265			1078	
Approach Delay, s/veh		30.3			43.0			30.4			26.3	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	52.3		44.2	7.8	56.5		44.2				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 46		47.2	7.4	48.5		47.2				
Max Q Clear Time (g_c+I1), s	8.0	31.8		23.7	4.3	24.6		37.4				
Green Ext Time (p_c), s	0.0	6.1		2.8	0.0	6.2		1.0				

Intersection Summary

HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

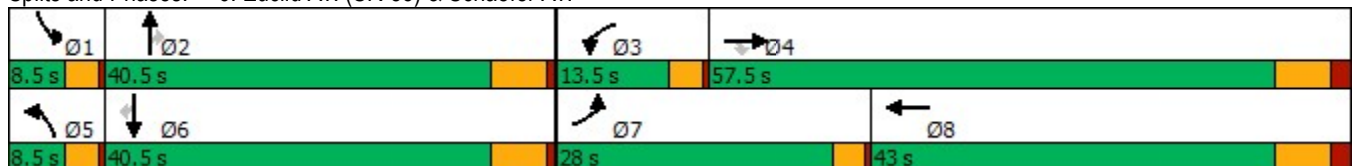
Timings
6: Euclid Av. (SR-83) & Schaefer Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	227	256	132	43	75	109	941	46	80	892	107	
Future Volume (vph)	227	256	132	43	75	109	941	46	80	892	107	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0	
Total Split (s)	28.0	57.5	57.5	13.5	43.0	8.5	40.5	40.5	8.5	40.5	40.5	
Total Split (%)	23.3%	47.9%	47.9%	11.3%	35.8%	7.1%	33.8%	33.8%	7.1%	33.8%	33.8%	
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	17.0	26.7	26.7	10.3	13.5	5.2	33.3	33.3	5.2	33.3	33.3	
Actuated g/C Ratio	0.19	0.30	0.30	0.11	0.15	0.06	0.37	0.37	0.06	0.37	0.37	
v/c Ratio	0.77	0.49	0.25	0.24	0.49	1.20	0.76	0.07	0.88	0.72	0.17	
Control Delay	53.6	30.2	5.3	46.2	32.3	201.4	31.9	0.2	114.8	30.7	4.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.6	30.2	5.3	46.2	32.3	201.4	31.9	0.2	114.8	30.7	4.1	
LOS	D	C	A	D	C	F	C	A	F	C	A	
Approach Delay		33.5			35.7		47.4			34.3		
Approach LOS		C			D		D			C		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 89.7
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 39.0
 Intersection LOS: D
 Intersection Capacity Utilization 73.1%
 ICU Level of Service D
 Analysis Period (min) 15
























Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	256	132	43	75	59	109	941	46	80	892	107
Future Volume (veh/h)	227	256	132	43	75	59	109	941	46	80	892	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	234	264	71	44	77	55	112	970	40	82	920	65
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	276	368	312	134	113	81	118	1231	549	101	1197	522
Arrive On Green	0.17	0.20	0.20	0.08	0.12	0.12	0.07	0.36	0.36	0.06	0.35	0.35
Sat Flow, veh/h	1619	1800	1525	1619	976	697	1619	3420	1525	1619	3420	1491
Grp Volume(v), veh/h	234	264	71	44	0	132	112	970	40	82	920	65
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1672	1619	1710	1525	1619	1710	1491
Q Serve(g_s), s	9.6	9.4	2.7	1.8	0.0	5.2	4.7	17.5	1.2	3.4	16.5	2.0
Cycle Q Clear(g_c), s	9.6	9.4	2.7	1.8	0.0	5.2	4.7	17.5	1.2	3.4	16.5	2.0
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	368	312	134	0	194	118	1231	549	101	1197	522
V/C Ratio(X)	0.85	0.72	0.23	0.33	0.00	0.68	0.95	0.79	0.07	0.81	0.77	0.12
Avail Cap(c_a), veh/h	576	1320	1119	235	0	874	118	1713	764	118	1713	747
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	25.5	22.9	29.8	0.0	29.2	31.8	19.7	14.5	31.9	19.9	15.2
Incr Delay (d2), s/veh	2.8	2.0	0.3	0.5	0.0	3.1	67.5	1.7	0.1	25.7	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.8	0.9	0.7	0.0	2.1	3.9	5.9	0.4	1.9	5.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	27.5	23.1	30.3	0.0	32.3	99.4	21.4	14.5	57.6	21.3	15.3
LnGrp LOS	C	C	C	C	A	C	F	C	B	E	C	B
Approach Vol, veh/h		569			176			1122			1067	
Approach Delay, s/veh		28.2			31.8			28.9			23.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	30.8	9.2	21.1	8.5	30.1	15.3	15.0				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	5.0	34.5	10.0	50.5	5.0	34.5	24.5	36.0				
Max Q Clear Time (g_c+I1), s	5.4	19.5	3.8	11.4	6.7	18.5	11.6	7.2				
Green Ext Time (p_c), s	0.0	5.3	0.0	1.3	0.0	5.2	0.2	0.5				
Intersection Summary												
HCM 6th Ctrl Delay				27.0								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	11	841	5	0	1035
Future Vol, veh/h	0	11	841	5	0	1035
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	12	914	5	0	1125

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	460	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.9	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	554	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	-	554	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	554
HCM Lane V/C Ratio	-	-	0.022
HCM Control Delay (s)	-	-	11.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	37	808	14	0	1035
Future Vol, veh/h	0	37	808	14	0	1035
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	40	878	15	0	1125

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	447	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	564	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	564	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	564
HCM Lane V/C Ratio	-	-	0.071
HCM Control Delay (s)	-	-	11.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	35	788	17	0	1035
Future Vol, veh/h	0	35	788	17	0	1035
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	38	857	18	0	1125

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	438	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	572	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	572	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	572
HCM Lane V/C Ratio	-	-	0.067
HCM Control Delay (s)	-	-	11.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	45	760	48	0	1035
Future Vol, veh/h	0	45	760	48	0	1035
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	49	826	52	0	1125

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	439	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	571	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	571	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	571
HCM Lane V/C Ratio	-	-	0.086
HCM Control Delay (s)	-	-	11.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

11: Euclid Av. (SR-83) & Edison Av.

01/10/2023

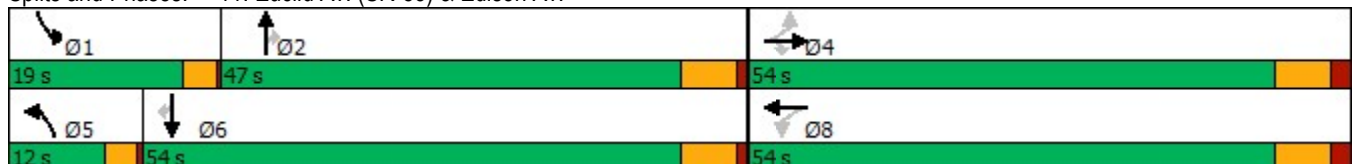


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	235	449	152	79	203	89	743	66	168	695	174
Future Volume (vph)	235	449	152	79	203	89	743	66	168	695	174
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	54.0	54.0	54.0	54.0	54.0	12.0	47.0	47.0	19.0	54.0	54.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	45.0%	10.0%	39.2%	39.2%	15.8%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	35.4	35.4	35.4	35.4	35.4	7.2	28.2	28.2	13.9	37.6	37.6
Actuated g/C Ratio	0.37	0.37	0.37	0.37	0.37	0.08	0.30	0.30	0.15	0.40	0.40
v/c Ratio	0.81	0.68	0.23	0.41	0.50	0.38	0.75	0.13	0.72	0.52	0.25
Control Delay	50.9	31.8	4.6	31.6	24.6	53.0	36.5	2.6	61.8	25.8	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.9	31.8	4.6	31.6	24.6	53.0	36.5	2.6	61.8	25.8	4.6
LOS	D	C	A	C	C	D	D	A	E	C	A
Approach Delay		32.2			26.0		35.7			28.1	
Approach LOS		C			C		D			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 95	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 31.1	Intersection LOS: C
Intersection Capacity Utilization 85.9%	ICU Level of Service E
Analysis Period (min) 15	

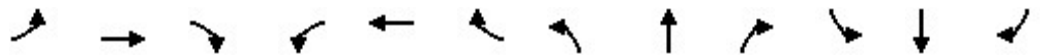
Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	449	152	79	203	115	89	743	66	168	695	174
Future Volume (veh/h)	235	449	152	79	203	115	89	743	66	168	695	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	240	458	104	81	207	106	91	758	57	171	709	127
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	358	759	643	250	471	241	153	946	411	201	1204	530
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.05	0.28	0.28	0.12	0.35	0.35
Sat Flow, veh/h	969	1800	1525	771	1116	572	3141	3420	1487	1619	3420	1506
Grp Volume(v), veh/h	240	458	104	81	0	313	91	758	57	171	709	127
Grp Sat Flow(s),veh/h/ln	969	1800	1525	771	0	1688	1570	1710	1487	1619	1710	1506
Q Serve(g_s), s	21.7	18.3	3.9	8.5	0.0	12.2	2.6	19.1	2.7	9.6	15.7	5.5
Cycle Q Clear(g_c), s	33.9	18.3	3.9	26.8	0.0	12.2	2.6	19.1	2.7	9.6	15.7	5.5
Prop In Lane	1.00		1.00	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	358	759	643	250	0	712	153	946	411	201	1204	530
V/C Ratio(X)	0.67	0.60	0.16	0.32	0.00	0.44	0.59	0.80	0.14	0.85	0.59	0.24
Avail Cap(c_a), veh/h	440	911	772	315	0	854	288	1510	657	270	1768	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	20.8	16.7	31.2	0.0	19.1	43.3	31.2	25.3	39.8	24.6	21.3
Incr Delay (d2), s/veh	2.9	0.8	0.1	0.7	0.0	0.4	1.4	1.7	0.2	13.7	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	7.1	1.3	1.5	0.0	4.4	1.0	7.3	0.9	4.3	5.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	21.6	16.8	32.0	0.0	19.5	44.6	32.9	25.4	53.5	25.0	21.5
LnGrp LOS	C	C	B	C	A	B	D	C	C	D	C	C
Approach Vol, veh/h		802			394			906			1007	
Approach Delay, s/veh		24.7			22.1			33.6			29.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	31.7		46.1	8.0	38.7		46.1				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	15.5	41.0		47.0	8.5	48.0		47.0				
Max Q Clear Time (g_c+I1), s	11.6	21.1		35.9	4.6	17.7		28.8				
Green Ext Time (p_c), s	0.1	4.6		3.2	0.0	4.9		2.1				
Intersection Summary												
HCM 6th Ctrl Delay				28.5								
HCM 6th LOS				C								

Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	46	130	182	5	22	88	970	19	47	1146	60
Future Volume (vph)	46	130	182	5	22	88	970	19	47	1146	60
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	31.0	78.0	78.0	12.0	59.0	59.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.8%	65.0%	65.0%	10.0%	49.2%	49.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.0	12.0	12.0	12.0	12.0	10.5	38.4	38.4	7.4	33.1	33.1
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.16	0.58	0.58	0.11	0.50	0.50
v/c Ratio	0.21	0.42	0.44	0.02	0.11	0.36	0.51	0.02	0.27	0.70	0.08
Control Delay	31.3	33.4	9.0	29.4	23.0	35.0	10.5	0.1	39.2	17.0	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	33.4	9.0	29.4	23.0	35.0	10.5	0.1	39.2	17.0	1.3
LOS	C	C	A	C	C	D	B	A	D	B	A
Approach Delay		20.7			23.8		12.3			17.1	
Approach LOS		C			C		B			B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 66.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 15.8
 Intersection LOS: B
 Intersection Capacity Utilization 60.8%
 ICU Level of Service B
 Analysis Period (min) 15

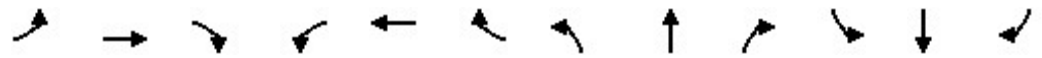
Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	130	182	5	22	11	88	970	19	47	1146	60
Future Volume (veh/h)	46	130	182	5	22	11	88	970	19	47	1146	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	48	135	95	5	23	8	92	1010	18	49	1194	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	298	239	202	217	169	59	120	1821	812	81	1739	775
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.07	0.53	0.53	0.05	0.51	0.51
Sat Flow, veh/h	1253	1800	1525	1046	1276	444	1619	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	48	135	95	5	0	31	92	1010	18	49	1194	51
Grp Sat Flow(s),veh/h/ln	1253	1800	1525	1046	0	1720	1619	1710	1525	1619	1710	1524
Q Serve(g_s), s	1.7	3.3	2.7	0.2	0.0	0.8	2.6	9.3	0.3	1.4	12.5	0.8
Cycle Q Clear(g_c), s	2.4	3.3	2.7	3.5	0.0	0.8	2.6	9.3	0.3	1.4	12.5	0.8
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	239	202	217	0	228	120	1821	812	81	1739	775
V/C Ratio(X)	0.16	0.57	0.47	0.02	0.00	0.14	0.77	0.55	0.02	0.60	0.69	0.07
Avail Cap(c_a), veh/h	806	968	820	641	0	925	905	5301	2365	256	3931	1752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	19.3	19.0	20.9	0.0	18.2	21.6	7.4	5.2	22.1	8.8	5.9
Incr Delay (d2), s/veh	0.3	2.1	1.7	0.0	0.0	0.3	9.8	0.3	0.0	7.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.3	0.9	0.0	0.0	0.3	1.1	1.6	0.0	0.6	2.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	21.4	20.7	21.0	0.0	18.4	31.3	7.6	5.3	29.1	9.3	6.0
LnGrp LOS	B	C	C	C	A	B	C	A	A	C	A	A
Approach Vol, veh/h		278			36			1120			1294	
Approach Delay, s/veh		20.8			18.8			9.5			9.9	
Approach LOS		C			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	29.8		10.8	8.0	28.6		10.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	73.5		25.5	26.5	54.5		25.5				
Max Q Clear Time (g_c+I1), s	3.4	11.3		5.3	4.6	14.5		5.5				
Green Ext Time (p_c), s	0.0	7.6		1.1	0.2	9.6		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				11.0								
HCM 6th LOS				B								

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

01/10/2023

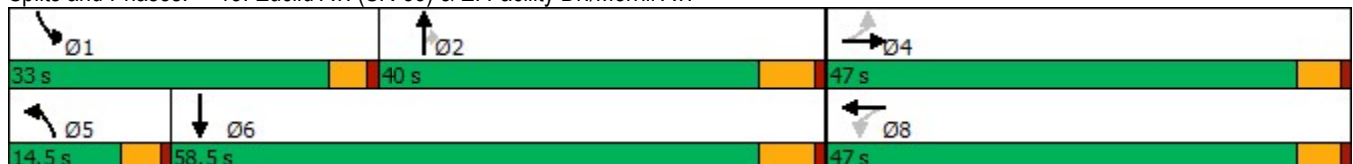


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	3	19	128	0	1	883	171	228	1095
Future Volume (vph)	3	19	128	0	1	883	171	228	1095
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	28.0	28.0	14.5	28.0
Total Split (s)	47.0	47.0	47.0	47.0	14.5	40.0	40.0	33.0	58.5
Total Split (%)	39.2%	39.2%	39.2%	39.2%	12.1%	33.3%	33.3%	27.5%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		22.2		22.2	10.5	30.1	30.1	17.4	50.2
Actuated g/C Ratio		0.26		0.26	0.12	0.35	0.35	0.20	0.58
v/c Ratio		0.07		0.74	0.01	0.76	0.30	0.72	0.57
Control Delay		21.4		31.1	45.0	31.9	13.3	47.4	15.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		21.4		31.1	45.0	31.9	13.3	47.4	15.1
LOS		C		C	D	C	B	D	B
Approach Delay		21.4		31.1		28.9			20.6
Approach LOS		C		C		C			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 86
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 25.1
 Intersection Capacity Utilization 80.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↕	↗	↗	↕	↗
Traffic Volume (veh/h)	3	19	8	128	0	191	1	883	171	228	1095	10
Future Volume (veh/h)	3	19	8	128	0	191	1	883	171	228	1095	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	3	20	4	132	0	168	1	910	142	235	1129	8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	340	62	217	17	197	4	1197	523	279	1809	13
Arrive On Green	0.24	0.24	0.24	0.24	0.00	0.24	0.00	0.35	0.35	0.17	0.52	0.52
Sat Flow, veh/h	74	1408	258	569	71	815	1619	3420	1493	1619	3481	25
Grp Volume(v), veh/h	27	0	0	300	0	0	1	910	142	235	555	582
Grp Sat Flow(s),veh/h/ln	1739	0	0	1455	0	0	1619	1710	1493	1619	1710	1796
Q Serve(g_s), s	0.0	0.0	0.0	11.3	0.0	0.0	0.0	15.5	4.5	9.2	15.1	15.1
Cycle Q Clear(g_c), s	0.8	0.0	0.0	12.9	0.0	0.0	0.0	15.5	4.5	9.2	15.1	15.1
Prop In Lane	0.11		0.15	0.44		0.56	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	481	0	0	430	0	0	4	1197	523	279	889	933
V/C Ratio(X)	0.06	0.00	0.00	0.70	0.00	0.00	0.22	0.76	0.27	0.84	0.62	0.62
Avail Cap(c_a), veh/h	1139	0	0	1001	0	0	246	1770	773	703	1367	1435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	0.0	23.7	0.0	0.0	32.7	18.9	15.3	26.3	11.2	11.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.8	0.0	0.0	9.1	1.1	0.3	2.6	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	3.9	0.0	0.0	0.0	5.0	1.3	3.2	4.1	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	0.0	0.0	24.5	0.0	0.0	41.8	20.0	15.6	29.0	11.9	11.9
LnGrp LOS	B	A	A	C	A	A	D	C	B	C	B	B
Approach Vol, veh/h		27			300			1053			1372	
Approach Delay, s/veh		19.2			24.5			19.5			14.8	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	29.0		20.9	4.7	40.1		20.9				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	28.5	34.0		42.0	10.0	52.5		42.0				
Max Q Clear Time (g_c+I1), s	11.2	17.5		2.8	2.0	17.1		14.9				
Green Ext Time (p_c), s	0.3	5.5		0.1	0.0	7.4		1.0				

Intersection Summary

HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

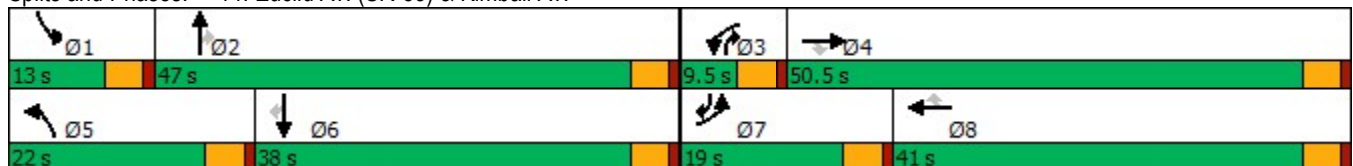
01/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	337	819	31	45	361	155	59	508	161	480	496	230
Future Volume (vph)	337	819	31	45	361	155	59	508	161	480	496	230
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	9.5
Total Split (s)	19.0	50.5	50.5	9.5	41.0	41.0	22.0	47.0	9.5	13.0	38.0	19.0
Total Split (%)	15.8%	42.1%	42.1%	7.9%	34.2%	34.2%	18.3%	39.2%	7.9%	10.8%	31.7%	15.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	14.7	26.6	26.6	5.1	17.1	17.1	8.7	18.8	28.6	8.7	21.4	36.1
Actuated g/C Ratio	0.19	0.34	0.34	0.07	0.22	0.22	0.11	0.24	0.37	0.11	0.28	0.46
v/c Ratio	0.62	0.72	0.05	0.43	0.49	0.33	0.33	0.63	0.26	1.48	0.54	0.28
Control Delay	37.7	26.5	0.2	53.9	29.1	5.4	40.5	30.4	9.7	261.9	28.9	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.7	26.5	0.2	53.9	29.1	5.4	40.5	30.4	9.7	261.9	28.9	3.2
LOS	D	C	A	D	C	A	D	C	A	F	C	A
Approach Delay		28.9			24.5			26.6			116.7	
Approach LOS		C			C			C			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 77.8
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.48
 Intersection Signal Delay: 56.6
 Intersection LOS: E
 Intersection Capacity Utilization 74.1%
 ICU Level of Service D
 Analysis Period (min) 15

























Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	337	819	31	45	361	155	59	508	161	480	496	230
Future Volume (veh/h)	337	819	31	45	361	155	59	508	161	480	496	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	344	836	20	46	368	87	60	518	122	490	506	193
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	444	1146	511	70	780	348	82	758	404	379	1025	680
Arrive On Green	0.15	0.34	0.34	0.04	0.23	0.23	0.05	0.22	0.22	0.13	0.30	0.30
Sat Flow, veh/h	2956	3420	1525	1619	3420	1525	1619	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	344	836	20	46	368	87	60	518	122	490	506	193
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1619	1710	1525	1619	1710	1525	1478	1710	1506
Q Serve(g_s), s	7.4	14.2	0.6	1.9	6.2	3.1	2.4	9.2	4.2	8.5	8.1	5.4
Cycle Q Clear(g_c), s	7.4	14.2	0.6	1.9	6.2	3.1	2.4	9.2	4.2	8.5	8.1	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	444	1146	511	70	780	348	82	758	404	379	1025	680
V/C Ratio(X)	0.78	0.73	0.04	0.66	0.47	0.25	0.73	0.68	0.30	1.29	0.49	0.28
Avail Cap(c_a), veh/h	647	2375	1059	122	1885	841	428	2194	1045	379	1730	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	19.4	14.8	31.2	22.1	20.9	31.0	23.6	19.5	28.9	19.1	11.5
Incr Delay (d2), s/veh	3.6	0.9	0.0	10.1	0.4	0.4	12.0	1.1	0.4	149.7	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.9	0.2	0.9	2.2	1.0	1.1	3.3	1.4	10.5	2.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	20.3	14.9	41.3	22.6	21.3	43.0	24.7	19.9	178.5	19.4	11.7
LnGrp LOS	C	C	B	D	C	C	D	C	B	F	B	B
Approach Vol, veh/h		1200			501			700			1189	
Approach Delay, s/veh		23.2			24.1			25.5			83.8	
Approach LOS		C			C			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	19.2	7.4	26.7	7.8	24.3	14.4	19.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	42.5	5.0	46.0	17.5	33.5	14.5	36.5				
Max Q Clear Time (g_c+I1), s	10.5	11.2	3.9	16.2	4.4	10.1	9.4	8.2				
Green Ext Time (p_c), s	0.0	3.5	0.0	5.9	0.1	3.5	0.5	2.5				
Intersection Summary												
HCM 6th Ctrl Delay			43.8									
HCM 6th LOS			D									

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	380	2	0	175	0	6
Future Vol, veh/h	380	2	0	175	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	413	2	0	190	0	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	414
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	643
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	643
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	643	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-
HCM Control Delay (s)	10.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	375	11	1	162	13	6
Future Vol, veh/h	375	11	1	162	13	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	408	12	1	176	14	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	420	0	592
Stage 1	-	-	-	-	414
Stage 2	-	-	-	-	178
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1150	-	472
Stage 1	-	-	-	-	671
Stage 2	-	-	-	-	858
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1150	-	472
Mov Cap-2 Maneuver	-	-	-	-	551
Stage 1	-	-	-	-	671
Stage 2	-	-	-	-	857

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	577	-	-	1150	-
HCM Lane V/C Ratio	0.036	-	-	0.001	-
HCM Control Delay (s)	11.5	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	379	2	0	163	0	6
Future Vol, veh/h	379	2	0	163	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	412	2	0	177	0	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	413
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	643
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	643
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	643	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-
HCM Control Delay (s)	10.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	679	322	82	0	75
Future Vol, veh/h	0	679	322	82	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	738	350	89	0	82

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	659
HCM Lane V/C Ratio	-	-	-	0.124
HCM Control Delay (s)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

Intersection						
Int Delay, s/veh	7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	188	492	335	68	138	68
Future Vol, veh/h	188	492	335	68	138	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	204	535	364	74	150	74

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	438	0	-	0	1344 401
Stage 1	-	-	-	-	401 -
Stage 2	-	-	-	-	943 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1133	-	-	-	169 653
Stage 1	-	-	-	-	681 -
Stage 2	-	-	-	-	382 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1133	-	-	-	~ 139 653
Mov Cap-2 Maneuver	-	-	-	-	267 -
Stage 1	-	-	-	-	558 -
Stage 2	-	-	-	-	382 -

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	35.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1133	-	-	-	332
HCM Lane V/C Ratio	0.18	-	-	-	0.674
HCM Control Delay (s)	8.9	-	-	-	35.6
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0.7	-	-	-	4.6

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	629	389	9	0	13
Future Vol, veh/h	0	629	389	9	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	684	423	10	0	14

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 428
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.2
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.3
Pot Cap-1 Maneuver	0	-	- 0 631
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 631
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	631
HCM Lane V/C Ratio	-	-	-	0.022
HCM Control Delay (s)	-	-	-	10.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	368	18	5	154	9	3
Future Vol, veh/h	368	18	5	154	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	400	20	5	167	10	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	420	0	587
Stage 1	-	-	-	-	410
Stage 2	-	-	-	-	177
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1150	-	475
Stage 1	-	-	-	-	674
Stage 2	-	-	-	-	859
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1150	-	473
Mov Cap-2 Maneuver	-	-	-	-	552
Stage 1	-	-	-	-	674
Stage 2	-	-	-	-	856

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	573	-	-	1150	-
HCM Lane V/C Ratio	0.023	-	-	0.005	-
HCM Control Delay (s)	11.4	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	28	4	8	12	11
Future Vol, veh/h	4	28	4	8	12	11
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	30	4	9	13	12

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	36	19	25	0	0
Stage 1	19	-	-	-	-
Stage 2	17	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	982	1065	1603	-	-
Stage 1	1009	-	-	-	-
Stage 2	1011	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	980	1065	1603	-	-
Mov Cap-2 Maneuver	908	-	-	-	-
Stage 1	1007	-	-	-	-
Stage 2	1011	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	2.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	1042	-	-
HCM Lane V/C Ratio	0.003	-	0.033	-	-
HCM Control Delay (s)	7.3	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	5	6	1	7	36	3
Future Vol, veh/h	5	6	1	7	36	3
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	7	1	8	39	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	51	41	42	0	0
Stage 1	41	-	-	-	-
Stage 2	10	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	963	1036	1580	-	-
Stage 1	987	-	-	-	-
Stage 2	1018	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	962	1036	1580	-	-
Mov Cap-2 Maneuver	893	-	-	-	-
Stage 1	986	-	-	-	-
Stage 2	1018	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1580	-	966	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Control Delay (s)	7.3	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	7	1	5	39	3
Future Vol, veh/h	3	7	1	5	39	3
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	8	1	5	42	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	51	44	45	0	0
Stage 1	44	-	-	-	-
Stage 2	7	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	963	1032	1576	-	-
Stage 1	984	-	-	-	-
Stage 2	1021	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	962	1032	1576	-	-
Mov Cap-2 Maneuver	892	-	-	-	-
Stage 1	983	-	-	-	-
Stage 2	1021	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1576	-	986	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Control Delay (s)	7.3	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	3	7	46	0
Future Vol, veh/h	0	11	3	7	46	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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	12	3	8	50	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	64	50	50	0	0
Stage 1	50	-	-	-	-
Stage 2	14	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	947	1024	1570	-	-
Stage 1	978	-	-	-	-
Stage 2	1014	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	945	1024	1570	-	-
Mov Cap-2 Maneuver	882	-	-	-	-
Stage 1	976	-	-	-	-
Stage 2	1014	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	2.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1570	-	1024	-	-
HCM Lane V/C Ratio	0.002	-	0.012	-	-
HCM Control Delay (s)	7.3	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	14	10	55	2
Future Vol, veh/h	0	38	14	10	55	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	41	15	11	60	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	102	61	62	0	0
Stage 1	61	-	-	-	-
Stage 2	41	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	901	1010	1554	-	-
Stage 1	967	-	-	-	-
Stage 2	987	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	892	1010	1554	-	-
Mov Cap-2 Maneuver	849	-	-	-	-
Stage 1	957	-	-	-	-
Stage 2	987	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1554	-	1010	-	-
HCM Lane V/C Ratio	0.01	-	0.041	-	-
HCM Control Delay (s)	7.3	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	0	7	18	24	93	0
Future Vol, veh/h	0	7	18	24	93	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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	20	26	101	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	167	101	101	0	0
Stage 1	101	-	-	-	-
Stage 2	66	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	828	960	1504	-	-
Stage 1	928	-	-	-	-
Stage 2	962	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	817	960	1504	-	-
Mov Cap-2 Maneuver	799	-	-	-	-
Stage 1	916	-	-	-	-
Stage 2	962	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1504	-	960	-	-
HCM Lane V/C Ratio	0.013	-	0.008	-	-
HCM Control Delay (s)	7.4	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	17	29	42	100	0
Future Vol, veh/h	0	17	29	42	100	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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	18	32	46	109	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	219	109	109	0	0
Stage 1	109	-	-	-	-
Stage 2	110	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	774	950	1494	-	-
Stage 1	921	-	-	-	-
Stage 2	920	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	758	950	1494	-	-
Mov Cap-2 Maneuver	761	-	-	-	-
Stage 1	902	-	-	-	-
Stage 2	920	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1494	-	950	-	-
HCM Lane V/C Ratio	0.021	-	0.019	-	-
HCM Control Delay (s)	7.5	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	↘
Traffic Vol, veh/h	6	623	387	65	105	12
Future Vol, veh/h	6	623	387	65	105	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	677	421	71	114	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	492	0	-	0	1148 457
Stage 1	-	-	-	-	457 -
Stage 2	-	-	-	-	691 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1082	-	-	-	222 608
Stage 1	-	-	-	-	642 -
Stage 2	-	-	-	-	501 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1082	-	-	-	221 608
Mov Cap-2 Maneuver	-	-	-	-	355 -
Stage 1	-	-	-	-	638 -
Stage 2	-	-	-	-	501 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1082	-	-	-	355	608
HCM Lane V/C Ratio	0.006	-	-	-	0.321	0.021
HCM Control Delay (s)	8.3	-	-	-	19.9	11.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	1.4	0.1

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	56	373	21	8	84	13	26	158	19	16	87	19
Future Vol, veh/h	56	373	21	8	84	13	26	158	19	16	87	19
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	60	397	22	9	89	14	28	168	20	17	93	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.1	9.8	11.7	10.4
HCM LOS	C	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	12%	8%	13%
Vol Thru, %	78%	83%	80%	71%
Vol Right, %	9%	5%	12%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	203	450	105	122
LT Vol	26	56	8	16
Through Vol	158	373	84	87
RT Vol	19	21	13	19
Lane Flow Rate	216	479	112	130
Geometry Grp	1	1	1	1
Degree of Util (X)	0.341	0.676	0.173	0.209
Departure Headway (Hd)	5.681	5.087	5.587	5.81
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	633	709	640	616
Service Time	3.727	3.123	3.64	3.863
HCM Lane V/C Ratio	0.341	0.676	0.175	0.211
HCM Control Delay	11.7	18.1	9.8	10.4
HCM Lane LOS	B	C	A	B
HCM 95th-tile Q	1.5	5.3	0.6	0.8

Intersection

Intersection Delay, s/veh 107.8

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	62	700	23	6	359	16	7	120	12	18	72	25
Future Vol, veh/h	62	700	23	6	359	16	7	120	12	18	72	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	67	761	25	7	390	17	8	130	13	20	78	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	179.9	22	14.1	13.5
HCM LOS	F	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	8%	2%	16%
Vol Thru, %	86%	89%	94%	63%
Vol Right, %	9%	3%	4%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	139	785	381	115
LT Vol	7	62	6	18
Through Vol	120	700	359	72
RT Vol	12	23	16	25
Lane Flow Rate	151	853	414	125
Geometry Grp	1	1	1	1
Degree of Util (X)	0.296	1.336	0.681	0.247
Departure Headway (Hd)	7.82	5.635	6.414	7.887
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	462	648	567	459
Service Time	5.82	3.688	4.414	5.887
HCM Lane V/C Ratio	0.327	1.316	0.73	0.272
HCM Control Delay	14.1	179.9	22	13.5
HCM Lane LOS	B	F	C	B
HCM 95th-tile Q	1.2	35.5	5.2	1

Intersection												
Intersection Delay, s/veh	21.6											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	121	194	91	2	54	45	22	318	31	56	133	34
Future Vol, veh/h	121	194	91	2	54	45	22	318	31	56	133	34
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	133	213	100	2	59	49	24	349	34	62	146	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	26.4	11.8	23	14.9
HCM LOS	D	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	30%	2%	25%
Vol Thru, %	86%	48%	53%	60%
Vol Right, %	8%	22%	45%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	371	406	101	223
LT Vol	22	121	2	56
Through Vol	318	194	54	133
RT Vol	31	91	45	34
Lane Flow Rate	408	446	111	245
Geometry Grp	1	1	1	1
Degree of Util (X)	0.706	0.763	0.211	0.448
Departure Headway (Hd)	6.231	6.155	6.835	6.581
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	579	584	522	544
Service Time	4.291	4.213	4.923	4.653
HCM Lane V/C Ratio	0.705	0.764	0.213	0.45
HCM Control Delay	23	26.4	11.8	14.9
HCM Lane LOS	C	D	B	B
HCM 95th-tile Q	5.7	6.9	0.8	2.3

Intersection												
Intersection Delay, s/veh	184.6											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	636	30	7	337	33	16	267	53	48	145	38
Future Vol, veh/h	58	636	30	7	337	33	16	267	53	48	145	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	62	684	32	8	362	35	17	287	57	52	156	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	363.6	58.7	47	29.4
HCM LOS	F	F	E	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	8%	2%	21%
Vol Thru, %	79%	88%	89%	63%
Vol Right, %	16%	4%	9%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	336	724	377	231
LT Vol	16	58	7	48
Through Vol	267	636	337	145
RT Vol	53	30	33	38
Lane Flow Rate	361	778	405	248
Geometry Grp	1	1	1	1
Degree of Util (X)	0.83	1.743	0.91	0.61
Departure Headway (Hd)	10.055	8.06	9.713	10.855
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	365	452	377	335
Service Time	8.055	6.134	7.713	8.855
HCM Lane V/C Ratio	0.989	1.721	1.074	0.74
HCM Control Delay	47	363.6	58.7	29.4
HCM Lane LOS	E	F	F	D
HCM 95th-tile Q	7.4	47.2	9.4	3.8

Intersection												
Intersection Delay, s/veh	145											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	699	5	8	351	64	1	92	121	152	51	17
Future Vol, veh/h	19	699	5	8	351	64	1	92	121	152	51	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	760	5	9	382	70	1	100	132	165	55	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	274.3	50.2	21.1	23.1
HCM LOS	F	F	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	3%	2%	69%
Vol Thru, %	43%	97%	83%	23%
Vol Right, %	57%	1%	15%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	723	423	220
LT Vol	1	19	8	152
Through Vol	92	699	351	51
RT Vol	121	5	64	17
Lane Flow Rate	233	786	460	239
Geometry Grp	1	1	1	1
Degree of Util (X)	0.505	1.545	0.901	0.542
Departure Headway (Hd)	9.13	7.077	8.07	9.461
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	398	511	455	385
Service Time	7.13	5.162	6.07	7.461
HCM Lane V/C Ratio	0.585	1.538	1.011	0.621
HCM Control Delay	21.1	274.3	50.2	23.1
HCM Lane LOS	C	F	F	C
HCM 95th-tile Q	2.8	41.3	9.8	3.1

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

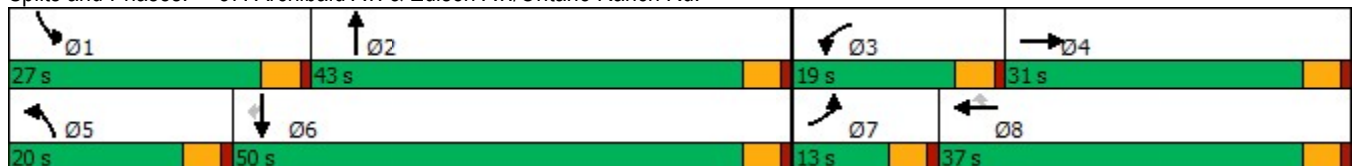
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	633	282	243	285	106	111	744	293	147	753	76
Future Volume (vph)	112	633	282	243	285	106	111	744	293	147	753	76
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	13.0	31.0		19.0	37.0	37.0	20.0	43.0		27.0	50.0	50.0
Total Split (%)	10.8%	25.8%		15.8%	30.8%	30.8%	16.7%	35.8%		22.5%	41.7%	41.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	8.2	23.1	97.5	12.9	27.8	27.8	12.1	27.8	97.5	15.0	30.7	30.7
Actuated g/C Ratio	0.08	0.24	1.00	0.13	0.29	0.29	0.12	0.29	1.00	0.15	0.31	0.31
v/c Ratio	0.46	0.78	0.19	0.64	0.58	0.21	0.58	0.76	0.20	0.62	0.70	0.14
Control Delay	53.8	43.8	0.3	51.1	37.3	4.4	56.5	38.1	0.3	52.9	33.4	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	43.8	0.3	51.1	37.3	4.4	56.5	38.1	0.3	52.9	33.4	0.9
LOS	D	D	A	D	D	A	E	D	A	D	C	A
Approach Delay		32.9			37.1			30.2			33.8	
Approach LOS		C			D			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 97.5
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 33.0
 Intersection LOS: C
 Intersection Capacity Utilization 72.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	633	282	243	285	106	111	744	293	147	753	76
Future Volume (veh/h)	112	633	282	243	285	106	111	744	293	147	753	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	118	666	0	256	300	70	117	783	0	155	793	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	186	865		345	526	446	147	1034		193	1135	481
Arrive On Green	0.06	0.24	0.00	0.11	0.29	0.29	0.09	0.29	0.00	0.12	0.32	0.32
Sat Flow, veh/h	3048	3600	1525	3048	1800	1524	1619	3600	1525	1619	3600	1525
Grp Volume(v), veh/h	118	666	0	256	300	70	117	783	0	155	793	61
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1800	1524	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	2.8	12.9	0.0	6.1	10.6	2.6	5.3	14.8	0.0	7.0	14.5	2.1
Cycle Q Clear(g_c), s	2.8	12.9	0.0	6.1	10.6	2.6	5.3	14.8	0.0	7.0	14.5	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	865		345	526	446	147	1034		193	1135	481
V/C Ratio(X)	0.63	0.77		0.74	0.57	0.16	0.80	0.76		0.80	0.70	0.13
Avail Cap(c_a), veh/h	346	1274		590	781	662	335	1851		487	2188	927
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	26.5	0.0	32.1	22.5	19.6	33.4	24.3	0.0	32.1	22.5	18.3
Incr Delay (d2), s/veh	3.5	1.7	0.0	3.2	1.0	0.2	9.4	1.2	0.0	7.7	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.1	0.0	2.2	4.1	0.8	2.3	5.6	0.0	2.9	5.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	28.2	0.0	35.3	23.5	19.8	42.7	25.5	0.0	39.8	23.3	18.4
LnGrp LOS	D	C		D	C	B	D	C		D	C	B
Approach Vol, veh/h		784	A		626			900	A		1009	
Approach Delay, s/veh		29.7			27.9			27.7			25.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	26.0	13.0	22.5	11.3	28.1	9.1	26.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	22.5	38.5	14.5	26.5	15.5	45.5	8.5	32.5				
Max Q Clear Time (g_c+I1), s	9.0	16.8	8.1	14.9	7.3	16.5	4.8	12.6				
Green Ext Time (p_c), s	0.3	4.7	0.4	3.1	0.1	5.3	0.1	1.6				

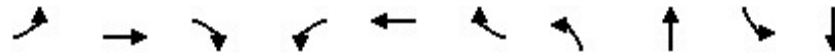
Intersection Summary

HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
38: S Turner Av. & Ontario Ranch Rd.

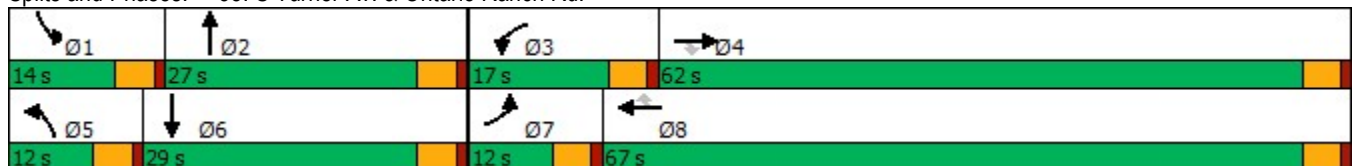


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↘
Traffic Volume (vph)	23	1047	44	55	731	25	16	11	41	28
Future Volume (vph)	23	1047	44	55	731	25	16	11	41	28
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	12.0	62.0	62.0	17.0	67.0	67.0	12.0	27.0	14.0	29.0
Total Split (%)	10.0%	51.7%	51.7%	14.2%	55.8%	55.8%	10.0%	22.5%	11.7%	24.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.8	31.2	31.2	9.3	34.4	34.4	7.5	8.9	8.5	13.4
Actuated g/C Ratio	0.12	0.49	0.49	0.15	0.54	0.54	0.12	0.14	0.13	0.21
v/c Ratio	0.11	0.64	0.05	0.23	0.41	0.03	0.08	0.16	0.18	0.12
Control Delay	40.1	16.9	0.1	36.9	11.3	0.1	40.1	20.0	38.3	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	16.9	0.1	36.9	11.3	0.1	40.1	20.0	38.3	21.4
LOS	D	B	A	D	B	A	D	B	D	C
Approach Delay		16.8			12.6			25.9		29.6
Approach LOS		B			B			C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 64
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 15.9
 Intersection LOS: B
 Intersection Capacity Utilization 53.3%
 ICU Level of Service A
 Analysis Period (min) 15

























Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

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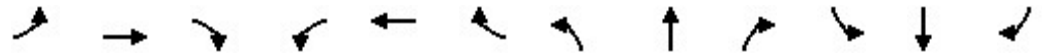
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1047	44	55	731	25	16	11	27	41	28	16
Future Volume (veh/h)	23	1047	44	55	731	25	16	11	27	41	28	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	1126	42	59	786	24	17	12	17	44	30	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	1673	746	99	1766	788	38	67	96	82	142	71
Arrive On Green	0.03	0.46	0.46	0.05	0.49	0.49	0.02	0.09	0.09	0.05	0.12	0.12
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	711	1007	1810	1195	597
Grp Volume(v), veh/h	25	1126	42	59	786	24	17	0	29	44	0	45
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	0	1719	1810	0	1792
Q Serve(g_s), s	0.7	12.8	0.8	1.7	7.5	0.4	0.5	0.0	0.8	1.3	0.0	1.2
Cycle Q Clear(g_c), s	0.7	12.8	0.8	1.7	7.5	0.4	0.5	0.0	0.8	1.3	0.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		0.33
Lane Grp Cap(c), veh/h	53	1673	746	99	1766	788	38	0	163	82	0	213
V/C Ratio(X)	0.48	0.67	0.06	0.59	0.44	0.03	0.45	0.00	0.18	0.54	0.00	0.21
Avail Cap(c_a), veh/h	258	3940	1757	429	4283	1910	258	0	734	326	0	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	11.0	7.8	24.3	8.8	7.0	25.5	0.0	21.9	24.6	0.0	21.0
Incr Delay (d2), s/veh	6.5	0.5	0.0	5.6	0.2	0.0	8.1	0.0	0.5	5.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.6	0.2	0.8	2.0	0.1	0.3	0.0	0.3	0.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	11.5	7.8	29.9	9.0	7.0	33.6	0.0	22.5	30.1	0.0	21.5
LnGrp LOS	C	B	A	C	A	A	C	A	C	C	A	C
Approach Vol, veh/h		1193			869			46			89	
Approach Delay, s/veh		11.8			10.3			26.6			25.7	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	9.5	7.4	28.9	5.6	10.8	6.0	30.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	22.5	12.5	57.5	7.5	24.5	7.5	62.5				
Max Q Clear Time (g_c+I1), s	3.3	2.8	3.7	14.8	2.5	3.2	2.7	9.5				
Green Ext Time (p_c), s	0.0	0.1	0.1	9.6	0.0	0.1	0.0	5.9				
Intersection Summary												
HCM 6th Ctrl Delay				12.1								
HCM 6th LOS				B								

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

39: Haven Av. & Ontario Ranch Rd.

01/10/2023

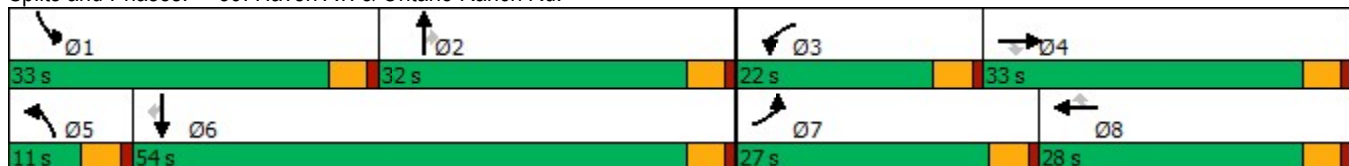


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (vph)	150	898	35	221	707	192	18	179	68	196	306	54
Future Volume (vph)	150	898	35	221	707	192	18	179	68	196	306	54
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	27.0	33.0	33.0	22.0	28.0	28.0	11.0	32.0	32.0	33.0	54.0	54.0
Total Split (%)	22.5%	27.5%	27.5%	18.3%	23.3%	23.3%	9.2%	26.7%	26.7%	27.5%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	14.8	24.2	24.2	12.9	22.3	22.3	6.4	15.5	15.5	17.6	34.2	34.2
Actuated g/C Ratio	0.17	0.27	0.27	0.14	0.25	0.25	0.07	0.17	0.17	0.20	0.38	0.38
v/c Ratio	0.60	0.72	0.07	0.56	0.49	0.40	0.17	0.61	0.18	0.66	0.48	0.09
Control Delay	47.3	34.5	0.3	43.7	31.7	7.7	50.4	45.6	1.0	45.8	25.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.3	34.5	0.3	43.7	31.7	7.7	50.4	45.6	1.0	45.8	25.6	0.3
LOS	D	C	A	D	C	A	D	D	A	D	C	A
Approach Delay		35.2			30.0			34.5			30.2	
Approach LOS		D			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 89.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 32.3
 Intersection LOS: C
 Intersection Capacity Utilization 63.0%
 ICU Level of Service B
 Analysis Period (min) 15






























Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  							
Traffic Volume (veh/h)	150	898	35	221	707	192	18	179	68	196	306	54
Future Volume (veh/h)	150	898	35	221	707	192	18	179	68	196	306	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	161	966	23	238	760	138	19	192	39	211	329	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	1421	441	341	1728	420	36	278	235	261	527	444
Arrive On Green	0.13	0.29	0.29	0.12	0.28	0.28	0.02	0.15	0.15	0.16	0.29	0.29
Sat Flow, veh/h	1619	4914	1525	2956	6192	1504	1619	1800	1522	1619	1800	1518
Grp Volume(v), veh/h	161	966	23	238	760	138	19	192	39	211	329	34
Grp Sat Flow(s),veh/h/ln	1619	1638	1525	1478	1548	1504	1619	1800	1522	1619	1800	1518
Q Serve(g_s), s	6.2	11.2	0.7	5.0	6.5	4.7	0.7	6.5	1.4	8.1	10.1	1.0
Cycle Q Clear(g_c), s	6.2	11.2	0.7	5.0	6.5	4.7	0.7	6.5	1.4	8.1	10.1	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	1421	441	341	1728	420	36	278	235	261	527	444
V/C Ratio(X)	0.79	0.68	0.05	0.70	0.44	0.33	0.52	0.69	0.17	0.81	0.62	0.08
Avail Cap(c_a), veh/h	568	2183	678	806	2268	551	164	772	653	719	1389	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	20.2	16.5	27.3	19.0	18.4	31.0	25.7	23.6	26.0	19.6	16.4
Incr Delay (d2), s/veh	6.9	0.6	0.0	2.6	0.2	0.5	11.2	3.1	0.3	5.9	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.6	0.2	1.6	1.9	1.4	0.4	2.7	0.5	3.2	3.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	20.8	16.5	29.9	19.2	18.8	42.3	28.8	23.9	31.9	20.8	16.5
LnGrp LOS	C	C	B	C	B	B	D	C	C	C	C	B
Approach Vol, veh/h		1150			1136			250			574	
Approach Delay, s/veh		22.5			21.4			29.0			24.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	14.4	11.9	23.0	5.9	23.3	12.5	22.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.5	27.5	17.5	28.5	6.5	49.5	22.5	23.5				
Max Q Clear Time (g_c+I1), s	10.1	8.5	7.0	13.2	2.7	12.1	8.2	8.5				
Green Ext Time (p_c), s	0.5	1.0	0.5	5.4	0.0	2.0	0.3	4.4				
Intersection Summary												
HCM 6th Ctrl Delay			23.0									
HCM 6th LOS			C									

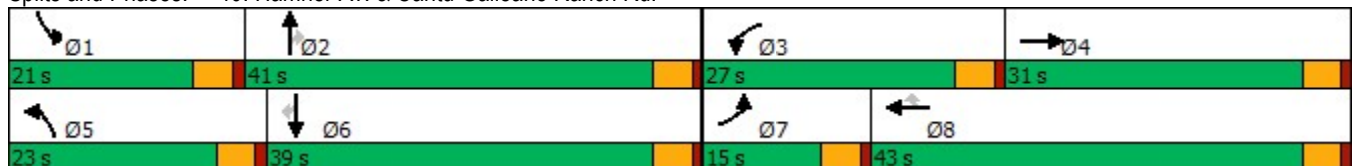
Timings
40: Hamner Av. & Cantu Galleano Ranch Rd.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	139	742	371	751	151	312	356	293	240	499	105
Future Volume (vph)	139	742	371	751	151	312	356	293	240	499	105
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	31.0	27.0	43.0	43.0	23.0	41.0	41.0	21.0	39.0	39.0
Total Split (%)	12.5%	25.8%	22.5%	35.8%	35.8%	19.2%	34.2%	34.2%	17.5%	32.5%	32.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	9.1	22.2	16.0	29.1	29.1	14.2	21.7	21.7	12.3	19.8	19.8
Actuated g/C Ratio	0.10	0.24	0.18	0.32	0.32	0.16	0.24	0.24	0.14	0.22	0.22
v/c Ratio	0.41	0.67	0.63	0.68	0.25	0.60	0.30	0.50	0.53	0.67	0.24
Control Delay	45.9	32.3	41.5	31.1	5.3	42.8	30.1	6.8	43.4	38.2	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	32.3	41.5	31.1	5.3	42.8	30.1	6.8	43.4	38.2	4.9
LOS	D	C	D	C	A	D	C	A	D	D	A
Approach Delay		33.9		31.1			27.2			35.5	
Approach LOS		C		C			C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 90.9
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 31.8
 Intersection LOS: C
 Intersection Capacity Utilization 63.5%
 ICU Level of Service B
 Analysis Period (min) 15


































Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
40: Hamner Av. & Cantu Galleano Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	  		 	 	
Traffic Volume (veh/h)	139	742	264	371	751	151	312	356	293	240	499	105
Future Volume (veh/h)	139	742	264	371	751	151	312	356	293	240	499	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	146	781	221	391	791	93	328	375	224	253	525	70
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	1257	345	531	1182	527	457	1223	380	371	763	340
Arrive On Green	0.07	0.24	0.24	0.15	0.33	0.33	0.13	0.24	0.24	0.11	0.21	0.21
Sat Flow, veh/h	3510	5138	1410	3510	3610	1610	3510	5187	1610	3510	3610	1610
Grp Volume(v), veh/h	146	744	258	391	791	93	328	375	224	253	525	70
Grp Sat Flow(s),veh/h/ln	1755	1634	1646	1755	1805	1610	1755	1729	1610	1755	1805	1610
Q Serve(g_s), s	2.8	9.3	9.6	7.3	12.9	2.8	6.1	4.1	8.5	4.8	9.2	2.5
Cycle Q Clear(g_c), s	2.8	9.3	9.6	7.3	12.9	2.8	6.1	4.1	8.5	4.8	9.2	2.5
Prop In Lane	1.00		0.86	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	240	1200	403	531	1182	527	457	1223	380	371	763	340
V/C Ratio(X)	0.61	0.62	0.64	0.74	0.67	0.18	0.72	0.31	0.59	0.68	0.69	0.21
Avail Cap(c_a), veh/h	538	1895	636	1152	2027	904	947	2761	857	845	1816	810
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	23.1	23.2	27.8	19.9	16.5	28.6	21.6	23.3	29.5	24.9	22.3
Incr Delay (d2), s/veh	2.5	0.5	1.7	2.0	0.7	0.2	2.1	0.1	1.5	2.2	1.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.1	3.4	2.8	4.6	0.9	2.4	1.5	2.9	1.9	3.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	23.6	24.9	29.8	20.5	16.6	30.7	21.7	24.7	31.7	26.1	22.6
LnGrp LOS	C	C	C	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		1148			1275			927			848	
Approach Delay, s/veh		25.1			23.1			25.6			27.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	20.7	14.9	21.3	13.4	19.0	9.2	27.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	36.5	22.5	26.5	18.5	34.5	10.5	38.5				
Max Q Clear Time (g_c+I1), s	6.8	10.5	9.3	11.6	8.1	11.2	4.8	14.9				
Green Ext Time (p_c), s	0.6	3.0	1.1	5.2	0.8	3.3	0.2	5.2				
Intersection Summary												
HCM 6th Ctrl Delay			25.1									
HCM 6th LOS			C									

Timings

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/10/2023

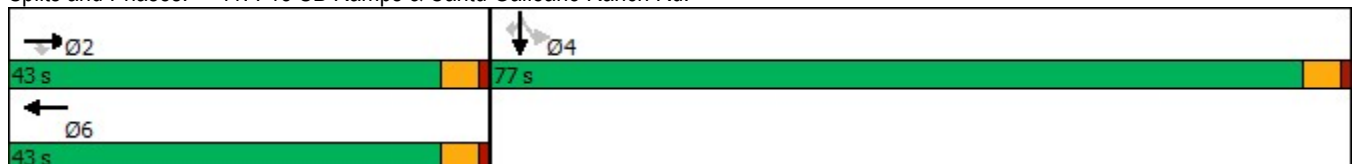


Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑	↔	↑
Traffic Volume (vph)	1181	365	637	140	301	1	1200
Future Volume (vph)	1181	365	637	140	301	1	1200
Turn Type	NA	Perm	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		2		Free	4		4
Detector Phase	2	2	6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	43.0	43.0	43.0		77.0	77.0	77.0
Total Split (%)	35.8%	35.8%	35.8%		64.2%	64.2%	64.2%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min		None	None	None
Act Effect Green (s)	31.5	31.5	31.5	90.6	49.4	49.4	49.4
Actuated g/C Ratio	0.35	0.35	0.35	1.00	0.55	0.55	0.55
v/c Ratio	0.70	0.48	0.54	0.05	0.31	0.79	0.75
Control Delay	29.6	5.1	27.7	0.0	12.3	22.7	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	5.1	27.7	0.0	12.3	22.7	20.6
LOS	C	A	C	A	B	C	C
Approach Delay	23.8		22.7			20.0	
Approach LOS	C		C			B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 90.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 22.1	Intersection LOS: C
Intersection Capacity Utilization 74.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑	↗↗				↘	↕	↗
Traffic Volume (veh/h)	0	1181	365	0	637	140	0	0	0	301	1	1200
Future Volume (veh/h)	0	1181	365	0	637	140	0	0	0	301	1	1200
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1256	0	0	678	0				214	0	1080
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2043		0	1422					793	0	1411
Arrive On Green	0.00	0.39	0.00	0.00	0.39	0.00				0.44	0.00	0.44
Sat Flow, veh/h	0	5358	1610	0	3705	2834				1810	0	3220
Grp Volume(v), veh/h	0	1256	0	0	678	0				214	0	1080
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1805	1417				1810	0	1610
Q Serve(g_s), s	0.0	10.4	0.0	0.0	7.5	0.0				4.0	0.0	15.2
Cycle Q Clear(g_c), s	0.0	10.4	0.0	0.0	7.5	0.0				4.0	0.0	15.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2043		0	1422					793	0	1411
V/C Ratio(X)	0.00	0.61		0.00	0.48					0.27	0.00	0.77
Avail Cap(c_a), veh/h	0	3726		0	2593					2448	0	4356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.0	0.0	0.0	12.1	0.0				9.6	0.0	12.7
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.2	0.0				0.2	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	0.0	0.0	2.1	0.0				1.2	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.3	0.0	0.0	12.4	0.0				9.8	0.0	13.6
LnGrp LOS	A	B		A	B					A	A	B
Approach Vol, veh/h		1256	A		678	A					1294	
Approach Delay, s/veh		13.3			12.4						13.0	
Approach LOS		B			B						B	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		25.6		28.0		25.6						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		38.5		72.5		38.5						
Max Q Clear Time (g_c+I1), s		12.4		17.2		9.5						
Green Ext Time (p_c), s		8.7		6.3		4.2						

Intersection Summary

HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

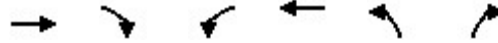
Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

42: I-15 NB Ramps & Cantu Galleano Ranch Rd.

01/10/2023

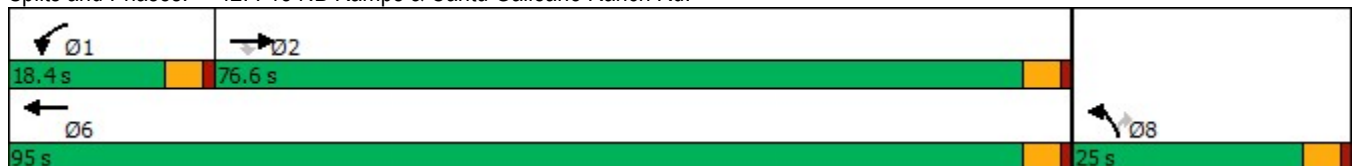


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	↑
Traffic Volume (vph)	717	764	219	401	377	154
Future Volume (vph)	717	764	219	401	377	154
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	76.6	76.6	18.4	95.0	25.0	25.0
Total Split (%)	63.8%	63.8%	15.3%	79.2%	20.8%	20.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	23.5	23.5	9.9	38.3	13.0	13.0
Actuated g/C Ratio	0.39	0.39	0.16	0.63	0.21	0.21
v/c Ratio	0.37	0.76	0.40	0.13	0.55	0.34
Control Delay	13.8	8.3	28.2	4.6	26.1	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	8.3	28.2	4.6	26.1	7.8
LOS	B	A	C	A	C	A
Approach Delay	10.9			13.0	21.3	
Approach LOS	B			B	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 60.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 13.5
 Intersection LOS: B
 Intersection Capacity Utilization 61.1%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↓	↑↑↑	↑↓	↑
Traffic Volume (veh/h)	717	764	219	401	377	154
Future Volume (veh/h)	717	764	219	401	377	154
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	747	527	228	418	393	105
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2368	735	373	3382	613	273
Arrive On Green	0.46	0.46	0.11	0.65	0.17	0.17
Sat Flow, veh/h	5358	1610	3510	5358	3619	1610
Grp Volume(v), veh/h	747	527	228	418	393	105
Grp Sat Flow(s),veh/h/ln	1729	1610	1755	1729	1810	1610
Q Serve(g_s), s	4.6	13.3	3.1	1.5	5.1	2.9
Cycle Q Clear(g_c), s	4.6	13.3	3.1	1.5	5.1	2.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2368	735	373	3382	613	273
V/C Ratio(X)	0.32	0.72	0.61	0.12	0.64	0.39
Avail Cap(c_a), veh/h	7425	2305	969	9320	1473	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.7	11.1	21.5	3.3	19.5	18.6
Incr Delay (d2), s/veh	0.1	1.3	1.6	0.0	1.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.1	1.1	0.1	1.9	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.8	12.4	23.1	3.3	20.6	19.5
LnGrp LOS	A	B	C	A	C	B
Approach Vol, veh/h	1274			646	498	
Approach Delay, s/veh	10.3			10.3	20.4	
Approach LOS	B			B	C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.8	27.5			37.3	13.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	13.9	72.1			90.5	20.5
Max Q Clear Time (g_c+I1), s	5.1	15.3			3.5	7.1
Green Ext Time (p_c), s	0.4	7.7			2.6	1.4

Intersection Summary

HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

**APPENDIX 5.2: E+P CONDITIONS TRAFFIC SIGNAL WARRANT
OPERATIONS ANALYSIS WORKSHEETS**

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	E+P	
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>	
Major Street: <u>Schaefer Av.</u>					Critical Approach Speed (Major)	<u>45</u> mph	
Minor Street: <u>Driveway 6</u>					Critical Approach Speed (Minor)	<u>25</u> mph	
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes =		<u>1</u> lane	
Major Street Future ADT =		<u>5,250</u>	vpd	Minor Street Future ADT =		<u>130</u> vpd	
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>	
						or	RURAL (R)
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>	

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 5,250</u>	<u>1 130</u>	8,000	5,600	2,400	1,680
<u>2 +</u>	<u>1</u>	9,600	6,720	2,400	1,680
<u>2 +</u>	<u>2 +</u>	9,600	6,720	3,200	2,240
<u>1</u>	<u>2 +</u>	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>1 5,250</u>	<u>1 130</u>	12,000	8,400	1,200	850
<u>2 +</u>	<u>1</u>	14,400	10,080	1,200	850
<u>2 +</u>	<u>2 +</u>	14,400	10,080	1,600	1,120
<u>1</u>	<u>2 +</u>	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A				
	8%				
	B				
	15%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	<u>E+P</u>	
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>	
Major Street: <u>Edison Av.</u>					Critical Approach Speed (Major)	<u>45</u> mph	
Minor Street: <u>Driveway 9</u>					Critical Approach Speed (Minor)	<u>25</u> mph	
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes =		<u>1</u> lane	
Major Street Future ADT =		<u>11,143</u>	vpd	Minor Street Future ADT =		<u>159</u> vpd	
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>	
						or	RURAL (R)
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>	

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 11,143	1 159	8,000	5,600 *	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 11,143	1 159	12,000	8,400 *	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A				
	9%				
	B				
	19%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>E+P</u>
Jurisdiction: <u>City of Ontario</u>				<u>JB</u>		<u>01/11/23</u>
Major Street: <u>Schaefer Av.</u>				<u>JB</u>		<u>01/11/23</u>
Minor Street: <u>Sultana Av.</u>					Critical Approach Speed (Major)	<u>45</u> mph
					Critical Approach Speed (Minor)	<u>45</u> mph
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes =		<u>1</u> lane
Major Street Future ADT =		<u>5,277</u>	vpd	Minor Street Future ADT =		<u>159</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>
						or
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 5,277</u>	<u>1 159</u>				
<u>2 +</u>	<u>1</u>	8,000	5,600	2,400	1,680
<u>2 +</u>	<u>2 +</u>	9,600	6,720	2,400	1,680
<u>1</u>	<u>2 +</u>	9,600	6,720	3,200	2,240
		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 5,277</u>	<u>1 159</u>				
<u>2 +</u>	<u>1</u>	12,000	8,400	1,200	850
<u>2 +</u>	<u>2 +</u>	14,400	10,080	1,200	850
<u>1</u>	<u>2 +</u>	14,400	10,080	1,600	1,120
		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	9%				
	<u>B</u>				
	19%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	<u>E+P</u>
Jurisdiction: <u>City of Ontario</u>				CALC <u>JB</u>	DATE <u>01/11/23</u>
Major Street: <u>Sultana Av.</u>				CHK <u>JB</u>	DATE <u>01/11/23</u>
Minor Street: <u>Driveway 11</u>				Critical Approach Speed (Major)	<u>45</u> mph
				Critical Approach Speed (Minor)	<u>25</u> mph

Major Street Approach Lanes = 1 lane Minor Street Approach Lanes: 1 lane

Major Street Future ADT = 360 vpd Minor Street Future ADT = 191 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph);
 or **RURAL (R)**

In built up area of isolated community of < 10,000 population

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
CONDITION A - Minimum Vehicular Volume		EADT			
<u>Satisfied</u>	XX <u>Not Satisfied</u>	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach	Number of lanes for moving traffic on each approach				
<u>Major Street</u>	<u>Minor Street</u>				
1 360	1 191	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	XX <u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach	Number of lanes for moving traffic on each approach				
<u>Major Street</u>	<u>Minor Street</u>				
1 360	1 191	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	XX <u>Not Satisfied</u>				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A				
	6%				
	B				
	4%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	<u>E+P</u>
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>
Major Street: <u>Sultana Av.</u>					Critical Approach Speed (Major)	<u>45</u> mph
Minor Street: <u>Driveway 12</u>					Critical Approach Speed (Minor)	<u>25</u> mph
Major Street Approach Lanes =			<u>1</u>	lane	Minor Street Approach Lanes =	<u>1</u>
Major Street Future ADT =			<u>395</u>	vpd	Minor Street Future ADT =	<u>64</u>
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>
						or
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>
RURAL (R)						

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 395	1 64				
2 +	1	8,000	5,600	2,400	1,680
2 +	2 +	9,600	6,720	2,400	1,680
1	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 395	1 64	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
No one condition satisfied, but following conditions fulfilled 80% of more	XX				
	A				
	4%				
	B				
	5%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	<u>E+P</u>	
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>	DATE <u>01/11/23</u>		
Major Street: <u>Sultana Av.</u>					Critical Approach Speed (Major) <u>45</u> mph		
Minor Street: <u>Driveway 13</u>					Critical Approach Speed (Minor) <u>25</u> mph		
Major Street Approach Lanes = <u>1</u>	lane	Minor Street Approach Lanes = <u>1</u>	lane				
Major Street Future ADT = <u>400</u>	vpd	Minor Street Future ADT = <u>64</u>	vpd				
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>	
						or	RURAL (R)
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>	

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 400	1 64	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 400	1 64	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A				
	4%				
	B				
	5%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	E+P
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>
Major Street: <u>Sultana Av.</u>					Critical Approach Speed (Major)	<u>45</u> mph
Minor Street: <u>Driveway 14</u>					Critical Approach Speed (Minor)	<u>25</u> mph
Major Street Approach Lanes =			<u>1</u> lane		Minor Street Approach Lanes:	<u>1</u> lane
Major Street Future ADT =			<u>466</u> vpd		Minor Street Future ADT =	<u>58</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>
						or
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
CONDITION A - Minimum Vehicular Volume		EADT			
<u>Satisfied</u>	XX <u>Not Satisfied</u>	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach	Number of lanes for moving traffic on each approach				
<u>Major Street</u>	<u>Minor Street</u>				
1 466	1 58	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	XX <u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach	Number of lanes for moving traffic on each approach				
<u>Major Street</u>	<u>Minor Street</u>				
1 466	1 58	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	XX <u>Not Satisfied</u>	80%		80%	
No one condition satisfied, but following conditions fulfilled 80% of more	3% <u>A</u> 6% <u>B</u>				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	<u>E+P</u>
Jurisdiction: <u>City of Ontario</u>				CALC <u>JB</u>	DATE <u>01/11/23</u>
Major Street: <u>Sultana Av.</u>				CHK <u>JB</u>	DATE <u>01/11/23</u>
Minor Street: <u>Driveway 15</u>				Critical Approach Speed (Major)	<u>45</u> mph
				Critical Approach Speed (Minor)	<u>25</u> mph
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes	<u>1</u> lane
Major Street Future ADT =		<u>746</u>	vpd	Minor Street Future ADT =	<u>244</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					<input checked="" type="checkbox"/>
					or
In built up area of isolated community of < 10,000 population					<input type="checkbox"/>

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 746</u>	<u>1 244</u>				
2 +	1	8,000	5,600	2,400	1,680
2 +	2 +	9,600	6,720	2,400	1,680
1	2 +	9,600	6,720	3,200	2,240
		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 746</u>	<u>1 244</u>				
2 +	1	12,000	8,400	1,200	850
2 +	2 +	14,400	10,080	1,200	850
1	2 +	14,400	10,080	1,600	1,120
		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
No one condition satisfied, but following conditions fulfilled 80% of more	XX				
	<u>A</u>				
	13%				
	<u>B</u>				
	9%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	<u>E+P</u>
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>	DATE <u>01/11/23</u>	
Major Street: <u>Sultana Av.</u>					Critical Approach Speed (Major) <u>45</u> mph	
Minor Street: <u>Driveway 16</u>					Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>1</u>	lane	Minor Street Approach Lanes = <u>1</u>	lane			
Major Street Future ADT = <u>1,119</u>	vpd	Minor Street Future ADT = <u>152</u>	vpd			
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);	<input checked="" type="checkbox"/>	or	<input type="checkbox"/>			RURAL (R)
In built up area of isolated community of < 10,000 population	<input type="checkbox"/>					

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 1,119	1 152	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 1,119	1 152	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
No one condition satisfied, but following conditions fulfilled 80% of more	XX				
	<u>A</u>				
	9%				
	<u>B</u>				
	13%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>E+P</u>
Jurisdiction: <u>City of Ontario</u>				<u>JB</u>		<u>01/11/23</u>
Major Street: <u>Sultana Av.</u>				<u>JB</u>		<u>01/11/23</u>
Minor Street: <u>Driveway 17</u>					Critical Approach Speed (Major) <u>45</u> mph	
					Critical Approach Speed (Minor) <u>25</u> mph	

Major Street Approach Lanes = 1 lane Minor Street Approach Lanes: 1 lane

Major Street Future ADT = 1,574 vpd Minor Street Future ADT = 304 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); or **RURAL (R)**

In built up area of isolated community of < 10,000 population

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 1,574</u>	<u>1 304</u>	8,000	5,600	2,400	1,680
<u>2 +</u>	<u>1</u>	9,600	6,720	2,400	1,680
<u>2 +</u>	<u>2 +</u>	9,600	6,720	3,200	2,240
<u>1</u>	<u>2 +</u>	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 1,574</u>	<u>1 304</u>	12,000	8,400	1,200	850
<u>2 +</u>	<u>1</u>	14,400	10,080	1,200	850
<u>2 +</u>	<u>2 +</u>	14,400	10,080	1,600	1,120
<u>1</u>	<u>2 +</u>	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A				
	18%				
	B				
	19%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	<u>E+P</u>
Jurisdiction: <u>City of Ontario</u>				CALC <u>JB</u>	DATE <u>01/11/23</u>
Major Street: <u>Edison Av.</u>				CHK <u>JB</u>	DATE <u>01/11/23</u>
Minor Street: <u>Sultana Av.</u>				Critical Approach Speed (Major)	<u>45</u> mph
				Critical Approach Speed (Minor)	<u>45</u> mph

Major Street Approach Lanes = 1 lane Minor Street Approach Lanes: 1 lane

Major Street Future ADT = 11,600 vpd Minor Street Future ADT = 939 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); or **RURAL (R)**

In built up area of isolated community of < 10,000 population

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
CONDITION A - Minimum Vehicular Volume		EADT			
<u>Satisfied</u>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
XX		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
XX					
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 11,600</u>	<u>1 939</u>	8,000	5,600 *	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
XX		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Not Satisfied</u>					
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 11,600</u>	<u>1 939</u>	12,000	8,400 *	1,200	850 *
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>		80%		80%	
<u>Not Satisfied</u>					
XX					
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	56%				
	<u>B</u>				
	100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing Plus Project Conditions - Weekday PM Peak Hour**

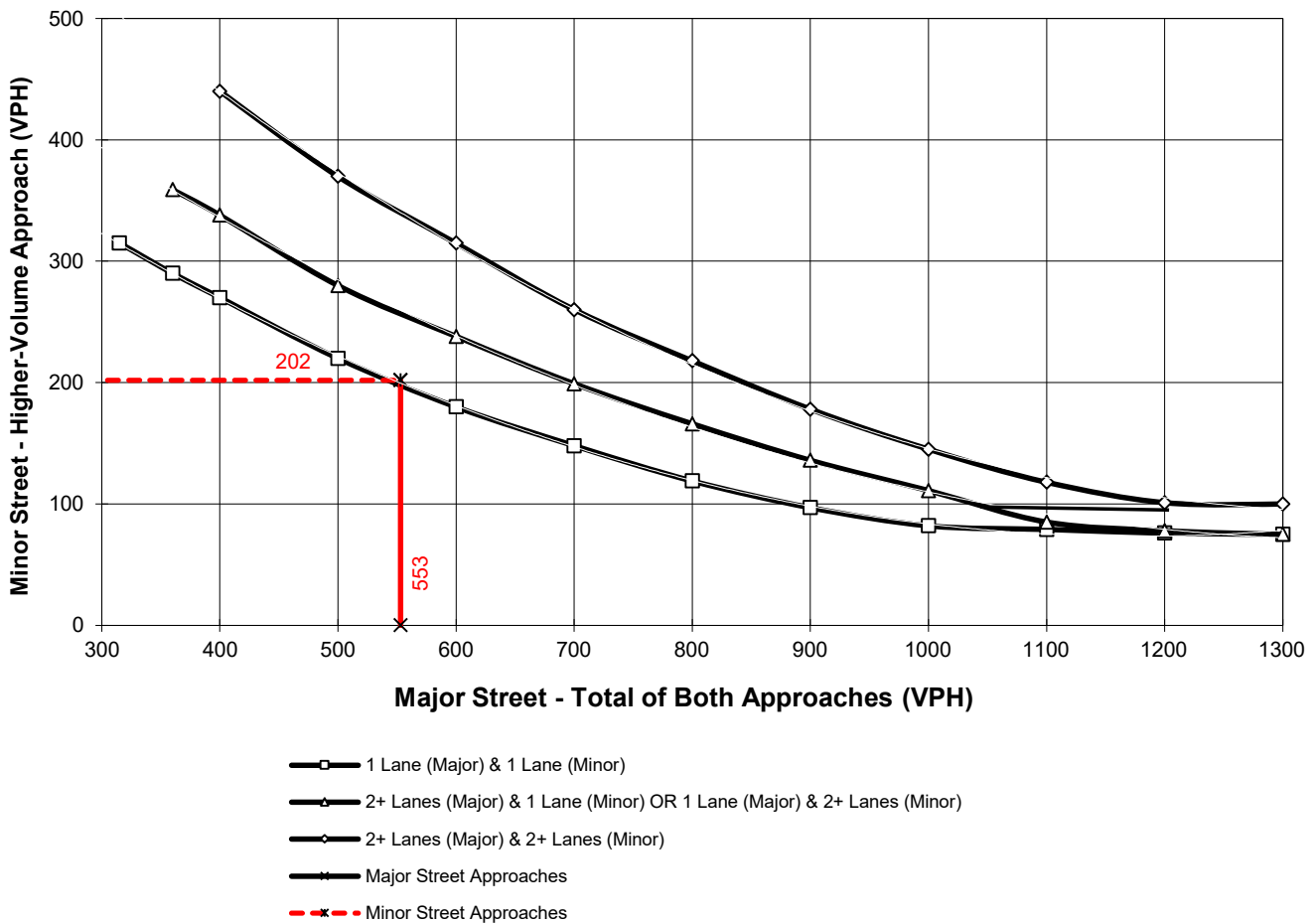
Major Street Name = **Schaefer Av.**

Total of Both Approaches (VPH) = **553**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Bon View Av.**

High Volume Approach (VPH) = **202**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 5.3: E+P CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Queues

1: Euclid Av. (SR-83) & SR-60 WB Ramps



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	361	358	329	390	929	958	377
v/c Ratio	0.85	0.88	0.66	0.90	0.39	0.68	0.44
Control Delay	61.3	64.1	26.9	75.6	9.4	35.4	5.1
Queue Delay	0.4	0.4	0.0	0.0	0.2	0.0	0.0
Total Delay	61.7	64.5	26.9	75.6	9.6	35.4	5.1
Queue Length 50th (ft)	273	278	123	324	146	343	5
Queue Length 95th (ft)	388	#423	226	m#450	m207	437	74
Internal Link Dist (ft)		1414			410	1540	
Turn Bay Length (ft)	360		360	285			
Base Capacity (vph)	485	465	546	473	2398	1400	851
Starvation Cap Reductn	0	0	0	0	677	0	0
Spillback Cap Reductn	11	10	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.79	0.60	0.82	0.54	0.68	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	359	496	868	743	385	1152
v/c Ratio	0.73	0.98	0.68	0.77	0.89	0.51
Control Delay	48.7	69.6	37.4	11.6	75.5	14.9
Queue Delay	0.7	9.7	0.0	0.0	0.2	0.4
Total Delay	49.4	79.3	37.4	11.6	75.7	15.3
Queue Length 50th (ft)	262	336	308	53	321	223
Queue Length 95th (ft)	382	#569	397	240	m#429	301
Internal Link Dist (ft)		1308	1081			410
Turn Bay Length (ft)	900					
Base Capacity (vph)	500	517	1275	968	496	2264
Starvation Cap Reductn	0	0	0	0	5	576
Spillback Cap Reductn	23	24	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	1.01	0.68	0.77	0.78	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/10/2023



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	932	371	800	188	263	562	555
v/c Ratio	0.54	0.47	0.67	0.07	0.29	0.70	0.67
Control Delay	22.4	5.0	25.6	0.0	10.6	17.3	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	5.0	25.6	0.0	10.6	17.3	16.1
Queue Length 50th (ft)	110	0	143	0	55	156	143
Queue Length 95th (ft)	240	64	324	0	142	392	356
Internal Link Dist (ft)	1972		847			2051	
Turn Bay Length (ft)				180			
Base Capacity (vph)	3185	1135	2217	2842	1546	1337	1386
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.33	0.36	0.07	0.17	0.42	0.40

Intersection Summary

Queues

42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	414	722	198	419	606	277
v/c Ratio	0.30	0.76	0.35	0.16	0.56	0.43
Control Delay	16.6	7.8	24.4	7.1	18.3	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	7.8	24.4	7.1	18.3	5.1
Queue Length 50th (ft)	37	3	27	23	72	0
Queue Length 95th (ft)	69	77	72	43	164	56
Internal Link Dist (ft)	847		2089		1664	
Turn Bay Length (ft)	255					
Base Capacity (vph)	5120	1603	983	5187	1493	790
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.45	0.20	0.08	0.41	0.35

Intersection Summary

Queues

1: Euclid Av. (SR-83) & SR-60 WB Ramps

01/10/2023



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	348	349	319	354	885	858	447
v/c Ratio	0.74	0.78	0.58	0.80	0.39	0.71	0.53
Control Delay	45.9	48.0	19.4	51.9	9.8	33.3	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	45.9	48.0	19.4	51.9	9.9	33.3	5.1
Queue Length 50th (ft)	223	232	78	226	144	267	0
Queue Length 95th (ft)	374	#402	194	#391	194	366	68
Internal Link Dist (ft)		1414			410	1540	
Turn Bay Length (ft)	360		360	285			
Base Capacity (vph)	608	582	661	583	2824	1626	973
Starvation Cap Reductn	0	0	0	0	916	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.60	0.48	0.61	0.46	0.53	0.46

Intersection Summary

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

Queues
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	259	341	978	514	351	1194
v/c Ratio	0.65	0.79	0.73	0.57	0.78	0.49
Control Delay	44.0	40.3	31.8	5.4	48.9	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	44.0	40.3	31.8	5.4	48.9	9.5
Queue Length 50th (ft)	163	162	279	2	215	175
Queue Length 95th (ft)	274	296	433	80	362	283
Internal Link Dist (ft)		1308	1081			410
Turn Bay Length (ft)	900					
Base Capacity (vph)	617	621	1682	998	626	2913
Starvation Cap Reductn	0	0	0	0	0	876
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.55	0.58	0.52	0.56	0.59

Intersection Summary

Queues

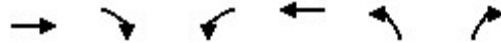
41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/10/2023



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1256	388	678	149	288	659	651
v/c Ratio	0.70	0.48	0.54	0.05	0.31	0.79	0.75
Control Delay	29.6	5.1	27.7	0.0	12.3	22.7	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	5.1	27.7	0.0	12.3	22.7	20.6
Queue Length 50th (ft)	226	0	163	0	91	291	265
Queue Length 95th (ft)	375	69	294	0	156	502	451
Internal Link Dist (ft)	1972		847			2051	
Turn Bay Length (ft)				180			
Base Capacity (vph)	2383	951	1659	2842	1375	1200	1242
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.41	0.41	0.05	0.21	0.55	0.52

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	747	796	228	418	409	144
v/c Ratio	0.37	0.76	0.40	0.13	0.55	0.34
Control Delay	13.8	8.3	28.2	4.6	26.1	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	8.3	28.2	4.6	26.1	7.8
Queue Length 50th (ft)	64	25	35	17	61	0
Queue Length 95th (ft)	119	146	96	37	151	51
Internal Link Dist (ft)	847			2089	1664	
Turn Bay Length (ft)			255			
Base Capacity (vph)	4980	1578	852	5187	1256	619
Starvation Cap Reductn	0	22	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.51	0.27	0.08	0.33	0.23

Intersection Summary

**APPENDIX 5.6: E+P CONDITIONS INTERSECTION OPERATIONS
ANALYSIS WORKSHEETS WITH IMPROVEMENTS**

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Timings
19: Edison Av. & Driveway 9

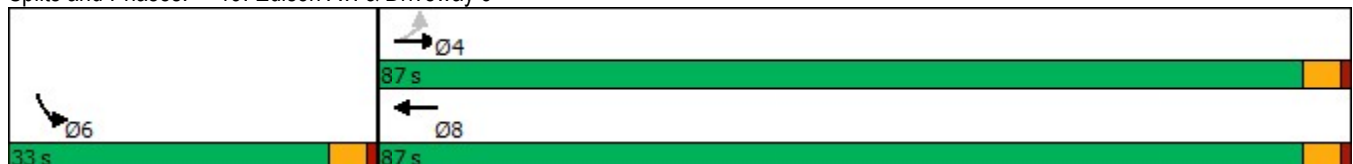


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	212	196	669	190
Future Volume (vph)	212	196	669	190
Turn Type	Perm	NA	NA	Prot
Protected Phases		4	8	6
Permitted Phases	4			
Detector Phase	4	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	87.0	87.0	87.0	33.0
Total Split (%)	72.5%	72.5%	72.5%	27.5%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	Min
Act Effct Green (s)	47.9	47.9	47.9	19.2
Actuated g/C Ratio	0.61	0.61	0.61	0.25
v/c Ratio	0.92	0.18	0.71	0.70
Control Delay	57.5	6.6	13.4	39.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	57.5	6.6	13.4	39.1
LOS	E	A	B	D
Approach Delay		33.0	13.4	39.1
Approach LOS		C	B	D

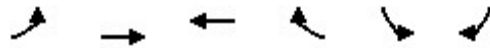
Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 77.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 24.0	Intersection LOS: C
Intersection Capacity Utilization 80.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 19: Edison Av. & Driveway 9



HCM 6th Signalized Intersection Summary
 19: Edison Av. & Driveway 9

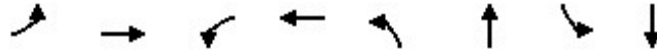


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	212	196	669	87	190	98
Future Volume (veh/h)	212	196	669	87	190	98
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	230	213	727	95	207	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	365	1253	1086	142	245	126
Arrive On Green	0.66	0.66	0.66	0.66	0.21	0.21
Sat Flow, veh/h	676	1900	1646	215	1141	590
Grp Volume(v), veh/h	230	213	0	822	315	0
Grp Sat Flow(s),veh/h/ln	676	1900	0	1861	1737	0
Q Serve(g_s), s	22.4	3.1	0.0	19.2	12.4	0.0
Cycle Q Clear(g_c), s	41.6	3.1	0.0	19.2	12.4	0.0
Prop In Lane	1.00			0.12	0.66	0.34
Lane Grp Cap(c), veh/h	365	1253	0	1228	372	0
V/C Ratio(X)	0.63	0.17	0.00	0.67	0.85	0.00
Avail Cap(c_a), veh/h	701	2198	0	2153	694	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.1	4.7	0.0	7.4	26.9	0.0
Incr Delay (d2), s/veh	1.8	0.1	0.0	0.6	5.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.8	0.0	4.9	5.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.9	4.7	0.0	8.0	32.2	0.0
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h		443	822		315	
Approach Delay, s/veh		13.6	8.0		32.2	
Approach LOS		B	A		C	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				51.5	19.8	51.5
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				82.5	28.5	82.5
Max Q Clear Time (g_c+I1), s				43.6	14.4	21.2
Green Ext Time (p_c), s				3.4	0.9	6.8
Intersection Summary						
HCM 6th Ctrl Delay			14.4			
HCM 6th LOS			B			

Timings

31: Bon View Av. & Edison Av.

01/12/2023

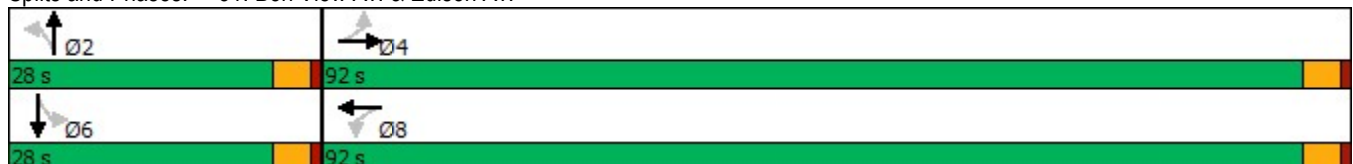


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	42	418	7	654	11	80	10	79
Future Volume (vph)	42	418	7	654	11	80	10	79
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	92.0	92.0	92.0	92.0	28.0	28.0	28.0	28.0
Total Split (%)	76.7%	76.7%	76.7%	76.7%	23.3%	23.3%	23.3%	23.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		28.6		28.6		10.4		10.4
Actuated g/C Ratio		0.59		0.59		0.21		0.21
v/c Ratio		0.58		0.75		0.30		0.39
Control Delay		9.0		12.7		21.0		20.9
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		9.0		12.7		21.0		20.9
LOS		A		B		C		C
Approach Delay		9.0		12.7		21.0		20.9
Approach LOS		A		B		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 48.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 12.7
 Intersection LOS: B
 Intersection Capacity Utilization 66.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 31: Bon View Av. & Edison Av.

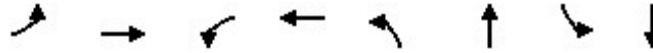


HCM 6th Signalized Intersection Summary
 31: Bon View Av. & Edison Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	42	418	16	7	654	30	11	80	5	10	79	39
Future Volume (veh/h)	42	418	16	7	654	30	11	80	5	10	79	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	504	19	8	788	36	13	96	6	12	95	47
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	158	958	34	107	1049	48	134	253	15	124	180	84
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	77	1638	59	5	1794	81	117	1621	96	77	1151	540
Grp Volume(v), veh/h	574	0	0	832	0	0	115	0	0	154	0	0
Grp Sat Flow(s),veh/h/ln	1775	0	0	1880	0	0	1834	0	0	1768	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	6.3	0.0	0.0	11.4	0.0	0.0	1.9	0.0	0.0	2.8	0.0	0.0
Prop In Lane	0.09		0.03	0.01		0.04	0.11		0.05	0.08		0.31
Lane Grp Cap(c), veh/h	1150	0	0	1204	0	0	402	0	0	388	0	0
V/C Ratio(X)	0.50	0.00	0.00	0.69	0.00	0.00	0.29	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	4304	0	0	4818	0	0	1331	0	0	1297	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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.3	0.0	0.0	5.4	0.0	0.0	13.2	0.0	0.0	13.5	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.7	0.0	0.0	0.4	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	0.5	0.0	0.0	0.9	0.0	0.0	0.6	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.6	0.0	0.0	6.1	0.0	0.0	13.6	0.0	0.0	14.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		574			832			115				154
Approach Delay, s/veh		4.6			6.1			13.6				14.2
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.9		24.8		9.9		24.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		23.5		87.5		23.5		87.5				
Max Q Clear Time (g_c+I1), s		3.9		8.3		4.8		13.4				
Green Ext Time (p_c), s		0.5		4.3		0.7		6.9				
Intersection Summary												
HCM 6th Ctrl Delay				6.8								
HCM 6th LOS				A								

Timings
33: Grove Av. & Edison Av.

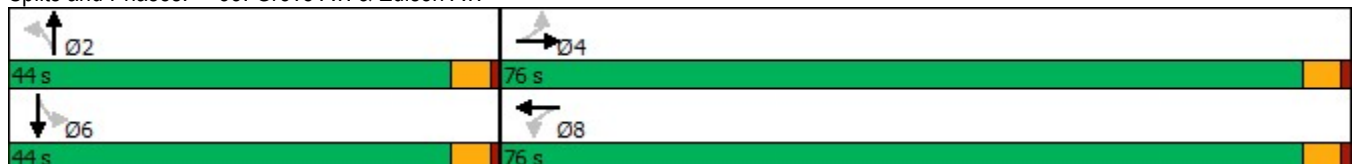


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	71	365	29	581	51	216	40	189
Future Volume (vph)	71	365	29	581	51	216	40	189
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	76.0	76.0	76.0	76.0	44.0	44.0	44.0	44.0
Total Split (%)	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%	36.7%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effect Green (s)		34.0		34.0		19.2		19.2
Actuated g/C Ratio		0.54		0.54		0.30		0.30
v/c Ratio		0.61		0.77		0.60		0.60
Control Delay		14.1		18.2		27.0		26.2
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		14.1		18.2		27.0		26.2
LOS		B		B		C		C
Approach Delay		14.1		18.2		27.0		26.2
Approach LOS		B		B		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 63.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 82.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 33: Grove Av. & Edison Av.



HCM 6th Signalized Intersection Summary
33: Grove Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	71	365	27	29	581	59	51	216	6	40	189	53
Future Volume (veh/h)	71	365	27	29	581	59	51	216	6	40	189	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	76	388	29	31	618	63	54	230	6	43	201	56
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	719	50	114	805	80	162	368	9	143	307	79
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	151	1389	96	33	1554	154	207	1473	36	147	1229	316
Grp Volume(v), veh/h	493	0	0	712	0	0	290	0	0	300	0	0
Grp Sat Flow(s),veh/h/ln	1636	0	0	1741	0	0	1716	0	0	1691	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	7.2	0.0	0.0	12.7	0.0	0.0	5.6	0.0	0.0	6.0	0.0	0.0
Prop In Lane	0.15		0.06	0.04		0.09	0.19		0.02	0.14		0.19
Lane Grp Cap(c), veh/h	954	0	0	999	0	0	539	0	0	529	0	0
V/C Ratio(X)	0.52	0.00	0.00	0.71	0.00	0.00	0.54	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	2884	0	0	3257	0	0	1765	0	0	1759	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.2	0.0	0.0	7.5	0.0	0.0	13.0	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	2.2	0.0	0.0	1.6	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	0.0	0.0	8.5	0.0	0.0	13.8	0.0	0.0	14.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		493			712			290				300
Approach Delay, s/veh		6.7			8.5			13.8				14.1
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.2		24.6		14.2		24.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		39.5		71.5		39.5		71.5				
Max Q Clear Time (g_c+I1), s		7.6		9.2		8.0		14.7				
Green Ext Time (p_c), s		1.6		3.7		1.7		5.4				

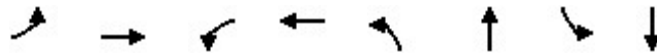
Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Timings

34: Walker Av, & Edison Av.

01/12/2023

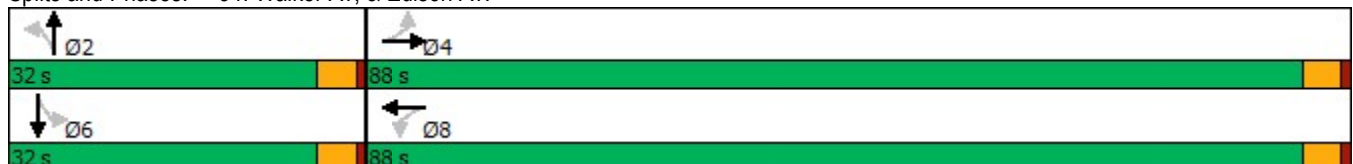


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	30	354	65	624	13	98	64	57
Future Volume (vph)	30	354	65	624	13	98	64	57
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	88.0	88.0	88.0	88.0	32.0	32.0	32.0	32.0
Total Split (%)	73.3%	73.3%	73.3%	73.3%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		35.0		35.0		13.1		13.1
Actuated g/C Ratio		0.60		0.60		0.23		0.23
v/c Ratio		0.38		0.78		0.39		0.47
Control Delay		7.1		14.3		24.2		26.4
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		7.1		14.3		24.2		26.4
LOS		A		B		C		C
Approach Delay		7.1		14.3		24.2		26.4
Approach LOS		A		B		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 58.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 34: Walker Av, & Edison Av.



HCM 6th Signalized Intersection Summary
 34: Walker Av, & Edison Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	30	354	1	65	624	102	13	98	41	64	57	39
Future Volume (veh/h)	30	354	1	65	624	102	13	98	41	64	57	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	369	1	68	650	106	14	102	43	67	59	41
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	1030	3	157	869	136	122	197	78	228	116	67
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	56	1747	5	84	1473	230	88	1216	483	552	719	414
Grp Volume(v), veh/h	401	0	0	824	0	0	159	0	0	167	0	0
Grp Sat Flow(s),veh/h/ln	1808	0	0	1787	0	0	1787	0	0	1685	0	0
Q Serve(g_s), s	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	0.0	12.2	0.0	0.0	2.9	0.0	0.0	3.0	0.0	0.0
Prop In Lane	0.08		0.00	0.08		0.13	0.09		0.27	0.40		0.25
Lane Grp Cap(c), veh/h	1173	0	0	1162	0	0	397	0	0	412	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.71	0.00	0.00	0.40	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	4063	0	0	4142	0	0	1440	0	0	1322	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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.9	0.0	0.0	5.5	0.0	0.0	14.0	0.0	0.0	14.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.1	0.0	0.0	0.9	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.0	0.0	0.0	6.3	0.0	0.0	14.6	0.0	0.0	14.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		401			824			159				167
Approach Delay, s/veh		4.0			6.3			14.6				14.6
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.4		25.9		10.4		25.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		27.5		83.5		27.5		83.5				
Max Q Clear Time (g_c+I1), s		4.9		6.0		5.0		14.2				
Green Ext Time (p_c), s		0.7		2.6		0.8		7.1				
Intersection Summary												
HCM 6th Ctrl Delay				7.5								
HCM 6th LOS				A								

Timings
19: Edison Av. & Driveway 9

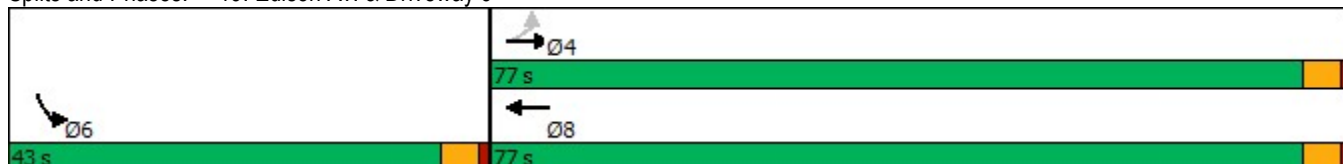


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	188	492	335	138
Future Volume (vph)	188	492	335	138
Turn Type	Perm	NA	NA	Prot
Protected Phases		4	8	6
Permitted Phases	4			
Detector Phase	4	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	77.0	77.0	77.0	43.0
Total Split (%)	64.2%	64.2%	64.2%	35.8%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	Min
Act Effct Green (s)	18.4	18.4	18.4	11.2
Actuated g/C Ratio	0.47	0.47	0.47	0.29
v/c Ratio	0.50	0.60	0.50	0.43
Control Delay	12.8	11.2	9.4	14.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.8	11.2	9.4	14.4
LOS	B	B	A	B
Approach Delay		11.6	9.4	14.4
Approach LOS		B	A	B

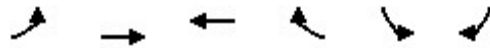
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 39.1
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 11.4
 Intersection LOS: B
 Intersection Capacity Utilization 55.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 19: Edison Av. & Driveway 9



HCM 6th Signalized Intersection Summary
 19: Edison Av. & Driveway 9

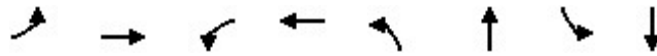


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	188	492	335	68	138	68
Future Volume (veh/h)	188	492	335	68	138	68
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	204	535	364	74	150	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	582	992	800	163	234	115
Arrive On Green	0.52	0.52	0.52	0.52	0.20	0.20
Sat Flow, veh/h	966	1900	1532	312	1159	572
Grp Volume(v), veh/h	204	535	0	438	225	0
Grp Sat Flow(s),veh/h/ln	966	1900	0	1844	1739	0
Q Serve(g_s), s	5.5	6.1	0.0	4.9	3.9	0.0
Cycle Q Clear(g_c), s	10.3	6.1	0.0	4.9	3.9	0.0
Prop In Lane	1.00			0.17	0.67	0.33
Lane Grp Cap(c), veh/h	582	992	0	963	351	0
V/C Ratio(X)	0.35	0.54	0.00	0.45	0.64	0.00
Avail Cap(c_a), veh/h	2224	4223	0	4098	2053	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.1	5.2	0.0	4.9	11.9	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.3	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.7	0.0	0.5	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.5	5.6	0.0	5.2	13.9	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		739	438		225	
Approach Delay, s/veh		6.4	5.2		13.9	
Approach LOS		A	A		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				21.5	11.1	21.5
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				72.5	38.5	72.5
Max Q Clear Time (g_c+I1), s				12.3	5.9	6.9
Green Ext Time (p_c), s				4.7	0.7	2.7
Intersection Summary						
HCM 6th Ctrl Delay			7.2			
HCM 6th LOS			A			

Timings

31: Bon View Av. & Edison Av.

01/12/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	62	700	6	359	7	120	18	72
Future Volume (vph)	62	700	6	359	7	120	18	72
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	93.0	93.0	93.0	93.0	27.0	27.0	27.0	27.0
Total Split (%)	77.5%	77.5%	77.5%	77.5%	22.5%	22.5%	22.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effect Green (s)		33.3		33.3		10.9		10.9
Actuated g/C Ratio		0.62		0.62		0.20		0.20
v/c Ratio		0.77		0.36		0.40		0.35
Control Delay		13.2		5.9		25.5		23.8
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		13.2		5.9		25.5		23.8
LOS		B		A		C		C
Approach Delay		13.2		5.9		25.5		23.8
Approach LOS		B		A		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 54
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 13.3
 Intersection LOS: B
 Intersection Capacity Utilization 85.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 31: Bon View Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 31: Bon View Av. & Edison Av.

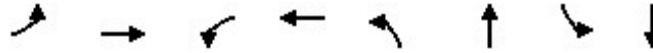
Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	62	700	23	6	359	16	7	120	12	18	72	25
Future Volume (veh/h)	62	700	23	6	359	16	7	120	12	18	72	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	67	761	25	7	390	17	8	130	13	20	78	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	1013	32	106	1077	46	113	242	23	143	179	57
Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	80	1684	53	7	1789	77	52	1637	159	180	1210	383
Grp Volume(v), veh/h	853	0	0	414	0	0	151	0	0	125	0	0
Grp Sat Flow(s),veh/h/ln	1817	0	0	1873	0	0	1848	0	0	1773	0	0
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.1	0.0	0.0	4.0	0.0	0.0	2.7	0.0	0.0	2.2	0.0	0.0
Prop In Lane	0.08		0.03	0.02		0.04	0.05		0.09	0.16		0.22
Lane Grp Cap(c), veh/h	1202	0	0	1229	0	0	378	0	0	378	0	0
V/C Ratio(X)	0.71	0.00	0.00	0.34	0.00	0.00	0.40	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	4486	0	0	4642	0	0	1253	0	0	1191	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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.2	0.0	0.0	3.6	0.0	0.0	14.2	0.0	0.0	14.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.3	0.0	0.0	0.9	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.0	0.0	0.0	3.8	0.0	0.0	14.9	0.0	0.0	14.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		853			414			151				125
Approach Delay, s/veh		6.0			3.8			14.9				14.5
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.8		26.1		9.8		26.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		22.5		88.5		22.5		88.5				
Max Q Clear Time (g_c+I1), s		4.7		14.1		4.2		6.0				
Green Ext Time (p_c), s		0.6		7.5		0.5		2.6				
Intersection Summary												
HCM 6th Ctrl Delay				7.0								
HCM 6th LOS				A								

Timings
33: Grove Av. & Edison Av.

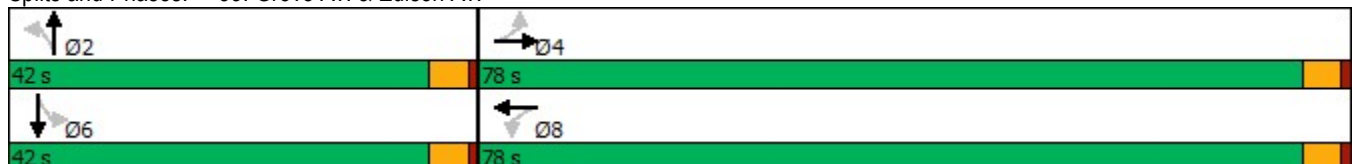


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	58	636	7	337	16	267	48	145
Future Volume (vph)	58	636	7	337	16	267	48	145
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	78.0	78.0	78.0	78.0	42.0	42.0	42.0	42.0
Total Split (%)	65.0%	65.0%	65.0%	65.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		43.2		43.2		22.6		22.6
Actuated g/C Ratio		0.57		0.57		0.30		0.30
v/c Ratio		0.81		0.40		0.70		0.57
Control Delay		21.5		10.7		34.1		30.8
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		21.5		10.7		34.1		30.8
LOS		C		B		C		C
Approach Delay		21.5		10.7		34.1		30.8
Approach LOS		C		B		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 76	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 104.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 33: Grove Av. & Edison Av.



HCM 6th Signalized Intersection Summary
33: Grove Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	58	636	30	7	337	33	16	267	53	48	145	38
Future Volume (veh/h)	58	636	30	7	337	33	16	267	53	48	145	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	62	684	32	8	362	35	17	287	57	52	156	41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	848	38	81	867	82	87	387	74	149	317	74
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	81	1563	71	9	1598	152	35	1422	273	218	1168	273
Grp Volume(v), veh/h	778	0	0	405	0	0	361	0	0	249	0	0
Grp Sat Flow(s),veh/h/ln	1715	0	0	1759	0	0	1730	0	0	1659	0	0
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.0	0.0	0.0	6.6	0.0	0.0	9.2	0.0	0.0	5.9	0.0	0.0
Prop In Lane	0.08		0.04	0.02		0.09	0.05		0.16	0.21		0.16
Lane Grp Cap(c), veh/h	1011	0	0	1030	0	0	548	0	0	541	0	0
V/C Ratio(X)	0.77	0.00	0.00	0.39	0.00	0.00	0.66	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	2632	0	0	2702	0	0	1402	0	0	1293	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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	0.0	6.6	0.0	0.0	16.2	0.0	0.0	15.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.2	0.0	0.0	1.4	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	1.4	0.0	0.0	2.9	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	0.0	0.0	6.8	0.0	0.0	17.6	0.0	0.0	15.6	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		778			405			361				249
Approach Delay, s/veh		10.3			6.8			17.6				15.6
Approach LOS		B			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.7		30.8		17.7		30.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		37.5		73.5		37.5		73.5				
Max Q Clear Time (g_c+I1), s		11.2		20.0		7.9		8.6				
Green Ext Time (p_c), s		2.0		6.3		1.4		2.5				

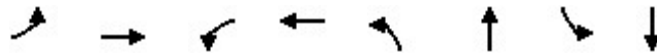
Intersection Summary

HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Timings

34: Walker Av, & Edison Av.

01/12/2023

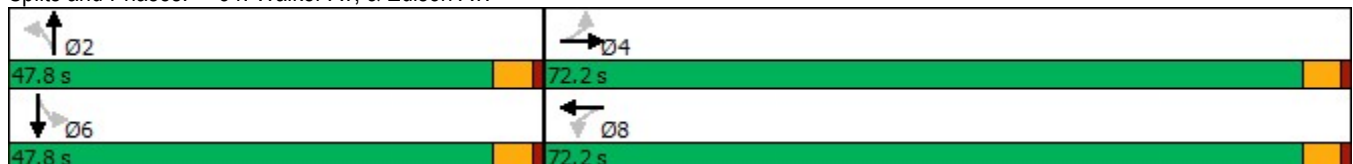


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	19	699	8	351	1	92	152	51
Future Volume (vph)	19	699	8	351	1	92	152	51
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	72.2	72.2	72.2	72.2	47.8	47.8	47.8	47.8
Total Split (%)	60.2%	60.2%	60.2%	60.2%	39.8%	39.8%	39.8%	39.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		38.7		38.7		23.9		23.9
Actuated g/C Ratio		0.53		0.53		0.33		0.33
v/c Ratio		0.79		0.47		0.38		0.64
Control Delay		21.7		12.9		17.9		32.4
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		21.7		12.9		17.9		32.4
LOS		C		B		B		C
Approach Delay		21.7		12.9		17.9		32.4
Approach LOS		C		B		B		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 73
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 20.3
 Intersection LOS: C
 Intersection Capacity Utilization 82.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 34: Walker Av, & Edison Av.



HCM 6th Signalized Intersection Summary
34: Walker Av, & Edison Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	19	699	5	8	351	64	1	92	121	152	51	17
Future Volume (veh/h)	19	699	5	8	351	64	1	92	121	152	51	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	760	5	9	382	70	1	100	132	165	55	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	108	1002	6	103	838	151	97	163	214	381	94	26
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	19	1848	12	10	1546	278	2	745	976	1002	429	117
Grp Volume(v), veh/h	786	0	0	461	0	0	233	0	0	238	0	0
Grp Sat Flow(s),veh/h/ln	1879	0	0	1834	0	0	1723	0	0	1548	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	12.2	0.0	0.0	5.7	0.0	0.0	4.6	0.0	0.0	4.7	0.0	0.0
Prop In Lane	0.03		0.01	0.02		0.15	0.00		0.57	0.69		0.08
Lane Grp Cap(c), veh/h	1117	0	0	1092	0	0	473	0	0	501	0	0
V/C Ratio(X)	0.70	0.00	0.00	0.42	0.00	0.00	0.49	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	3441	0	0	3345	0	0	2077	0	0	1722	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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.7	0.0	0.0	5.3	0.0	0.0	13.3	0.0	0.0	13.3	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.3	0.0	0.0	0.8	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	1.9	0.0	0.0	0.8	0.0	0.0	1.3	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.6	0.0	0.0	5.5	0.0	0.0	14.1	0.0	0.0	14.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		786			461			233				238
Approach Delay, s/veh		7.6			5.5			14.1				14.0
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.7		24.9		12.7		24.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		43.3		67.7		43.3		67.7				
Max Q Clear Time (g_c+I1), s		6.6		14.2		6.7		7.7				
Green Ext Time (p_c), s		1.4		6.2		1.5		3.0				
Intersection Summary												
HCM 6th Ctrl Delay				8.8								
HCM 6th LOS				A								

**APPENDIX 6.1: OPENING YEAR CUMULATIVE (2027) WITHOUT
PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS
WORKSHEETS**

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Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps

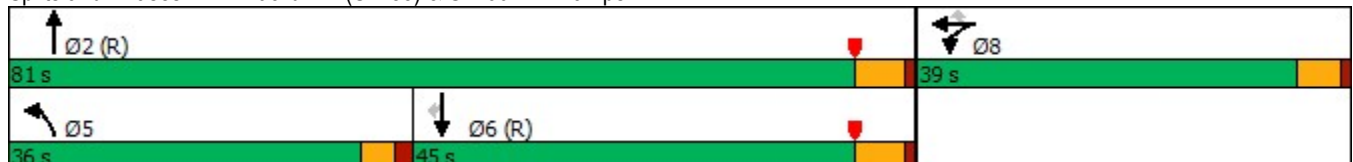


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	781	7	406	565	962	1009	388
Future Volume (vph)	781	7	406	565	962	1009	388
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	5.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	9.5	22.5	22.5	22.5
Total Split (s)	39.0	39.0	39.0	36.0	81.0	45.0	45.0
Total Split (%)	32.5%	32.5%	32.5%	30.0%	67.5%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	33.7	33.7	33.7	31.8	75.8	39.5	39.5
Actuated g/C Ratio	0.28	0.28	0.28	0.26	0.63	0.33	0.33
v/c Ratio	0.93	0.97	0.76	1.27	0.45	0.91	0.54
Control Delay	68.8	77.8	37.0	177.0	12.5	51.2	8.3
Queue Delay	4.6	8.0	0.0	0.0	0.5	0.0	0.0
Total Delay	73.3	85.7	37.0	177.0	13.0	51.2	8.3
LOS	E	F	D	F	B	D	A
Approach Delay		66.5			73.7	39.3	
Approach LOS		E			E	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.27
 Intersection Signal Delay: 60.0
 Intersection LOS: E
 Intersection Capacity Utilization 129.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↔	↗	↖	↕			↕	↗
Traffic Volume (veh/h)	0	0	0	781	7	406	565	962	0	0	1009	388
Future Volume (veh/h)	0	0	0	781	7	406	565	962	0	0	1009	388
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				926	0	180	608	1034	0	0	1085	250
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				986	0	439	475	2311	0	0	1228	548
Arrive On Green				0.27	0.00	0.27	0.52	1.00	0.00	0.00	0.34	0.34
Sat Flow, veh/h				3619	0	1610	1810	3705	0	0	3705	1610
Grp Volume(v), veh/h				926	0	180	608	1034	0	0	1085	250
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1805	0	0	1805	1610
Q Serve(g_s), s				30.0	0.0	11.0	31.5	0.0	0.0	0.0	34.0	14.6
Cycle Q Clear(g_c), s				30.0	0.0	11.0	31.5	0.0	0.0	0.0	34.0	14.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				986	0	439	475	2311	0	0	1228	548
V/C Ratio(X)				0.94	0.00	0.41	1.28	0.45	0.00	0.00	0.88	0.46
Avail Cap(c_a), veh/h				1025	0	456	475	2311	0	0	1228	548
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.30	0.30	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				42.7	0.0	35.8	28.5	0.0	0.0	0.0	37.4	30.9
Incr Delay (d2), s/veh				15.0	0.0	0.2	131.0	0.2	0.0	0.0	9.4	2.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.9	0.0	4.2	26.4	0.1	0.0	0.0	16.1	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				57.7	0.0	36.0	159.5	0.2	0.0	0.0	46.8	33.7
LnGrp LOS				E	A	D	F	A	A	A	D	C
Approach Vol, veh/h					1106			1642			1335	
Approach Delay, s/veh					54.2			59.2			44.3	
Approach LOS					D			E			D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		82.3			36.0	46.3		37.7				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		75.5			31.5	39.5		34.0				
Max Q Clear Time (g_c+I1), s		2.0			33.5	36.0		32.0				
Green Ext Time (p_c), s		14.1			0.0	2.7		0.7				

Intersection Summary

HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps



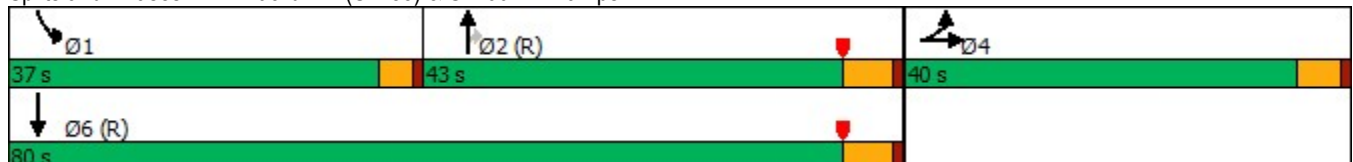
Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	427	0	1101	833	411	1379
Future Volume (vph)	427	0	1101	833	411	1379
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.0	11.0	22.5	22.5	9.0	22.5
Total Split (s)	40.0	40.0	43.0	43.0	37.0	80.0
Total Split (%)	33.3%	33.3%	35.8%	35.8%	30.8%	66.7%
Yellow Time (s)	4.0	4.0	4.5	4.5	3.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	4.0	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	35.0	35.0	39.9	39.9	30.6	74.5
Actuated g/C Ratio	0.29	0.29	0.33	0.33	0.26	0.62
v/c Ratio	0.79	2.17	0.95	0.92	0.92	0.63
Control Delay	52.1	555.6	55.9	26.0	67.0	17.6
Queue Delay	56.4	5.2	2.3	0.0	1.6	1.6
Total Delay	108.6	560.9	58.2	26.0	68.5	19.2
LOS	F	F	E	C	E	B
Approach Delay		438.3	44.3			30.5
Approach LOS		F	D			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.17
 Intersection Signal Delay: 148.1
 Intersection Capacity Utilization 129.2%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

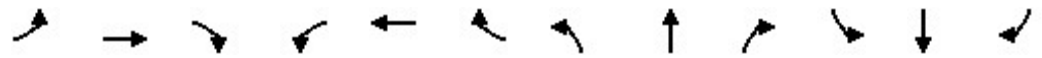
Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	427	0	990	0	0	0	0	1101	833	411	1379	0
Future Volume (veh/h)	427	0	990	0	0	0	0	1101	833	411	1379	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	440	0	942				0	1135	664	424	1422	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	528	0	470				0	1238	538	442	2241	0
Arrive On Green	0.29	0.00	0.29				0.00	0.34	0.34	0.49	1.00	0.00
Sat Flow, veh/h	1810	0	1610				0	3705	1567	1810	3705	0
Grp Volume(v), veh/h	440	0	942				0	1135	664	424	1422	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1567	1810	1805	0
Q Serve(g_s), s	27.3	0.0	35.0				0.0	36.2	41.2	27.0	0.0	0.0
Cycle Q Clear(g_c), s	27.3	0.0	35.0				0.0	36.2	41.2	27.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	528	0	470				0	1238	538	442	2241	0
V/C Ratio(X)	0.83	0.00	2.01				0.00	0.92	1.24	0.96	0.63	0.00
Avail Cap(c_a), veh/h	528	0	470				0	1238	538	498	2241	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.44	0.44	0.28	0.28	0.00
Uniform Delay (d), s/veh	39.8	0.0	42.5				0.0	37.8	39.4	30.1	0.0	0.0
Incr Delay (d2), s/veh	10.4	0.0	460.1				0.0	6.1	113.1	11.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	0.0	73.3				0.0	16.4	32.1	9.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	0.0	502.6				0.0	43.8	152.5	41.8	0.4	0.0
LnGrp LOS	D	A	F				A	D	F	D	A	A
Approach Vol, veh/h		1382						1799			1846	
Approach Delay, s/veh		358.6						83.9			9.9	
Approach LOS		F						F			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	33.3	46.7	40.0	80.0								
Change Period (Y+Rc), s	4.0	5.5	5.0	5.5								
Max Green Setting (Gmax), s	33.0	37.5	35.0	74.5								
Max Q Clear Time (g_c+I1), s	29.0	43.2	37.0	2.0								
Green Ext Time (p_c), s	0.3	0.0	0.0	24.9								

Intersection Summary

HCM 6th Ctrl Delay	132.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
3: Euclid Av. (SR-83) & Walnut Av.

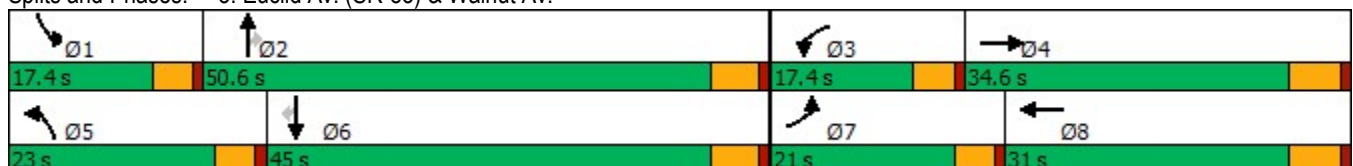


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	105	270	110	409	111	1641	41	196	1976	62
Future Volume (vph)	105	270	110	409	111	1641	41	196	1976	62
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	29.8	9.6	29.8	9.6	27.4	27.4	9.6	29.4	29.4
Total Split (s)	21.0	34.6	17.4	31.0	23.0	50.6	50.6	17.4	45.0	45.0
Total Split (%)	17.5%	28.8%	14.5%	25.8%	19.2%	42.2%	42.2%	14.5%	37.5%	37.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	11.6	23.4	11.0	22.7	12.3	45.5	45.5	11.1	44.3	44.3
Actuated g/C Ratio	0.10	0.21	0.10	0.20	0.11	0.41	0.41	0.10	0.40	0.40
v/c Ratio	0.64	0.58	0.71	0.85	0.64	0.84	0.06	0.69	1.04	0.09
Control Delay	66.6	35.3	74.2	52.4	64.9	35.8	0.2	62.4	66.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	35.3	74.2	52.4	64.9	35.8	0.2	62.4	66.9	0.3
LOS	E	D	E	D	E	D	A	E	E	A
Approach Delay		41.6		55.9		36.8			64.7	
Approach LOS		D		E		D			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 111.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 51.7	Intersection LOS: D
Intersection Capacity Utilization 88.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Euclid Av. (SR-83) & Walnut Av.



HCM 6th Signalized Intersection Summary
 3: Euclid Av. (SR-83) & Walnut Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	270	147	110	409	171	111	1641	41	196	1976	62
Future Volume (veh/h)	105	270	147	110	409	171	111	1641	41	196	1976	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	108	278	116	113	422	146	114	1692	29	202	2037	46
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	468	190	137	501	171	139	2136	663	258	2142	664
Arrive On Green	0.08	0.20	0.20	0.08	0.20	0.20	0.09	0.43	0.43	0.09	0.44	0.44
Sat Flow, veh/h	1619	2371	965	1619	2498	855	1619	4914	1524	2956	4914	1524
Grp Volume(v), veh/h	108	199	195	113	288	280	114	1692	29	202	2037	46
Grp Sat Flow(s),veh/h/ln	1619	1710	1626	1619	1710	1643	1619	1638	1524	1478	1638	1524
Q Serve(g_s), s	6.8	11.0	11.4	7.1	16.8	17.1	7.2	30.9	1.1	7.0	41.5	1.8
Cycle Q Clear(g_c), s	6.8	11.0	11.4	7.1	16.8	17.1	7.2	30.9	1.1	7.0	41.5	1.8
Prop In Lane	1.00		0.59	1.00		0.52	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	337	321	137	343	329	139	2136	663	258	2142	664
V/C Ratio(X)	0.82	0.59	0.61	0.82	0.84	0.85	0.82	0.79	0.04	0.78	0.95	0.07
Avail Cap(c_a), veh/h	255	474	450	199	414	398	286	2136	663	364	2142	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	37.9	38.1	46.8	40.0	40.1	46.7	25.4	16.9	46.5	28.3	17.1
Incr Delay (d2), s/veh	4.6	1.6	1.9	10.9	12.2	13.9	4.5	3.1	0.1	4.4	10.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.6	4.5	3.2	7.9	7.9	3.0	11.8	0.4	2.7	17.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	39.5	40.0	57.7	52.1	54.0	51.2	28.5	17.1	50.9	39.2	17.3
LnGrp LOS	D	D	D	E	D	D	D	C	B	D	D	B
Approach Vol, veh/h		502			681			1835			2285	
Approach Delay, s/veh		42.3			53.8			29.7			39.8	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	50.6	13.4	26.3	13.5	50.7	13.1	26.6				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	12.8	45.2	12.8	28.8	18.4	39.6	16.4	25.2				
Max Q Clear Time (g_c+I1), s	9.0	32.9	9.1	13.4	9.2	43.5	8.8	19.1				
Green Ext Time (p_c), s	0.1	8.5	0.0	1.8	0.1	0.0	0.1	1.6				
Intersection Summary												
HCM 6th Ctrl Delay				38.3								
HCM 6th LOS				D								

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

01/10/2023

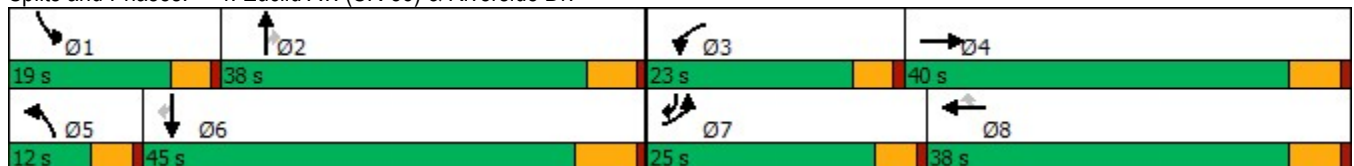


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	184	357	237	506	108	66	1234	104	243	1869	131
Future Volume (vph)	184	357	237	506	108	66	1234	104	243	1869	131
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2		1	6	7
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	25.0	40.0	23.0	38.0	38.0	12.0	38.0	38.0	19.0	45.0	25.0
Total Split (%)	20.8%	33.3%	19.2%	31.7%	31.7%	10.0%	31.7%	31.7%	15.8%	37.5%	20.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	17.2	34.2	18.4	35.4	35.4	7.0	32.6	32.6	14.4	40.9	64.6
Actuated g/C Ratio	0.14	0.28	0.15	0.30	0.30	0.06	0.27	0.27	0.12	0.34	0.54
v/c Ratio	0.81	0.99	0.98	0.51	0.20	0.71	1.36	0.20	1.28	1.64	0.15
Control Delay	75.3	80.8	103.4	38.0	2.4	92.6	202.3	2.5	204.0	319.2	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.3	80.8	103.4	38.0	2.4	92.6	202.3	2.5	204.0	319.2	5.0
LOS	E	F	F	D	A	F	F	A	F	F	A
Approach Delay		79.3		51.8			182.4			288.3	
Approach LOS		E		D			F			F	
























Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.64	
Intersection Signal Delay: 193.4	Intersection LOS: F
Intersection Capacity Utilization 119.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
 4: Euclid Av. (SR-83) & Riverside Dr.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	357	131	237	506	108	66	1234	104	243	1869	131
Future Volume (veh/h)	184	357	131	237	506	108	66	1234	104	243	1869	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	188	364	107	242	516	58	67	1259	64	248	1907	79
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	212	376	111	246	1037	456	83	921	411	193	1151	714
Arrive On Green	0.13	0.28	0.28	0.15	0.30	0.30	0.05	0.27	0.27	0.12	0.34	0.34
Sat Flow, veh/h	1619	1332	392	1619	3420	1503	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	188	0	471	242	516	58	67	1259	64	248	1907	79
Grp Sat Flow(s),veh/h/ln	1619	0	1724	1619	1710	1503	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	13.8	0.0	32.7	18.0	15.0	3.4	5.0	32.6	3.9	14.4	40.8	3.5
Cycle Q Clear(g_c), s	13.8	0.0	32.7	18.0	15.0	3.4	5.0	32.6	3.9	14.4	40.8	3.5
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	0	487	246	1037	456	83	921	411	193	1151	714
V/C Ratio(X)	0.88	0.00	0.97	0.98	0.50	0.13	0.80	1.37	0.16	1.29	1.66	0.11
Avail Cap(c_a), veh/h	273	0	487	246	1037	456	99	921	411	193	1151	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	0.0	42.9	51.2	34.6	30.6	56.8	44.3	33.8	53.4	40.2	18.1
Incr Delay (d2), s/veh	20.1	0.0	32.5	52.5	0.4	0.1	27.5	172.4	0.2	162.9	299.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	17.7	10.7	6.1	1.2	2.6	35.0	1.4	14.5	64.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	0.0	75.4	103.7	35.0	30.7	84.3	216.6	33.9	216.3	339.4	18.1
LnGrp LOS	E	A	E	F	D	C	F	F	C	F	F	B
Approach Vol, veh/h		659			816			1390			2234	
Approach Delay, s/veh		74.4			55.1			201.8			314.4	
Approach LOS		E			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	39.1	23.0	40.0	10.8	47.3	20.5	42.5				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	14.4	* 33	18.4	34.2	7.4	38.5	20.4	32.2				
Max Q Clear Time (g_c+I1), s	16.4	34.6	20.0	34.7	7.0	42.8	15.8	17.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	2.9				
Intersection Summary												
HCM 6th Ctrl Delay	211.2											
HCM 6th LOS	F											
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
5: Euclid Av. (SR-83) & Chino Av.

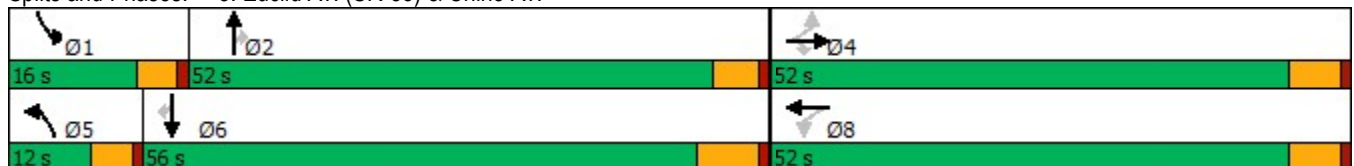


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	77	196	74	119	304	48	1250	132	87	2011	95
Future Volume (vph)	77	196	74	119	304	48	1250	132	87	2011	95
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	52.0	52.0	52.0	52.0	52.0	12.0	52.0	52.0	16.0	56.0	56.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	43.3%	10.0%	43.3%	43.3%	13.3%	46.7%	46.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8		5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	46.2	46.2	46.2		46.2	6.7	47.1	47.1	9.8	50.9	50.9
Actuated g/C Ratio	0.39	0.39	0.39		0.39	0.06	0.40	0.40	0.08	0.43	0.43
v/c Ratio	0.38	0.29	0.12		1.11	0.55	0.96	0.21	0.68	1.43	0.14
Control Delay	33.1	26.8	5.7		107.0	77.0	52.1	13.5	78.0	226.5	9.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	26.8	5.7		107.0	77.0	52.1	13.5	78.0	226.5	9.2
LOS	C	C	A		F	E	D	B	E	F	A
Approach Delay		23.7			107.0		49.4			211.1	
Approach LOS		C			F		D			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.43
 Intersection Signal Delay: 132.7
 Intersection LOS: F
 Intersection Capacity Utilization 127.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	196	74	119	304	169	48	1250	132	87	2011	95
Future Volume (veh/h)	77	196	74	119	304	169	48	1250	132	87	2011	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	80	204	56	124	317	175	50	1302	98	91	2095	62
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	705	597	132	284	151	62	1356	605	112	1460	651
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.04	0.40	0.40	0.07	0.43	0.43
Sat Flow, veh/h	822	1800	1525	245	726	385	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	80	204	56	616	0	0	50	1302	98	91	2095	62
Grp Sat Flow(s),veh/h/ln	822	1800	1525	1356	0	0	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	0.0	9.2	2.7	37.0	0.0	0.0	3.6	43.8	4.9	6.5	50.4	2.9
Cycle Q Clear(g_c), s	20.3	9.2	2.7	46.2	0.0	0.0	3.6	43.8	4.9	6.5	50.4	2.9
Prop In Lane	1.00		1.00	0.20		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	705	597	567	0	0	62	1356	605	112	1460	651
V/C Ratio(X)	0.39	0.29	0.09	1.09	0.00	0.00	0.80	0.96	0.16	0.82	1.43	0.10
Avail Cap(c_a), veh/h	203	705	597	567	0	0	102	1356	605	156	1460	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	24.7	22.7	39.2	0.0	0.0	56.3	34.7	23.0	54.2	33.8	20.2
Incr Delay (d2), s/veh	1.2	0.2	0.1	63.1	0.0	0.0	8.7	16.6	0.6	14.1	199.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.8	1.0	26.0	0.0	0.0	1.6	19.7	1.7	3.0	59.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	24.9	22.8	102.3	0.0	0.0	65.0	51.3	23.5	68.3	233.3	20.5
LnGrp LOS	C	C	C	F	A	A	E	D	C	E	F	C
Approach Vol, veh/h		340			616			1450			2248	
Approach Delay, s/veh		25.6			102.3			49.9			220.8	
Approach LOS		C			F			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	53.3		52.0	9.1	56.9		52.0				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 47		46.2	7.4	49.5		46.2				
Max Q Clear Time (g_c+I1), s	8.5	45.8		22.3	5.6	52.4		48.2				
Green Ext Time (p_c), s	0.0	0.8		1.7	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	137.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

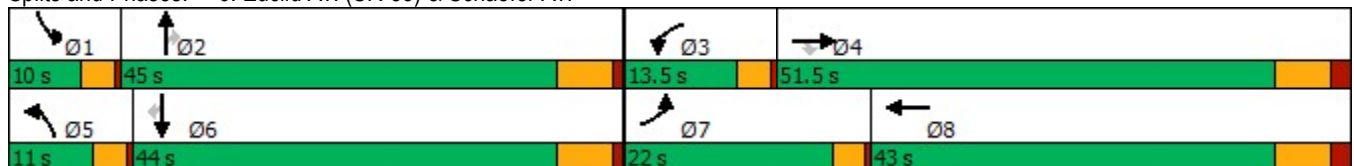
Timings
6: Euclid Av. (SR-83) & Schaefer Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	238	79	105	2	24	107	1194	34	52	1976	171	
Future Volume (vph)	238	79	105	2	24	107	1194	34	52	1976	171	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0	
Total Split (s)	22.0	51.5	51.5	13.5	43.0	11.0	45.0	45.0	10.0	44.0	44.0	
Total Split (%)	18.3%	42.9%	42.9%	11.3%	35.8%	9.2%	37.5%	37.5%	8.3%	36.7%	36.7%	
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	19.0	25.4	25.4	10.3	10.6	7.7	42.5	42.5	6.3	39.0	39.0	
Actuated g/C Ratio	0.21	0.28	0.28	0.11	0.12	0.08	0.47	0.47	0.07	0.43	0.43	
v/c Ratio	0.74	0.16	0.22	0.01	0.16	0.82	0.78	0.04	0.49	1.40	0.24	
Control Delay	51.3	24.8	5.9	44.5	30.2	85.8	28.5	0.1	61.1	211.5	8.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	51.3	24.8	5.9	44.5	30.2	85.8	28.5	0.1	61.1	211.5	8.4	
LOS	D	C	A	D	C	F	C	A	E	F	A	
Approach Delay		35.1			31.0		32.4			192.2		
Approach LOS		D			C		C			F		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 91.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 120.7	Intersection LOS: F
Intersection Capacity Utilization 99.9%	ICU Level of Service F
Analysis Period (min) 15	
























Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	79	105	2	24	8	107	1194	34	52	1976	171
Future Volume (veh/h)	238	79	105	2	24	8	107	1194	34	52	1976	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	248	82	72	2	25	5	111	1244	35	54	2058	141
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	282	408	346	9	85	17	137	1675	747	69	1531	683
Arrive On Green	0.17	0.23	0.23	0.01	0.06	0.06	0.08	0.49	0.49	0.04	0.45	0.45
Sat Flow, veh/h	1619	1800	1525	1619	1456	291	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	248	82	72	2	0	30	111	1244	35	54	2058	141
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1748	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	12.7	3.1	3.3	0.1	0.0	1.4	5.7	24.8	1.0	2.8	38.0	4.8
Cycle Q Clear(g_c), s	12.7	3.1	3.3	0.1	0.0	1.4	5.7	24.8	1.0	2.8	38.0	4.8
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	408	346	9	0	102	137	1675	747	69	1531	683
V/C Ratio(X)	0.88	0.20	0.21	0.23	0.00	0.30	0.81	0.74	0.05	0.79	1.34	0.21
Avail Cap(c_a), veh/h	353	944	800	191	0	741	143	1675	747	124	1531	683
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	26.6	26.6	42.0	0.0	38.3	38.2	17.4	11.3	40.2	23.4	14.3
Incr Delay (d2), s/veh	16.3	0.2	0.2	4.8	0.0	1.2	25.8	1.8	0.0	7.2	159.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	1.3	1.1	0.1	0.0	0.6	3.1	8.3	0.3	1.2	46.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	26.8	26.8	46.8	0.0	39.5	64.0	19.2	11.3	47.4	182.6	14.4
LnGrp LOS	D	C	C	D	A	D	E	B	B	D	F	B
Approach Vol, veh/h		402			32			1390			2253	
Approach Delay, s/veh		41.4			39.9			22.6			168.8	
Approach LOS		D			D			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	47.6	4.0	26.2	10.7	44.0	18.3	11.9				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	6.5	39.0	10.0	44.5	7.5	38.0	18.5	36.0				
Max Q Clear Time (g_c+I1), s	4.8	26.8	2.1	5.3	7.7	40.0	14.7	3.4				
Green Ext Time (p_c), s	0.0	6.2	0.0	0.5	0.0	0.0	0.1	0.1				
Intersection Summary												
HCM 6th Ctrl Delay	105.4											
HCM 6th LOS	F											

Timings
11: Euclid Av. (SR-83) & Edison Av.

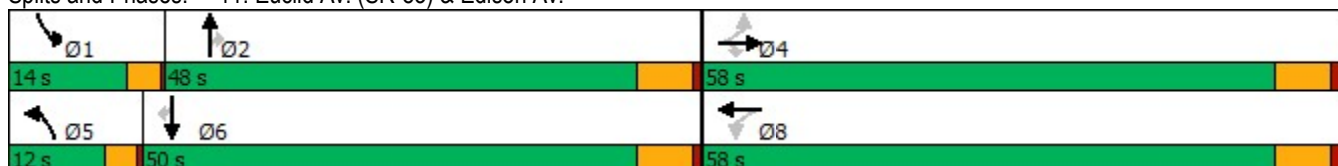


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↘	↙	↘	↙↘	↑↑	↘	↙	↑↑	↘
Traffic Volume (vph)	212	417	200	104	511	163	1010	51	229	1523	249
Future Volume (vph)	212	417	200	104	511	163	1010	51	229	1523	249
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	58.0	58.0	58.0	58.0	58.0	12.0	48.0	48.0	14.0	50.0	50.0
Total Split (%)	48.3%	48.3%	48.3%	48.3%	48.3%	10.0%	40.0%	40.0%	11.7%	41.7%	41.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	51.0	51.0	51.0	51.0	51.0	8.3	41.8	41.8	10.5	44.0	44.0
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.43	0.07	0.35	0.35	0.09	0.37	0.37
v/c Ratio	2.21	0.56	0.28	0.41	0.90	0.77	0.87	0.09	1.67	1.25	0.40
Control Delay	598.7	29.5	5.1	29.8	48.2	78.2	45.8	4.4	365.1	153.3	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	598.7	29.5	5.1	29.8	48.2	78.2	45.8	4.4	365.1	153.3	15.2
LOS	F	C	A	C	D	E	D	A	F	F	B
Approach Delay		169.4			45.7		48.4			160.3	
Approach LOS		F			D		D			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.21
 Intersection Signal Delay: 115.4
 Intersection Capacity Utilization 120.3%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

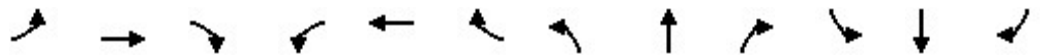
Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	417	200	104	511	141	163	1010	51	229	1523	249
Future Volume (veh/h)	212	417	200	104	511	141	163	1010	51	229	1523	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	219	430	170	107	527	135	168	1041	46	236	1570	222
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	766	649	243	588	151	217	1193	531	142	1256	560
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.07	0.35	0.35	0.09	0.37	0.37
Sat Flow, veh/h	703	1800	1524	744	1382	354	3141	3420	1521	1619	3420	1524
Grp Volume(v), veh/h	219	430	170	107	0	662	168	1041	46	236	1570	222
Grp Sat Flow(s),veh/h/ln	703	1800	1524	744	0	1735	1570	1710	1521	1619	1710	1524
Q Serve(g_s), s	8.6	21.6	8.6	15.2	0.0	42.4	6.3	34.1	2.4	10.5	44.0	12.9
Cycle Q Clear(g_c), s	51.0	21.6	8.6	36.8	0.0	42.4	6.3	34.1	2.4	10.5	44.0	12.9
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	766	649	243	0	739	217	1193	531	142	1256	560
V/C Ratio(X)	1.98	0.56	0.26	0.44	0.00	0.90	0.77	0.87	0.09	1.66	1.25	0.40
Avail Cap(c_a), veh/h	110	766	649	243	0	739	223	1199	533	142	1256	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	25.9	22.2	39.8	0.0	31.9	54.8	36.5	26.2	54.6	37.9	28.1
Incr Delay (d2), s/veh	472.9	0.9	0.2	1.3	0.0	13.6	13.7	7.3	0.1	327.2	119.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	9.0	3.0	2.8	0.0	19.4	2.8	14.4	0.8	17.0	37.7	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	530.8	26.9	22.4	41.1	0.0	45.5	68.5	43.8	26.3	381.9	157.0	28.5
LnGrp LOS	F	C	C	D	A	D	E	D	C	F	F	C
Approach Vol, veh/h		819			769			1255			2028	
Approach Delay, s/veh		160.7			44.9			46.5			169.1	
Approach LOS		F			D			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	47.8		58.0	11.8	50.0		58.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	10.5	42.0		51.0	8.5	44.0		51.0				
Max Q Clear Time (g_c+I1), s	12.5	36.1		53.0	8.3	46.0		44.4				
Green Ext Time (p_c), s	0.0	3.1		0.0	0.0	0.0		2.6				
Intersection Summary												
HCM 6th Ctrl Delay	116.5											
HCM 6th LOS	F											

Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

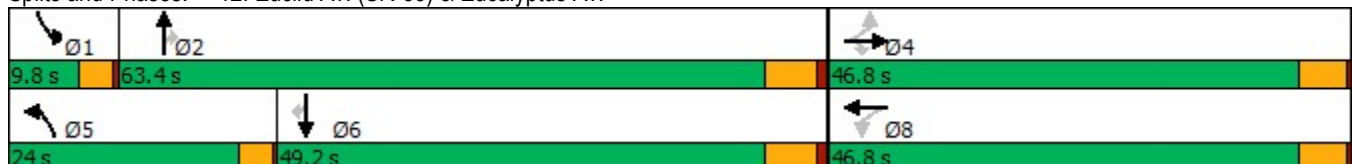


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	61	42	164	31	158	169	1104	15	262	1659	39
Future Volume (vph)	61	42	164	31	158	169	1104	15	262	1659	39
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.8	46.8	46.8	46.8	46.8	8.5	30.7	30.7	8.5	37.7	37.7
Total Split (s)	46.8	46.8	46.8	46.8	46.8	24.0	63.4	63.4	9.8	49.2	49.2
Total Split (%)	39.0%	39.0%	39.0%	39.0%	39.0%	20.0%	52.8%	52.8%	8.2%	41.0%	41.0%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	3.0	4.7	4.7	3.0	4.7	4.7
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8	4.8	3.5	5.7	5.7	3.5	5.7	5.7
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.9	20.9	20.9	20.9	20.9	14.8	52.8	52.8	6.4	44.5	44.5
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.16	0.56	0.56	0.07	0.47	0.47
v/c Ratio	0.51	0.11	0.37	0.12	0.70	0.72	0.62	0.02	2.59	1.11	0.06
Control Delay	46.6	29.1	6.7	29.5	39.7	56.4	17.5	0.1	756.6	85.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	29.1	6.7	29.5	39.7	56.4	17.5	0.1	756.6	85.3	1.1
LOS	D	C	A	C	D	E	B	A	F	F	A
Approach Delay		19.4			38.7		22.4			173.4	
Approach LOS		B			D		C			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 94.5	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.59	
Intersection Signal Delay: 101.2	Intersection LOS: F
Intersection Capacity Utilization 94.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	42	164	31	158	102	169	1104	15	262	1659	39
Future Volume (veh/h)	61	42	164	31	158	102	169	1104	15	262	1659	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	66	45	91	33	170	104	182	1187	14	282	1784	30
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	171	431	365	329	250	153	215	1843	822	111	1625	724
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.13	0.54	0.54	0.07	0.48	0.48
Sat Flow, veh/h	1005	1800	1525	1139	1045	640	1619	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	66	45	91	33	0	274	182	1187	14	282	1784	30
Grp Sat Flow(s),veh/h/ln	1005	1800	1525	1139	0	1685	1619	1710	1525	1619	1710	1524
Q Serve(g_s), s	5.8	1.8	4.4	2.1	0.0	13.5	10.1	22.4	0.4	6.3	43.5	1.0
Cycle Q Clear(g_c), s	19.4	1.8	4.4	3.9	0.0	13.5	10.1	22.4	0.4	6.3	43.5	1.0
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	171	431	365	329	0	403	215	1843	822	111	1625	724
V/C Ratio(X)	0.39	0.10	0.25	0.10	0.00	0.68	0.85	0.64	0.02	2.53	1.10	0.04
Avail Cap(c_a), veh/h	391	826	700	579	0	773	362	2155	961	111	1625	724
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	27.2	28.2	28.7	0.0	31.6	38.8	14.9	9.8	42.6	24.0	12.9
Incr Delay (d2), s/veh	1.1	0.1	0.3	0.1	0.0	1.5	6.9	0.5	0.0	715.0	54.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.7	1.6	0.6	0.0	5.3	4.1	7.2	0.1	24.5	26.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	27.2	28.4	28.8	0.0	33.1	45.8	15.4	9.8	757.6	78.3	12.9
LnGrp LOS	D	C	C	C	A	C	D	B	A	F	F	B
Approach Vol, veh/h		202			307			1383			2096	
Approach Delay, s/veh		32.4			32.7			19.4			168.7	
Approach LOS		C			C			B			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	55.0		26.7	15.6	49.2		26.7				
Change Period (Y+Rc), s	3.5	5.7		4.8	3.5	5.7		4.8				
Max Green Setting (Gmax), s	6.3	57.7		42.0	20.5	43.5		42.0				
Max Q Clear Time (g_c+I1), s	8.3	24.4		21.4	12.1	45.5		15.5				
Green Ext Time (p_c), s	0.0	9.0		0.6	0.2	0.0		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				99.6								
HCM 6th LOS				F								

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

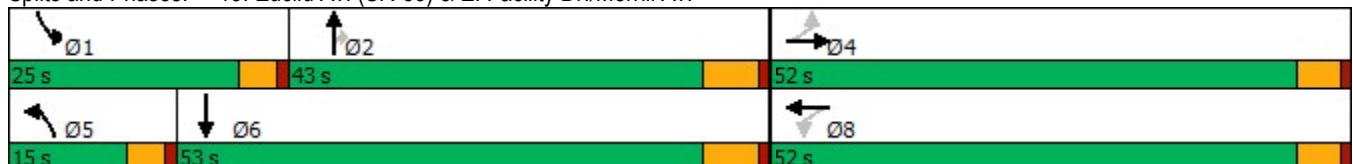


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	7	5	368	55	13	1000	572	587	1163
Future Volume (vph)	7	5	368	55	13	1000	572	587	1163
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	28.0	28.0	14.5	28.0
Total Split (s)	52.0	52.0	52.0	52.0	15.0	43.0	43.0	25.0	53.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	12.5%	35.8%	35.8%	20.8%	44.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		47.0		47.0	10.0	37.0	37.0	20.5	56.2
Actuated g/C Ratio		0.39		0.39	0.08	0.31	0.31	0.17	0.47
v/c Ratio		0.03		1.30	0.10	1.01	0.99	2.27	0.82
Control Delay		18.8		176.7	52.9	71.6	61.8	607.0	33.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		18.8		176.7	52.9	71.6	61.8	607.0	33.9
LOS		B		F	D	E	E	F	C
Approach Delay		18.8		176.7		67.9			219.6
Approach LOS		B		F		E			F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.27	
Intersection Signal Delay: 153.0	Intersection LOS: F
Intersection Capacity Utilization 127.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↕	↗	↗	↕	↕
Traffic Volume (veh/h)	7	5	4	368	55	270	13	1000	572	587	1163	61
Future Volume (veh/h)	7	5	4	368	55	270	13	1000	572	587	1163	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	7	5	2	391	59	263	14	1064	594	624	1237	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	284	196	72	358	47	209	50	1054	470	277	1503	59
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.03	0.31	0.31	0.17	0.45	0.45
Sat Flow, veh/h	610	500	185	794	120	534	1619	3420	1525	1619	3353	133
Grp Volume(v), veh/h	14	0	0	713	0	0	14	1064	594	624	630	656
Grp Sat Flow(s),veh/h/ln	1295	0	0	1448	0	0	1619	1710	1525	1619	1710	1776
Q Serve(g_s), s	0.0	0.0	0.0	46.4	0.0	0.0	1.0	37.0	37.0	20.5	38.7	38.8
Cycle Q Clear(g_c), s	0.6	0.0	0.0	47.0	0.0	0.0	1.0	37.0	37.0	20.5	38.7	38.8
Prop In Lane	0.50		0.14	0.55		0.37	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	552	0	0	614	0	0	50	1055	470	277	766	796
V/C Ratio(X)	0.03	0.00	0.00	1.16	0.00	0.00	0.28	1.01	1.26	2.26	0.82	0.82
Avail Cap(c_a), veh/h	552	0	0	614	0	0	142	1055	470	277	766	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	0.0	38.2	0.0	0.0	56.8	41.5	41.5	49.7	28.9	29.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	89.9	0.0	0.0	1.1	29.9	134.5	576.7	7.2	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	32.9	0.0	0.0	0.4	18.9	30.5	52.2	15.9	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.0	0.0	128.1	0.0	0.0	57.9	71.4	176.0	626.4	36.2	36.0
LnGrp LOS	C	A	A	F	A	A	E	F	F	F	D	D
Approach Vol, veh/h		14			713			1672			1910	
Approach Delay, s/veh		22.4			128.1			108.5			229.0	
Approach LOS		C			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	43.0		52.0	8.2	59.8		52.0				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	20.5	37.0		47.0	10.5	47.0		47.0				
Max Q Clear Time (g_c+I1), s	22.5	39.0		2.6	3.0	40.8		49.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	164.8											
HCM 6th LOS	F											

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

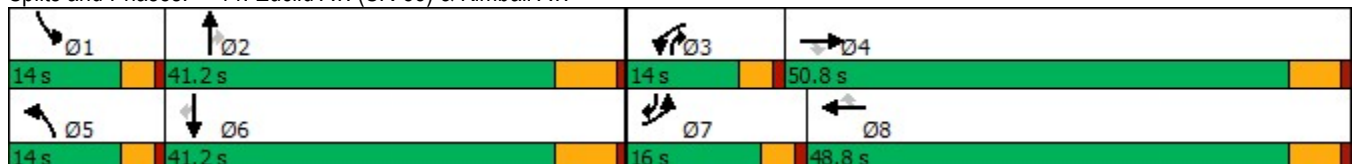
01/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	317	61	113	1077	340	82	1092	67	198	873	422
Future Volume (vph)	162	317	61	113	1077	340	82	1092	67	198	873	422
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	14.0	49.5	49.5	14.0	47.8	47.8	14.0	36.0	14.0	9.0	33.0	14.0
Total Split (s)	16.0	50.8	50.8	14.0	48.8	48.8	14.0	41.2	14.0	14.0	41.2	16.0
Total Split (%)	13.3%	42.3%	42.3%	11.7%	40.7%	40.7%	11.7%	34.3%	11.7%	11.7%	34.3%	13.3%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8	4.8	3.0	5.5	3.0	3.0	5.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.8	5.8	4.0	5.8	5.8	4.0	6.5	4.0	4.0	6.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	11.0	42.0	42.0	10.0	41.0	41.0	10.0	34.8	51.3	9.8	37.6	51.1
Actuated g/C Ratio	0.09	0.36	0.36	0.09	0.35	0.35	0.09	0.30	0.44	0.08	0.32	0.44
v/c Ratio	0.60	0.27	0.10	0.84	0.93	0.52	0.62	1.11	0.10	0.83	0.82	0.62
Control Delay	61.1	27.0	1.4	97.5	50.2	13.3	72.4	101.7	5.2	79.9	45.4	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	27.0	1.4	97.5	50.2	13.3	72.4	101.7	5.2	79.9	45.4	24.9
LOS	E	C	A	F	D	B	E	F	A	E	D	C
Approach Delay		34.3			45.5			94.5			44.2	
Approach LOS		C			D			F			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 116.9	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 56.5	Intersection LOS: E
Intersection Capacity Utilization 95.2%	ICU Level of Service F
Analysis Period (min) 15	

























Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	317	61	113	1077	340	82	1092	67	198	873	422
Future Volume (veh/h)	162	317	61	113	1077	340	82	1092	67	198	873	422
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	167	327	53	116	1110	173	85	1126	55	204	900	384
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	1202	536	139	1200	535	131	1031	591	252	1044	592
Arrive On Green	0.09	0.35	0.35	0.09	0.35	0.35	0.08	0.30	0.30	0.09	0.31	0.31
Sat Flow, veh/h	2956	3420	1525	1619	3420	1525	1619	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	167	327	53	116	1110	173	85	1126	55	204	900	384
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1619	1710	1525	1619	1710	1525	1478	1710	1506
Q Serve(g_s), s	6.3	7.9	2.7	8.1	35.9	9.6	5.9	34.7	2.6	7.8	28.6	24.0
Cycle Q Clear(g_c), s	6.3	7.9	2.7	8.1	35.9	9.6	5.9	34.7	2.6	7.8	28.6	24.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	1202	536	139	1200	535	131	1031	591	252	1044	592
V/C Ratio(X)	0.65	0.27	0.10	0.84	0.93	0.32	0.65	1.09	0.09	0.81	0.86	0.65
Avail Cap(c_a), veh/h	308	1337	596	141	1277	570	141	1031	591	257	1044	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	26.8	25.1	51.8	35.9	27.4	51.3	40.2	22.4	51.8	37.7	28.6
Incr Delay (d2), s/veh	2.1	0.1	0.1	31.3	10.7	0.1	6.6	56.7	0.1	16.0	7.7	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.1	1.0	4.4	15.9	3.4	2.5	21.6	0.9	3.3	12.2	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	26.9	25.2	83.2	46.6	27.5	57.9	97.0	22.5	67.8	45.4	31.4
LnGrp LOS	D	C	C	F	D	C	E	F	C	E	D	C
Approach Vol, veh/h		547			1399			1266			1488	
Approach Delay, s/veh		34.7			47.3			91.1			44.9	
Approach LOS		C			D			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.8	41.2	13.9	46.3	13.3	41.7	14.0	46.2				
Change Period (Y+Rc), s	4.0	6.5	4.0	5.8	4.0	6.5	4.0	5.8				
Max Green Setting (Gmax), s	10.0	34.7	10.0	45.0	10.0	34.7	12.0	43.0				
Max Q Clear Time (g_c+I1), s	9.8	36.7	10.1	9.9	7.9	30.6	8.3	37.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	2.9	0.1	2.5				
Intersection Summary												
HCM 6th Ctrl Delay			56.9									
HCM 6th LOS			E									

Intersection

Intersection Delay, s/veh 13.5

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	125	10	19	351	17	19	111	15	19	122	52
Future Vol, veh/h	19	125	10	19	351	17	19	111	15	19	122	52
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	137	11	21	386	19	21	122	16	21	134	57
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.8	16.5	11	11.6
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	12%	5%	10%
Vol Thru, %	77%	81%	91%	63%
Vol Right, %	10%	6%	4%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	154	387	193
LT Vol	19	19	19	19
Through Vol	111	125	351	122
RT Vol	15	10	17	52
Lane Flow Rate	159	169	425	212
Geometry Grp	1	1	1	1
Degree of Util (X)	0.26	0.266	0.62	0.334
Departure Headway (Hd)	5.88	5.655	5.251	5.675
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	607	633	685	630
Service Time	3.946	3.718	3.3	3.736
HCM Lane V/C Ratio	0.262	0.267	0.62	0.337
HCM Control Delay	11	10.8	16.5	11.6
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1	1.1	4.3	1.5

Intersection												
Intersection Delay, s/veh	250.8											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	41	661	17	7	591	33	12	188	6	11	133	38
Future Vol, veh/h	41	661	17	7	591	33	12	188	6	11	133	38
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	49	796	20	8	712	40	14	227	7	13	160	46
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	359	265.7	27.3	24.9
HCM LOS	F	F	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	6%	1%	6%
Vol Thru, %	91%	92%	94%	73%
Vol Right, %	3%	2%	5%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	206	719	631	182
LT Vol	12	41	7	11
Through Vol	188	661	591	133
RT Vol	6	17	33	38
Lane Flow Rate	248	866	760	219
Geometry Grp	1	1	1	1
Degree of Util (X)	0.57	1.732	1.514	0.507
Departure Headway (Hd)	10.857	8.2	8.517	11.043
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	335	450	433	329
Service Time	8.857	6.2	6.517	9.043
HCM Lane V/C Ratio	0.74	1.924	1.755	0.666
HCM Control Delay	27.3	359	265.7	24.9
HCM Lane LOS	D	F	F	C
HCM 95th-tile Q	3.3	46.3	34.2	2.7

Intersection												
Intersection Delay, s/veh93.6												
Intersection LOS F												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	41	100	34	33	282	58	43	401	10	34	469	51
Future Vol, veh/h	41	100	34	33	282	58	43	401	10	34	469	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	43	104	35	34	294	60	45	418	10	35	489	53
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	21.5	47.8	83	155.8
HCM LOS	C	E	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	23%	9%	6%
Vol Thru, %	88%	57%	76%	85%
Vol Right, %	2%	19%	16%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	454	175	373	554
LT Vol	43	41	33	34
Through Vol	401	100	282	469
RT Vol	10	34	58	51
Lane Flow Rate	473	182	389	577
Geometry Grp	1	1	1	1
Degree of Util (X)	1.036	0.465	0.867	1.252
Departure Headway (Hd)	8.492	10.079	8.839	8.053
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	430	359	412	456
Service Time	6.492	8.079	6.839	6.053
HCM Lane V/C Ratio	1.1	0.507	0.944	1.265
HCM Control Delay	83	21.5	47.8	155.8
HCM Lane LOS	F	C	E	F
HCM 95th-tile Q	13.8	2.4	8.6	23.1

Intersection

Intersection Delay, s/veh 348.5

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	60	246	403	79	439	65	144	309	20	44	471	42
Future Vol, veh/h	60	246	403	79	439	65	144	309	20	44	471	42
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	64	262	429	84	467	69	153	329	21	47	501	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	464.3	341.9	226.4	311.6
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	8%	14%	8%
Vol Thru, %	65%	35%	75%	85%
Vol Right, %	4%	57%	11%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	473	709	583	557
LT Vol	144	60	79	44
Through Vol	309	246	439	471
RT Vol	20	403	65	42
Lane Flow Rate	503	754	620	593
Geometry Grp	1	1	1	1
Degree of Util (X)	1.346	1.93	1.636	1.565
Departure Headway (Hd)	17.205	14.539	16.051	15.953
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	216	256	236	237
Service Time	15.205	12.539	14.051	13.953
HCM Lane V/C Ratio	2.329	2.945	2.627	2.502
HCM Control Delay	226.4	464.3	341.9	311.6
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	15.8	34	23.6	22

Intersection

Intersection Delay, s/veh 398.5

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	458	77	259	549	143	33	158	96	186	249	43
Future Vol, veh/h	33	458	77	259	549	143	33	158	96	186	249	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	477	80	270	572	149	34	165	100	194	259	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	263.8	692.3	60.8	177
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	6%	27%	39%
Vol Thru, %	55%	81%	58%	52%
Vol Right, %	33%	14%	15%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	287	568	951	478
LT Vol	33	33	259	186
Through Vol	158	458	549	249
RT Vol	96	77	143	43
Lane Flow Rate	299	592	991	498
Geometry Grp	1	1	1	1
Degree of Util (X)	0.782	1.468	2.467	1.248
Departure Headway (Hd)	16.422	13.672	11.06	13.838
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	224	272	337	269
Service Time	14.422	11.672	9.06	11.838
HCM Lane V/C Ratio	1.335	2.176	2.941	1.851
HCM Control Delay	60.8	263.8	692.3	177
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	5.6	22	64.4	15.8

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

01/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	270	73	549	794	117	184	1260	397	99	870	256
Future Volume (vph)	89	270	73	549	794	117	184	1260	397	99	870	256
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	10.0	28.0		19.0	37.0	37.0	29.0	54.0		19.0	44.0	44.0
Total Split (%)	8.3%	23.3%		15.8%	30.8%	30.8%	24.2%	45.0%		15.8%	36.7%	36.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	5.5	23.6	116.1	14.5	32.6	32.6	19.1	47.8	116.1	12.1	40.8	40.8
Actuated g/C Ratio	0.05	0.20	1.00	0.12	0.28	0.28	0.16	0.41	1.00	0.10	0.35	0.35
v/c Ratio	0.68	0.41	0.05	1.59	1.73	0.25	0.76	0.93	0.29	0.65	0.76	0.44
Control Delay	79.1	43.0	0.1	309.7	365.0	6.3	64.9	45.4	0.5	68.5	38.4	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.1	43.0	0.1	309.7	365.0	6.3	64.9	45.4	0.5	68.5	38.4	13.4
LOS	E	D	A	F	F	A	E	D	A	E	D	B
Approach Delay		43.2			315.4			37.7			35.6	
Approach LOS		D			F			D			D	






























Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 116.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.73	
Intersection Signal Delay: 119.4	Intersection LOS: F
Intersection Capacity Utilization 106.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 				 			 	
Traffic Volume (veh/h)	89	270	73	549	794	117	184	1260	397	99	870	256
Future Volume (veh/h)	89	270	73	549	794	117	184	1260	397	99	870	256
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	98	297	0	603	873	106	202	1385	0	109	956	270
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	748		394	522	437	231	1512		133	1294	536
Arrive On Green	0.05	0.21	0.00	0.13	0.29	0.29	0.14	0.42	0.00	0.08	0.36	0.36
Sat Flow, veh/h	3048	3600	1525	3048	1800	1506	1619	3600	1525	1619	3600	1492
Grp Volume(v), veh/h	98	297	0	603	873	106	202	1385	0	109	956	270
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1800	1506	1619	1800	1525	1619	1800	1492
Q Serve(g_s), s	3.5	8.0	0.0	14.5	32.5	6.0	13.7	40.6	0.0	7.4	26.0	15.9
Cycle Q Clear(g_c), s	3.5	8.0	0.0	14.5	32.5	6.0	13.7	40.6	0.0	7.4	26.0	15.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	748		394	522	437	231	1512		133	1294	536
V/C Ratio(X)	0.68	0.40		1.53	1.67	0.24	0.87	0.92		0.82	0.74	0.50
Avail Cap(c_a), veh/h	150	755		394	522	437	354	1591		210	1294	536
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	38.3	0.0	48.8	39.8	30.4	47.0	30.6	0.0	50.6	31.3	28.1
Incr Delay (d2), s/veh	11.4	0.3	0.0	250.5	310.7	0.3	14.2	8.5	0.0	13.2	2.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.4	0.0	19.0	58.5	2.1	6.1	17.6	0.0	3.4	10.8	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.0	38.7	0.0	299.2	350.5	30.7	61.2	39.1	0.0	63.8	33.6	28.8
LnGrp LOS	E	D		F	F	C	E	D		E	C	C
Approach Vol, veh/h		395	A		1582			1587	A		1335	
Approach Delay, s/veh		44.9			309.5			41.9			35.1	
Approach LOS		D			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	51.6	19.0	27.8	20.5	44.8	9.8	37.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	49.5	14.5	23.5	24.5	39.5	5.5	32.5				
Max Q Clear Time (g_c+I1), s	9.4	42.6	16.5	10.0	15.7	28.0	5.5	34.5				
Green Ext Time (p_c), s	0.1	4.4	0.0	1.3	0.3	5.2	0.0	0.0				

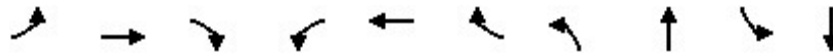
Intersection Summary

HCM 6th Ctrl Delay	126.7
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
38: S Turner Av. & Ontario Ranch Rd.

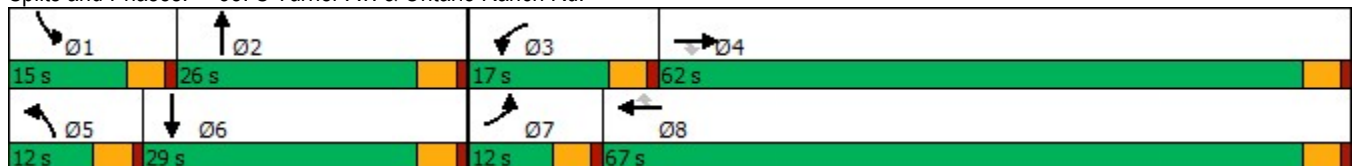


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↘
Traffic Volume (vph)	43	728	17	57	1468	26	37	142	59	70
Future Volume (vph)	43	728	17	57	1468	26	37	142	59	70
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	12.0	62.0	62.0	17.0	67.0	67.0	12.0	26.0	15.0	29.0
Total Split (%)	10.0%	51.7%	51.7%	14.2%	55.8%	55.8%	10.0%	21.7%	12.5%	24.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.7	51.1	51.1	9.7	53.0	53.0	7.7	16.5	9.4	20.4
Actuated g/C Ratio	0.08	0.52	0.52	0.10	0.54	0.54	0.08	0.17	0.10	0.21
v/c Ratio	0.34	0.43	0.02	0.35	0.84	0.03	0.29	0.63	0.38	0.33
Control Delay	59.2	17.7	0.1	55.3	26.1	0.1	57.8	51.5	57.1	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.2	17.7	0.1	55.3	26.1	0.1	57.8	51.5	57.1	35.5
LOS	E	B	A	E	C	A	E	D	E	D
Approach Delay		19.6			26.7			52.6		42.9
Approach LOS		B			C			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 98.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 27.7
 Intersection LOS: C
 Intersection Capacity Utilization 72.6%
 ICU Level of Service C
 Analysis Period (min) 15

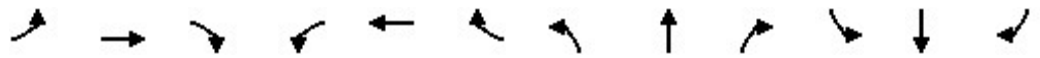
Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	728	17	57	1468	26	37	142	38	59	70	44
Future Volume (veh/h)	43	728	17	57	1468	26	37	142	38	59	70	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	809	19	63	1631	29	41	158	42	66	78	49
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	2006	895	83	2027	904	66	199	53	86	162	102
Arrive On Green	0.04	0.56	0.56	0.05	0.56	0.56	0.04	0.14	0.14	0.05	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	1446	384	1810	1091	685
Grp Volume(v), veh/h	48	809	19	63	1631	29	41	0	200	66	0	127
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	0	1831	1810	0	1777
Q Serve(g_s), s	2.2	10.8	0.4	2.9	30.5	0.7	1.9	0.0	8.9	3.0	0.0	5.5
Cycle Q Clear(g_c), s	2.2	10.8	0.4	2.9	30.5	0.7	1.9	0.0	8.9	3.0	0.0	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.39
Lane Grp Cap(c), veh/h	72	2006	895	83	2027	904	66	0	252	86	0	263
V/C Ratio(X)	0.66	0.40	0.02	0.76	0.80	0.03	0.62	0.00	0.80	0.77	0.00	0.48
Avail Cap(c_a), veh/h	161	2463	1099	268	2677	1194	161	0	467	225	0	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.9	10.7	8.4	39.8	14.8	8.3	40.0	0.0	35.2	39.7	0.0	32.9
Incr Delay (d2), s/veh	9.9	0.1	0.0	13.3	1.4	0.0	9.1	0.0	5.7	13.3	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.6	0.1	1.5	10.4	0.2	1.0	0.0	4.1	1.6	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	10.8	8.4	53.1	16.2	8.3	49.1	0.0	40.8	53.0	0.0	34.3
LnGrp LOS	D	B	A	D	B	A	D	A	D	D	A	C
Approach Vol, veh/h		876			1723			241				193
Approach Delay, s/veh		12.9			17.4			42.2				40.7
Approach LOS		B			B			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	16.1	8.4	51.3	7.6	17.0	7.9	51.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	21.5	12.5	57.5	7.5	24.5	7.5	62.5				
Max Q Clear Time (g_c+I1), s	5.0	10.9	4.9	12.8	3.9	7.5	4.2	32.5				
Green Ext Time (p_c), s	0.0	0.7	0.1	6.0	0.0	0.5	0.0	14.9				
Intersection Summary												
HCM 6th Ctrl Delay				19.6								
HCM 6th LOS				B								

Timings

39: Haven Av. & Ontario Ranch Rd.

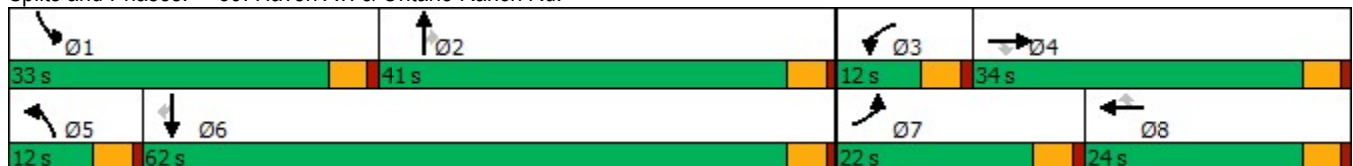
01/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	804	19	82	1245	167	40	318	125	215	203	87
Future Volume (vph)	138	804	19	82	1245	167	40	318	125	215	203	87
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.0	34.0	34.0	12.0	24.0	24.0	12.0	41.0	41.0	33.0	62.0	62.0
Total Split (%)	18.3%	28.3%	28.3%	10.0%	20.0%	20.0%	10.0%	34.2%	34.2%	27.5%	51.7%	51.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	13.6	29.3	29.3	7.3	20.2	20.2	7.0	23.9	23.9	19.0	41.1	41.1
Actuated g/C Ratio	0.14	0.31	0.31	0.08	0.21	0.21	0.07	0.25	0.25	0.20	0.43	0.43
v/c Ratio	0.64	0.57	0.04	0.39	1.02	0.39	0.36	0.76	0.26	0.72	0.28	0.13
Control Delay	55.3	32.8	0.1	52.7	69.6	9.1	57.2	45.6	3.0	50.6	19.7	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.3	32.8	0.1	52.7	69.6	9.1	57.2	45.6	3.0	50.6	19.7	1.3
LOS	E	C	A	D	E	A	E	D	A	D	B	A
Approach Delay		35.4			61.9			35.6			29.7	
Approach LOS		D			E			D			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 95.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 46.1	Intersection LOS: D
Intersection Capacity Utilization 73.6%	ICU Level of Service D
Analysis Period (min) 15	

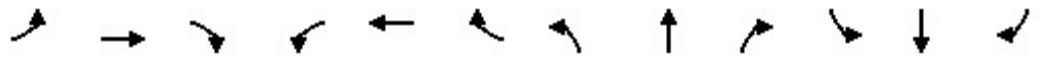
Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	804	19	82	1245	167	40	318	125	215	203	87
Future Volume (veh/h)	138	804	19	82	1245	167	40	318	125	215	203	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	148	865	9	88	1339	128	43	342	83	231	218	71
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	183	1509	468	163	1544	380	63	419	354	275	654	552
Arrive On Green	0.11	0.31	0.31	0.06	0.25	0.25	0.04	0.23	0.23	0.17	0.36	0.36
Sat Flow, veh/h	1619	4914	1524	2956	6192	1525	1619	1800	1523	1619	1800	1519
Grp Volume(v), veh/h	148	865	9	88	1339	128	43	342	83	231	218	71
Grp Sat Flow(s),veh/h/ln	1619	1638	1524	1478	1548	1525	1619	1800	1523	1619	1800	1519
Q Serve(g_s), s	6.8	11.3	0.3	2.2	15.9	5.3	2.0	13.8	3.4	10.6	6.7	2.4
Cycle Q Clear(g_c), s	6.8	11.3	0.3	2.2	15.9	5.3	2.0	13.8	3.4	10.6	6.7	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	1509	468	163	1544	380	63	419	354	275	654	552
V/C Ratio(X)	0.81	0.57	0.02	0.54	0.87	0.34	0.68	0.82	0.23	0.84	0.33	0.13
Avail Cap(c_a), veh/h	370	1893	587	290	1577	389	159	858	726	603	1352	1141
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	22.3	18.5	35.2	27.5	23.5	36.3	27.8	23.8	30.8	17.7	16.3
Incr Delay (d2), s/veh	8.2	0.3	0.0	2.7	5.3	0.5	12.0	4.0	0.3	6.7	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.9	0.1	0.8	5.7	1.7	1.0	5.8	1.1	4.3	2.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	22.7	18.5	38.0	32.9	24.1	48.3	31.8	24.2	37.5	17.9	16.4
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		1022			1555			468			520	
Approach Delay, s/veh		25.3			32.4			32.0			26.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	22.3	8.7	28.0	7.5	32.3	13.2	23.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.5	36.5	7.5	29.5	7.5	57.5	17.5	19.5				
Max Q Clear Time (g_c+I1), s	12.6	15.8	4.2	13.3	4.0	8.7	8.8	17.9				
Green Ext Time (p_c), s	0.5	2.0	0.1	4.9	0.0	1.4	0.2	1.2				
Intersection Summary												
HCM 6th Ctrl Delay			29.5									
HCM 6th LOS			C									

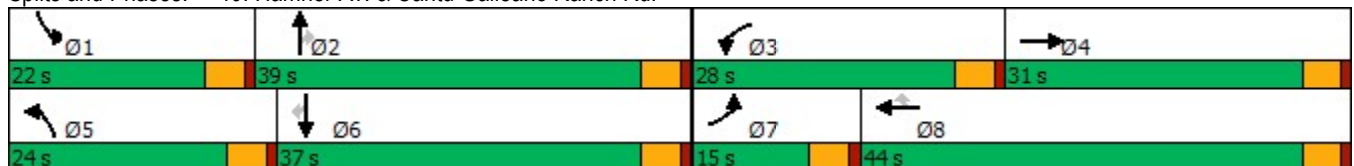
Timings
40: Hamner Av. & Cantu Galleano Ranch Rd.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	160	828	265	1368	269	173	652	342	187	205	104
Future Volume (vph)	160	828	265	1368	269	173	652	342	187	205	104
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	31.0	28.0	44.0	44.0	24.0	39.0	39.0	22.0	37.0	37.0
Total Split (%)	12.5%	25.8%	23.3%	36.7%	36.7%	20.0%	32.5%	32.5%	18.3%	30.8%	30.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	9.4	36.1	13.1	39.8	39.8	10.5	20.9	20.9	10.9	21.2	21.2
Actuated g/C Ratio	0.09	0.36	0.13	0.40	0.40	0.11	0.21	0.21	0.11	0.21	0.21
v/c Ratio	0.50	0.40	0.59	0.98	0.37	0.49	0.62	0.59	0.51	0.28	0.24
Control Delay	49.6	25.1	46.8	51.2	9.9	47.4	38.3	9.1	47.3	33.5	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	25.1	46.8	51.2	9.9	47.4	38.3	9.1	47.3	33.5	4.3
LOS	D	C	D	D	A	D	D	A	D	C	A
Approach Delay		28.8		44.8			31.1			32.6	
Approach LOS		C		D			C			C	


































Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 36.3
 Intersection LOS: D
 Intersection Capacity Utilization 75.3%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
40: Hamner Av. & Cantu Galleano Ranch Rd.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	  		 	 	
Traffic Volume (veh/h)	160	828	79	265	1368	269	173	652	342	187	205	104
Future Volume (veh/h)	160	828	79	265	1368	269	173	652	342	187	205	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	167	862	26	276	1425	214	180	679	273	195	214	67
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	2539	76	372	1528	682	265	1199	372	280	850	379
Arrive On Green	0.07	0.39	0.39	0.11	0.42	0.42	0.08	0.23	0.23	0.08	0.24	0.24
Sat Flow, veh/h	3510	6569	197	3510	3610	1610	3510	5187	1610	3510	3610	1610
Grp Volume(v), veh/h	167	642	246	276	1425	214	180	679	273	195	214	67
Grp Sat Flow(s),veh/h/ln	1755	1634	1864	1755	1805	1610	1755	1729	1610	1755	1805	1610
Q Serve(g_s), s	4.3	8.5	8.5	7.0	34.5	8.1	4.6	10.6	14.4	5.0	4.4	3.0
Cycle Q Clear(g_c), s	4.3	8.5	8.5	7.0	34.5	8.1	4.6	10.6	14.4	5.0	4.4	3.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	1895	721	372	1528	682	265	1199	372	280	850	379
V/C Ratio(X)	0.69	0.34	0.34	0.74	0.93	0.31	0.68	0.57	0.73	0.70	0.25	0.18
Avail Cap(c_a), veh/h	402	1895	721	900	1556	694	747	1952	606	670	1280	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	19.9	19.9	39.7	25.2	17.6	41.3	31.2	32.6	41.1	28.5	27.9
Incr Delay (d2), s/veh	3.4	0.1	0.3	2.9	10.5	0.3	3.0	0.4	2.8	3.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.9	3.3	3.0	14.8	2.7	2.0	4.2	5.4	2.1	1.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	20.0	20.1	42.7	35.7	17.8	44.3	31.6	35.4	44.2	28.6	28.2
LnGrp LOS	D	B	C	D	D	B	D	C	D	D	C	C
Approach Vol, veh/h		1055			1915			1132			476	
Approach Delay, s/veh		24.0			34.7			34.5			34.9	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	25.7	14.2	39.9	11.4	26.1	10.8	43.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	34.5	23.5	26.5	19.5	32.5	10.5	39.5				
Max Q Clear Time (g_c+I1), s	7.0	16.4	9.0	10.5	6.6	6.4	6.3	36.5				
Green Ext Time (p_c), s	0.4	4.8	0.7	4.6	0.4	1.4	0.2	2.3				
Intersection Summary												
HCM 6th Ctrl Delay			32.2									
HCM 6th LOS			C									

Timings

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/17/2023

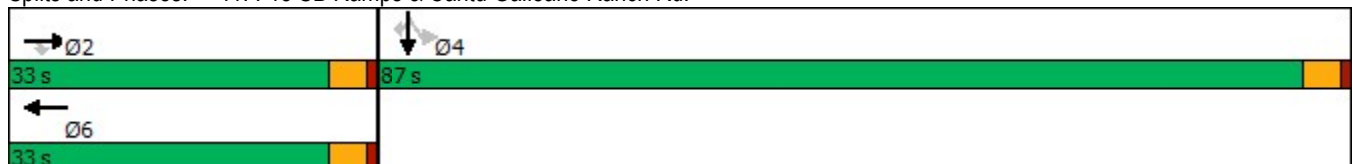


Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑	↔	↑
Traffic Volume (vph)	1087	340	788	189	293	0	1658
Future Volume (vph)	1087	340	788	189	293	0	1658
Turn Type	NA	Perm	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		2		Free	4		4
Detector Phase	2	2	6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	33.0	33.0	33.0		87.0	87.0	87.0
Total Split (%)	27.5%	27.5%	27.5%		72.5%	72.5%	72.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min		None	None	None
Act Effct Green (s)	28.8	28.8	28.8	114.3	76.5	76.5	76.5
Actuated g/C Ratio	0.25	0.25	0.25	1.00	0.67	0.67	0.67
v/c Ratio	0.92	0.55	0.95	0.07	0.25	0.93	0.90
Control Delay	54.5	7.4	64.2	0.0	7.9	33.7	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	7.4	64.2	0.0	7.9	33.7	28.8
LOS	D	A	E	A	A	C	C
Approach Delay	43.2		51.8			28.1	
Approach LOS	D		D			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 38.4	Intersection LOS: D
Intersection Capacity Utilization 97.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑	↗↗				↘	↕	↗
Traffic Volume (veh/h)	0	1087	340	0	788	189	0	0	0	293	0	1658
Future Volume (veh/h)	0	1087	340	0	788	189	0	0	0	293	0	1658
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1195	0	0	866	0				215	0	1615
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1549		0	1078					1063	0	1892
Arrive On Green	0.00	0.30	0.00	0.00	0.30	0.00				0.59	0.00	0.59
Sat Flow, veh/h	0	5358	1610	0	3705	2834				1810	0	3220
Grp Volume(v), veh/h	0	1195	0	0	866	0				215	0	1615
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1805	1417				1810	0	1610
Q Serve(g_s), s	0.0	16.6	0.0	0.0	17.5	0.0				4.4	0.0	32.8
Cycle Q Clear(g_c), s	0.0	16.6	0.0	0.0	17.5	0.0				4.4	0.0	32.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1549		0	1078					1063	0	1892
V/C Ratio(X)	0.00	0.77		0.00	0.80					0.20	0.00	0.85
Avail Cap(c_a), veh/h	0	1873		0	1303					1891	0	3365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.2	0.0	0.0	25.5	0.0				7.6	0.0	13.5
Incr Delay (d2), s/veh	0.0	1.7	0.0	0.0	3.1	0.0				0.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	0.0	0.0	6.9	0.0				1.4	0.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.9	0.0	0.0	28.7	0.0				7.7	0.0	14.7
LnGrp LOS	A	C		A	C					A	A	B
Approach Vol, veh/h		1195	A		866	A					1830	
Approach Delay, s/veh		26.9			28.7						13.8	
Approach LOS		C			C						B	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.1		50.9		28.1						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		28.5		82.5		28.5						
Max Q Clear Time (g_c+I1), s		18.6		34.8		19.5						
Green Ext Time (p_c), s		5.0		11.6		3.4						

Intersection Summary

HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

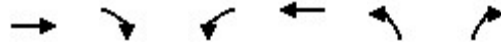
Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

42: I-15 NB Ramps & Cantu Galleano Ranch Rd.

01/10/2023

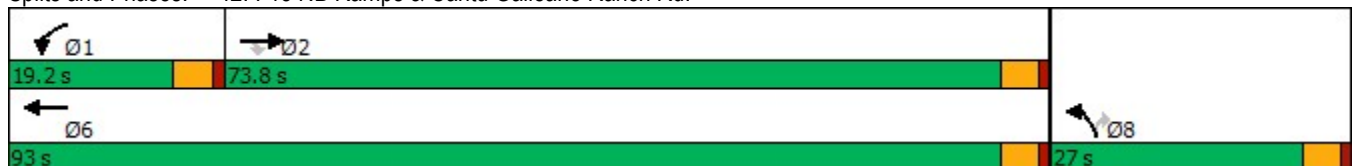


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑↑	↑
Traffic Volume (vph)	463	918	214	483	494	416
Future Volume (vph)	463	918	214	483	494	416
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	73.8	73.8	19.2	93.0	27.0	27.0
Total Split (%)	61.5%	61.5%	16.0%	77.5%	22.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	31.0	31.0	10.7	46.6	21.0	21.0
Actuated g/C Ratio	0.40	0.40	0.14	0.60	0.27	0.27
v/c Ratio	0.23	0.88	0.45	0.16	0.67	0.48
Control Delay	14.2	15.4	39.2	6.2	32.4	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	15.4	39.2	6.2	32.4	7.6
LOS	B	B	D	A	C	A
Approach Delay	15.0			16.3	24.6	
Approach LOS	B			B	C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 77.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 70.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↓	↑↑↑	↑↓	↑
Traffic Volume (veh/h)	463	918	214	483	494	416
Future Volume (veh/h)	463	918	214	483	494	416
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	472	674	218	493	577	291
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2518	782	327	3332	831	370
Arrive On Green	0.49	0.49	0.09	0.64	0.23	0.23
Sat Flow, veh/h	5358	1610	3510	5358	3619	1610
Grp Volume(v), veh/h	472	674	218	493	577	291
Grp Sat Flow(s),veh/h/ln	1729	1610	1755	1729	1810	1610
Q Serve(g_s), s	3.6	26.1	4.2	2.6	10.3	12.0
Cycle Q Clear(g_c), s	3.6	26.1	4.2	2.6	10.3	12.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2518	782	327	3332	831	370
V/C Ratio(X)	0.19	0.86	0.67	0.15	0.69	0.79
Avail Cap(c_a), veh/h	5110	1586	734	6526	1158	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	16.0	30.8	5.0	24.8	25.5
Incr Delay (d2), s/veh	0.0	3.0	2.4	0.0	1.1	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.6	1.7	0.5	4.1	4.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.3	19.0	33.2	5.0	25.9	30.9
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	1146			711	868	
Approach Delay, s/veh	15.4			13.6	27.6	
Approach LOS	B			B	C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.0	38.6			49.7	20.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	14.7	69.3			88.5	22.5
Max Q Clear Time (g_c+I1), s	6.2	28.1			4.6	14.0
Green Ext Time (p_c), s	0.4	6.1			3.1	2.2

Intersection Summary

HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	768	7	383	909	993	941	484
Future Volume (vph)	768	7	383	909	993	941	484
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	35.0	82.0	47.0	47.0
Total Split (%)	31.7%	31.7%	31.7%	29.2%	68.3%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effect Green (s)	31.9	31.9	31.9	30.7	73.6	38.4	38.4
Actuated g/C Ratio	0.28	0.28	0.28	0.27	0.64	0.34	0.34
v/c Ratio	0.87	0.91	0.67	1.92	0.44	0.79	0.57
Control Delay	60.0	65.1	29.3	448.8	11.0	40.1	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Total Delay	60.0	65.1	29.3	448.8	11.6	40.1	5.2
LOS	E	E	C	F	B	D	A
Approach Delay		52.7			220.6	28.2	
Approach LOS		D			F	C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.92	
Intersection Signal Delay: 116.1	Intersection LOS: F
Intersection Capacity Utilization 116.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙	↑↑			↑↑	↗
Traffic Volume (veh/h)	0	0	0	768	7	383	909	993	0	0	941	484
Future Volume (veh/h)	0	0	0	768	7	383	909	993	0	0	941	484
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				862	0	164	928	1013	0	0	960	304
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				974	0	433	512	2337	0	0	1165	520
Arrive On Green				0.27	0.00	0.27	0.28	0.65	0.00	0.00	0.32	0.32
Sat Flow, veh/h				3619	0	1610	1810	3705	0	0	3705	1610
Grp Volume(v), veh/h				862	0	164	928	1013	0	0	960	304
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1805	0	0	1805	1610
Q Serve(g_s), s				24.6	0.0	8.9	30.5	14.8	0.0	0.0	26.4	17.0
Cycle Q Clear(g_c), s				24.6	0.0	8.9	30.5	14.8	0.0	0.0	26.4	17.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				974	0	433	512	2337	0	0	1165	520
V/C Ratio(X)				0.89	0.00	0.38	1.81	0.43	0.00	0.00	0.82	0.58
Avail Cap(c_a), veh/h				1125	0	500	512	2596	0	0	1423	635
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				37.8	0.0	32.1	38.6	9.3	0.0	0.0	33.7	30.5
Incr Delay (d2), s/veh				7.9	0.0	0.5	373.3	0.1	0.0	0.0	3.4	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.4	0.0	3.4	66.0	5.1	0.0	0.0	11.6	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				45.7	0.0	32.6	411.9	9.4	0.0	0.0	37.1	31.5
LnGrp LOS				D	A	C	F	A	A	A	D	C
Approach Vol, veh/h					1026			1941			1264	
Approach Delay, s/veh					43.6			201.9			35.7	
Approach LOS					D			F			D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		74.3			35.0	39.3		33.5				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		77.5			30.5	42.5		33.5				
Max Q Clear Time (g_c+I1), s		16.8			32.5	28.4		26.6				
Green Ext Time (p_c), s		8.7			0.0	6.3		2.4				

Intersection Summary

HCM 6th Ctrl Delay	113.8
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

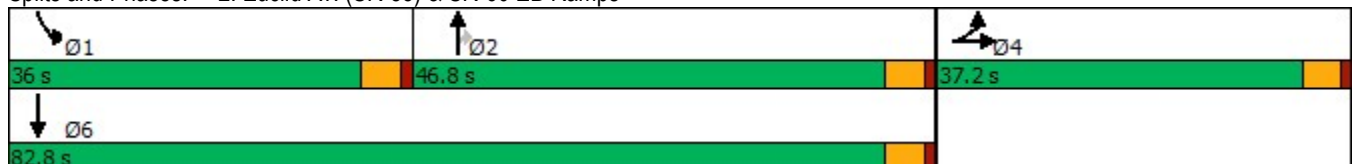


Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	305	6	1596	680	372	1337
Future Volume (vph)	305	6	1596	680	372	1337
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	37.2	37.2	46.8	46.8	36.0	82.8
Total Split (%)	31.0%	31.0%	39.0%	39.0%	30.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	32.7	32.7	42.3	42.3	28.4	75.3
Actuated g/C Ratio	0.28	0.28	0.36	0.36	0.24	0.64
v/c Ratio	0.60	1.25	1.27	0.86	0.89	0.60
Control Delay	43.2	161.7	162.1	26.0	65.5	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.9
Total Delay	43.2	161.7	162.1	26.0	65.5	15.3
LOS	D	F	F	C	E	B
Approach Delay		123.3	121.5			26.3
Approach LOS		F	F			C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 117	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 88.1	Intersection LOS: F
Intersection Capacity Utilization 116.9%	ICU Level of Service H
Analysis Period (min) 15	

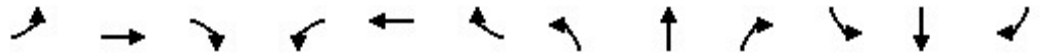
Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	6	537	0	0	0	0	1596	680	372	1337	0
Future Volume (veh/h)	305	6	537	0	0	0	0	1596	680	372	1337	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	318	6	485				0	1662	581	388	1393	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	513	6	452				0	1325	575	420	2304	0
Arrive On Green	0.28	0.28	0.28				0.00	0.37	0.37	0.23	0.64	0.00
Sat Flow, veh/h	1810	20	1593				0	3705	1568	1810	3705	0
Grp Volume(v), veh/h	318	0	491				0	1662	581	388	1393	0
Grp Sat Flow(s),veh/h/ln	1810	0	1613				0	1805	1568	1810	1805	0
Q Serve(g_s), s	17.6	0.0	32.7				0.0	42.3	42.3	24.2	26.2	0.0
Cycle Q Clear(g_c), s	17.6	0.0	32.7				0.0	42.3	42.3	24.2	26.2	0.0
Prop In Lane	1.00		0.99				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	513	0	458				0	1325	575	420	2304	0
V/C Ratio(X)	0.62	0.00	1.07				0.00	1.25	1.01	0.92	0.60	0.00
Avail Cap(c_a), veh/h	513	0	458				0	1325	575	495	2453	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.9	0.0	41.3				0.0	36.5	36.5	43.3	12.3	0.0
Incr Delay (d2), s/veh	2.3	0.0	62.9				0.0	120.8	40.0	21.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	20.4				0.0	39.9	21.8	13.0	9.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	0.0	104.2				0.0	157.3	76.4	64.5	12.7	0.0
LnGrp LOS	D	A	F				A	F	F	E	B	A
Approach Vol, veh/h		809						2243			1781	
Approach Delay, s/veh		78.2						136.4			24.0	
Approach LOS		E						F			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	31.3	46.8	37.2	78.1								
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), s	31.5	42.3	32.7	78.3								
Max Q Clear Time (g_c+I1), s	26.2	44.3	34.7	28.2								
Green Ext Time (p_c), s	0.6	0.0	0.0	14.3								

Intersection Summary

HCM 6th Ctrl Delay	85.2
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
3: Euclid Av. (SR-83) & Walnut Av.

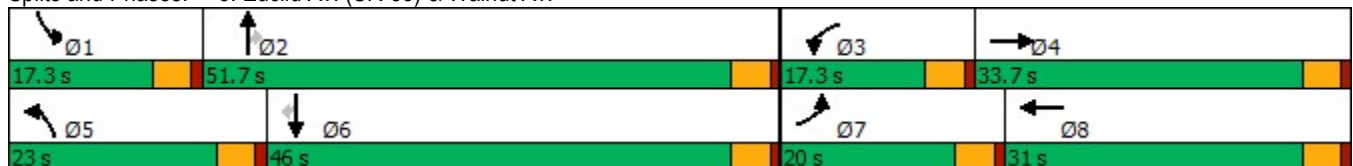


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕↕↕	↖	↖↖	↕↕↕	↖
Traffic Volume (vph)	127	521	82	241	147	1879	89	278	1425	130
Future Volume (vph)	127	521	82	241	147	1879	89	278	1425	130
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	33.7	17.3	31.0	23.0	51.7	51.7	17.3	46.0	46.0
Total Split (%)	16.7%	28.1%	14.4%	25.8%	19.2%	43.1%	43.1%	14.4%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	13.4	28.1	10.6	22.6	15.2	47.5	47.5	12.9	45.2	45.2
Actuated g/C Ratio	0.12	0.25	0.09	0.20	0.13	0.41	0.41	0.11	0.39	0.39
v/c Ratio	0.71	0.89	0.58	0.58	0.72	0.97	0.14	0.89	0.77	0.20
Control Delay	70.6	53.8	66.8	33.2	67.9	48.3	5.1	79.1	35.6	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.6	53.8	66.8	33.2	67.9	48.3	5.1	79.1	35.6	5.4
LOS	E	D	E	C	E	D	A	E	D	A
Approach Delay		56.4		39.0		47.8			40.1	
Approach LOS		E		D		D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 45.7	Intersection LOS: D
Intersection Capacity Utilization 89.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Euclid Av. (SR-83) & Walnut Av.



HCM 6th Signalized Intersection Summary
 3: Euclid Av. (SR-83) & Walnut Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	521	181	82	241	155	147	1879	89	278	1425	130
Future Volume (veh/h)	127	521	181	82	241	155	147	1879	89	278	1425	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	134	548	160	86	254	122	155	1978	85	293	1500	99
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	617	180	107	461	215	182	2072	643	339	2083	646
Arrive On Green	0.10	0.24	0.24	0.07	0.20	0.20	0.11	0.42	0.42	0.11	0.42	0.42
Sat Flow, veh/h	1619	2613	760	1619	2263	1054	1619	4914	1524	2956	4914	1524
Grp Volume(v), veh/h	134	358	350	86	190	186	155	1978	85	293	1500	99
Grp Sat Flow(s),veh/h/ln	1619	1710	1663	1619	1710	1607	1619	1638	1524	1478	1638	1524
Q Serve(g_s), s	9.1	22.6	22.7	5.8	11.1	11.6	10.5	43.5	3.8	10.9	28.2	4.5
Cycle Q Clear(g_c), s	9.1	22.6	22.7	5.8	11.1	11.6	10.5	43.5	3.8	10.9	28.2	4.5
Prop In Lane	1.00		0.46	1.00		0.66	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	404	393	107	348	327	182	2072	643	339	2083	646
V/C Ratio(X)	0.84	0.89	0.89	0.81	0.55	0.57	0.85	0.95	0.13	0.86	0.72	0.15
Avail Cap(c_a), veh/h	225	448	435	186	406	382	268	2079	645	339	2083	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	41.1	41.2	51.4	39.8	40.0	48.6	31.2	19.8	48.5	26.7	19.8
Incr Delay (d2), s/veh	17.3	17.6	18.7	13.1	1.3	1.6	15.4	11.0	0.1	20.0	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	11.1	11.0	2.7	4.6	4.6	4.9	18.2	1.3	4.9	10.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	58.8	59.9	64.5	41.1	41.6	64.0	42.2	19.9	68.5	27.9	19.9
LnGrp LOS	E	E	E	E	D	D	E	D	B	E	C	B
Approach Vol, veh/h		842			462			2218			1892	
Approach Delay, s/veh		60.5			45.7			42.9			33.8	
Approach LOS		E			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.3	51.5	11.9	30.9	17.1	51.8	15.5	27.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.8	47.2	12.8	29.2	18.5	41.5	15.5	26.5				
Max Q Clear Time (g_c+I1), s	12.9	45.5	7.8	24.7	12.5	30.2	11.1	13.6				
Green Ext Time (p_c), s	0.0	1.6	0.1	1.6	0.2	7.3	0.1	1.6				
Intersection Summary												
HCM 6th Ctrl Delay			42.7									
HCM 6th LOS			D									

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

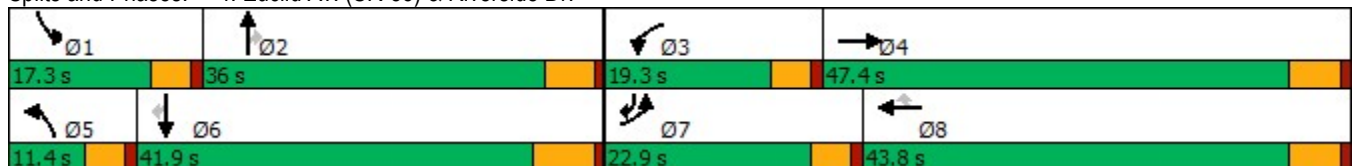
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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	144	515	168	408	75	136	1810	185	114	1295	169
Future Volume (vph)	144	515	168	408	75	136	1810	185	114	1295	169
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2		1	6	7
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	22.9	47.4	19.3	43.8	43.8	11.4	36.0	36.0	17.3	41.9	22.9
Total Split (%)	19.1%	39.5%	16.1%	36.5%	36.5%	9.5%	30.0%	30.0%	14.4%	34.9%	19.1%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	14.4	41.6	14.1	41.3	41.3	6.8	31.9	31.9	11.3	35.4	56.3
Actuated g/C Ratio	0.12	0.35	0.12	0.35	0.35	0.06	0.27	0.27	0.09	0.30	0.47
v/c Ratio	0.75	0.98	0.89	0.35	0.12	1.51	2.00	0.36	0.75	1.29	0.21
Control Delay	73.0	70.5	94.7	30.8	0.4	311.6	479.0	11.3	81.4	174.2	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.0	70.5	94.7	30.8	0.4	311.6	479.0	11.3	81.4	174.2	3.4
LOS	E	E	F	C	A	F	F	B	F	F	A
Approach Delay		71.0		43.8			427.7			149.1	
Approach LOS		E		D			F			F	
























Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 119.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.00	
Intersection Signal Delay: 240.6	Intersection LOS: F
Intersection Capacity Utilization 121.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
 4: Euclid Av. (SR-83) & Riverside Dr.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	515	86	168	408	75	136	1810	185	114	1295	169
Future Volume (veh/h)	144	515	86	168	408	75	136	1810	185	114	1295	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	145	520	56	170	412	37	137	1828	124	115	1308	72
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	545	59	194	1218	535	93	930	415	138	1025	617
Arrive On Green	0.10	0.34	0.34	0.12	0.36	0.36	0.06	0.27	0.27	0.09	0.30	0.30
Sat Flow, veh/h	1619	1597	172	1619	3420	1502	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	145	0	576	170	412	37	137	1828	124	115	1308	72
Grp Sat Flow(s),veh/h/ln	1619	0	1769	1619	1710	1502	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	10.4	0.0	37.6	12.2	10.4	1.9	6.8	32.1	7.6	8.3	35.4	3.5
Cycle Q Clear(g_c), s	10.4	0.0	37.6	12.2	10.4	1.9	6.8	32.1	7.6	8.3	35.4	3.5
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	0	603	194	1218	535	93	930	415	138	1025	617
V/C Ratio(X)	0.85	0.00	0.95	0.88	0.34	0.07	1.47	1.96	0.30	0.83	1.28	0.12
Avail Cap(c_a), veh/h	251	0	623	201	1218	535	93	930	415	174	1025	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	0.0	38.0	51.1	27.8	25.1	55.7	43.0	34.1	53.2	41.4	22.0
Incr Delay (d2), s/veh	11.9	0.0	24.9	30.3	0.2	0.1	260.7	438.0	0.4	19.6	132.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	19.6	6.4	4.1	0.7	9.4	69.3	2.8	4.1	33.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	0.0	63.0	81.5	28.0	25.2	316.3	481.0	34.5	72.8	173.4	22.1
LnGrp LOS	E	A	E	F	C	C	F	F	C	E	F	C
Approach Vol, veh/h		721			619			2089			1495	
Approach Delay, s/veh		63.2			42.5			443.7			158.4	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	38.6	18.8	46.1	11.4	41.9	17.0	47.9				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	12.7	* 31	14.7	41.6	6.8	35.4	18.3	38.0				
Max Q Clear Time (g_c+I1), s	10.3	34.1	14.2	39.6	8.8	37.4	12.4	12.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.1	2.6				

Intersection Summary												
HCM 6th Ctrl Delay	250.9											
HCM 6th LOS	F											

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

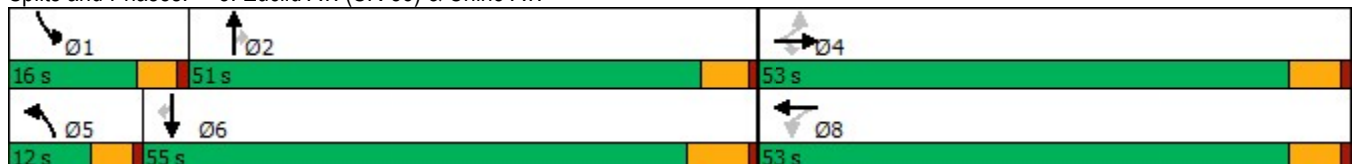
Timings
5: Euclid Av. (SR-83) & Chino Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	82	455	56	94	131	61	2013	221	96	1375	71	
Future Volume (vph)	82	455	56	94	131	61	2013	221	96	1375	71	
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases		4			8	5	2		1	6		
Permitted Phases	4		4	8				2			6	
Detector Phase	4	4	4	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5	
Total Split (s)	53.0	53.0	53.0	53.0	53.0	12.0	51.0	51.0	16.0	55.0	55.0	
Total Split (%)	44.2%	44.2%	44.2%	44.2%	44.2%	10.0%	42.5%	42.5%	13.3%	45.8%	45.8%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	5.8	5.8		5.8	4.6	5.2	5.2	4.6	6.5	6.5	
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max	
Act Effct Green (s)	44.8	44.8	44.8		44.8	7.0	46.2	46.2	10.1	50.3	50.3	
Actuated g/C Ratio	0.38	0.38	0.38		0.38	0.06	0.40	0.40	0.09	0.43	0.43	
v/c Ratio	0.25	0.68	0.09		1.01	0.66	1.53	0.35	0.71	0.96	0.10	
Control Delay	27.0	35.9	3.7		89.1	86.1	271.6	19.8	79.9	50.2	6.6	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	27.0	35.9	3.7		89.1	86.1	271.6	19.8	79.9	50.2	6.6	
LOS	C	D	A		F	F	F	B	E	D	A	
Approach Delay		31.6			89.1		242.4			50.0		
Approach LOS		C			F		F			D		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 116.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.53	
Intersection Signal Delay: 143.6	Intersection LOS: F
Intersection Capacity Utilization 125.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	455	56	94	131	70	61	2013	221	96	1375	71
Future Volume (veh/h)	82	455	56	94	131	70	61	2013	221	96	1375	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	85	469	38	97	135	66	63	2075	166	99	1418	41
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	283	716	606	118	155	66	78	1319	588	120	1408	628
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.05	0.39	0.39	0.07	0.41	0.41
Sat Flow, veh/h	1074	1800	1525	196	390	167	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	85	469	38	298	0	0	63	2075	166	99	1418	41
Grp Sat Flow(s),veh/h/ln	1074	1800	1525	753	0	0	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	0.0	25.2	1.8	21.9	0.0	0.0	4.6	45.8	8.9	7.2	48.9	1.9
Cycle Q Clear(g_c), s	12.9	25.2	1.8	47.1	0.0	0.0	4.6	45.8	8.9	7.2	48.9	1.9
Prop In Lane	1.00		1.00	0.33		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	716	606	339	0	0	78	1319	588	120	1408	628
V/C Ratio(X)	0.30	0.66	0.06	0.88	0.00	0.00	0.80	1.57	0.28	0.82	1.01	0.07
Avail Cap(c_a), veh/h	283	716	606	339	0	0	101	1319	588	155	1408	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	29.1	22.1	41.4	0.0	0.0	55.9	36.5	25.1	54.2	34.9	21.1
Incr Delay (d2), s/veh	0.6	2.2	0.0	22.0	0.0	0.0	22.9	261.5	1.2	18.6	25.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.8	0.6	10.5	0.0	0.0	2.3	65.4	3.2	3.4	23.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	31.3	22.1	63.4	0.0	0.0	78.9	297.9	26.3	72.8	60.7	21.3
LnGrp LOS	C	C	C	E	A	A	E	F	C	E	F	C
Approach Vol, veh/h		592			298			2304			1558	
Approach Delay, s/veh		30.0			63.4			272.4			60.4	
Approach LOS		C			E			F			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	52.3		53.0	10.4	55.4		53.0				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 46		47.2	7.4	48.5		47.2				
Max Q Clear Time (g_c+I1), s	9.2	47.8		27.2	6.6	50.9		49.1				
Green Ext Time (p_c), s	0.0	0.0		3.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	159.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

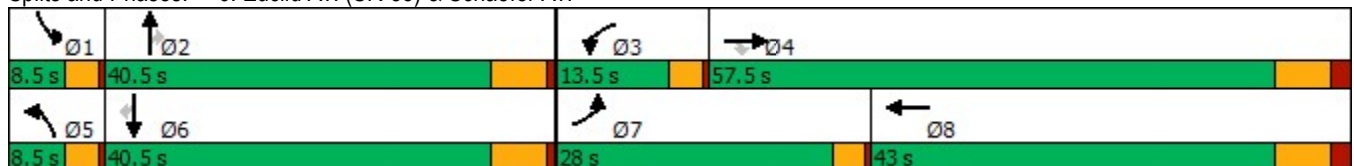
Timings
6: Euclid Av. (SR-83) & Schaefer Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	367	304	157	44	107	121	1814	50	57	1299	151	
Future Volume (vph)	367	304	157	44	107	121	1814	50	57	1299	151	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0	
Total Split (s)	28.0	57.5	57.5	13.5	43.0	8.5	40.5	40.5	8.5	40.5	40.5	
Total Split (%)	23.3%	47.9%	47.9%	11.3%	35.8%	7.1%	33.8%	33.8%	7.1%	33.8%	33.8%	
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	24.7	36.1	36.1	10.1	15.6	5.0	34.8	34.8	5.0	34.8	34.8	
Actuated g/C Ratio	0.25	0.36	0.36	0.10	0.16	0.05	0.35	0.35	0.05	0.35	0.35	
v/c Ratio	0.95	0.48	0.25	0.28	0.56	1.54	1.58	0.08	0.73	1.13	0.26	
Control Delay	74.1	28.8	4.6	50.0	41.1	332.4	290.9	0.3	94.9	101.5	8.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	74.1	28.8	4.6	50.0	41.1	332.4	290.9	0.3	94.9	101.5	8.3	
LOS	E	C	A	D	D	F	F	A	F	F	A	
Approach Delay		44.3			43.1		286.0			91.9		
Approach LOS		D			D		F			F		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 100.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.58	
Intersection Signal Delay: 166.4	Intersection LOS: F
Intersection Capacity Utilization 107.1%	ICU Level of Service G
Analysis Period (min) 15	
























Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	304	157	44	107	48	121	1814	50	57	1299	151
Future Volume (veh/h)	367	304	157	44	107	48	121	1814	50	57	1299	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	378	313	97	45	110	43	125	1870	45	59	1339	111
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	405	530	449	119	145	57	86	1281	571	73	1253	547
Arrive On Green	0.25	0.29	0.29	0.07	0.12	0.12	0.05	0.37	0.37	0.05	0.37	0.37
Sat Flow, veh/h	1619	1800	1525	1619	1231	481	1619	3420	1525	1619	3420	1491
Grp Volume(v), veh/h	378	313	97	45	0	153	125	1870	45	59	1339	111
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1712	1619	1710	1525	1619	1710	1491
Q Serve(g_s), s	21.5	14.0	4.5	2.5	0.0	8.2	5.0	35.3	1.8	3.4	34.5	4.8
Cycle Q Clear(g_c), s	21.5	14.0	4.5	2.5	0.0	8.2	5.0	35.3	1.8	3.4	34.5	4.8
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	405	530	449	119	0	201	86	1281	571	73	1253	547
V/C Ratio(X)	0.93	0.59	0.22	0.38	0.00	0.76	1.45	1.46	0.08	0.81	1.07	0.20
Avail Cap(c_a), veh/h	421	966	818	172	0	655	86	1281	571	86	1253	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	28.4	25.0	41.6	0.0	40.2	44.6	29.4	19.0	44.5	29.8	20.4
Incr Delay (d2), s/veh	26.5	0.8	0.2	0.7	0.0	4.4	257.4	211.5	0.1	32.0	45.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	5.8	1.6	1.0	0.0	3.5	8.0	50.2	0.6	1.9	20.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	29.1	25.2	42.3	0.0	44.6	302.0	240.9	19.0	76.6	75.7	20.6
LnGrp LOS	E	C	C	D	A	D	F	F	B	E	F	C
Approach Vol, veh/h		788			198			2040			1509	
Approach Delay, s/veh		44.0			44.1			239.7			71.7	
Approach LOS		D			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	41.3	10.4	34.7	8.5	40.5	27.1	18.1				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	5.0	34.5	10.0	50.5	5.0	34.5	24.5	36.0				
Max Q Clear Time (g_c+I1), s	5.4	37.3	4.5	16.0	7.0	36.5	23.5	10.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	0.0	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay	141.3											
HCM 6th LOS	F											

Timings

11: Euclid Av. (SR-83) & Edison Av.

01/10/2023

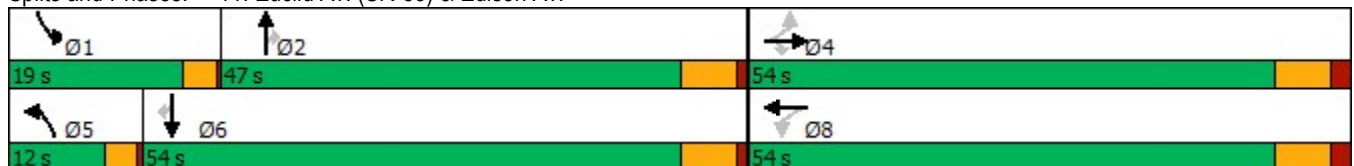


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	254	573	215	42	479	207	1536	52	138	1104	174
Future Volume (vph)	254	573	215	42	479	207	1536	52	138	1104	174
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	54.0	54.0	54.0	54.0	54.0	12.0	47.0	47.0	19.0	54.0	54.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	45.0%	10.0%	39.2%	39.2%	15.8%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	47.0	47.0	47.0	47.0	47.0	8.5	41.0	41.0	13.4	45.9	45.9
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.07	0.35	0.35	0.11	0.39	0.39
v/c Ratio	4.54	0.82	0.30	0.34	1.06	0.94	1.32	0.09	0.77	0.85	0.27
Control Delay	1653.5	42.8	5.9	35.0	86.3	100.7	182.1	0.7	77.7	39.9	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1653.5	42.8	5.9	35.0	86.3	100.7	182.1	0.7	77.7	39.9	8.0
LOS	F	D	A	C	F	F	F	A	E	D	A
Approach Delay		427.6			83.5		167.4			39.7	
Approach LOS		F			F		F			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 117.9
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 4.54
 Intersection Signal Delay: 172.6
 Intersection LOS: F
 Intersection Capacity Utilization 131.4%
 ICU Level of Service H
 Analysis Period (min) 15
























Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	573	215	42	479	243	207	1536	52	138	1104	174
Future Volume (veh/h)	254	573	215	42	479	243	207	1536	52	138	1104	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	259	585	168	43	489	237	211	1567	43	141	1127	127
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	727	616	137	460	223	229	1205	525	165	1304	574
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.07	0.35	0.35	0.10	0.38	0.38
Sat Flow, veh/h	662	1800	1525	645	1140	552	3141	3420	1489	1619	3420	1506
Grp Volume(v), veh/h	259	585	168	43	0	726	211	1567	43	141	1127	127
Grp Sat Flow(s),veh/h/ln	662	1800	1525	645	0	1692	1570	1710	1489	1619	1710	1506
Q Serve(g_s), s	0.0	33.4	8.6	7.3	0.0	47.0	7.8	41.0	2.2	10.0	35.4	6.6
Cycle Q Clear(g_c), s	47.0	33.4	8.6	40.7	0.0	47.0	7.8	41.0	2.2	10.0	35.4	6.6
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	727	616	137	0	683	229	1205	525	165	1304	574
V/C Ratio(X)	4.19	0.80	0.27	0.31	0.00	1.06	0.92	1.30	0.08	0.85	0.86	0.22
Avail Cap(c_a), veh/h	62	727	616	137	0	683	229	1205	525	216	1410	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	30.6	23.2	48.6	0.0	34.7	53.6	37.7	25.1	51.4	33.2	24.3
Incr Delay (d2), s/veh	1471.4	6.6	0.2	1.3	0.0	52.3	37.6	141.5	0.1	18.0	5.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.1	14.9	3.0	1.2	0.0	27.9	4.1	39.4	0.8	4.7	14.4	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1529.6	37.2	23.5	49.9	0.0	87.0	91.2	179.2	25.2	69.4	38.7	24.5
LnGrp LOS	F	D	C	D	A	F	F	F	C	E	D	C
Approach Vol, veh/h		1012			769			1821			1395	
Approach Delay, s/veh		416.9			84.9			165.4			40.5	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.4	47.0		54.0	12.0	50.4		54.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	15.5	41.0		47.0	8.5	48.0		47.0				
Max Q Clear Time (g_c+I1), s	12.0	43.0		49.0	9.8	37.4		49.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	5.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	169.1											
HCM 6th LOS	F											

Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	38	151	212	6	48	119	1628	21	137	1528	55	
Future Volume (vph)	38	151	212	6	48	119	1628	21	137	1528	55	
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases		4			8	5	2		1	6		
Permitted Phases	4		4	8				2			6	
Detector Phase	4	4	4	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	31.0	78.0	78.0	12.0	59.0	59.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.8%	65.0%	65.0%	10.0%	49.2%	49.2%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	18.9	18.9	18.9	18.9	18.9	13.4	63.7	63.7	7.6	57.9	57.9	
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.13	0.61	0.61	0.07	0.56	0.56	
v/c Ratio	0.62	0.48	0.48	0.04	0.85	0.60	0.81	0.02	1.21	0.84	0.07	
Control Delay	79.9	44.2	9.0	37.5	45.5	56.6	20.0	0.0	194.6	26.0	0.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	79.9	44.2	9.0	37.5	45.5	56.6	20.0	0.0	194.6	26.0	0.9	
LOS	E	D	A	D	D	E	C	A	F	C	A	
Approach Delay		29.0			45.4		22.2			38.7		
Approach LOS		C			D		C			D		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 104	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 31.4	Intersection LOS: C
Intersection Capacity Utilization 95.5%	ICU Level of Service F
Analysis Period (min) 15	
























Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	151	212	6	48	271	119	1628	21	137	1528	55
Future Volume (veh/h)	38	151	212	6	48	271	119	1628	21	137	1528	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	40	157	126	6	50	279	124	1696	20	143	1592	46
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	426	361	230	56	313	152	1945	868	113	1863	830
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.09	0.57	0.57	0.07	0.54	0.54
Sat Flow, veh/h	955	1800	1525	996	237	1324	1619	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	40	157	126	6	0	329	124	1696	20	143	1592	46
Grp Sat Flow(s),veh/h/ln	955	1800	1525	996	0	1562	1619	1710	1525	1619	1710	1524
Q Serve(g_s), s	3.5	7.9	7.4	0.5	0.0	22.0	8.1	45.7	0.6	7.5	42.8	1.5
Cycle Q Clear(g_c), s	25.5	7.9	7.4	8.4	0.0	22.0	8.1	45.7	0.6	7.5	42.8	1.5
Prop In Lane	1.00		1.00	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	98	426	361	230	0	369	152	1945	868	113	1863	830
V/C Ratio(X)	0.41	0.37	0.35	0.03	0.00	0.89	0.82	0.87	0.02	1.27	0.85	0.06
Avail Cap(c_a), veh/h	98	426	361	230	0	369	398	2331	1040	113	1863	830
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	34.4	34.3	38.0	0.0	39.8	48.0	19.9	10.2	50.2	20.9	11.5
Incr Delay (d2), s/veh	2.7	0.5	0.6	0.0	0.0	22.6	10.3	3.4	0.0	174.0	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.4	2.7	0.1	0.0	10.4	3.5	15.9	0.2	8.3	15.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	35.0	34.8	38.0	0.0	62.4	58.2	23.3	10.2	224.1	25.0	11.6
LnGrp LOS	E	C	C	D	A	E	E	C	B	F	C	B
Approach Vol, veh/h		323			335			1840			1781	
Approach Delay, s/veh		37.4			62.0			25.5			40.7	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	65.8		30.0	14.6	63.2		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	73.5		25.5	26.5	54.5		25.5				
Max Q Clear Time (g_c+I1), s	9.5	47.7		27.5	10.1	44.8		24.0				
Green Ext Time (p_c), s	0.0	13.6		0.0	0.2	6.6		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				35.6								
HCM 6th LOS				D								

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

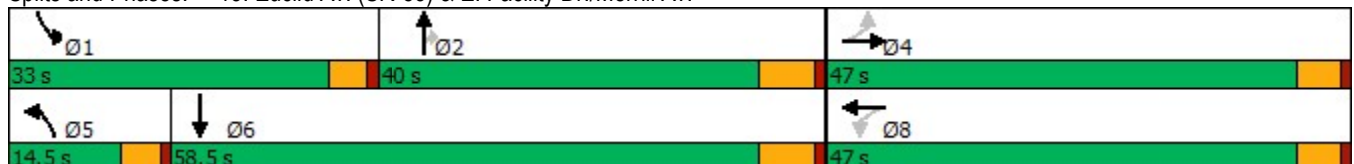


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	3	20	602	0	1	1139	348	380	1340
Future Volume (vph)	3	20	602	0	1	1139	348	380	1340
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	28.0	28.0	14.5	28.0
Total Split (s)	47.0	47.0	47.0	47.0	14.5	40.0	40.0	33.0	58.5
Total Split (%)	39.2%	39.2%	39.2%	39.2%	12.1%	33.3%	33.3%	27.5%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		42.0		42.0	10.0	34.0	34.0	28.5	64.1
Actuated g/C Ratio		0.35		0.35	0.08	0.28	0.28	0.24	0.53
v/c Ratio		0.06		2.20	0.01	1.21	0.72	1.02	0.76
Control Delay		20.8		566.6	51.0	142.8	35.9	97.5	26.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		20.8		566.6	51.0	142.8	35.9	97.5	26.4
LOS		C		F	D	F	D	F	C
Approach Delay		20.8		566.6		117.7			42.0
Approach LOS		C		F		F			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.20
 Intersection Signal Delay: 207.2
 Intersection LOS: F
 Intersection Capacity Utilization 149.0%
 ICU Level of Service H
 Analysis Period (min) 15

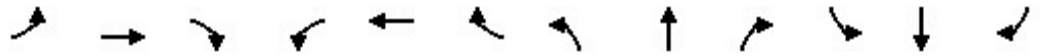
Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕	↗	↗	↕	↕
Traffic Volume (veh/h)	3	20	9	602	0	579	1	1139	348	380	1340	10
Future Volume (veh/h)	3	20	9	602	0	579	1	1139	348	380	1340	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	3	21	5	621	0	568	1	1174	325	392	1381	8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	71	450	101	307	0	239	4	969	423	385	1806	10
Arrive On Green	0.35	0.35	0.35	0.35	0.00	0.35	0.00	0.28	0.28	0.24	0.52	0.52
Sat Flow, veh/h	107	1284	290	746	0	683	1619	3420	1493	1619	3486	20
Grp Volume(v), veh/h	29	0	0	1189	0	0	1	1174	325	392	677	712
Grp Sat Flow(s),veh/h/ln	1681	0	0	1429	0	0	1619	1710	1493	1619	1710	1796
Q Serve(g_s), s	0.0	0.0	0.0	40.7	0.0	0.0	0.1	34.0	23.9	28.5	37.9	37.9
Cycle Q Clear(g_c), s	1.3	0.0	0.0	42.0	0.0	0.0	0.1	34.0	23.9	28.5	37.9	37.9
Prop In Lane	0.10		0.17	0.52		0.48	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	622	0	0	546	0	0	4	969	423	385	886	931
V/C Ratio(X)	0.05	0.00	0.00	2.18	0.00	0.00	0.23	1.21	0.77	1.02	0.76	0.76
Avail Cap(c_a), veh/h	622	0	0	546	0	0	135	969	423	385	886	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	0.0	40.6	0.0	0.0	59.7	43.0	39.4	45.8	23.1	23.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	536.4	0.0	0.0	9.3	104.9	8.3	50.9	4.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	97.1	0.0	0.0	0.0	27.5	9.2	16.2	14.5	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	0.0	0.0	577.1	0.0	0.0	69.0	147.9	47.7	96.7	27.1	26.9
LnGrp LOS	C	A	A	F	A	A	E	F	D	F	C	C
Approach Vol, veh/h		29			1189			1500			1781	
Approach Delay, s/veh		25.8			577.1			126.1			42.3	
Approach LOS		C			F			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.0	40.0		47.0	4.8	68.2		47.0				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	28.5	34.0		42.0	10.0	52.5		42.0				
Max Q Clear Time (g_c+I1), s	30.5	36.0		3.3	2.1	39.9		44.0				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	6.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	211.5
HCM 6th LOS	F

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

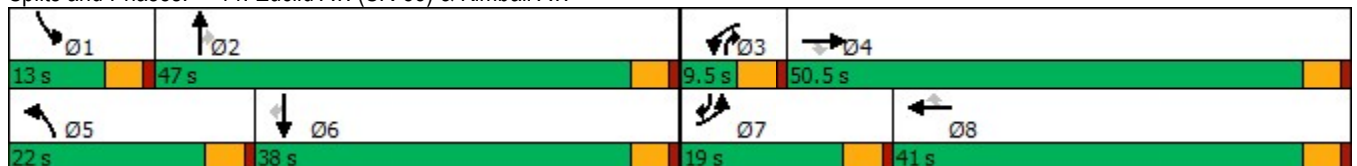
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	946	74	87	455	207	89	857	195	544	1119	260
Future Volume (vph)	365	946	74	87	455	207	89	857	195	544	1119	260
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	9.5
Total Split (s)	19.0	50.5	50.5	9.5	41.0	41.0	22.0	47.0	9.5	13.0	38.0	19.0
Total Split (%)	15.8%	42.1%	42.1%	7.9%	34.2%	34.2%	18.3%	39.2%	7.9%	10.8%	31.7%	15.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	14.8	35.7	35.7	5.1	26.0	26.0	11.3	34.3	44.0	8.7	34.7	49.5
Actuated g/C Ratio	0.14	0.35	0.35	0.05	0.25	0.25	0.11	0.34	0.43	0.09	0.34	0.48
v/c Ratio	0.87	0.81	0.12	1.11	0.53	0.40	0.51	0.76	0.28	2.21	0.99	0.31
Control Delay	66.6	36.6	0.5	181.4	35.4	8.2	56.1	35.8	11.6	583.5	59.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	36.6	0.5	181.4	35.4	8.2	56.1	35.8	11.6	583.5	59.5	4.6
LOS	E	D	A	F	D	A	E	D	B	F	E	A
Approach Delay		42.5			44.9			33.2			200.3	
Approach LOS		D			D			C			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 102.2	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.21	
Intersection Signal Delay: 99.2	Intersection LOS: F
Intersection Capacity Utilization 91.4%	ICU Level of Service F
Analysis Period (min) 15	

























Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	365	946	74	87	455	207	89	857	195	544	1119	260
Future Volume (veh/h)	365	946	74	87	455	207	89	857	195	544	1119	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	372	965	64	89	464	140	91	874	157	555	1142	223
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	428	1177	525	84	859	383	114	1127	582	260	1187	744
Arrive On Green	0.14	0.34	0.34	0.05	0.25	0.25	0.07	0.33	0.33	0.09	0.35	0.35
Sat Flow, veh/h	2956	3420	1525	1619	3420	1525	1619	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	372	965	64	89	464	140	91	874	157	555	1142	223
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1619	1710	1525	1619	1710	1525	1478	1710	1506
Q Serve(g_s), s	11.9	24.9	2.8	5.0	11.3	7.3	5.3	22.2	6.9	8.5	31.6	8.5
Cycle Q Clear(g_c), s	11.9	24.9	2.8	5.0	11.3	7.3	5.3	22.2	6.9	8.5	31.6	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	428	1177	525	84	859	383	114	1127	582	260	1187	744
V/C Ratio(X)	0.87	0.82	0.12	1.06	0.54	0.37	0.80	0.78	0.27	2.13	0.96	0.30
Avail Cap(c_a), veh/h	444	1630	727	84	1293	577	294	1506	751	260	1187	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	28.9	21.7	45.8	31.3	29.8	44.2	29.1	20.6	44.0	30.9	14.6
Incr Delay (d2), s/veh	16.3	2.4	0.1	116.0	0.5	0.6	11.8	1.9	0.2	522.1	17.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	9.8	1.0	4.6	4.5	2.6	2.4	8.5	2.3	21.8	14.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	31.4	21.8	161.7	31.8	30.4	56.0	31.0	20.8	566.1	48.7	14.9
LnGrp LOS	E	C	C	F	C	C	E	C	C	F	D	B
Approach Vol, veh/h		1401			693			1122			1920	
Approach Delay, s/veh		37.6			48.2			31.6			194.3	
Approach LOS		D			D			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	36.3	9.5	37.7	11.3	38.0	18.5	28.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	42.5	5.0	46.0	17.5	33.5	14.5	36.5				
Max Q Clear Time (g_c+I1), s	10.5	24.2	7.0	26.9	7.3	33.6	13.9	13.3				
Green Ext Time (p_c), s	0.0	5.5	0.0	6.3	0.1	0.0	0.1	3.2				
Intersection Summary												
HCM 6th Ctrl Delay			96.3									
HCM 6th LOS			F									

Intersection												
Intersection Delay, s/veh	18.5											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	419	23	8	118	14	28	173	21	17	93	20
Future Vol, veh/h	58	419	23	8	118	14	28	173	21	17	93	20
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	62	446	24	9	126	15	30	184	22	18	99	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	25	10.9	13	11.2
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	12%	6%	13%
Vol Thru, %	78%	84%	84%	72%
Vol Right, %	9%	5%	10%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	222	500	140	130
LT Vol	28	58	8	17
Through Vol	173	419	118	93
RT Vol	21	23	14	20
Lane Flow Rate	236	532	149	138
Geometry Grp	1	1	1	1
Degree of Util (X)	0.395	0.784	0.243	0.238
Departure Headway (Hd)	6.017	5.303	5.879	6.2
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	593	681	606	574
Service Time	4.098	3.363	3.966	4.292
HCM Lane V/C Ratio	0.398	0.781	0.246	0.24
HCM Control Delay	13	25	10.9	11.2
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	1.9	7.7	0.9	0.9

Intersection												
Intersection Delay, s/veh	257.7											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	730	25	6	660	17	8	186	13	20	180	24
Future Vol, veh/h	65	730	25	6	660	17	8	186	13	20	180	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	71	793	27	7	717	18	9	202	14	22	196	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	382.6	253.7	25.8	27
HCM LOS	F	F	D	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	8%	1%	9%
Vol Thru, %	90%	89%	97%	80%
Vol Right, %	6%	3%	2%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	820	683	224
LT Vol	8	65	6	20
Through Vol	186	730	660	180
RT Vol	13	25	17	24
Lane Flow Rate	225	891	742	243
Geometry Grp	1	1	1	1
Degree of Util (X)	0.524	1.786	1.485	0.56
Departure Headway (Hd)	11.134	8.176	8.642	10.944
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	326	455	431	334
Service Time	9.134	6.176	6.642	8.944
HCM Lane V/C Ratio	0.69	1.958	1.722	0.728
HCM Control Delay	25.8	382.6	253.7	27
HCM Lane LOS	D	F	F	D
HCM 95th-tile Q	2.9	49.2	32.4	3.2

Intersection												
Intersection Delay, s/veh	58.3											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	119	230	104	2	79	49	35	627	34	61	228	33
Future Vol, veh/h	119	230	104	2	79	49	35	627	34	61	228	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	131	253	114	2	87	54	38	689	37	67	251	36
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	79.2	19	292	36.9
HCM LOS	F	C	F	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	26%	2%	19%
Vol Thru, %	90%	51%	61%	71%
Vol Right, %	5%	23%	38%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	696	453	130	322
LT Vol	35	119	2	61
Through Vol	627	230	79	228
RT Vol	34	104	49	33
Lane Flow Rate	765	498	143	354
Geometry Grp	1	1	1	1
Degree of Util (X)	1.582	1.02	0.347	0.772
Departure Headway (Hd)	7.68	8.633	10.524	9.108
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	482	423	344	400
Service Time	5.68	6.633	8.524	7.108
HCM Lane V/C Ratio	1.587	1.177	0.416	0.885
HCM Control Delay	292	79.2	19	36.9
HCM Lane LOS	F	F	C	E
HCM 95th-tile Q	40.9	13.2	1.5	6.5

Intersection

Intersection Delay, s/veh 593.4
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	538	165	25	230	36	439	593	111	53	260	26
Future Vol, veh/h	53	538	165	25	230	36	439	593	111	53	260	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	57	578	177	27	247	39	472	638	119	57	280	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	482.7	74	947.5	91.9
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	7%	9%	16%
Vol Thru, %	52%	71%	79%	77%
Vol Right, %	10%	22%	12%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1143	756	291	339
LT Vol	439	53	25	53
Through Vol	593	538	230	260
RT Vol	111	165	36	26
Lane Flow Rate	1229	813	313	365
Geometry Grp	1	1	1	1
Degree of Util (X)	3.036	1.977	0.801	0.908
Departure Headway (Hd)	11.503	13.758	19.921	19.039
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	332	276	185	193
Service Time	9.503	11.758	17.921	17.039
HCM Lane V/C Ratio	3.702	2.946	1.692	1.891
HCM Control Delay	947.5	482.7	74	91.9
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	83.9	37.2	5.5	7

Intersection

Intersection Delay, s/veh 362.5
 Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	661	3	196	263	71	1	110	686	167	58	19
Future Vol, veh/h	20	661	3	196	263	71	1	110	686	167	58	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	718	3	213	286	77	1	120	746	182	63	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	415.9	245	488.5	56.4
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	3%	37%	68%
Vol Thru, %	14%	97%	50%	24%
Vol Right, %	86%	0%	13%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	797	684	530	244
LT Vol	1	20	196	167
Through Vol	110	661	263	58
RT Vol	686	3	71	19
Lane Flow Rate	866	743	576	265
Geometry Grp	1	1	1	1
Degree of Util (X)	2.006	1.829	1.416	0.714
Departure Headway (Hd)	11.299	13.045	14.434	18.042
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	329	290	259	204
Service Time	9.299	11.045	12.434	16.042
HCM Lane V/C Ratio	2.632	2.562	2.224	1.299
HCM Control Delay	488.5	415.9	245	56.4
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	45.4	34.1	19.7	4.6

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

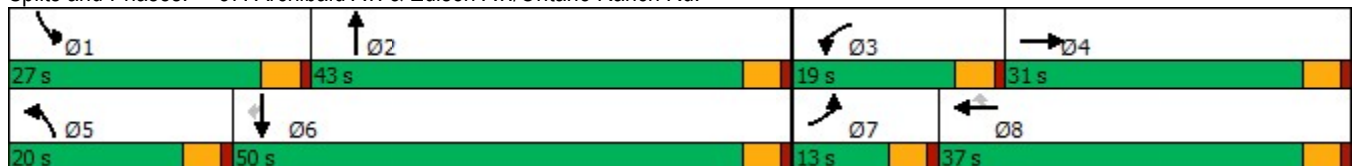
01/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	318	1071	293	377	376	116	106	1146	608	162	964	137
Future Volume (vph)	318	1071	293	377	376	116	106	1146	608	162	964	137
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	13.0	31.0		19.0	37.0	37.0	20.0	43.0		27.0	50.0	50.0
Total Split (%)	10.8%	25.8%		15.8%	30.8%	30.8%	16.7%	35.8%		22.5%	41.7%	41.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	8.5	26.5	114.8	14.5	32.6	32.6	12.5	38.8	114.8	16.9	43.2	43.2
Actuated g/C Ratio	0.07	0.23	1.00	0.13	0.28	0.28	0.11	0.34	1.00	0.15	0.38	0.38
v/c Ratio	1.49	1.35	0.20	1.03	0.78	0.23	0.64	0.99	0.42	0.72	0.75	0.22
Control Delay	279.4	202.9	0.3	104.4	50.4	5.5	65.8	62.6	0.8	63.9	35.6	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	279.4	202.9	0.3	104.4	50.4	5.5	65.8	62.6	0.8	63.9	35.6	5.6
LOS	F	F	A	F	D	A	E	E	A	E	D	A
Approach Delay		182.1			67.9			42.6			36.0	
Approach LOS		F			E			D			D	






























Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.49	
Intersection Signal Delay: 86.3	Intersection LOS: F
Intersection Capacity Utilization 102.5%	ICU Level of Service G
Analysis Period (min) 15	

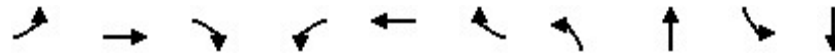
Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 				 			 	
Traffic Volume (veh/h)	318	1071	293	377	376	116	106	1146	608	162	964	137
Future Volume (veh/h)	318	1071	293	377	376	116	106	1146	608	162	964	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	335	1127	0	397	396	80	112	1206	0	171	1015	125
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	233	858		397	526	445	136	1246		200	1387	588
Arrive On Green	0.08	0.24	0.00	0.13	0.29	0.29	0.08	0.35	0.00	0.12	0.39	0.39
Sat Flow, veh/h	3048	3600	1525	3048	1800	1524	1619	3600	1525	1619	3600	1525
Grp Volume(v), veh/h	335	1127	0	397	396	80	112	1206	0	171	1015	125
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1800	1524	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	8.5	26.5	0.0	14.5	22.2	4.4	7.6	36.6	0.0	11.5	26.8	6.1
Cycle Q Clear(g_c), s	8.5	26.5	0.0	14.5	22.2	4.4	7.6	36.6	0.0	11.5	26.8	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	233	858		397	526	445	136	1246		200	1387	588
V/C Ratio(X)	1.44	1.31		1.00	0.75	0.18	0.82	0.97		0.86	0.73	0.21
Avail Cap(c_a), veh/h	233	858		397	526	445	226	1246		328	1473	624
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	42.4	0.0	48.3	35.7	29.4	50.1	35.7	0.0	47.8	29.3	22.9
Incr Delay (d2), s/veh	219.9	149.5	0.0	44.9	6.1	0.2	11.5	18.2	0.0	11.5	1.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	28.9	0.0	7.7	10.1	1.6	3.4	17.8	0.0	5.0	10.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	271.2	191.8	0.0	93.2	41.8	29.6	61.5	54.0	0.0	59.3	31.1	23.1
LnGrp LOS	F	F		F	D	C	E	D		E	C	C
Approach Vol, veh/h		1462	A		873			1318	A		1311	
Approach Delay, s/veh		210.0			64.1			54.6			34.0	
Approach LOS		F			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.2	43.0	19.0	31.0	13.9	47.3	13.0	37.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	22.5	38.5	14.5	26.5	15.5	45.5	8.5	32.5				
Max Q Clear Time (g_c+I1), s	13.5	38.6	16.5	28.5	9.6	28.8	10.5	24.2				
Green Ext Time (p_c), s	0.3	0.0	0.0	0.0	0.1	6.1	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			96.6									
HCM 6th LOS			F									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
38: S Turner Av. & Ontario Ranch Rd.

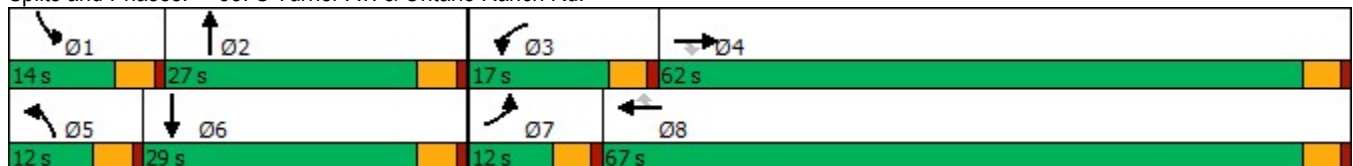


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↘
Traffic Volume (vph)	45	1793	48	60	976	27	18	12	45	30
Future Volume (vph)	45	1793	48	60	976	27	18	12	45	30
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	12.0	62.0	62.0	17.0	67.0	67.0	12.0	27.0	14.0	29.0
Total Split (%)	10.0%	51.7%	51.7%	14.2%	55.8%	55.8%	10.0%	22.5%	11.7%	24.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.0	58.9	58.9	8.9	60.7	60.7	6.5	8.2	7.8	13.7
Actuated g/C Ratio	0.07	0.61	0.61	0.09	0.63	0.63	0.07	0.08	0.08	0.14
v/c Ratio	0.37	0.88	0.05	0.39	0.46	0.03	0.16	0.26	0.33	0.19
Control Delay	55.7	25.5	0.1	52.1	12.5	0.0	50.6	24.3	52.6	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	25.5	0.1	52.1	12.5	0.0	50.6	24.3	52.6	29.3
LOS	E	C	A	D	B	A	D	C	D	C
Approach Delay		25.6			14.4			32.1		40.5
Approach LOS		C			B			C		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 96.8
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 22.3
 Intersection LOS: C
 Intersection Capacity Utilization 66.5%
 ICU Level of Service C
 Analysis Period (min) 15























Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

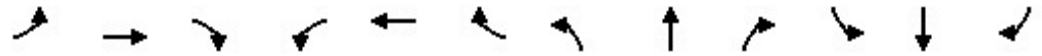
01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1793	48	60	976	27	18	12	30	45	30	19
Future Volume (veh/h)	45	1793	48	60	976	27	18	12	30	45	30	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	1928	47	65	1049	26	19	13	20	48	32	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	74	2272	1013	86	2295	1024	39	41	64	74	92	52
Arrive On Green	0.04	0.63	0.63	0.05	0.64	0.64	0.02	0.06	0.06	0.04	0.08	0.08
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	675	1038	1810	1142	642
Grp Volume(v), veh/h	48	1928	47	65	1049	26	19	0	33	48	0	50
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	0	1713	1810	0	1784
Q Serve(g_s), s	2.1	34.6	0.9	2.9	12.1	0.5	0.8	0.0	1.5	2.1	0.0	2.2
Cycle Q Clear(g_c), s	2.1	34.6	0.9	2.9	12.1	0.5	0.8	0.0	1.5	2.1	0.0	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.61	1.00		0.36
Lane Grp Cap(c), veh/h	74	2272	1013	86	2295	1024	39	0	105	74	0	144
V/C Ratio(X)	0.65	0.85	0.05	0.76	0.46	0.03	0.49	0.00	0.31	0.65	0.00	0.35
Avail Cap(c_a), veh/h	167	2552	1138	278	2774	1237	167	0	474	211	0	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	12.0	5.8	38.3	7.6	5.5	39.4	0.0	36.5	38.4	0.0	35.4
Incr Delay (d2), s/veh	9.3	2.6	0.0	12.8	0.1	0.0	9.2	0.0	1.7	9.3	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	10.8	0.2	1.5	3.5	0.1	0.5	0.0	0.6	1.1	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	14.6	5.8	51.1	7.7	5.5	48.6	0.0	38.2	47.8	0.0	36.8
LnGrp LOS	D	B	A	D	A	A	D	A	D	D	A	D
Approach Vol, veh/h		2023			1140			52				98
Approach Delay, s/veh		15.2			10.2			42.0				42.2
Approach LOS		B			B			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	9.5	8.3	55.7	6.2	11.1	7.8	56.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	22.5	12.5	57.5	7.5	24.5	7.5	62.5				
Max Q Clear Time (g_c+I1), s	4.1	3.5	4.9	36.6	2.8	4.2	4.1	14.1				
Green Ext Time (p_c), s	0.0	0.1	0.1	14.6	0.0	0.2	0.0	8.7				
Intersection Summary												
HCM 6th Ctrl Delay				14.7								
HCM 6th LOS				B								

Timings

39: Haven Av. & Ontario Ranch Rd.

01/10/2023

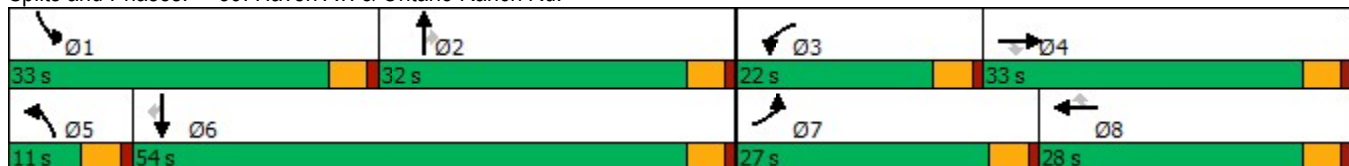


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (vph)	195	1601	38	243	939	212	19	198	75	216	337	68
Future Volume (vph)	195	1601	38	243	939	212	19	198	75	216	337	68
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	27.0	33.0	33.0	22.0	28.0	28.0	11.0	32.0	32.0	33.0	54.0	54.0
Total Split (%)	22.5%	27.5%	27.5%	18.3%	23.3%	23.3%	9.2%	26.7%	26.7%	27.5%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	17.4	29.3	29.3	13.7	25.6	25.6	6.2	17.1	17.1	19.2	37.1	37.1
Actuated g/C Ratio	0.18	0.30	0.30	0.14	0.26	0.26	0.06	0.18	0.18	0.20	0.38	0.38
v/c Ratio	0.73	1.17	0.07	0.63	0.62	0.41	0.19	0.68	0.20	0.73	0.53	0.11
Control Delay	55.2	117.0	0.3	48.8	36.4	7.7	54.0	50.5	1.1	51.9	27.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.2	117.0	0.3	48.8	36.4	7.7	54.0	50.5	1.1	51.9	27.7	0.4
LOS	E	F	A	D	D	A	D	D	A	D	C	A
Approach Delay		108.0			34.2			38.0			33.1	
Approach LOS		F			C			D			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 97.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 67.0	Intersection LOS: E
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	1601	38	243	939	212	19	198	75	216	337	68
Future Volume (veh/h)	195	1601	38	243	939	212	19	198	75	216	337	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		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	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	210	1722	26	261	1010	160	20	213	47	232	362	49
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	1689	524	342	1894	461	36	278	235	273	542	457
Arrive On Green	0.15	0.34	0.34	0.12	0.31	0.31	0.02	0.15	0.15	0.17	0.30	0.30
Sat Flow, veh/h	1619	4914	1525	2956	6192	1505	1619	1800	1522	1619	1800	1518
Grp Volume(v), veh/h	210	1722	26	261	1010	160	20	213	47	232	362	49
Grp Sat Flow(s),veh/h/ln	1619	1638	1525	1478	1548	1505	1619	1800	1522	1619	1800	1518
Q Serve(g_s), s	10.5	28.5	0.9	7.1	11.2	6.8	1.0	9.4	2.2	11.5	14.6	1.9
Cycle Q Clear(g_c), s	10.5	28.5	0.9	7.1	11.2	6.8	1.0	9.4	2.2	11.5	14.6	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	1689	524	342	1894	461	36	278	235	273	542	457
V/C Ratio(X)	0.84	1.02	0.05	0.76	0.53	0.35	0.55	0.77	0.20	0.85	0.67	0.11
Avail Cap(c_a), veh/h	439	1689	524	624	1894	461	127	597	505	557	1075	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	27.2	18.2	35.5	23.9	22.3	40.1	33.6	30.6	33.4	25.3	20.9
Incr Delay (d2), s/veh	7.7	26.9	0.0	3.5	0.3	0.4	12.7	4.4	0.4	7.2	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	13.9	0.3	2.5	3.7	2.2	0.5	4.2	0.8	4.8	5.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	54.1	18.2	39.1	24.1	22.8	52.8	38.0	31.0	40.7	26.8	21.0
LnGrp LOS	D	F	B	D	C	C	D	D	C	D	C	C
Approach Vol, veh/h		1958			1431			280			643	
Approach Delay, s/veh		52.3			26.7			37.9			31.4	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.5	17.3	14.1	33.0	6.3	29.5	17.2	29.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.5	27.5	17.5	28.5	6.5	49.5	22.5	23.5				
Max Q Clear Time (g_c+I1), s	13.5	11.4	9.1	30.5	3.0	16.6	12.5	13.2				
Green Ext Time (p_c), s	0.5	1.0	0.5	0.0	0.0	2.2	0.4	4.7				
Intersection Summary												
HCM 6th Ctrl Delay				39.7								
HCM 6th LOS				D								

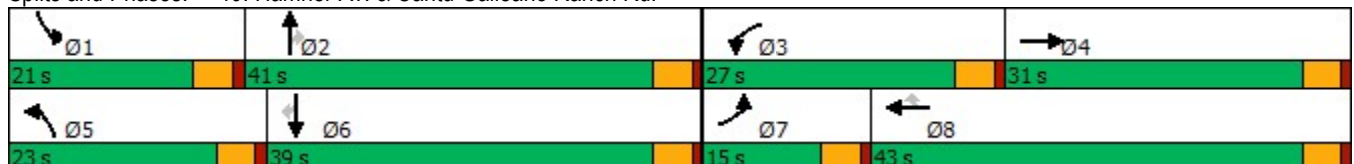
Timings
40: Hamner Av. & Cantu Galleano Ranch Rd.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	167	1426	410	1010	166	329	399	323	265	558	108
Future Volume (vph)	167	1426	410	1010	166	329	399	323	265	558	108
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	31.0	27.0	43.0	43.0	23.0	41.0	41.0	21.0	39.0	39.0
Total Split (%)	12.5%	25.8%	22.5%	35.8%	35.8%	19.2%	34.2%	34.2%	17.5%	32.5%	32.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	9.7	28.5	17.8	36.6	36.6	15.2	25.1	25.1	13.3	23.2	23.2
Actuated g/C Ratio	0.09	0.28	0.17	0.36	0.36	0.15	0.24	0.24	0.13	0.23	0.23
v/c Ratio	0.53	1.00	0.72	0.83	0.26	0.67	0.33	0.52	0.62	0.72	0.24
Control Delay	53.2	59.8	48.4	38.3	7.3	49.8	33.0	6.6	50.1	42.7	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.2	59.8	48.4	38.3	7.3	49.8	33.0	6.6	50.1	42.7	5.0
LOS	D	E	D	D	A	D	C	A	D	D	A
Approach Delay		59.2		37.6			30.1			40.5	
Approach LOS		E		D			C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 102.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 44.1
 Intersection LOS: D
 Intersection Capacity Utilization 76.9%
 ICU Level of Service D
 Analysis Period (min) 15


































Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
40: Hamner Av. & Cantu Galleano Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	  		 	 	
Traffic Volume (veh/h)	167	1426	281	410	1010	166	329	399	323	265	558	108
Future Volume (veh/h)	167	1426	281	410	1010	166	329	399	323	265	558	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	1501	239	432	1063	109	346	420	256	279	587	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	1703	271	541	1366	609	445	1226	381	373	779	347
Arrive On Green	0.07	0.30	0.30	0.15	0.38	0.38	0.13	0.24	0.24	0.11	0.22	0.22
Sat Flow, veh/h	3510	5727	911	3510	3610	1610	3510	5187	1610	3510	3610	1610
Grp Volume(v), veh/h	176	1285	455	432	1063	109	346	420	256	279	587	73
Grp Sat Flow(s),veh/h/ln	1755	1634	1736	1755	1805	1610	1755	1729	1610	1755	1805	1610
Q Serve(g_s), s	4.3	21.8	21.8	10.4	22.7	3.9	8.3	5.9	12.6	6.7	13.3	3.3
Cycle Q Clear(g_c), s	4.3	21.8	21.8	10.4	22.7	3.9	8.3	5.9	12.6	6.7	13.3	3.3
Prop In Lane	1.00		0.52	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	1458	516	541	1366	609	445	1226	381	373	779	347
V/C Ratio(X)	0.69	0.88	0.88	0.80	0.78	0.18	0.78	0.34	0.67	0.75	0.75	0.21
Avail Cap(c_a), veh/h	422	1487	527	904	1591	710	744	2168	673	663	1426	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	29.2	29.2	35.6	23.9	18.1	36.9	27.7	30.3	37.9	32.1	28.1
Incr Delay (d2), s/veh	3.3	6.4	15.8	2.8	2.2	0.1	3.0	0.2	2.1	3.0	1.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	8.4	10.3	4.3	8.7	1.3	3.5	2.3	4.6	2.9	5.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	35.7	45.1	38.4	26.1	18.2	39.9	27.9	32.4	40.9	33.6	28.4
LnGrp LOS	D	D	D	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1916			1604			1022			939	
Approach Delay, s/veh		38.5			28.9			33.1			35.4	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.8	25.1	17.9	30.5	15.6	23.3	10.9	37.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	36.5	22.5	26.5	18.5	34.5	10.5	38.5				
Max Q Clear Time (g_c+I1), s	8.7	14.6	12.4	23.8	10.3	15.3	6.3	24.7				
Green Ext Time (p_c), s	0.5	3.3	1.1	2.1	0.7	3.5	0.2	5.8				
Intersection Summary												
HCM 6th Ctrl Delay			34.1									
HCM 6th LOS			C									

Timings

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/10/2023

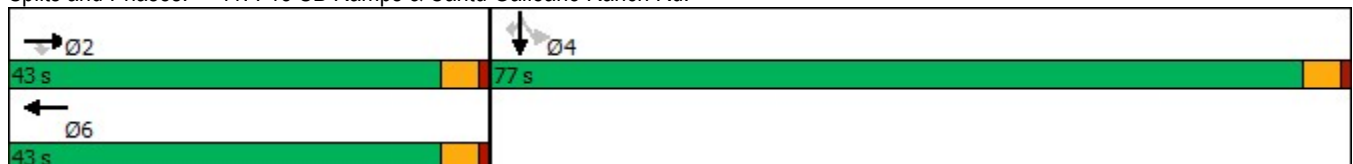


Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑	↔	↑
Traffic Volume (vph)	1951	363	693	154	332	1	1517
Future Volume (vph)	1951	363	693	154	332	1	1517
Turn Type	NA	Perm	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		2		Free	4		4
Detector Phase	2	2	6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	43.0	43.0	43.0		77.0	77.0	77.0
Total Split (%)	35.8%	35.8%	35.8%		64.2%	64.2%	64.2%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min		None	None	None
Act Effct Green (s)	38.7	38.7	38.7	115.2	67.4	67.4	67.4
Actuated g/C Ratio	0.34	0.34	0.34	1.00	0.59	0.59	0.59
v/c Ratio	1.19	0.55	0.61	0.06	0.32	0.93	0.90
Control Delay	127.3	14.8	35.5	0.0	12.9	39.0	33.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	127.3	14.8	35.5	0.0	12.9	39.0	33.3
LOS	F	B	D	A	B	D	C
Approach Delay	109.6		29.1			32.4	
Approach LOS	F		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.2
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 67.5
 Intersection LOS: E
 Intersection Capacity Utilization 89.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑	↗↗				↘	↕	↗
Traffic Volume (veh/h)	0	1951	363	0	693	154	0	0	0	332	1	1517
Future Volume (veh/h)	0	1951	363	0	693	154	0	0	0	332	1	1517
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2076	0	0	737	0				236	0	1429
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2071		0	1441					918	0	1634
Arrive On Green	0.00	0.40	0.00	0.00	0.40	0.00				0.51	0.00	0.51
Sat Flow, veh/h	0	5358	1610	0	3705	2834				1810	0	3220
Grp Volume(v), veh/h	0	2076	0	0	737	0				236	0	1429
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1805	1417				1810	0	1610
Q Serve(g_s), s	0.0	38.5	0.0	0.0	14.9	0.0				7.1	0.0	37.9
Cycle Q Clear(g_c), s	0.0	38.5	0.0	0.0	14.9	0.0				7.1	0.0	37.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2071		0	1441					918	0	1634
V/C Ratio(X)	0.00	1.00		0.00	0.51					0.26	0.00	0.87
Avail Cap(c_a), veh/h	0	2071		0	1441					1360	0	2421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.0	0.0	0.0	21.9	0.0				13.5	0.0	21.0
Incr Delay (d2), s/veh	0.0	20.4	0.0	0.0	0.3	0.0				0.1	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.8	0.0	0.0	5.7	0.0				2.7	0.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	49.3	0.0	0.0	22.2	0.0				13.6	0.0	23.7
LnGrp LOS	A	F		A	C					B	A	C
Approach Vol, veh/h		2076	A		737	A					1665	
Approach Delay, s/veh		49.3			22.2						22.2	
Approach LOS		D			C						C	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		43.0		53.4		43.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		38.5		72.5		38.5						
Max Q Clear Time (g_c+I1), s		40.5		39.9		16.9						
Green Ext Time (p_c), s		0.0		9.0		4.3						

Intersection Summary

HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

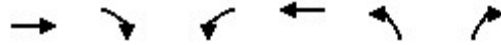
Notes

- User approved volume balancing among the lanes for turning movement.
- Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

42: I-15 NB Ramps & Cantu Galleano Ranch Rd.

01/12/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑↑	↑
Traffic Volume (vph)	830	1454	241	463	383	169
Future Volume (vph)	830	1454	241	463	383	169
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	76.6	76.6	18.4	95.0	25.0	25.0
Total Split (%)	63.8%	63.8%	15.3%	79.2%	20.8%	20.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	72.2	72.2	12.5	89.2	17.8	17.8
Actuated g/C Ratio	0.62	0.62	0.11	0.77	0.15	0.15
v/c Ratio	0.24	1.20	0.65	0.11	0.75	0.41
Control Delay	10.3	114.7	58.3	3.6	55.9	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	114.7	58.3	3.6	55.9	10.2
LOS	B	F	E	A	E	B
Approach Delay	76.8			22.3	43.3	
Approach LOS	E			C	D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 116	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 60.7	Intersection LOS: E
Intersection Capacity Utilization 104.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑↑	↑
Traffic Volume (veh/h)	830	1454	241	463	383	169
Future Volume (veh/h)	830	1454	241	463	383	169
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	865	1015	251	482	399	93
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3712	1049	323	4457	489	217
Arrive On Green	0.65	0.65	0.09	0.78	0.14	0.14
Sat Flow, veh/h	5700	1610	3619	5700	3619	1610
Grp Volume(v), veh/h	865	1015	251	482	399	93
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	6.8	64.5	7.4	2.2	11.6	5.7
Cycle Q Clear(g_c), s	6.8	64.5	7.4	2.2	11.6	5.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3712	1049	323	4457	489	217
V/C Ratio(X)	0.23	0.97	0.78	0.11	0.82	0.43
Avail Cap(c_a), veh/h	3790	1071	464	4757	684	304
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.8	17.8	48.3	2.8	45.6	43.0
Incr Delay (d2), s/veh	0.0	20.0	5.2	0.0	5.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	23.7	3.4	0.5	5.4	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.8	37.8	53.5	2.8	50.9	44.4
LnGrp LOS	A	D	D	A	D	D
Approach Vol, veh/h	1880			733	492	
Approach Delay, s/veh	24.0			20.2	49.7	
Approach LOS	C			C	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.2	75.1			89.3	19.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	13.9	72.1			90.5	20.5
Max Q Clear Time (g_c+I1), s	9.4	66.5			4.2	13.6
Green Ext Time (p_c), s	0.3	4.1			3.0	1.0

Intersection Summary

HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

**APPENDIX 6.2: OPENING YEAR CUMULATIVE (2027) WITH PROJECT
CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps

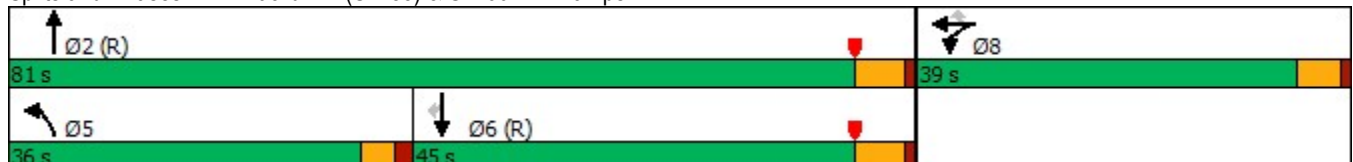


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	794	7	406	576	963	1012	388
Future Volume (vph)	794	7	406	576	963	1012	388
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	5.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	9.5	22.5	22.5	22.5
Total Split (s)	39.0	39.0	39.0	36.0	81.0	45.0	45.0
Total Split (%)	32.5%	32.5%	32.5%	30.0%	67.5%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	34.0	34.0	34.0	31.5	75.5	39.5	39.5
Actuated g/C Ratio	0.28	0.28	0.28	0.26	0.63	0.33	0.33
v/c Ratio	0.93	0.97	0.75	1.31	0.46	0.92	0.54
Control Delay	69.9	78.5	36.6	191.5	12.6	51.5	8.3
Queue Delay	5.7	9.2	0.0	0.0	0.5	0.0	0.0
Total Delay	75.6	87.6	36.6	191.5	13.1	51.5	8.3
LOS	E	F	D	F	B	D	A
Approach Delay		68.0			79.9	39.5	
Approach LOS		E			E	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.31
 Intersection Signal Delay: 62.8
 Intersection Capacity Utilization 153.1%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service H

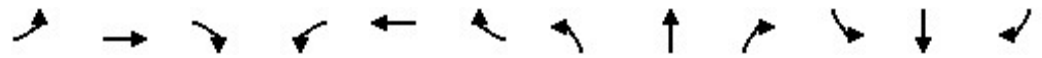
Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶	↶	↶	↶		↶	↶
Traffic Volume (veh/h)	0	0	0	794	7	406	576	963	0	0	1012	388
Future Volume (veh/h)	0	0	0	794	7	406	576	963	0	0	1012	388
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				940	0	180	619	1035	0	0	1088	250
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				996	0	443	475	2300	0	0	1217	543
Arrive On Green				0.28	0.00	0.28	0.52	1.00	0.00	0.00	0.34	0.34
Sat Flow, veh/h				3619	0	1610	1810	3705	0	0	3705	1610
Grp Volume(v), veh/h				940	0	180	619	1035	0	0	1088	250
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1805	0	0	1805	1610
Q Serve(g_s), s				30.5	0.0	10.9	31.5	0.0	0.0	0.0	34.3	14.6
Cycle Q Clear(g_c), s				30.5	0.0	10.9	31.5	0.0	0.0	0.0	34.3	14.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				996	0	443	475	2300	0	0	1217	543
V/C Ratio(X)				0.94	0.00	0.41	1.30	0.45	0.00	0.00	0.89	0.46
Avail Cap(c_a), veh/h				1025	0	456	475	2300	0	0	1217	543
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.29	0.29	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				42.6	0.0	35.5	28.5	0.0	0.0	0.0	37.7	31.2
Incr Delay (d2), s/veh				15.8	0.0	0.2	141.0	0.2	0.0	0.0	10.2	2.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.3	0.0	4.2	27.8	0.1	0.0	0.0	16.3	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				58.3	0.0	35.7	169.5	0.2	0.0	0.0	48.0	34.0
LnGrp LOS				E	A	D	F	A	A	A	D	C
Approach Vol, veh/h					1120			1654			1338	
Approach Delay, s/veh					54.7			63.5			45.4	
Approach LOS					D			E			D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		82.0			36.0	46.0		38.0				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		75.5			31.5	39.5		34.0				
Max Q Clear Time (g_c+I1), s		2.0			33.5	36.3		32.5				
Green Ext Time (p_c), s		14.1			0.0	2.5		0.5				

Intersection Summary

HCM 6th Ctrl Delay	55.2
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

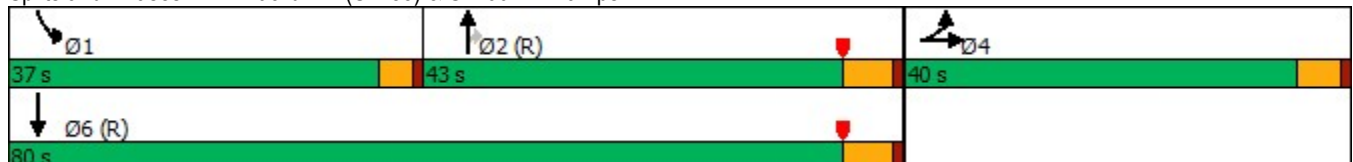


Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	427	0	1112	841	411	1395
Future Volume (vph)	427	0	1112	841	411	1395
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.0	11.0	22.5	22.5	9.0	22.5
Total Split (s)	40.0	40.0	43.0	43.0	37.0	80.0
Total Split (%)	33.3%	33.3%	35.8%	35.8%	30.8%	66.7%
Yellow Time (s)	4.0	4.0	4.5	4.5	3.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	4.0	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	35.0	35.0	39.9	39.9	30.6	74.5
Actuated g/C Ratio	0.29	0.29	0.33	0.33	0.26	0.62
v/c Ratio	0.79	2.20	0.96	0.92	0.92	0.64
Control Delay	52.1	570.0	57.4	27.3	66.3	17.8
Queue Delay	56.8	5.5	3.2	0.0	1.6	1.7
Total Delay	108.9	575.5	60.6	27.3	67.9	19.5
LOS	F	F	E	C	E	B
Approach Delay		450.4	46.3			30.5
Approach LOS		F	D			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.20
 Intersection Signal Delay: 152.3
 Intersection LOS: F
 Intersection Capacity Utilization 153.1%
 ICU Level of Service H
 Analysis Period (min) 15




















Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	427	0	1006	0	0	0	0	1112	841	411	1395	0
Future Volume (veh/h)	427	0	1006	0	0	0	0	1112	841	411	1395	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	440	0	958				0	1146	672	424	1438	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	528	0	470				0	1238	538	442	2241	0
Arrive On Green	0.29	0.00	0.29				0.00	0.34	0.34	0.49	1.00	0.00
Sat Flow, veh/h	1810	0	1610				0	3705	1567	1810	3705	0
Grp Volume(v), veh/h	440	0	958				0	1146	672	424	1438	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1567	1810	1805	0
Q Serve(g_s), s	27.3	0.0	35.0				0.0	36.7	41.2	27.0	0.0	0.0
Cycle Q Clear(g_c), s	27.3	0.0	35.0				0.0	36.7	41.2	27.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	528	0	470				0	1238	538	442	2241	0
V/C Ratio(X)	0.83	0.00	2.04				0.00	0.93	1.25	0.96	0.64	0.00
Avail Cap(c_a), veh/h	528	0	470				0	1238	538	498	2241	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.43	0.43	0.27	0.27	0.00
Uniform Delay (d), s/veh	39.8	0.0	42.5				0.0	37.9	39.4	30.1	0.0	0.0
Incr Delay (d2), s/veh	10.4	0.0	475.4				0.0	6.5	119.4	11.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	0.0	75.3				0.0	16.7	33.0	9.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	0.0	517.9				0.0	44.4	158.8	41.5	0.4	0.0
LnGrp LOS	D	A	F				A	D	F	D	A	A
Approach Vol, veh/h		1398						1818			1862	
Approach Delay, s/veh		370.7						86.7			9.8	
Approach LOS		F						F			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	33.3	46.7	40.0	80.0								
Change Period (Y+Rc), s	4.0	5.5	5.0	5.5								
Max Green Setting (Gmax), s	33.0	37.5	35.0	74.5								
Max Q Clear Time (g_c+I1), s	29.0	43.2	37.0	2.0								
Green Ext Time (p_c), s	0.3	0.0	0.0	25.4								
Intersection Summary												
HCM 6th Ctrl Delay			136.7									
HCM 6th LOS			F									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
3: Euclid Av. (SR-83) & Walnut Av.

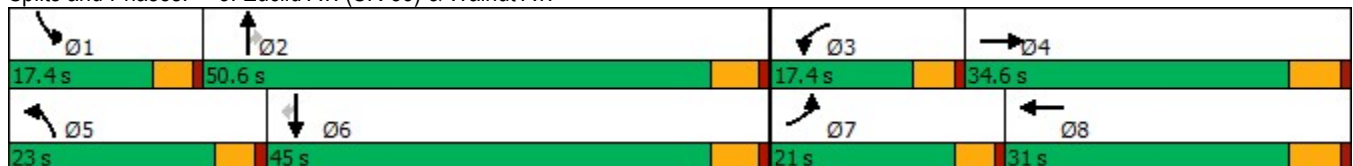


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	105	270	110	409	112	1660	41	196	2008	62
Future Volume (vph)	105	270	110	409	112	1660	41	196	2008	62
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	29.8	9.6	29.8	9.6	27.4	27.4	9.6	29.4	29.4
Total Split (s)	21.0	34.6	17.4	31.0	23.0	50.6	50.6	17.4	45.0	45.0
Total Split (%)	17.5%	28.8%	14.5%	25.8%	19.2%	42.2%	42.2%	14.5%	37.5%	37.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	11.6	23.4	11.0	22.7	12.3	45.5	45.5	11.1	44.2	44.2
Actuated g/C Ratio	0.10	0.21	0.10	0.20	0.11	0.41	0.41	0.10	0.40	0.40
v/c Ratio	0.64	0.58	0.71	0.85	0.65	0.85	0.06	0.69	1.06	0.09
Control Delay	66.6	35.2	74.2	52.4	65.0	36.3	0.2	62.4	72.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	35.2	74.2	52.4	65.0	36.3	0.2	62.4	72.8	0.3
LOS	E	D	E	D	E	D	A	E	E	A
Approach Delay		41.4		55.9		37.3			69.9	
Approach LOS		D		E		D			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 111.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 54.1	Intersection LOS: D
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Euclid Av. (SR-83) & Walnut Av.



HCM 6th Signalized Intersection Summary
 3: Euclid Av. (SR-83) & Walnut Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	270	150	110	409	171	112	1660	41	196	2008	62
Future Volume (veh/h)	105	270	150	110	409	171	112	1660	41	196	2008	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	108	278	119	113	422	146	115	1711	29	202	2070	46
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	464	194	137	501	171	140	2136	663	258	2138	663
Arrive On Green	0.08	0.20	0.20	0.08	0.20	0.20	0.09	0.43	0.43	0.09	0.44	0.44
Sat Flow, veh/h	1619	2352	982	1619	2498	855	1619	4914	1524	2956	4914	1524
Grp Volume(v), veh/h	108	200	197	113	288	280	115	1711	29	202	2070	46
Grp Sat Flow(s),veh/h/ln	1619	1710	1623	1619	1710	1643	1619	1638	1524	1478	1638	1524
Q Serve(g_s), s	6.8	11.1	11.5	7.1	16.8	17.1	7.3	31.4	1.1	7.0	42.8	1.8
Cycle Q Clear(g_c), s	6.8	11.1	11.5	7.1	16.8	17.1	7.3	31.4	1.1	7.0	42.8	1.8
Prop In Lane	1.00		0.60	1.00		0.52	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	337	320	137	343	329	140	2136	663	258	2138	663
V/C Ratio(X)	0.82	0.59	0.61	0.82	0.84	0.85	0.82	0.80	0.04	0.78	0.97	0.07
Avail Cap(c_a), veh/h	255	474	450	199	414	398	286	2136	663	364	2138	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	38.0	38.1	46.8	40.0	40.1	46.7	25.5	16.9	46.5	28.7	17.1
Incr Delay (d2), s/veh	4.6	1.7	1.9	10.9	12.2	13.9	4.5	3.3	0.1	4.4	13.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.6	4.6	3.2	7.9	7.9	3.0	12.0	0.4	2.7	18.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	39.6	40.1	57.7	52.1	54.0	51.2	28.8	17.1	50.9	41.9	17.3
LnGrp LOS	D	D	D	E	D	D	D	C	B	D	D	B
Approach Vol, veh/h		505			681			1855			2318	
Approach Delay, s/veh		42.3			53.8			30.0			42.2	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	50.6	13.4	26.3	13.6	50.7	13.1	26.6				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	12.8	45.2	12.8	28.8	18.4	39.6	16.4	25.2				
Max Q Clear Time (g_c+I1), s	9.0	33.4	9.1	13.5	9.3	44.8	8.8	19.1				
Green Ext Time (p_c), s	0.1	8.3	0.0	1.8	0.1	0.0	0.1	1.6				

Intersection Summary												
HCM 6th Ctrl Delay				39.5								
HCM 6th LOS				D								

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

01/10/2023

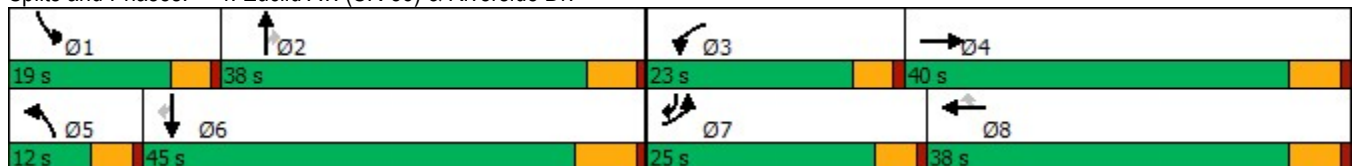


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	184	357	237	506	108	67	1254	104	243	1904	131
Future Volume (vph)	184	357	237	506	108	67	1254	104	243	1904	131
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2		1	6	7
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	25.0	40.0	23.0	38.0	38.0	12.0	38.0	38.0	19.0	45.0	25.0
Total Split (%)	20.8%	33.3%	19.2%	31.7%	31.7%	10.0%	31.7%	31.7%	15.8%	37.5%	20.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	17.2	34.2	18.4	35.4	35.4	7.1	32.6	32.6	14.4	40.9	64.6
Actuated g/C Ratio	0.14	0.28	0.15	0.30	0.30	0.06	0.27	0.27	0.12	0.34	0.54
v/c Ratio	0.81	1.00	0.98	0.51	0.20	0.72	1.38	0.20	1.28	1.67	0.15
Control Delay	75.3	82.2	103.4	38.0	2.4	93.7	211.8	2.5	204.0	332.6	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.3	82.2	103.4	38.0	2.4	93.7	211.8	2.5	204.0	332.6	5.1
LOS	E	F	F	D	A	F	F	A	F	F	A
Approach Delay		80.3		51.8			191.0			300.0	
Approach LOS		F		D			F			F	
























Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.67	
Intersection Signal Delay: 201.5	Intersection LOS: F
Intersection Capacity Utilization 120.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
 4: Euclid Av. (SR-83) & Riverside Dr.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	357	134	237	506	108	67	1254	104	243	1904	131
Future Volume (veh/h)	184	357	134	237	506	108	67	1254	104	243	1904	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	188	364	110	242	516	58	68	1280	64	248	1943	79
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	212	373	113	246	1037	456	84	921	411	193	1149	713
Arrive On Green	0.13	0.28	0.28	0.15	0.30	0.30	0.05	0.27	0.27	0.12	0.34	0.34
Sat Flow, veh/h	1619	1322	400	1619	3420	1503	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	188	0	474	242	516	58	68	1280	64	248	1943	79
Grp Sat Flow(s),veh/h/ln	1619	0	1722	1619	1710	1503	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	13.8	0.0	33.0	18.0	15.0	3.4	5.0	32.6	3.9	14.4	40.7	3.5
Cycle Q Clear(g_c), s	13.8	0.0	33.0	18.0	15.0	3.4	5.0	32.6	3.9	14.4	40.7	3.5
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	0	486	246	1037	456	84	921	411	193	1149	713
V/C Ratio(X)	0.88	0.00	0.97	0.98	0.50	0.13	0.80	1.39	0.16	1.29	1.69	0.11
Avail Cap(c_a), veh/h	273	0	486	246	1037	456	99	921	411	193	1149	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	0.0	43.0	51.2	34.6	30.6	56.8	44.3	33.8	53.4	40.2	18.1
Incr Delay (d2), s/veh	20.1	0.0	34.2	52.5	0.4	0.1	28.2	182.3	0.2	162.9	314.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	18.1	10.7	6.1	1.2	2.6	36.3	1.4	14.5	66.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	0.0	77.2	103.7	35.0	30.7	85.0	226.6	33.9	216.3	355.1	18.2
LnGrp LOS	E	A	E	F	D	C	F	F	C	F	F	B
Approach Vol, veh/h		662			816			1412			2270	
Approach Delay, s/veh		75.7			55.1			211.0			328.2	
Approach LOS		E			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	39.1	23.0	40.0	10.9	47.2	20.5	42.5				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	14.4	* 33	18.4	34.2	7.4	38.5	20.4	32.2				
Max Q Clear Time (g_c+I1), s	16.4	34.6	20.0	35.0	7.0	42.7	15.8	17.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	2.9				

Intersection Summary												
HCM 6th Ctrl Delay	220.5											
HCM 6th LOS	F											

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Euclid Av. (SR-83) & Chino Av.

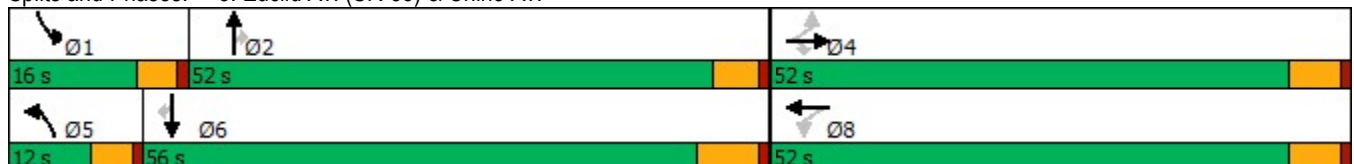


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	77	196	75	119	304	48	1270	132	87	2048	95
Future Volume (vph)	77	196	75	119	304	48	1270	132	87	2048	95
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	52.0	52.0	52.0	52.0	52.0	12.0	52.0	52.0	16.0	56.0	56.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	43.3%	10.0%	43.3%	43.3%	13.3%	46.7%	46.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8		5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	46.2	46.2	46.2		46.2	6.7	47.1	47.1	9.8	50.9	50.9
Actuated g/C Ratio	0.39	0.39	0.39		0.39	0.06	0.40	0.40	0.08	0.43	0.43
v/c Ratio	0.38	0.29	0.12		1.11	0.55	0.98	0.21	0.68	1.46	0.14
Control Delay	33.1	26.8	5.6		107.0	77.0	55.1	13.5	78.0	237.7	9.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	26.8	5.6		107.0	77.0	55.1	13.5	78.0	237.7	9.2
LOS	C	C	A		F	E	E	B	E	F	A
Approach Delay		23.6			107.0		52.0			221.7	
Approach LOS		C			F		D			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.46
 Intersection Signal Delay: 138.8
 Intersection LOS: F
 Intersection Capacity Utilization 128.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
 5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	196	75	119	304	169	48	1270	132	87	2048	95
Future Volume (veh/h)	77	196	75	119	304	169	48	1270	132	87	2048	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	80	204	57	124	317	175	50	1323	98	91	2133	62
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	705	597	132	284	151	62	1356	605	112	1460	651
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.04	0.40	0.40	0.07	0.43	0.43
Sat Flow, veh/h	822	1800	1525	245	726	385	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	80	204	57	616	0	0	50	1323	98	91	2133	62
Grp Sat Flow(s),veh/h/ln	822	1800	1525	1356	0	0	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	0.0	9.2	2.8	37.0	0.0	0.0	3.6	44.9	4.9	6.5	50.4	2.9
Cycle Q Clear(g_c), s	20.3	9.2	2.8	46.2	0.0	0.0	3.6	44.9	4.9	6.5	50.4	2.9
Prop In Lane	1.00		1.00	0.20		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	705	597	567	0	0	62	1356	605	112	1460	651
V/C Ratio(X)	0.39	0.29	0.10	1.09	0.00	0.00	0.80	0.98	0.16	0.82	1.46	0.10
Avail Cap(c_a), veh/h	203	705	597	567	0	0	102	1356	605	156	1460	651
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	24.7	22.7	39.2	0.0	0.0	56.3	35.1	23.0	54.2	33.8	20.2
Incr Delay (d2), s/veh	1.2	0.2	0.1	63.1	0.0	0.0	8.7	19.3	0.6	14.1	211.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.8	1.0	26.0	0.0	0.0	1.6	20.6	1.7	3.0	61.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	24.9	22.8	102.3	0.0	0.0	65.0	54.3	23.5	68.3	244.9	20.5
LnGrp LOS	C	C	C	F	A	A	E	D	C	E	F	C
Approach Vol, veh/h		341			616			1471			2286	
Approach Delay, s/veh		25.6			102.3			52.6			231.8	
Approach LOS		C			F			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	53.3		52.0	9.1	56.9		52.0				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 47		46.2	7.4	49.5		46.2				
Max Q Clear Time (g_c+I1), s	8.5	46.9		22.3	5.6	52.4		48.2				
Green Ext Time (p_c), s	0.0	0.0		1.7	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	144.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

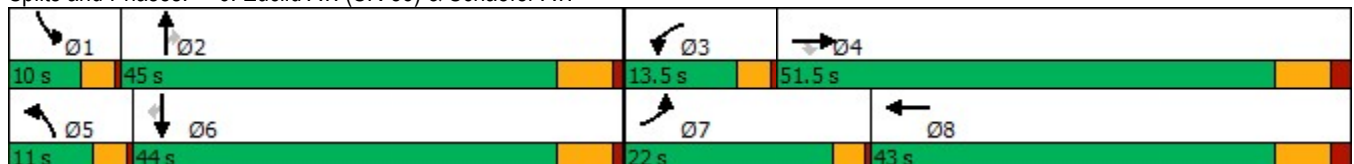
Timings
6: Euclid Av. (SR-83) & Schaefer Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	238	83	105	4	25	118	1209	34	82	1985	171
Future Volume (vph)	238	83	105	4	25	118	1209	34	82	1985	171
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0
Total Split (s)	22.0	51.5	51.5	13.5	43.0	11.0	45.0	45.0	10.0	44.0	44.0
Total Split (%)	18.3%	42.9%	42.9%	11.3%	35.8%	9.2%	37.5%	37.5%	8.3%	36.7%	36.7%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	19.0	25.4	25.4	10.3	10.6	7.7	40.0	40.0	6.7	39.0	39.0
Actuated g/C Ratio	0.21	0.28	0.28	0.11	0.12	0.08	0.44	0.44	0.07	0.43	0.43
v/c Ratio	0.74	0.17	0.22	0.02	0.19	0.90	0.84	0.05	0.72	1.41	0.24
Control Delay	51.4	24.9	5.9	44.5	27.1	101.4	31.5	0.1	78.3	214.8	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	24.9	5.9	44.5	27.1	101.4	31.5	0.1	78.3	214.8	8.4
LOS	D	C	A	D	C	F	C	A	E	F	A
Approach Delay		35.0			28.6		36.8			194.1	
Approach LOS		D			C		D			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 91.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay: 123.1	Intersection LOS: F
Intersection Capacity Utilization 100.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	83	105	4	25	14	118	1209	34	82	1985	171
Future Volume (veh/h)	238	83	105	4	25	14	118	1209	34	82	1985	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	248	86	72	4	26	12	123	1259	35	85	2068	141
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	282	399	338	17	68	31	142	1602	714	106	1524	680
Arrive On Green	0.17	0.22	0.22	0.01	0.06	0.06	0.09	0.47	0.47	0.07	0.45	0.45
Sat Flow, veh/h	1619	1800	1525	1619	1165	538	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	248	86	72	4	0	38	123	1259	35	85	2068	141
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1703	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	12.7	3.3	3.3	0.2	0.0	1.8	6.4	26.4	1.1	4.4	38.0	4.8
Cycle Q Clear(g_c), s	12.7	3.3	3.3	0.2	0.0	1.8	6.4	26.4	1.1	4.4	38.0	4.8
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	399	338	17	0	99	142	1602	714	106	1524	680
V/C Ratio(X)	0.88	0.22	0.21	0.23	0.00	0.38	0.86	0.79	0.05	0.81	1.36	0.21
Avail Cap(c_a), veh/h	351	939	796	190	0	719	142	1602	714	123	1524	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	27.1	27.1	41.8	0.0	38.7	38.4	19.1	12.3	39.3	23.6	14.4
Incr Delay (d2), s/veh	16.6	0.2	0.2	2.5	0.0	1.8	37.4	2.7	0.0	23.7	165.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	1.4	1.1	0.1	0.0	0.8	3.8	9.1	0.3	2.3	47.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	27.3	27.4	44.4	0.0	40.5	75.8	21.8	12.4	63.0	188.7	14.6
LnGrp LOS	D	C	C	D	A	D	E	C	B	E	F	B
Approach Vol, veh/h		406			42			1417			2294	
Approach Delay, s/veh		41.8			40.9			26.2			173.4	
Approach LOS		D			D			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	45.9	4.4	25.9	11.0	44.0	18.3	12.0				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	6.5	39.0	10.0	44.5	7.5	38.0	18.5	36.0				
Max Q Clear Time (g_c+I1), s	6.4	28.4	2.2	5.3	8.4	40.0	14.7	3.8				
Green Ext Time (p_c), s	0.0	5.7	0.0	0.5	0.0	0.0	0.1	0.1				

Intersection Summary

HCM 6th Ctrl Delay	109.0
HCM 6th LOS	F

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	3	1084	9	0	2022
Future Vol, veh/h	0	3	1084	9	0	2022
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	3	1178	10	0	2198

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	594	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	453	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	453	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	453
HCM Lane V/C Ratio	-	-	0.007
HCM Control Delay (s)	-	-	13
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	11	1083	33	0	2022
Future Vol, veh/h	0	11	1083	33	0	2022
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	12	1177	36	0	2198

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	607	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	444	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	444	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	444
HCM Lane V/C Ratio	-	-	0.027
HCM Control Delay (s)	-	-	13.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	12	1104	29	0	2022
Future Vol, veh/h	0	12	1104	29	0	2022
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	13	1200	32	0	2198

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	616	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	438	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	438	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	438
HCM Lane V/C Ratio	-	-	0.03
HCM Control Delay (s)	-	-	13.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

11: Euclid Av. (SR-83) & Edison Av.

01/10/2023

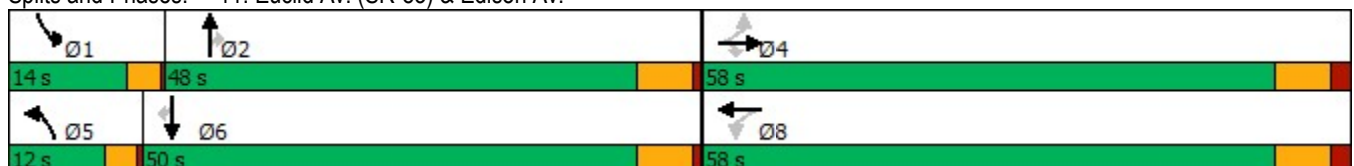


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	227	417	200	108	511	163	1030	51	242	1528	253
Future Volume (vph)	227	417	200	108	511	163	1030	51	242	1528	253
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	58.0	58.0	58.0	58.0	58.0	12.0	48.0	48.0	14.0	50.0	50.0
Total Split (%)	48.3%	48.3%	48.3%	48.3%	48.3%	10.0%	40.0%	40.0%	11.7%	41.7%	41.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	51.0	51.0	51.0	51.0	51.0	8.3	41.8	41.8	10.5	44.0	44.0
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.43	0.07	0.35	0.35	0.09	0.37	0.37
v/c Ratio	2.92	0.56	0.28	0.42	0.94	0.77	0.89	0.09	1.77	1.25	0.41
Control Delay	916.7	29.5	5.1	30.3	54.3	78.2	47.4	4.4	403.1	154.9	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	916.7	29.5	5.1	30.3	54.3	78.2	47.4	4.4	403.1	154.9	15.4
LOS	F	C	A	C	D	E	D	A	F	F	B
Approach Delay		262.4			51.1		49.6			167.1	
Approach LOS		F			D		D			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 119.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.92	
Intersection Signal Delay: 135.0	Intersection LOS: F
Intersection Capacity Utilization 123.1%	ICU Level of Service H
Analysis Period (min) 15	

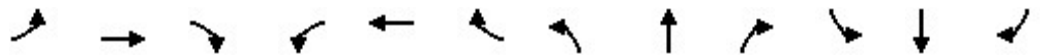
Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	417	200	108	511	168	163	1030	51	242	1528	253
Future Volume (veh/h)	227	417	200	108	511	168	163	1030	51	242	1528	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	234	430	170	111	527	163	168	1062	46	249	1575	226
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	766	649	243	561	174	217	1193	531	142	1256	560
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.07	0.35	0.35	0.09	0.37	0.37
Sat Flow, veh/h	685	1800	1524	744	1318	408	3141	3420	1521	1619	3420	1524
Grp Volume(v), veh/h	234	430	170	111	0	690	168	1062	46	249	1575	226
Grp Sat Flow(s),veh/h/ln	685	1800	1524	744	0	1726	1570	1710	1521	1619	1710	1524
Q Serve(g_s), s	5.2	21.6	8.6	15.8	0.0	45.8	6.3	35.1	2.4	10.5	44.0	13.2
Cycle Q Clear(g_c), s	51.0	21.6	8.6	37.4	0.0	45.8	6.3	35.1	2.4	10.5	44.0	13.2
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	766	649	243	0	735	217	1193	531	142	1256	560
V/C Ratio(X)	2.61	0.56	0.26	0.46	0.00	0.94	0.77	0.89	0.09	1.75	1.25	0.40
Avail Cap(c_a), veh/h	90	766	649	243	0	735	223	1199	533	142	1256	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.0	25.9	22.2	40.1	0.0	32.9	54.8	36.8	26.2	54.6	37.9	28.1
Incr Delay (d2), s/veh	755.2	0.9	0.2	1.3	0.0	19.8	13.7	8.6	0.1	366.8	120.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.5	9.0	3.0	2.9	0.0	21.9	2.8	15.0	0.8	18.6	38.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	814.2	26.9	22.4	41.4	0.0	52.7	68.5	45.4	26.3	421.4	158.7	28.6
LnGrp LOS	F	C	C	D	A	D	E	D	C	F	F	C
Approach Vol, veh/h		834			801			1276			2050	
Approach Delay, s/veh		246.9			51.2			47.8			176.3	
Approach LOS		F			D			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	47.8		58.0	11.8	50.0		58.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	10.5	42.0		51.0	8.5	44.0		51.0				
Max Q Clear Time (g_c+I1), s	12.5	37.1		53.0	8.3	46.0		47.8				
Green Ext Time (p_c), s	0.0	2.7		0.0	0.0	0.0		1.5				

Intersection Summary

HCM 6th Ctrl Delay	134.9
HCM 6th LOS	F

Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

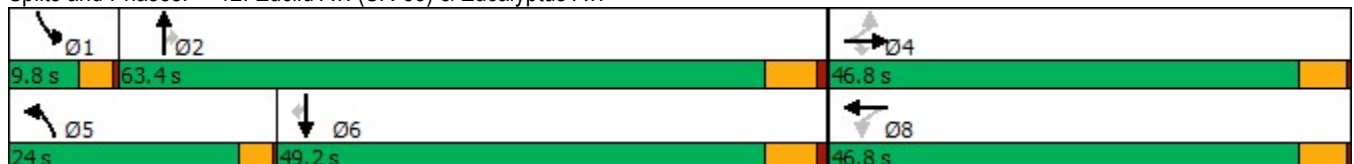


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	61	71	170	31	167	169	1104	17	262	1659	39
Future Volume (vph)	61	71	170	31	167	169	1104	17	262	1659	39
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.8	46.8	46.8	46.8	46.8	8.5	30.7	30.7	8.5	37.7	37.7
Total Split (s)	46.8	46.8	46.8	46.8	46.8	24.0	63.4	63.4	9.8	49.2	49.2
Total Split (%)	39.0%	39.0%	39.0%	39.0%	39.0%	20.0%	52.8%	52.8%	8.2%	41.0%	41.0%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	3.0	4.7	4.7	3.0	4.7	4.7
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8	4.8	3.5	5.7	5.7	3.5	5.7	5.7
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	21.5	21.5	21.5	21.5	21.5	14.8	52.8	52.8	6.4	44.4	44.4
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.16	0.56	0.56	0.07	0.47	0.47
v/c Ratio	0.52	0.19	0.38	0.12	0.72	0.73	0.62	0.02	2.59	1.12	0.06
Control Delay	47.1	30.1	6.6	29.5	40.5	57.0	17.8	0.1	763.0	88.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	30.1	6.6	29.5	40.5	57.0	17.8	0.1	763.0	88.3	1.1
LOS	D	C	A	C	D	E	B	A	F	F	A
Approach Delay		20.3			39.4		22.7			176.9	
Approach LOS		C			D		C			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 95	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.59	
Intersection Signal Delay: 102.2	Intersection LOS: F
Intersection Capacity Utilization 95.0%	ICU Level of Service F
Analysis Period (min) 15	

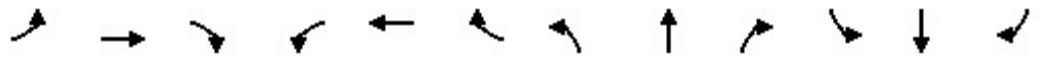
Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	71	170	31	167	102	169	1104	17	262	1659	39
Future Volume (veh/h)	61	71	170	31	167	102	169	1104	17	262	1659	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	66	76	98	33	180	104	182	1187	16	282	1784	30
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	171	443	375	312	263	152	214	1828	815	110	1608	717
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.13	0.53	0.53	0.07	0.47	0.47
Sat Flow, veh/h	995	1800	1525	1100	1070	618	1619	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	66	76	98	33	0	284	182	1187	16	282	1784	30
Grp Sat Flow(s),veh/h/ln	995	1800	1525	1100	0	1689	1619	1710	1525	1619	1710	1524
Q Serve(g_s), s	6.0	3.1	4.8	2.3	0.0	14.1	10.2	22.9	0.5	6.3	43.5	1.0
Cycle Q Clear(g_c), s	20.1	3.1	4.8	5.3	0.0	14.1	10.2	22.9	0.5	6.3	43.5	1.0
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	171	443	375	312	0	415	214	1828	815	110	1608	717
V/C Ratio(X)	0.39	0.17	0.26	0.11	0.00	0.68	0.85	0.65	0.02	2.56	1.11	0.04
Avail Cap(c_a), veh/h	378	817	693	541	0	767	359	2133	952	110	1608	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	27.5	28.1	29.6	0.0	31.6	39.2	15.3	10.1	43.1	24.5	13.2
Incr Delay (d2), s/veh	1.1	0.1	0.3	0.1	0.0	1.5	7.3	0.6	0.0	726.7	58.7	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	1.5	1.3	1.7	0.6	0.0	5.6	4.2	7.4	0.1	24.6	27.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	27.6	28.4	29.7	0.0	33.1	46.6	15.9	10.1	769.8	83.2	13.3
LnGrp LOS	D	C	C	C	A	C	D	B	B	F	F	B
Approach Vol, veh/h		240			317			1385			2096	
Approach Delay, s/veh		31.8			32.7			19.9			174.6	
Approach LOS		C			C			B			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	55.1		27.6	15.7	49.2		27.6				
Change Period (Y+Rc), s	3.5	5.7		4.8	3.5	5.7		4.8				
Max Green Setting (Gmax), s	6.3	57.7		42.0	20.5	43.5		42.0				
Max Q Clear Time (g_c+I1), s	8.3	24.9		22.1	12.2	45.5		16.1				
Green Ext Time (p_c), s	0.0	9.0		0.7	0.2	0.0		1.3				
Intersection Summary												
HCM 6th Ctrl Delay	101.9											
HCM 6th LOS	F											

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

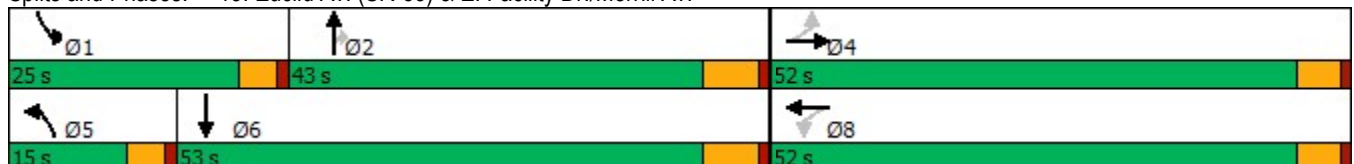


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	7	5	368	55	13	1018	572	587	1172
Future Volume (vph)	7	5	368	55	13	1018	572	587	1172
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	28.0	28.0	14.5	28.0
Total Split (s)	52.0	52.0	52.0	52.0	15.0	43.0	43.0	25.0	53.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	12.5%	35.8%	35.8%	20.8%	44.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		47.0		47.0	10.0	37.0	37.0	20.5	56.2
Actuated g/C Ratio		0.39		0.39	0.08	0.31	0.31	0.17	0.47
v/c Ratio		0.03		1.30	0.10	1.03	1.00	2.27	0.82
Control Delay		18.8		176.7	52.9	76.0	63.3	607.0	34.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		18.8		176.7	52.9	76.0	63.3	607.0	34.2
LOS		B		F	D	E	E	F	C
Approach Delay		18.8		176.7		71.3			218.8
Approach LOS		B		F		E			F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.27	
Intersection Signal Delay: 153.8	Intersection LOS: F
Intersection Capacity Utilization 127.6%	ICU Level of Service H
Analysis Period (min) 15	

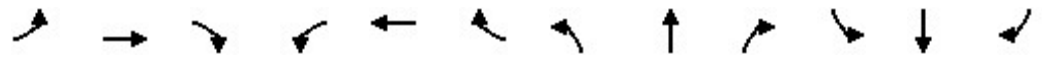
Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↕	↗	↗	↕	↕
Traffic Volume (veh/h)	7	5	4	368	55	270	13	1018	572	587	1172	61
Future Volume (veh/h)	7	5	4	368	55	270	13	1018	572	587	1172	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	7	5	2	391	59	263	14	1083	594	624	1247	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	284	196	72	358	47	209	50	1054	470	277	1503	59
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.03	0.31	0.31	0.17	0.45	0.45
Sat Flow, veh/h	610	500	185	794	120	534	1619	3420	1525	1619	3355	132
Grp Volume(v), veh/h	14	0	0	713	0	0	14	1083	594	624	635	661
Grp Sat Flow(s),veh/h/ln	1295	0	0	1448	0	0	1619	1710	1525	1619	1710	1776
Q Serve(g_s), s	0.0	0.0	0.0	46.4	0.0	0.0	1.0	37.0	37.0	20.5	39.1	39.2
Cycle Q Clear(g_c), s	0.6	0.0	0.0	47.0	0.0	0.0	1.0	37.0	37.0	20.5	39.1	39.2
Prop In Lane	0.50		0.14	0.55		0.37	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	552	0	0	614	0	0	50	1055	470	277	766	796
V/C Ratio(X)	0.03	0.00	0.00	1.16	0.00	0.00	0.28	1.03	1.26	2.26	0.83	0.83
Avail Cap(c_a), veh/h	552	0	0	614	0	0	142	1055	470	277	766	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	0.0	38.2	0.0	0.0	56.8	41.5	41.5	49.7	29.1	29.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	89.9	0.0	0.0	1.1	34.8	134.5	576.7	7.6	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	32.9	0.0	0.0	0.4	19.6	30.5	52.2	16.2	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.0	0.0	128.1	0.0	0.0	57.9	76.3	176.0	626.4	36.7	36.5
LnGrp LOS	C	A	A	F	A	A	E	F	F	F	D	D
Approach Vol, veh/h		14			713			1691			1920	
Approach Delay, s/veh		22.4			128.1			111.2			228.3	
Approach LOS		C			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	43.0		52.0	8.2	59.8		52.0				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	20.5	37.0		47.0	10.5	47.0		47.0				
Max Q Clear Time (g_c+I1), s	22.5	39.0		2.6	3.0	41.2		49.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	165.5
HCM 6th LOS	F

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

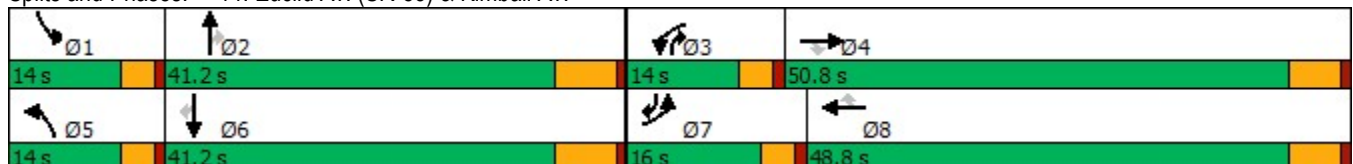
01/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	317	61	113	1077	340	82	1104	67	198	880	424
Future Volume (vph)	169	317	61	113	1077	340	82	1104	67	198	880	424
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	14.0	49.5	49.5	14.0	47.8	47.8	14.0	36.0	14.0	9.0	33.0	14.0
Total Split (s)	16.0	50.8	50.8	14.0	48.8	48.8	14.0	41.2	14.0	14.0	41.2	16.0
Total Split (%)	13.3%	42.3%	42.3%	11.7%	40.7%	40.7%	11.7%	34.3%	11.7%	11.7%	34.3%	13.3%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8	4.8	3.0	5.5	3.0	3.0	5.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.8	5.8	4.0	5.8	5.8	4.0	6.5	4.0	4.0	6.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	11.1	42.0	42.0	10.0	41.0	41.0	10.0	34.7	51.3	9.8	37.5	51.1
Actuated g/C Ratio	0.09	0.36	0.36	0.09	0.35	0.35	0.09	0.30	0.44	0.08	0.32	0.44
v/c Ratio	0.63	0.27	0.10	0.84	0.93	0.52	0.62	1.12	0.10	0.83	0.83	0.63
Control Delay	62.0	27.0	1.4	97.5	50.3	13.5	72.5	106.2	5.2	80.0	45.9	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.0	27.0	1.4	97.5	50.3	13.5	72.5	106.2	5.2	80.0	45.9	25.0
LOS	E	C	A	F	D	B	E	F	A	E	D	C
Approach Delay		34.9			45.6			98.6			44.5	
Approach LOS		C			D			F			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 116.9	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 57.8	Intersection LOS: E
Intersection Capacity Utilization 95.6%	ICU Level of Service F
Analysis Period (min) 15	

























Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	317	61	113	1077	340	82	1104	67	198	880	424
Future Volume (veh/h)	169	317	61	113	1077	340	82	1104	67	198	880	424
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	174	327	53	116	1110	173	85	1138	55	204	907	386
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	1202	536	139	1200	535	131	1031	591	252	1044	592
Arrive On Green	0.09	0.35	0.35	0.09	0.35	0.35	0.08	0.30	0.30	0.09	0.31	0.31
Sat Flow, veh/h	2956	3420	1525	1619	3420	1525	1619	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	174	327	53	116	1110	173	85	1138	55	204	907	386
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1619	1710	1525	1619	1710	1525	1478	1710	1506
Q Serve(g_s), s	6.6	7.9	2.7	8.1	35.9	9.6	5.9	34.7	2.6	7.8	28.9	24.1
Cycle Q Clear(g_c), s	6.6	7.9	2.7	8.1	35.9	9.6	5.9	34.7	2.6	7.8	28.9	24.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	1202	536	139	1200	535	131	1031	591	252	1044	592
V/C Ratio(X)	0.68	0.27	0.10	0.84	0.93	0.32	0.65	1.10	0.09	0.81	0.87	0.65
Avail Cap(c_a), veh/h	308	1337	596	141	1277	570	141	1031	591	257	1044	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	26.8	25.1	51.8	35.9	27.4	51.3	40.2	22.4	51.8	37.8	28.6
Incr Delay (d2), s/veh	2.9	0.1	0.1	31.3	10.7	0.1	6.6	61.1	0.1	16.0	8.2	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.1	1.0	4.4	15.9	3.4	2.5	22.3	0.9	3.3	12.4	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	26.9	25.2	83.2	46.6	27.5	57.9	101.3	22.5	67.8	46.0	31.5
LnGrp LOS	D	C	C	F	D	C	E	F	C	E	D	C
Approach Vol, veh/h		554			1399			1278			1497	
Approach Delay, s/veh		35.2			47.3			95.0			45.2	
Approach LOS		D			D			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.8	41.2	13.9	46.3	13.3	41.7	14.0	46.2				
Change Period (Y+Rc), s	4.0	6.5	4.0	5.8	4.0	6.5	4.0	5.8				
Max Green Setting (Gmax), s	10.0	34.7	10.0	45.0	10.0	34.7	12.0	43.0				
Max Q Clear Time (g_c+I1), s	9.8	36.7	10.1	9.9	7.9	30.9	8.6	37.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	2.8	0.1	2.5				
Intersection Summary												
HCM 6th Ctrl Delay			58.1									
HCM 6th LOS			E									

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	194	6	0	44	0	2
Future Vol, veh/h	194	6	0	44	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	211	7	0	48	0	2

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	215
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	830
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	830
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	830	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	184	11	3	38	6	2
Future Vol, veh/h	184	11	3	38	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	200	12	3	41	7	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	212	0	253
Stage 1	-	-	-	-	206
Stage 2	-	-	-	-	47
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1370	-	740
Stage 1	-	-	-	-	833
Stage 2	-	-	-	-	981
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1370	-	739
Mov Cap-2 Maneuver	-	-	-	-	736
Stage 1	-	-	-	-	833
Stage 2	-	-	-	-	979

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	760	-	-	1370	-
HCM Lane V/C Ratio	0.011	-	-	0.002	-
HCM Control Delay (s)	9.8	-	-	7.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	180	6	0	41	0	2
Future Vol, veh/h	180	6	0	41	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	196	7	0	45	0	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	200
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	846
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	846
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	846	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	169	13	15	38	3	1
Future Vol, veh/h	169	13	15	38	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	184	14	16	41	3	1
Number of Lanes	1	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	8.2	7.7	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	75%	0%	100%	0%
Vol Thru, %	0%	93%	0%	100%
Vol Right, %	25%	7%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	182	15	38
LT Vol	3	0	15	0
Through Vol	0	169	0	38
RT Vol	1	13	0	0
Lane Flow Rate	4	198	16	41
Geometry Grp	2	5	7	7
Degree of Util (X)	0.005	0.22	0.023	0.053
Departure Headway (Hd)	4.458	4.007	5.104	4.603
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	808	896	702	778
Service Time	2.458	2.029	2.83	2.329
HCM Lane V/C Ratio	0.005	0.221	0.023	0.053
HCM Control Delay	7.5	8.2	8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.8	0.1	0.2

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	9	12	2	12	15
Future Vol, veh/h	1	9	12	2	12	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	10	13	2	13	16

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	49	21	29	0	0
Stage 1	21	-	-	-	-
Stage 2	28	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	965	1062	1597	-	-
Stage 1	1007	-	-	-	-
Stage 2	1000	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	957	1062	1597	-	-
Mov Cap-2 Maneuver	893	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	1000	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1597	-	1042	-	-
HCM Lane V/C Ratio	0.008	-	0.01	-	-
HCM Control Delay (s)	7.3	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	4	12	17	5
Future Vol, veh/h	2	2	4	12	17	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	2	4	13	18	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	42	21	23	0	0
Stage 1	21	-	-	-	-
Stage 2	21	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	974	1062	1605	-	-
Stage 1	1007	-	-	-	-
Stage 2	1007	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	972	1062	1605	-	-
Mov Cap-2 Maneuver	903	-	-	-	-
Stage 1	1005	-	-	-	-
Stage 2	1007	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1605	-	976	-	-
HCM Lane V/C Ratio	0.003	-	0.004	-	-
HCM Control Delay (s)	7.2	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	4	16	14	5
Future Vol, veh/h	1	3	4	16	14	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	3	4	17	15	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	43	18	20	0	0
Stage 1	18	-	-	-	-
Stage 2	25	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	973	1066	1609	-	-
Stage 1	1010	-	-	-	-
Stage 2	1003	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	971	1066	1609	-	-
Mov Cap-2 Maneuver	902	-	-	-	-
Stage 1	1008	-	-	-	-
Stage 2	1003	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	1.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1609	-	1020	-	-
HCM Lane V/C Ratio	0.003	-	0.004	-	-
HCM Control Delay (s)	7.2	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	10	20	16	0
Future Vol, veh/h	0	3	10	20	16	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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	3	11	22	17	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	61	17	17	0	0
Stage 1	17	-	-	-	-
Stage 2	44	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	950	1068	1613	-	-
Stage 1	1011	-	-	-	-
Stage 2	984	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	943	1068	1613	-	-
Mov Cap-2 Maneuver	883	-	-	-	-
Stage 1	1004	-	-	-	-
Stage 2	984	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	2.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1613	-	1068	-	-
HCM Lane V/C Ratio	0.007	-	0.003	-	-
HCM Control Delay (s)	7.2	-	8.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	12	27	31	17	2
Future Vol, veh/h	0	12	27	31	17	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	13	29	34	18	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	111	19	20	0	0
Stage 1	19	-	-	-	-
Stage 2	92	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	891	1065	1609	-	-
Stage 1	1009	-	-	-	-
Stage 2	937	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	875	1065	1609	-	-
Mov Cap-2 Maneuver	836	-	-	-	-
Stage 1	991	-	-	-	-
Stage 2	937	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	3.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1609	-	1065	-	-
HCM Lane V/C Ratio	0.018	-	0.012	-	-
HCM Control Delay (s)	7.3	-	8.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

Intersection	
Intersection Delay, s/veh	130.2
Intersection LOS	F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗		↖	↗
Traffic Vol, veh/h	0	701	783	58	25	4
Future Vol, veh/h	0	701	783	58	25	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	762	851	63	27	4
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	84.7	172.2	11.8
HCM LOS	F	F	B

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	100%	0%
Vol Thru, %	100%	100%	93%	0%	0%
Vol Right, %	0%	0%	7%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	701	841	25	4
LT Vol	0	0	0	25	0
Through Vol	0	701	783	0	0
RT Vol	0	0	58	0	4
Lane Flow Rate	0	762	914	27	4
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0	1.093	1.321	0.061	0.008
Departure Headway (Hd)	5.413	5.413	5.34	8.769	7.524
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	678	686	411	479
Service Time	3.113	3.113	3.34	6.469	5.224
HCM Lane V/C Ratio	0	1.124	1.332	0.066	0.008
HCM Control Delay	8.1	84.7	172.2	12	10.3
HCM Lane LOS	N	F	F	B	B
HCM 95th-tile Q	0	20.8	36.3	0.2	0

Intersection	
Intersection Delay, s/veh	14.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	128	10	19	364	17	19	111	15	19	122	55
Future Vol, veh/h	20	128	10	19	364	17	19	111	15	19	122	55
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	141	11	21	400	19	21	122	16	21	134	60
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11	17.5	11.2	11.8
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	13%	5%	10%
Vol Thru, %	77%	81%	91%	62%
Vol Right, %	10%	6%	4%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	158	400	196
LT Vol	19	20	19	19
Through Vol	111	128	364	122
RT Vol	15	10	17	55
Lane Flow Rate	159	174	440	215
Geometry Grp	1	1	1	1
Degree of Util (X)	0.263	0.275	0.645	0.343
Departure Headway (Hd)	5.952	5.707	5.282	5.731
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	599	625	681	625
Service Time	4.026	3.776	3.335	3.798
HCM Lane V/C Ratio	0.265	0.278	0.646	0.344
HCM Control Delay	11.2	11	17.5	11.8
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.1	1.1	4.7	1.5

Intersection

Intersection Delay, s/veh 300.9

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	41	689	17	7	676	33	12	188	6	11	133	38
Future Vol, veh/h	41	689	17	7	676	33	12	188	6	11	133	38
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	49	830	20	8	814	40	14	227	7	13	160	46
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	390.7	355.5	28.5	26
HCM LOS	F	F	D	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	5%	1%	6%
Vol Thru, %	91%	92%	94%	73%
Vol Right, %	3%	2%	5%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	206	747	716	182
LT Vol	12	41	7	11
Through Vol	188	689	676	133
RT Vol	6	17	33	38
Lane Flow Rate	248	900	863	219
Geometry Grp	1	1	1	1
Degree of Util (X)	0.571	1.802	1.721	0.508
Departure Headway (Hd)	11.368	8.533	8.637	11.59
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	320	432	431	314
Service Time	9.368	6.533	6.637	9.59
HCM Lane V/C Ratio	0.775	2.083	2.002	0.697
HCM Control Delay	28.5	390.7	355.5	26
HCM Lane LOS	D	F	F	D
HCM 95th-tile Q	3.3	48.2	43.7	2.7

Intersection

Intersection Delay, s/veh99.7

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	100	34	33	283	58	43	401	10	34	469	63
Future Vol, veh/h	44	100	34	33	283	58	43	401	10	34	469	63
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	46	104	35	34	295	60	45	418	10	35	489	66
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	22.1	49.2	84.9	169.4
HCM LOS	C	E	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	25%	9%	6%
Vol Thru, %	88%	56%	76%	83%
Vol Right, %	2%	19%	16%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	454	178	374	566
LT Vol	43	44	33	34
Through Vol	401	100	283	469
RT Vol	10	34	58	63
Lane Flow Rate	473	185	390	590
Geometry Grp	1	1	1	1
Degree of Util (X)	1.041	0.474	0.873	1.286
Departure Headway (Hd)	8.597	10.199	8.941	8.089
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	426	356	409	454
Service Time	6.597	8.199	6.941	6.089
HCM Lane V/C Ratio	1.11	0.52	0.954	1.3
HCM Control Delay	84.9	22.1	49.2	169.4
HCM Lane LOS	F	C	E	F
HCM 95th-tile Q	13.9	2.4	8.7	24.6

Intersection

Intersection Delay, s/veh 393.4

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	271	406	79	512	65	156	309	20	44	471	42
Future Vol, veh/h	60	271	406	79	512	65	156	309	20	44	471	42
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	64	288	432	84	545	69	166	329	21	47	501	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	507.7	437.2	244.7	320
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	8%	12%	8%
Vol Thru, %	64%	37%	78%	85%
Vol Right, %	4%	55%	10%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	485	737	656	557
LT Vol	156	60	79	44
Through Vol	309	271	512	471
RT Vol	20	406	65	42
Lane Flow Rate	516	784	698	593
Geometry Grp	1	1	1	1
Degree of Util (X)	1.381	2.022	1.854	1.575
Departure Headway (Hd)	18.565	15.644	16.647	17.307
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	201	243	223	219
Service Time	16.565	13.644	14.647	15.307
HCM Lane V/C Ratio	2.567	3.226	3.13	2.708
HCM Control Delay	244.7	507.7	437.2	320
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	15.7	34.5	28.4	20.8

Intersection												
Intersection Delay, s/veh	51.8											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	483	77	259	621	143	34	158	96	186	249	43
Future Vol, veh/h	33	483	77	259	621	143	34	158	96	186	249	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	503	80	270	647	149	35	165	100	194	259	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	294.3	779.3	63.1	180.3
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	6%	25%	39%
Vol Thru, %	55%	81%	61%	52%
Vol Right, %	33%	13%	14%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	288	593	1023	478
LT Vol	34	33	259	186
Through Vol	158	483	621	249
RT Vol	96	77	143	43
Lane Flow Rate	300	618	1066	498
Geometry Grp	1	1	1	1
Degree of Util (X)	0.779	1.537	2.661	1.251
Departure Headway (Hd)	17.336	14.187	11.245	14.449
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	213	266	341	259
Service Time	15.336	12.187	9.245	12.449
HCM Lane V/C Ratio	1.408	2.323	3.126	1.923
HCM Control Delay	63.1	294.3	779.3	180.3
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	5.4	23.3	71	15.4

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

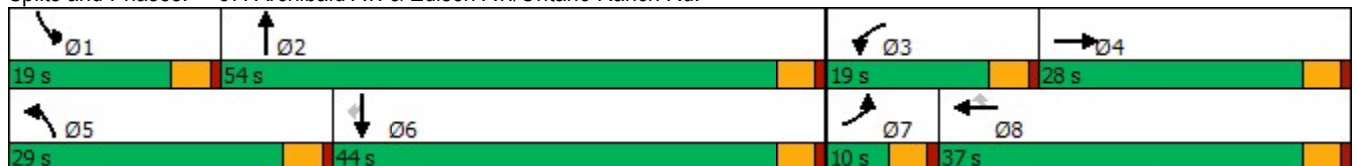
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	292	75	549	852	117	190	1260	397	99	870	262
Future Volume (vph)	91	292	75	549	852	117	190	1260	397	99	870	262
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	10.0	28.0		19.0	37.0	37.0	29.0	54.0		19.0	44.0	44.0
Total Split (%)	8.3%	23.3%		15.8%	30.8%	30.8%	24.2%	45.0%		15.8%	36.7%	36.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	5.5	23.6	116.1	14.5	32.6	32.6	19.5	47.8	116.1	12.1	40.4	40.4
Actuated g/C Ratio	0.05	0.20	1.00	0.12	0.28	0.28	0.17	0.41	1.00	0.10	0.35	0.35
v/c Ratio	0.69	0.44	0.05	1.59	1.85	0.25	0.77	0.93	0.29	0.65	0.76	0.45
Control Delay	80.3	43.5	0.1	309.7	419.0	6.3	65.4	45.4	0.5	68.5	38.9	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.3	43.5	0.1	309.7	419.0	6.3	65.4	45.4	0.5	68.5	38.9	14.1
LOS	F	D	A	F	F	A	E	D	A	E	D	B
Approach Delay		43.7			347.5			37.8			36.0	
Approach LOS		D			F			D			D	

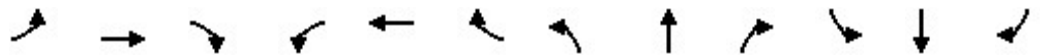
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.85
 Intersection Signal Delay: 130.9
 Intersection LOS: F
 Intersection Capacity Utilization 109.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔↔	↑	↔	↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (veh/h)	91	292	75	549	852	117	190	1260	397	99	870	262
Future Volume (veh/h)	91	292	75	549	852	117	190	1260	397	99	870	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	100	321	0	603	936	106	209	1385	0	109	956	277
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	146	750		394	522	436	238	1511		133	1277	529
Arrive On Green	0.05	0.21	0.00	0.13	0.29	0.29	0.15	0.42	0.00	0.08	0.35	0.35
Sat Flow, veh/h	3048	3600	1525	3048	1800	1506	1619	3600	1525	1619	3600	1492
Grp Volume(v), veh/h	100	321	0	603	936	106	209	1385	0	109	956	277
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1800	1506	1619	1800	1525	1619	1800	1492
Q Serve(g_s), s	3.6	8.7	0.0	14.5	32.5	6.0	14.2	40.7	0.0	7.4	26.2	16.5
Cycle Q Clear(g_c), s	3.6	8.7	0.0	14.5	32.5	6.0	14.2	40.7	0.0	7.4	26.2	16.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	750		394	522	436	238	1511		133	1277	529
V/C Ratio(X)	0.68	0.43		1.53	1.79	0.24	0.88	0.92		0.82	0.75	0.52
Avail Cap(c_a), veh/h	149	754		394	522	436	354	1589		209	1277	529
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	38.6	0.0	48.8	39.8	30.4	46.9	30.7	0.0	50.7	31.8	28.7
Incr Delay (d2), s/veh	11.9	0.4	0.0	251.2	365.2	0.3	15.3	8.5	0.0	13.2	2.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.7	0.0	19.0	66.4	2.1	6.4	17.6	0.0	3.4	10.9	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	39.0	0.0	300.1	405.0	30.7	62.2	39.2	0.0	63.9	34.3	29.6
LnGrp LOS	E	D		F	F	C	E	D		E	C	C
Approach Vol, veh/h		421	A		1645			1594	A		1342	
Approach Delay, s/veh		45.0			342.4			42.2			35.7	
Approach LOS		D			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	51.6	19.0	27.9	21.0	44.3	9.9	37.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	49.5	14.5	23.5	24.5	39.5	5.5	32.5				
Max Q Clear Time (g_c+I1), s	9.4	42.7	16.5	10.7	16.2	28.2	5.6	34.5				
Green Ext Time (p_c), s	0.1	4.4	0.0	1.4	0.3	5.1	0.0	0.0				

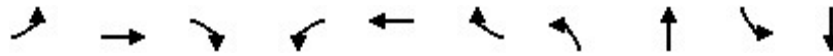
Intersection Summary

HCM 6th Ctrl Delay	139.4
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
38: S Turner Av. & Ontario Ranch Rd.

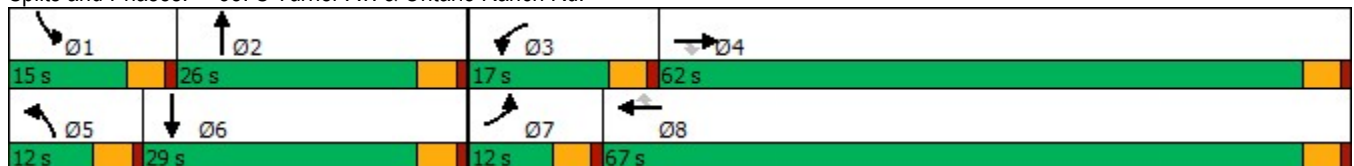


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↑	↗	↙	↑↑	↗	↙	↑	↙	↗
Traffic Volume (vph)	44	749	17	57	1523	26	37	142	59	70
Future Volume (vph)	44	749	17	57	1523	26	37	142	59	70
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	12.0	62.0	62.0	17.0	67.0	67.0	12.0	26.0	15.0	29.0
Total Split (%)	10.0%	51.7%	51.7%	14.2%	55.8%	55.8%	10.0%	21.7%	12.5%	24.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.7	53.0	53.0	9.6	54.9	54.9	7.6	16.6	9.3	20.4
Actuated g/C Ratio	0.08	0.53	0.53	0.10	0.55	0.55	0.08	0.17	0.09	0.20
v/c Ratio	0.36	0.44	0.02	0.36	0.86	0.03	0.30	0.64	0.40	0.34
Control Delay	60.2	17.7	0.1	56.1	27.1	0.1	58.7	52.4	58.1	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	17.7	0.1	56.1	27.1	0.1	58.7	52.4	58.1	36.0
LOS	E	B	A	E	C	A	E	D	E	D
Approach Delay		19.6			27.7			53.4		43.4
Approach LOS		B			C			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 28.3
 Intersection LOS: C
 Intersection Capacity Utilization 72.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	749	17	57	1523	26	37	142	38	59	70	47
Future Volume (veh/h)	44	749	17	57	1523	26	37	142	38	59	70	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	832	19	63	1692	29	41	158	42	66	78	52
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	2041	910	82	2061	919	65	197	52	86	157	105
Arrive On Green	0.04	0.57	0.57	0.05	0.57	0.57	0.04	0.14	0.14	0.05	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	1446	384	1810	1063	709
Grp Volume(v), veh/h	49	832	19	63	1692	29	41	0	200	66	0	130
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	0	1831	1810	0	1772
Q Serve(g_s), s	2.3	11.4	0.5	3.0	33.1	0.7	2.0	0.0	9.3	3.2	0.0	5.9
Cycle Q Clear(g_c), s	2.3	11.4	0.5	3.0	33.1	0.7	2.0	0.0	9.3	3.2	0.0	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.40
Lane Grp Cap(c), veh/h	72	2041	910	82	2061	919	65	0	249	86	0	262
V/C Ratio(X)	0.68	0.41	0.02	0.77	0.82	0.03	0.63	0.00	0.80	0.77	0.00	0.50
Avail Cap(c_a), veh/h	155	2370	1057	258	2576	1149	155	0	449	217	0	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	10.7	8.4	41.3	15.2	8.2	41.6	0.0	36.7	41.2	0.0	34.3
Incr Delay (d2), s/veh	10.7	0.1	0.0	13.8	1.8	0.0	9.6	0.0	5.9	13.3	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.8	0.1	1.6	11.5	0.2	1.0	0.0	4.3	1.7	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	10.9	8.4	55.1	17.0	8.2	51.2	0.0	42.6	54.5	0.0	35.8
LnGrp LOS	D	B	A	E	B	A	D	A	D	D	A	D
Approach Vol, veh/h		900			1784			241				196
Approach Delay, s/veh		13.1			18.2			44.1				42.1
Approach LOS		B			B			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	16.4	8.5	54.0	7.7	17.4	8.0	54.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	21.5	12.5	57.5	7.5	24.5	7.5	62.5				
Max Q Clear Time (g_c+I1), s	5.2	11.3	5.0	13.4	4.0	7.9	4.3	35.1				
Green Ext Time (p_c), s	0.0	0.7	0.1	6.2	0.0	0.5	0.0	14.9				
Intersection Summary												
HCM 6th Ctrl Delay				20.2								
HCM 6th LOS				C								

Timings

39: Haven Av. & Ontario Ranch Rd.

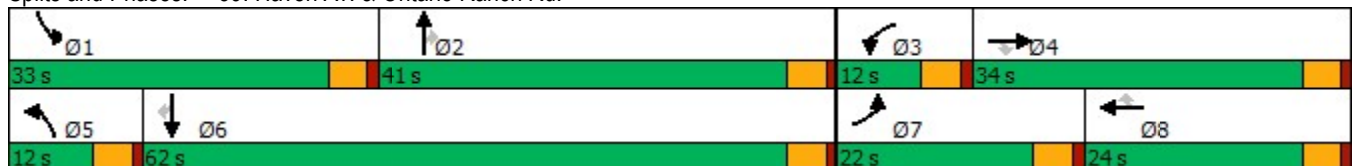
01/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	824	19	82	1298	167	40	318	125	215	203	90
Future Volume (vph)	139	824	19	82	1298	167	40	318	125	215	203	90
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.0	34.0	34.0	12.0	24.0	24.0	12.0	41.0	41.0	33.0	62.0	62.0
Total Split (%)	18.3%	28.3%	28.3%	10.0%	20.0%	20.0%	10.0%	34.2%	34.2%	27.5%	51.7%	51.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	13.6	29.3	29.3	7.3	20.2	20.2	7.0	23.9	23.9	19.0	41.1	41.1
Actuated g/C Ratio	0.14	0.31	0.31	0.08	0.21	0.21	0.07	0.25	0.25	0.20	0.43	0.43
v/c Ratio	0.65	0.59	0.04	0.39	1.06	0.39	0.36	0.76	0.26	0.72	0.28	0.13
Control Delay	55.5	33.1	0.1	52.8	82.4	9.1	57.2	45.6	3.0	50.7	19.7	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	33.1	0.1	52.8	82.4	9.1	57.2	45.6	3.0	50.7	19.7	1.5
LOS	E	C	A	D	F	A	E	D	A	D	B	A
Approach Delay		35.6			72.9			35.6			29.6	
Approach LOS		D			E			D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 95.3
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 51.1
 Intersection LOS: D
 Intersection Capacity Utilization 74.4%
 ICU Level of Service D
 Analysis Period (min) 15

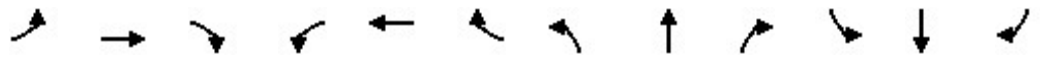
Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	824	19	82	1298	167	40	318	125	215	203	90
Future Volume (veh/h)	139	824	19	82	1298	167	40	318	125	215	203	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	149	886	9	88	1396	128	43	342	83	231	218	74
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	1522	472	163	1554	383	63	418	354	275	653	551
Arrive On Green	0.11	0.31	0.31	0.05	0.25	0.25	0.04	0.23	0.23	0.17	0.36	0.36
Sat Flow, veh/h	1619	4914	1524	2956	6192	1525	1619	1800	1523	1619	1800	1519
Grp Volume(v), veh/h	149	886	9	88	1396	128	43	342	83	231	218	74
Grp Sat Flow(s),veh/h/ln	1619	1638	1524	1478	1548	1525	1619	1800	1523	1619	1800	1519
Q Serve(g_s), s	6.9	11.7	0.3	2.2	16.8	5.3	2.0	13.9	3.4	10.7	6.8	2.5
Cycle Q Clear(g_c), s	6.9	11.7	0.3	2.2	16.8	5.3	2.0	13.9	3.4	10.7	6.8	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	1522	472	163	1554	383	63	418	354	275	653	551
V/C Ratio(X)	0.81	0.58	0.02	0.54	0.90	0.33	0.68	0.82	0.23	0.84	0.33	0.13
Avail Cap(c_a), veh/h	367	1880	583	287	1566	386	157	852	721	598	1342	1133
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	22.4	18.5	35.5	27.9	23.6	36.6	28.1	24.0	31.0	17.8	16.5
Incr Delay (d2), s/veh	8.2	0.4	0.0	2.8	7.3	0.5	12.1	4.0	0.3	6.8	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.0	0.1	0.8	6.2	1.7	1.0	5.9	1.1	4.3	2.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	22.8	18.5	38.3	35.2	24.1	48.7	32.1	24.4	37.8	18.1	16.6
LnGrp LOS	D	C	B	D	D	C	D	C	C	D	B	B
Approach Vol, veh/h		1044			1612			468				523
Approach Delay, s/veh		25.4			34.5			32.2				26.6
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.6	22.4	8.7	28.4	7.5	32.5	13.3	23.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.5	36.5	7.5	29.5	7.5	57.5	17.5	19.5				
Max Q Clear Time (g_c+I1), s	12.7	15.9	4.2	13.7	4.0	8.8	8.9	18.8				
Green Ext Time (p_c), s	0.5	2.0	0.1	4.9	0.0	1.4	0.2	0.5				
Intersection Summary												
HCM 6th Ctrl Delay				30.5								
HCM 6th LOS				C								

Timings

40: Hamner Av. & Cantu Galleano Ranch Rd.

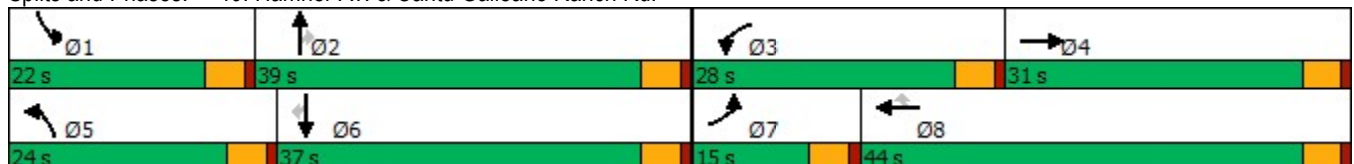
01/10/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	161	847	265	1418	269	173	652	342	187	205	107
Future Volume (vph)	161	847	265	1418	269	173	652	342	187	205	107
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	31.0	28.0	44.0	44.0	24.0	39.0	39.0	22.0	37.0	37.0
Total Split (%)	12.5%	25.8%	23.3%	36.7%	36.7%	20.0%	32.5%	32.5%	18.3%	30.8%	30.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	9.4	36.1	13.2	39.8	39.8	10.5	20.8	20.8	10.9	21.2	21.2
Actuated g/C Ratio	0.09	0.36	0.13	0.40	0.40	0.11	0.21	0.21	0.11	0.21	0.21
v/c Ratio	0.50	0.41	0.59	1.02	0.37	0.49	0.62	0.59	0.51	0.28	0.25
Control Delay	49.6	25.3	46.8	60.0	10.4	47.4	38.3	9.1	47.3	33.5	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	25.3	46.8	60.0	10.4	47.4	38.3	9.1	47.3	33.5	4.7
LOS	D	C	D	E	B	D	D	A	D	C	A
Approach Delay		28.9		51.3			31.1			32.6	
Approach LOS		C		D			C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 99.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 39.1	Intersection LOS: D
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	
























Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
40: Hamner Av. & Cantu Galleano Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	847	79	265	1418	269	173	652	342	187	205	107
Future Volume (veh/h)	161	847	79	265	1418	269	173	652	342	187	205	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	168	882	26	276	1477	214	180	679	273	195	214	70
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	2560	75	371	1537	686	265	1196	371	280	848	378
Arrive On Green	0.07	0.39	0.39	0.11	0.43	0.43	0.08	0.23	0.23	0.08	0.23	0.23
Sat Flow, veh/h	3510	6574	193	3510	3610	1610	3510	5187	1610	3510	3610	1610
Grp Volume(v), veh/h	168	657	251	276	1477	214	180	679	273	195	214	70
Grp Sat Flow(s),veh/h/ln	1755	1634	1865	1755	1805	1610	1755	1729	1610	1755	1805	1610
Q Serve(g_s), s	4.3	8.7	8.8	7.1	36.8	8.1	4.6	10.7	14.5	5.0	4.5	3.2
Cycle Q Clear(g_c), s	4.3	8.7	8.8	7.1	36.8	8.1	4.6	10.7	14.5	5.0	4.5	3.2
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	1909	726	371	1537	686	265	1196	371	280	848	378
V/C Ratio(X)	0.69	0.34	0.35	0.74	0.96	0.31	0.68	0.57	0.74	0.70	0.25	0.19
Avail Cap(c_a), veh/h	399	1909	726	892	1542	688	740	1935	601	664	1269	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	19.9	19.9	40.1	25.8	17.6	41.7	31.5	33.0	41.5	28.8	28.3
Incr Delay (d2), s/veh	3.5	0.1	0.3	3.0	14.6	0.3	3.1	0.4	2.8	3.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.0	3.4	3.0	16.5	2.7	2.0	4.2	5.5	2.2	1.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	20.0	20.2	43.1	40.4	17.8	44.7	31.9	35.8	44.6	28.9	28.5
LnGrp LOS	D	C	C	D	D	B	D	C	D	D	C	C
Approach Vol, veh/h		1076			1967			1132			479	
Approach Delay, s/veh		24.0			38.4			34.9			35.2	
Approach LOS		C			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	25.8	14.3	40.5	11.5	26.2	10.9	43.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	34.5	23.5	26.5	19.5	32.5	10.5	39.5				
Max Q Clear Time (g_c+I1), s	7.0	16.5	9.1	10.8	6.6	6.5	6.3	38.8				
Green Ext Time (p_c), s	0.4	4.8	0.7	4.6	0.4	1.4	0.2	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				33.9								
HCM 6th LOS				C								

Timings

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/17/2023

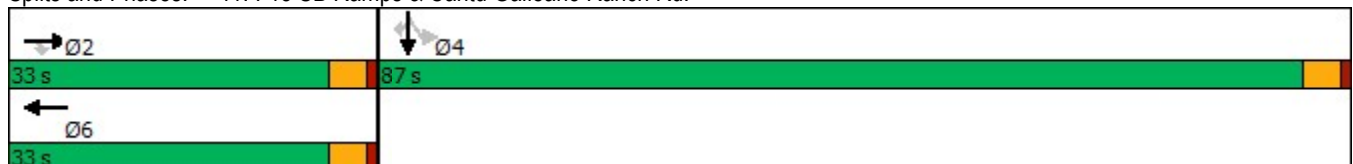


Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑	↔	↑
Traffic Volume (vph)	1099	347	810	189	293	0	1685
Future Volume (vph)	1099	347	810	189	293	0	1685
Turn Type	NA	Perm	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		2		Free	4		4
Detector Phase	2	2	6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	33.0	33.0	33.0		87.0	87.0	87.0
Total Split (%)	27.5%	27.5%	27.5%		72.5%	72.5%	72.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min		None	None	None
Act Effct Green (s)	28.7	28.7	28.7	115.5	77.7	77.7	77.7
Actuated g/C Ratio	0.25	0.25	0.25	1.00	0.67	0.67	0.67
v/c Ratio	0.94	0.56	0.99	0.07	0.25	0.94	0.91
Control Delay	57.7	7.7	72.8	0.0	7.9	35.0	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.7	7.7	72.8	0.0	7.9	35.0	30.0
LOS	E	A	E	A	A	D	C
Approach Delay	45.7		59.0			29.2	
Approach LOS	D		E			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 41.3
 Intersection LOS: D
 Intersection Capacity Utilization 99.4%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑	↗↗				↘	↕	↗
Traffic Volume (veh/h)	0	1099	347	0	810	189	0	0	0	293	0	1685
Future Volume (veh/h)	0	1099	347	0	810	189	0	0	0	293	0	1685
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1208	0	0	890	0				215	0	1645
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1535		0	1068					1075	0	1913
Arrive On Green	0.00	0.30	0.00	0.00	0.30	0.00				0.59	0.00	0.59
Sat Flow, veh/h	0	5358	1610	0	3705	2834				1810	0	3220
Grp Volume(v), veh/h	0	1208	0	0	890	0				215	0	1645
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1805	1417				1810	0	1610
Q Serve(g_s), s	0.0	17.5	0.0	0.0	18.8	0.0				4.5	0.0	34.7
Cycle Q Clear(g_c), s	0.0	17.5	0.0	0.0	18.8	0.0				4.5	0.0	34.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1535		0	1068					1075	0	1913
V/C Ratio(X)	0.00	0.79		0.00	0.83					0.20	0.00	0.86
Avail Cap(c_a), veh/h	0	1807		0	1258					1825	0	3248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.4	0.0	0.0	26.9	0.0				7.7	0.0	13.8
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.0	4.3	0.0				0.1	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.6	0.0	0.0	7.7	0.0				1.4	0.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.5	0.0	0.0	31.2	0.0				7.7	0.0	15.1
LnGrp LOS	A	C		A	C					A	A	B
Approach Vol, veh/h		1208	A		890	A					1860	
Approach Delay, s/veh		28.5			31.2						14.2	
Approach LOS		C			C						B	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		28.7		53.1		28.7						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		28.5		82.5		28.5						
Max Q Clear Time (g_c+I1), s		19.5		36.7		20.8						
Green Ext Time (p_c), s		4.7		11.9		3.2						

Intersection Summary

HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

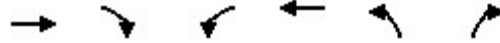
Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

42: I-15 NB Ramps & Cantu Galleano Ranch Rd.

01/10/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	↑
Traffic Volume (vph)	464	929	214	486	513	416
Future Volume (vph)	464	929	214	486	513	416
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	73.8	73.8	19.2	93.0	27.0	27.0
Total Split (%)	61.5%	61.5%	16.0%	77.5%	22.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	32.0	32.0	10.7	47.6	22.1	22.1
Actuated g/C Ratio	0.40	0.40	0.13	0.60	0.28	0.28
v/c Ratio	0.23	0.89	0.46	0.16	0.67	0.48
Control Delay	14.4	16.3	40.3	6.4	33.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	16.3	40.3	6.4	33.0	7.5
LOS	B	B	D	A	C	A
Approach Delay	15.6			16.7	25.0	
Approach LOS	B			B	C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 79.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 18.8	Intersection LOS: B
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↓	↑↑↑	↑↓	↑
Traffic Volume (veh/h)	464	929	214	486	513	416
Future Volume (veh/h)	464	929	214	486	513	416
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	473	685	218	496	590	298
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2542	789	324	3342	838	373
Arrive On Green	0.49	0.49	0.09	0.64	0.23	0.23
Sat Flow, veh/h	5358	1610	3510	5358	3619	1610
Grp Volume(v), veh/h	473	685	218	496	590	298
Grp Sat Flow(s),veh/h/ln	1729	1610	1755	1729	1810	1610
Q Serve(g_s), s	3.7	27.4	4.4	2.7	10.9	12.7
Cycle Q Clear(g_c), s	3.7	27.4	4.4	2.7	10.9	12.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2542	789	324	3342	838	373
V/C Ratio(X)	0.19	0.87	0.67	0.15	0.70	0.80
Avail Cap(c_a), veh/h	4955	1538	711	6328	1122	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	16.4	31.9	5.1	25.6	26.3
Incr Delay (d2), s/veh	0.0	3.1	2.4	0.0	1.3	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	8.1	1.8	0.6	4.3	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.4	19.5	34.3	5.1	26.9	32.8
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	1158			714	888	
Approach Delay, s/veh	15.8			14.0	28.9	
Approach LOS	B			B	C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.2	40.1			51.2	21.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	14.7	69.3			88.5	22.5
Max Q Clear Time (g_c+I1), s	6.4	29.4			4.7	14.7
Green Ext Time (p_c), s	0.4	6.2			3.1	2.1

Intersection Summary

HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	778	7	383	929	996	942	484
Future Volume (vph)	778	7	383	929	996	942	484
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	35.0	82.0	47.0	47.0
Total Split (%)	31.7%	31.7%	31.7%	29.2%	68.3%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	32.1	32.1	32.1	30.7	73.7	38.5	38.5
Actuated g/C Ratio	0.28	0.28	0.28	0.27	0.64	0.34	0.34
v/c Ratio	0.88	0.91	0.67	1.97	0.44	0.79	0.57
Control Delay	60.9	66.2	29.4	469.4	11.1	40.2	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Total Delay	60.9	66.2	29.4	469.4	11.7	40.2	5.2
LOS	E	E	C	F	B	D	A
Approach Delay		53.5			232.6	28.3	
Approach LOS		D			F	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.97
 Intersection Signal Delay: 121.8
 Intersection Capacity Utilization 118.3%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶	↶	↶	↶		↶	↶
Traffic Volume (veh/h)	0	0	0	778	7	383	929	996	0	0	942	484
Future Volume (veh/h)	0	0	0	778	7	383	929	996	0	0	942	484
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				872	0	164	948	1016	0	0	961	304
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				981	0	436	510	2331	0	0	1164	519
Arrive On Green				0.27	0.00	0.27	0.28	0.65	0.00	0.00	0.32	0.32
Sat Flow, veh/h				3619	0	1610	1810	3705	0	0	3705	1610
Grp Volume(v), veh/h				872	0	164	948	1016	0	0	961	304
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1805	0	0	1805	1610
Q Serve(g_s), s				25.1	0.0	8.9	30.5	15.0	0.0	0.0	26.6	17.1
Cycle Q Clear(g_c), s				25.1	0.0	8.9	30.5	15.0	0.0	0.0	26.6	17.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				981	0	436	510	2331	0	0	1164	519
V/C Ratio(X)				0.89	0.00	0.38	1.86	0.44	0.00	0.00	0.83	0.59
Avail Cap(c_a), veh/h				1120	0	498	510	2584	0	0	1417	632
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				37.9	0.0	32.0	38.9	9.5	0.0	0.0	33.9	30.6
Incr Delay (d2), s/veh				8.2	0.0	0.5	394.3	0.1	0.0	0.0	3.5	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.7	0.0	3.4	68.8	5.2	0.0	0.0	11.7	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.1	0.0	32.6	433.2	9.6	0.0	0.0	37.3	31.7
LnGrp LOS				D	A	C	F	A	A	A	D	C
Approach Vol, veh/h					1036			1964			1265	
Approach Delay, s/veh					44.0			214.1			36.0	
Approach LOS					D			F			D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		74.4			35.0	39.4		33.8				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		77.5			30.5	42.5		33.5				
Max Q Clear Time (g_c+I1), s		17.0			32.5	28.6		27.1				
Green Ext Time (p_c), s		8.7			0.0	6.3		2.3				

Intersection Summary

HCM 6th Ctrl Delay	119.9
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

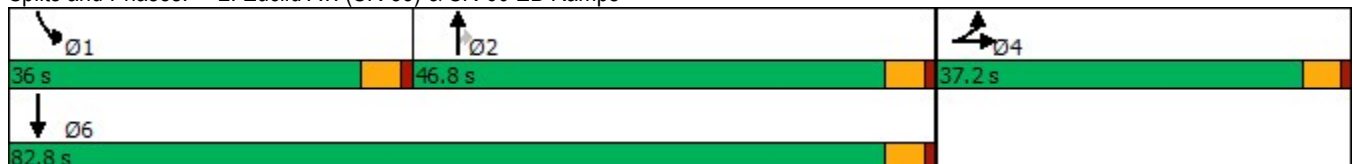


Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	305	6	1618	695	372	1348
Future Volume (vph)	305	6	1618	695	372	1348
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	37.2	37.2	46.8	46.8	36.0	82.8
Total Split (%)	31.0%	31.0%	39.0%	39.0%	30.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	32.7	32.7	42.3	42.3	28.4	75.3
Actuated g/C Ratio	0.28	0.28	0.36	0.36	0.24	0.64
v/c Ratio	0.60	1.29	1.29	0.87	0.89	0.60
Control Delay	43.2	176.5	169.2	27.7	65.5	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	2.0
Total Delay	43.2	176.5	169.2	27.7	65.5	15.5
LOS	D	F	F	C	E	B
Approach Delay		134.0	126.7			26.3
Approach LOS		F	F			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 117
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 92.7
 Intersection Capacity Utilization 118.3%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	6	551	0	0	0	0	1618	695	372	1348	0
Future Volume (veh/h)	305	6	551	0	0	0	0	1618	695	372	1348	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	318	6	500				0	1685	597	388	1404	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	513	5	452				0	1325	575	420	2304	0
Arrive On Green	0.28	0.28	0.28				0.00	0.37	0.37	0.23	0.64	0.00
Sat Flow, veh/h	1810	19	1594				0	3705	1568	1810	3705	0
Grp Volume(v), veh/h	318	0	506				0	1685	597	388	1404	0
Grp Sat Flow(s),veh/h/ln	1810	0	1613				0	1805	1568	1810	1805	0
Q Serve(g_s), s	17.6	0.0	32.7				0.0	42.3	42.3	24.2	26.5	0.0
Cycle Q Clear(g_c), s	17.6	0.0	32.7				0.0	42.3	42.3	24.2	26.5	0.0
Prop In Lane	1.00		0.99				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	513	0	458				0	1325	575	420	2304	0
V/C Ratio(X)	0.62	0.00	1.11				0.00	1.27	1.04	0.92	0.61	0.00
Avail Cap(c_a), veh/h	513	0	458				0	1325	575	495	2453	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.9	0.0	41.3				0.0	36.5	36.5	43.3	12.3	0.0
Incr Delay (d2), s/veh	2.3	0.0	74.0				0.0	128.3	47.6	21.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	21.8				0.0	41.3	23.0	13.0	9.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	0.0	115.2				0.0	164.8	84.1	64.5	12.7	0.0
LnGrp LOS	D	A	F				A	F	F	E	B	A
Approach Vol, veh/h		824						2282			1792	
Approach Delay, s/veh		85.5						143.7			23.9	
Approach LOS		F						F			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	31.3	46.8	37.2	78.1								
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), s	31.5	42.3	32.7	78.3								
Max Q Clear Time (g_c+I1), s	26.2	44.3	34.7	28.5								
Green Ext Time (p_c), s	0.6	0.0	0.0	14.4								

Intersection Summary

HCM 6th Ctrl Delay	90.1
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
3: Euclid Av. (SR-83) & Walnut Av.

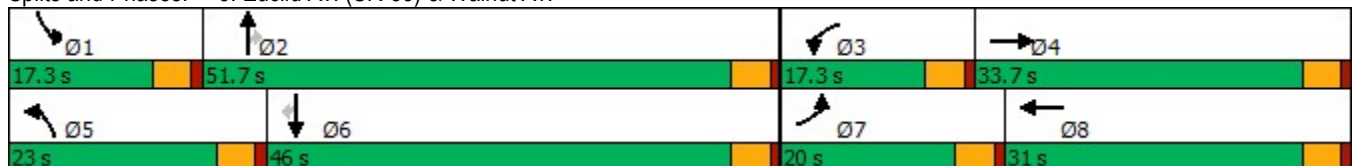


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕↕↕	↖	↖↖	↕↕↕	↖
Traffic Volume (vph)	127	521	82	241	150	1917	89	278	1450	130
Future Volume (vph)	127	521	82	241	150	1917	89	278	1450	130
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	33.7	17.3	31.0	23.0	51.7	51.7	17.3	46.0	46.0
Total Split (%)	16.7%	28.1%	14.4%	25.8%	19.2%	43.1%	43.1%	14.4%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	13.4	28.1	10.6	22.6	15.3	47.5	47.5	12.9	45.1	45.1
Actuated g/C Ratio	0.12	0.25	0.09	0.20	0.13	0.41	0.41	0.11	0.39	0.39
v/c Ratio	0.71	0.89	0.58	0.58	0.73	0.99	0.14	0.89	0.79	0.20
Control Delay	70.6	53.7	66.8	33.2	68.5	52.3	5.1	79.1	36.2	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.6	53.7	66.8	33.2	68.5	52.3	5.1	79.1	36.2	5.4
LOS	E	D	E	C	E	D	A	E	D	A
Approach Delay		56.3		39.0		51.5			40.5	
Approach LOS		E		D		D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 47.3	Intersection LOS: D
Intersection Capacity Utilization 89.9%	ICU Level of Service E
Analysis Period (min) 15	

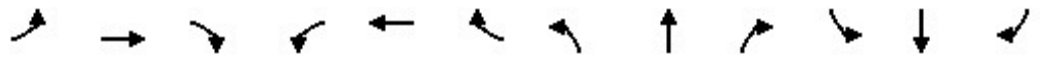
Splits and Phases: 3: Euclid Av. (SR-83) & Walnut Av.



HCM 6th Signalized Intersection Summary
 3: Euclid Av. (SR-83) & Walnut Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	521	182	82	241	155	150	1917	89	278	1450	130
Future Volume (veh/h)	127	521	182	82	241	155	150	1917	89	278	1450	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	134	548	161	86	254	122	158	2018	85	293	1526	99
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	617	181	107	461	215	185	2074	643	338	2075	644
Arrive On Green	0.10	0.24	0.24	0.07	0.20	0.20	0.11	0.42	0.42	0.11	0.42	0.42
Sat Flow, veh/h	1619	2609	764	1619	2263	1054	1619	4914	1524	2956	4914	1524
Grp Volume(v), veh/h	134	358	351	86	190	186	158	2018	85	293	1526	99
Grp Sat Flow(s),veh/h/ln	1619	1710	1663	1619	1710	1607	1619	1638	1524	1478	1638	1524
Q Serve(g_s), s	9.1	22.6	22.8	5.9	11.1	11.7	10.7	45.0	3.8	10.9	29.1	4.5
Cycle Q Clear(g_c), s	9.1	22.6	22.8	5.9	11.1	11.7	10.7	45.0	3.8	10.9	29.1	4.5
Prop In Lane	1.00		0.46	1.00		0.66	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	404	393	107	348	327	185	2074	643	338	2075	644
V/C Ratio(X)	0.84	0.89	0.89	0.81	0.55	0.57	0.85	0.97	0.13	0.87	0.74	0.15
Avail Cap(c_a), veh/h	224	447	434	185	405	381	268	2075	644	338	2075	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	41.2	41.3	51.5	39.9	40.1	48.6	31.7	19.8	48.6	27.1	20.0
Incr Delay (d2), s/veh	17.4	17.8	19.0	13.1	1.3	1.6	16.1	13.9	0.1	20.2	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	11.1	11.0	2.7	4.7	4.6	5.1	19.3	1.3	4.9	11.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	59.1	60.2	64.6	41.2	41.6	64.7	45.6	19.9	68.9	28.5	20.1
LnGrp LOS	E	E	E	E	D	D	E	D	B	E	C	C
Approach Vol, veh/h		843			462			2261			1918	
Approach Delay, s/veh		60.8			45.7			46.0			34.2	
Approach LOS		E			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.3	51.7	11.9	30.9	17.3	51.7	15.5	27.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.8	47.2	12.8	29.2	18.5	41.5	15.5	26.5				
Max Q Clear Time (g_c+I1), s	12.9	47.0	7.9	24.8	12.7	31.1	11.1	13.7				
Green Ext Time (p_c), s	0.0	0.2	0.1	1.6	0.2	7.0	0.1	1.6				
Intersection Summary												
HCM 6th Ctrl Delay			44.1									
HCM 6th LOS			D									

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

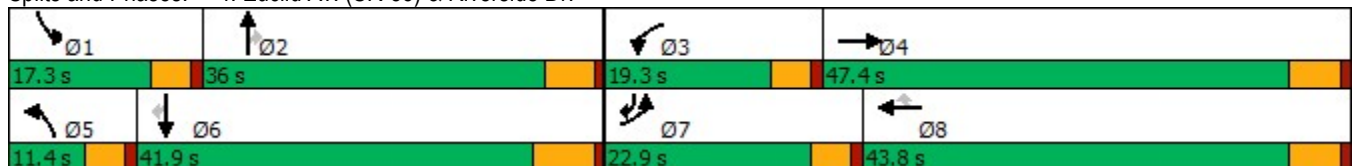
01/10/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	144	515	168	408	75	139	1850	185	114	1321	169
Future Volume (vph)	144	515	168	408	75	139	1850	185	114	1321	169
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2		1	6	7
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	22.9	47.4	19.3	43.8	43.8	11.4	36.0	36.0	17.3	41.9	22.9
Total Split (%)	19.1%	39.5%	16.1%	36.5%	36.5%	9.5%	30.0%	30.0%	14.4%	34.9%	19.1%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	14.4	41.6	14.1	41.3	41.3	6.8	31.9	31.9	11.3	35.4	56.3
Actuated g/C Ratio	0.12	0.35	0.12	0.35	0.35	0.06	0.27	0.27	0.09	0.30	0.47
v/c Ratio	0.75	0.98	0.89	0.35	0.12	1.54	2.04	0.36	0.75	1.32	0.21
Control Delay	73.0	71.3	94.7	30.8	0.4	324.3	498.6	11.3	81.4	184.8	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.0	71.3	94.7	30.8	0.4	324.3	498.6	11.3	81.4	184.8	3.6
LOS	E	E	F	C	A	F	F	B	F	F	A
Approach Delay		71.6		43.8			446.0			158.3	
Approach LOS		E		D			F			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 119.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.04	
Intersection Signal Delay: 252.3	Intersection LOS: F
Intersection Capacity Utilization 122.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
4: Euclid Av. (SR-83) & Riverside Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	515	87	168	408	75	139	1850	185	114	1321	169
Future Volume (veh/h)	144	515	87	168	408	75	139	1850	185	114	1321	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	145	520	57	170	412	37	140	1869	124	115	1334	72
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	544	60	194	1219	535	93	929	415	138	1024	616
Arrive On Green	0.10	0.34	0.34	0.12	0.36	0.36	0.06	0.27	0.27	0.09	0.30	0.30
Sat Flow, veh/h	1619	1594	175	1619	3420	1502	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	145	0	577	170	412	37	140	1869	124	115	1334	72
Grp Sat Flow(s),veh/h/ln	1619	0	1769	1619	1710	1502	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	10.4	0.0	37.7	12.2	10.4	1.9	6.8	32.1	7.6	8.3	35.4	3.5
Cycle Q Clear(g_c), s	10.4	0.0	37.7	12.2	10.4	1.9	6.8	32.1	7.6	8.3	35.4	3.5
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	0	604	194	1219	535	93	929	415	138	1024	616
V/C Ratio(X)	0.85	0.00	0.96	0.88	0.34	0.07	1.50	2.01	0.30	0.83	1.30	0.12
Avail Cap(c_a), veh/h	251	0	622	201	1219	535	93	929	415	174	1024	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	0.0	38.1	51.2	27.8	25.1	55.7	43.1	34.1	53.3	41.4	22.0
Incr Delay (d2), s/veh	11.9	0.0	25.1	30.4	0.2	0.1	274.3	458.7	0.4	19.7	143.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	19.7	6.4	4.1	0.7	9.8	71.9	0.0	4.1	34.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	0.0	63.2	81.5	28.0	25.2	330.0	501.7	34.5	72.9	184.9	22.1
LnGrp LOS	E	A	E	F	C	C	F	F	C	E	F	C
Approach Vol, veh/h		722			619			2133			1521	
Approach Delay, s/veh		63.3			42.5			463.3			168.7	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	38.6	18.8	46.2	11.4	41.9	17.0	48.0				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	12.7	* 31	14.7	41.6	6.8	35.4	18.3	38.0				
Max Q Clear Time (g_c+I1), s	10.3	34.1	14.2	39.7	8.8	37.4	12.4	12.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.1	2.6				

Intersection Summary

HCM 6th Ctrl Delay	263.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Euclid Av. (SR-83) & Chino Av.

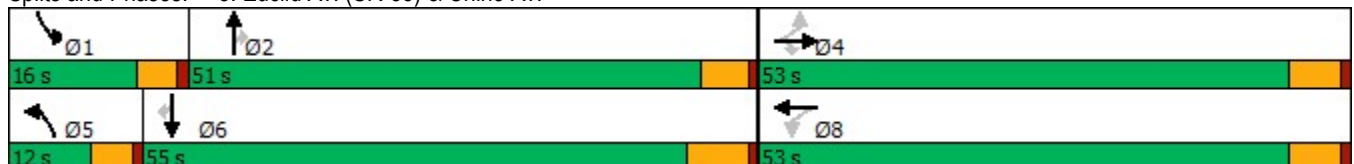


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	82	455	56	94	131	62	2056	221	96	1402	71
Future Volume (vph)	82	455	56	94	131	62	2056	221	96	1402	71
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	53.0	53.0	53.0	53.0	53.0	12.0	51.0	51.0	16.0	55.0	55.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	44.2%	10.0%	42.5%	42.5%	13.3%	45.8%	45.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8		5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	44.8	44.8	44.8		44.8	7.0	46.2	46.2	10.1	50.3	50.3
Actuated g/C Ratio	0.38	0.38	0.38		0.38	0.06	0.40	0.40	0.09	0.43	0.43
v/c Ratio	0.25	0.68	0.09		1.01	0.67	1.56	0.35	0.71	0.98	0.10
Control Delay	27.0	35.9	3.7		89.1	86.8	286.0	19.8	79.9	53.8	6.6
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	35.9	3.7		89.1	86.8	286.0	19.8	79.9	53.8	6.6
LOS	C	D	A		F	F	F	B	E	D	A
Approach Delay		31.6			89.1		255.6			53.3	
Approach LOS		C			F		F			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 116.7	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.56	
Intersection Signal Delay: 151.5	Intersection LOS: F
Intersection Capacity Utilization 126.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
5: Euclid Av. (SR-83) & Chino Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	455	56	94	131	70	62	2056	221	96	1402	71
Future Volume (veh/h)	82	455	56	94	131	70	62	2056	221	96	1402	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	85	469	38	97	135	66	64	2120	166	99	1445	41
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	283	716	606	118	155	66	80	1319	588	120	1405	627
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.05	0.39	0.39	0.07	0.41	0.41
Sat Flow, veh/h	1074	1800	1525	196	390	167	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	85	469	38	298	0	0	64	2120	166	99	1445	41
Grp Sat Flow(s),veh/h/ln	1074	1800	1525	753	0	0	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	0.0	25.2	1.8	21.9	0.0	0.0	4.6	45.8	8.9	7.2	48.8	1.9
Cycle Q Clear(g_c), s	12.9	25.2	1.8	47.1	0.0	0.0	4.6	45.8	8.9	7.2	48.8	1.9
Prop In Lane	1.00		1.00	0.33		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	716	606	339	0	0	80	1319	588	120	1405	627
V/C Ratio(X)	0.30	0.66	0.06	0.88	0.00	0.00	0.80	1.61	0.28	0.82	1.03	0.07
Avail Cap(c_a), veh/h	283	716	606	339	0	0	101	1319	588	155	1405	627
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	29.1	22.1	41.4	0.0	0.0	55.9	36.5	25.1	54.2	35.0	21.2
Incr Delay (d2), s/veh	0.6	2.2	0.0	22.0	0.0	0.0	23.8	276.7	1.2	18.6	31.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.8	0.6	10.5	0.0	0.0	2.3	68.2	3.2	3.4	24.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	31.3	22.1	63.4	0.0	0.0	79.6	313.1	26.3	72.8	66.5	21.4
LnGrp LOS	C	C	C	E	A	A	E	F	C	E	F	C
Approach Vol, veh/h		592			298			2350			1585	
Approach Delay, s/veh		30.0			63.4			286.5			65.7	
Approach LOS		C			E			F			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	52.3		53.0	10.4	55.3		53.0				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 46		47.2	7.4	48.5		47.2				
Max Q Clear Time (g_c+I1), s	9.2	47.8		27.2	6.6	50.8		49.1				
Green Ext Time (p_c), s	0.0	0.0		3.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	168.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

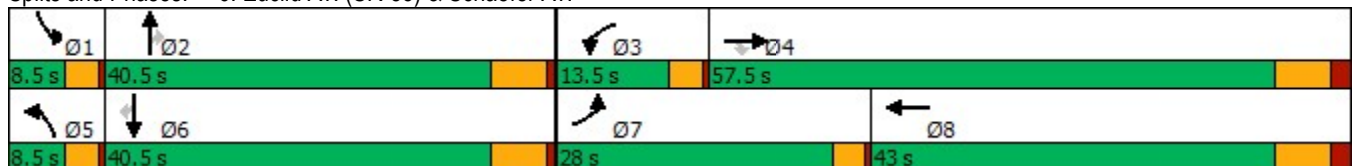
Timings
6: Euclid Av. (SR-83) & Schaefer Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	367	305	157	46	111	162	1846	50	82	1302	151	
Future Volume (vph)	367	305	157	46	111	162	1846	50	82	1302	151	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0	
Total Split (s)	28.0	57.5	57.5	13.5	43.0	8.5	40.5	40.5	8.5	40.5	40.5	
Total Split (%)	23.3%	47.9%	47.9%	11.3%	35.8%	7.1%	33.8%	33.8%	7.1%	33.8%	33.8%	
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	24.7	36.8	36.8	10.1	16.3	5.0	34.8	34.8	5.0	34.8	34.8	
Actuated g/C Ratio	0.24	0.36	0.36	0.10	0.16	0.05	0.34	0.34	0.05	0.34	0.34	
v/c Ratio	0.96	0.48	0.25	0.29	0.60	2.09	1.62	0.08	1.06	1.14	0.26	
Control Delay	75.9	28.6	4.5	50.7	41.6	555.4	308.2	0.3	167.6	105.9	8.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	75.9	28.6	4.5	50.7	41.6	555.4	308.2	0.3	167.6	105.9	8.4	
LOS	E	C	A	D	D	F	F	A	F	F	A	
Approach Delay		45.0			43.5		320.1			99.6		
Approach LOS		D			D		F			F		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 101.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.09	
Intersection Signal Delay: 185.0	Intersection LOS: F
Intersection Capacity Utilization 109.9%	ICU Level of Service H
Analysis Period (min) 15	

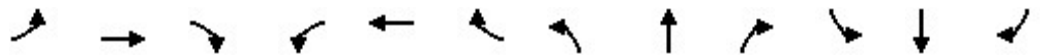
Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	305	157	46	111	61	162	1846	50	82	1302	151
Future Volume (veh/h)	367	305	157	46	111	61	162	1846	50	82	1302	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	378	314	97	47	114	57	167	1903	45	85	1342	111
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	405	548	464	121	146	73	85	1232	550	85	1232	537
Arrive On Green	0.25	0.30	0.30	0.07	0.13	0.13	0.05	0.36	0.36	0.05	0.36	0.36
Sat Flow, veh/h	1619	1800	1525	1619	1131	566	1619	3420	1525	1619	3420	1491
Grp Volume(v), veh/h	378	314	97	47	0	171	167	1903	45	85	1342	111
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1697	1619	1710	1525	1619	1710	1491
Q Serve(g_s), s	21.9	14.1	4.5	2.6	0.0	9.4	5.0	34.5	1.9	5.0	34.5	4.9
Cycle Q Clear(g_c), s	21.9	14.1	4.5	2.6	0.0	9.4	5.0	34.5	1.9	5.0	34.5	4.9
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	405	548	464	121	0	219	85	1232	550	85	1232	537
V/C Ratio(X)	0.93	0.57	0.21	0.39	0.00	0.78	1.98	1.54	0.08	1.01	1.09	0.21
Avail Cap(c_a), veh/h	414	949	804	169	0	638	85	1232	550	85	1232	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	28.1	24.8	42.2	0.0	40.4	45.4	30.6	20.2	45.4	30.6	21.2
Incr Delay (d2), s/veh	27.5	0.7	0.2	0.8	0.0	4.5	478.6	249.2	0.1	99.4	53.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	5.8	1.6	1.0	0.0	4.0	13.1	55.2	0.6	4.2	21.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.7	28.8	24.9	43.0	0.0	44.9	524.0	279.8	20.3	144.8	84.2	21.4
LnGrp LOS	E	C	C	D	A	D	F	F	C	F	F	C
Approach Vol, veh/h		789			218			2115				1538
Approach Delay, s/veh		44.5			44.5			293.6				83.0
Approach LOS		D			D			F				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	40.5	10.6	36.1	8.5	40.5	27.4	19.3				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	5.0	34.5	10.0	50.5	5.0	34.5	24.5	36.0				
Max Q Clear Time (g_c+I1), s	7.0	36.5	4.6	16.1	7.0	36.5	23.9	11.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.7				

Intersection Summary

HCM 6th Ctrl Delay	170.3
HCM 6th LOS	F

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	9	1779	4	0	1461
Future Vol, veh/h	0	9	1779	4	0	1461
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	1934	4	0	1588

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	969	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	257	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	257	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	257
HCM Lane V/C Ratio	-	-	0.038
HCM Control Delay (s)	-	-	19.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	33	1751	13	0	1461
Future Vol, veh/h	0	33	1751	13	0	1461
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	36	1903	14	0	1588

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	959	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	261	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	261	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	261
HCM Lane V/C Ratio	-	-	0.137
HCM Control Delay (s)	-	-	21
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.5

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	30	1733	15	0	1461
Future Vol, veh/h	0	30	1733	15	0	1461
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	33	1884	16	0	1588

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	950	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	265	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	265	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	265
HCM Lane V/C Ratio	-	-	0.123
HCM Control Delay (s)	-	-	20.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.4

Timings

11: Euclid Av. (SR-83) & Edison Av.

01/10/2023



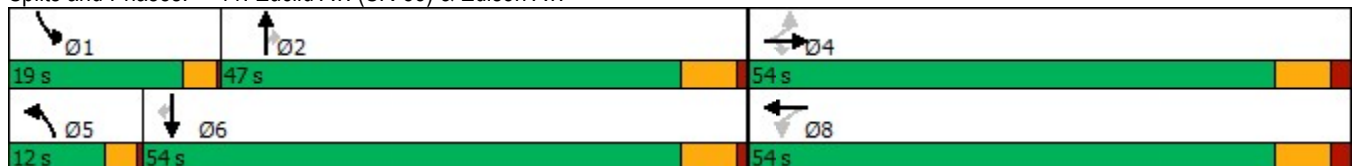
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	258	573	215	49	479	207	1548	52	155	1119	188
Future Volume (vph)	258	573	215	49	479	207	1548	52	155	1119	188
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	54.0	54.0	54.0	54.0	54.0	12.0	47.0	47.0	19.0	54.0	54.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	45.0%	10.0%	39.2%	39.2%	15.8%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	47.0	47.0	47.0	47.0	47.0	8.5	41.0	41.0	14.1	46.6	46.6
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.07	0.35	0.35	0.12	0.39	0.39
v/c Ratio	4.61	0.82	0.30	0.40	1.09	0.94	1.34	0.09	0.83	0.85	0.28
Control Delay	1684.9	43.4	5.9	38.7	95.2	102.3	190.2	0.7	83.5	40.1	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1684.9	43.4	5.9	38.7	95.2	102.3	190.2	0.7	83.5	40.1	8.1
LOS	F	D	A	D	F	F	F	A	F	D	A
Approach Delay		440.3			91.7		174.7			40.6	
Approach LOS		F			F		F			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 4.61
 Intersection Signal Delay: 178.0
 Intersection Capacity Utilization 133.9%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

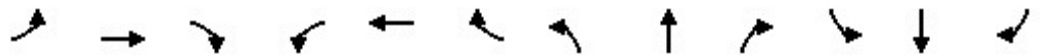
Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	573	215	49	479	256	207	1548	52	155	1119	188
Future Volume (veh/h)	258	573	215	49	479	256	207	1548	52	155	1119	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	263	585	168	50	489	250	211	1580	43	158	1142	141
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	718	609	132	446	228	227	1191	518	182	1329	585
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.07	0.35	0.35	0.11	0.39	0.39
Sat Flow, veh/h	654	1800	1525	645	1117	571	3141	3420	1489	1619	3420	1506
Grp Volume(v), veh/h	263	585	168	50	0	739	211	1580	43	158	1142	141
Grp Sat Flow(s),veh/h/ln	654	1800	1525	645	0	1688	1570	1710	1489	1619	1710	1506
Q Serve(g_s), s	0.0	34.1	8.8	8.8	0.0	47.0	7.9	41.0	2.3	11.3	36.1	7.4
Cycle Q Clear(g_c), s	47.0	34.1	8.8	42.9	0.0	47.0	7.9	41.0	2.3	11.3	36.1	7.4
Prop In Lane	1.00		1.00	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	61	718	609	132	0	674	227	1191	518	182	1329	585
V/C Ratio(X)	4.30	0.81	0.28	0.38	0.00	1.10	0.93	1.33	0.08	0.87	0.86	0.24
Avail Cap(c_a), veh/h	61	718	609	132	0	674	227	1191	518	213	1394	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.9	31.5	23.9	50.6	0.0	35.4	54.3	38.4	25.8	51.4	33.0	24.3
Incr Delay (d2), s/veh	1523.2	7.2	0.2	1.8	0.0	64.1	40.5	153.0	0.1	24.0	5.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.6	15.4	3.1	1.5	0.0	30.0	4.3	41.1	0.8	5.6	14.7	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1582.0	38.7	24.1	52.4	0.0	99.5	94.8	191.4	25.8	75.4	38.5	24.5
LnGrp LOS	F	D	C	D	A	F	F	F	C	E	D	C
Approach Vol, veh/h		1016			789			1834			1441	
Approach Delay, s/veh		435.8			96.5			176.4			41.2	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.8	47.0		54.0	12.0	51.8		54.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	15.5	41.0		47.0	8.5	48.0		47.0				
Max Q Clear Time (g_c+I1), s	13.3	43.0		49.0	9.9	38.1		49.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	5.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	177.5											
HCM 6th LOS	F											

Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

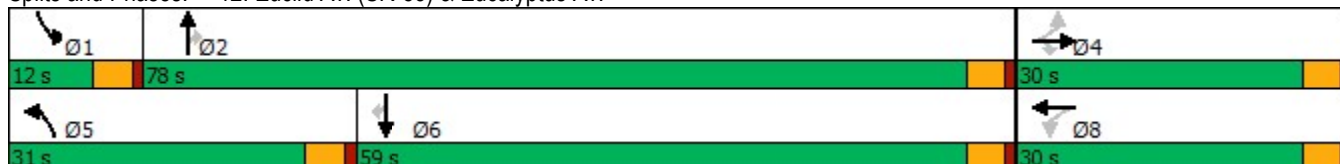


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	38	151	212	6	48	119	1640	21	137	1549	56
Future Volume (vph)	38	151	212	6	48	119	1640	21	137	1549	56
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	31.0	78.0	78.0	12.0	59.0	59.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.8%	65.0%	65.0%	10.0%	49.2%	49.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	19.0	19.0	19.0	19.0	19.0	13.5	63.9	63.9	7.6	58.1	58.1
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.13	0.61	0.61	0.07	0.56	0.56
v/c Ratio	0.62	0.48	0.48	0.04	0.85	0.60	0.81	0.02	1.21	0.85	0.07
Control Delay	80.3	44.2	9.0	37.5	45.8	56.7	20.3	0.0	195.5	26.7	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.3	44.2	9.0	37.5	45.8	56.7	20.3	0.0	195.5	26.7	1.0
LOS	F	D	A	D	D	E	C	A	F	C	A
Approach Delay		29.0			45.6		22.5			39.2	
Approach LOS		C			D		C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.21
 Intersection Signal Delay: 31.7
 Intersection LOS: C
 Intersection Capacity Utilization 95.8%
 ICU Level of Service F
 Analysis Period (min) 15
























Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	151	212	6	48	271	119	1640	21	137	1549	56
Future Volume (veh/h)	38	151	212	6	48	271	119	1640	21	137	1549	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	40	157	126	6	50	279	124	1708	20	143	1614	47
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	423	359	228	56	311	151	1953	871	112	1870	833
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.09	0.57	0.57	0.07	0.55	0.55
Sat Flow, veh/h	955	1800	1525	996	237	1324	1619	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	40	157	126	6	0	329	124	1708	20	143	1614	47
Grp Sat Flow(s),veh/h/ln	955	1800	1525	996	0	1562	1619	1710	1525	1619	1710	1524
Q Serve(g_s), s	3.4	7.9	7.5	0.6	0.0	22.1	8.2	46.4	0.6	7.5	43.9	1.6
Cycle Q Clear(g_c), s	25.5	7.9	7.5	8.5	0.0	22.1	8.2	46.4	0.6	7.5	43.9	1.6
Prop In Lane	1.00		1.00	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	423	359	228	0	367	151	1953	871	112	1870	833
V/C Ratio(X)	0.42	0.37	0.35	0.03	0.00	0.90	0.82	0.87	0.02	1.28	0.86	0.06
Avail Cap(c_a), veh/h	96	423	359	228	0	367	396	2319	1034	112	1870	833
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	34.7	34.6	38.3	0.0	40.2	48.2	19.9	10.1	50.5	21.1	11.5
Incr Delay (d2), s/veh	2.9	0.5	0.6	0.0	0.0	23.5	10.3	3.5	0.0	176.8	4.4	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	1.1	3.4	2.7	0.1	0.0	10.5	3.6	16.2	0.2	8.4	15.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	35.3	35.1	38.3	0.0	63.6	58.5	23.5	10.1	227.2	25.5	11.5
LnGrp LOS	E	D	D	D	A	E	E	C	B	F	C	B
Approach Vol, veh/h		323			335			1852			1804	
Approach Delay, s/veh		37.8			63.2			25.7			41.2	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	66.4		30.0	14.6	63.8		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	73.5		25.5	26.5	54.5		25.5				
Max Q Clear Time (g_c+I1), s	9.5	48.4		27.5	10.2	45.9		24.1				
Green Ext Time (p_c), s	0.0	13.5		0.0	0.2	6.1		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				36.0								
HCM 6th LOS				D								

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

01/10/2023

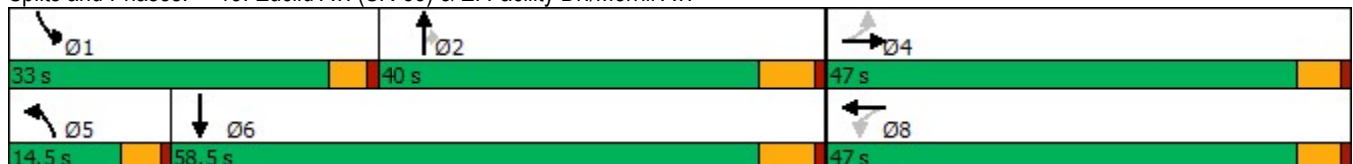


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	3	20	602	0	1	1151	348	380	1361
Future Volume (vph)	3	20	602	0	1	1151	348	380	1361
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	28.0	28.0	14.5	28.0
Total Split (s)	47.0	47.0	47.0	47.0	14.5	40.0	40.0	33.0	58.5
Total Split (%)	39.2%	39.2%	39.2%	39.2%	12.1%	33.3%	33.3%	27.5%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		42.0		42.0	10.0	34.0	34.0	28.5	64.1
Actuated g/C Ratio		0.35		0.35	0.08	0.28	0.28	0.24	0.53
v/c Ratio		0.06		2.20	0.01	1.22	0.72	1.02	0.77
Control Delay		20.8		566.6	51.0	148.2	36.1	97.5	26.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		20.8		566.6	51.0	148.2	36.1	97.5	26.8
LOS		C		F	D	F	D	F	C
Approach Delay		20.8		566.6		122.1			42.2
Approach LOS		C		F		F			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.20
 Intersection Signal Delay: 207.6
 Intersection LOS: F
 Intersection Capacity Utilization 149.4%
 ICU Level of Service H
 Analysis Period (min) 15

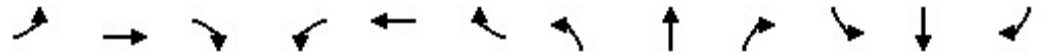
Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↕	↗	↗	↕	↗
Traffic Volume (veh/h)	3	20	9	602	0	579	1	1151	348	380	1361	10
Future Volume (veh/h)	3	20	9	602	0	579	1	1151	348	380	1361	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	3	21	5	621	0	568	1	1187	325	392	1403	8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	71	450	101	307	0	239	4	969	423	385	1806	10
Arrive On Green	0.35	0.35	0.35	0.35	0.00	0.35	0.00	0.28	0.28	0.24	0.52	0.52
Sat Flow, veh/h	107	1284	290	746	0	683	1619	3420	1493	1619	3487	20
Grp Volume(v), veh/h	29	0	0	1189	0	0	1	1187	325	392	688	723
Grp Sat Flow(s),veh/h/ln	1681	0	0	1429	0	0	1619	1710	1493	1619	1710	1796
Q Serve(g_s), s	0.0	0.0	0.0	40.7	0.0	0.0	0.1	34.0	23.9	28.5	38.9	39.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	42.0	0.0	0.0	0.1	34.0	23.9	28.5	38.9	39.0
Prop In Lane	0.10		0.17	0.52		0.48	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	622	0	0	546	0	0	4	969	423	385	886	931
V/C Ratio(X)	0.05	0.00	0.00	2.18	0.00	0.00	0.23	1.22	0.77	1.02	0.78	0.78
Avail Cap(c_a), veh/h	622	0	0	546	0	0	135	969	423	385	886	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	0.0	40.6	0.0	0.0	59.7	43.0	39.4	45.8	23.3	23.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	536.4	0.0	0.0	9.3	110.5	8.3	50.9	4.4	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	97.1	0.0	0.0	0.0	28.3	9.2	16.2	15.0	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	0.0	0.0	577.1	0.0	0.0	69.0	153.5	47.7	96.7	27.7	27.5
LnGrp LOS	C	A	A	F	A	A	E	F	D	F	C	C
Approach Vol, veh/h		29			1189			1513				1803
Approach Delay, s/veh		25.8			577.1			130.7				42.6
Approach LOS		C			F			F				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.0	40.0		47.0	4.8	68.2		47.0				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	28.5	34.0		42.0	10.0	52.5		42.0				
Max Q Clear Time (g_c+I1), s	30.5	36.0		3.3	2.1	41.0		44.0				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	6.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	212.1
HCM 6th LOS	F

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

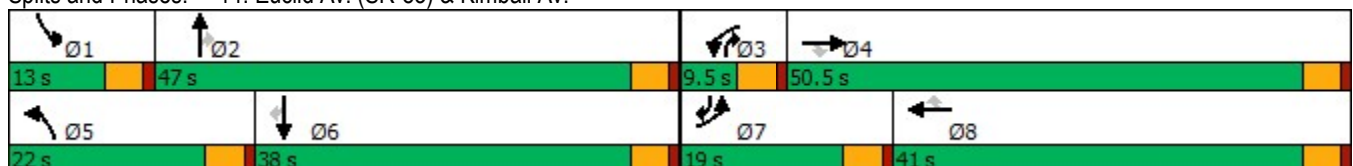
01/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	368	946	74	87	455	207	89	866	195	544	1133	267
Future Volume (vph)	368	946	74	87	455	207	89	866	195	544	1133	267
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	9.5
Total Split (s)	19.0	50.5	50.5	9.5	41.0	41.0	22.0	47.0	9.5	13.0	38.0	19.0
Total Split (%)	15.8%	42.1%	42.1%	7.9%	34.2%	34.2%	18.3%	39.2%	7.9%	10.8%	31.7%	15.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	14.8	35.7	35.7	5.1	26.0	26.0	11.3	34.4	44.1	8.7	34.7	49.5
Actuated g/C Ratio	0.14	0.35	0.35	0.05	0.25	0.25	0.11	0.34	0.43	0.09	0.34	0.48
v/c Ratio	0.88	0.81	0.12	1.11	0.53	0.40	0.51	0.77	0.28	2.22	1.00	0.32
Control Delay	68.0	36.6	0.5	181.3	35.5	8.3	56.1	36.1	11.6	585.1	62.1	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	36.6	0.5	181.3	35.5	8.3	56.1	36.1	11.6	585.1	62.1	4.9
LOS	E	D	A	F	D	A	E	D	B	F	E	A
Approach Delay		43.0			45.0			33.5			200.6	
Approach LOS		D			D			C			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 102.3
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.22
 Intersection Signal Delay: 99.7
 Intersection LOS: F
 Intersection Capacity Utilization 91.7%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	368	946	74	87	455	207	89	866	195	544	1133	267
Future Volume (veh/h)	368	946	74	87	455	207	89	866	195	544	1133	267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	376	965	64	89	464	140	91	884	157	555	1156	230
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	431	1177	525	84	855	381	114	1127	582	260	1187	745
Arrive On Green	0.15	0.34	0.34	0.05	0.25	0.25	0.07	0.33	0.33	0.09	0.35	0.35
Sat Flow, veh/h	2956	3420	1525	1619	3420	1525	1619	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	376	965	64	89	464	140	91	884	157	555	1156	230
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1619	1710	1525	1619	1710	1525	1478	1710	1506
Q Serve(g_s), s	12.0	24.9	2.8	5.0	11.4	7.3	5.3	22.6	6.9	8.5	32.2	8.8
Cycle Q Clear(g_c), s	12.0	24.9	2.8	5.0	11.4	7.3	5.3	22.6	6.9	8.5	32.2	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	1177	525	84	855	381	114	1127	582	260	1187	745
V/C Ratio(X)	0.87	0.82	0.12	1.06	0.54	0.37	0.80	0.78	0.27	2.13	0.97	0.31
Avail Cap(c_a), veh/h	444	1630	727	84	1293	577	294	1506	751	260	1187	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	28.9	21.7	45.8	31.4	29.9	44.2	29.3	20.6	44.0	31.1	14.6
Incr Delay (d2), s/veh	16.7	2.4	0.1	116.0	0.5	0.6	11.8	2.0	0.2	522.1	20.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	9.8	1.0	4.6	4.5	2.6	2.4	8.6	2.3	21.8	15.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	31.4	21.8	161.7	32.0	30.5	56.0	31.3	20.8	566.1	51.1	14.9
LnGrp LOS	E	C	C	F	C	C	E	C	C	F	D	B
Approach Vol, veh/h		1405			693			1132			1941	
Approach Delay, s/veh		37.8			48.3			31.8			194.1	
Approach LOS		D			D			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	36.3	9.5	37.7	11.3	38.0	18.6	28.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	42.5	5.0	46.0	17.5	33.5	14.5	36.5				
Max Q Clear Time (g_c+I1), s	10.5	24.6	7.0	26.9	7.3	34.2	14.0	13.4				
Green Ext Time (p_c), s	0.0	5.6	0.0	6.3	0.1	0.0	0.1	3.2				
Intersection Summary												
HCM 6th Ctrl Delay				96.6								
HCM 6th LOS				F								

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	435	2	0	218	0	6
Future Vol, veh/h	435	2	0	218	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	473	2	0	237	0	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	474
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	595
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	595
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	595	-	-	-
HCM Lane V/C Ratio	0.011	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	431	10	1	207	11	5
Future Vol, veh/h	431	10	1	207	11	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	468	11	1	225	12	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	479	0	701
Stage 1	-	-	-	-	474
Stage 2	-	-	-	-	227
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1094	-	408
Stage 1	-	-	-	-	630
Stage 2	-	-	-	-	815
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1094	-	408
Mov Cap-2 Maneuver	-	-	-	-	503
Stage 1	-	-	-	-	630
Stage 2	-	-	-	-	814

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	529	-	-	1094	-
HCM Lane V/C Ratio	0.033	-	-	0.001	-
HCM Control Delay (s)	12	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	435	2	0	208	0	6
Future Vol, veh/h	435	2	0	208	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	473	2	0	226	0	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	474
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	595
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	595
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	595	-	-	-
HCM Lane V/C Ratio	0.011	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	425	15	4	200	8	3
Future Vol, veh/h	425	15	4	200	8	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	462	16	4	217	9	3
Number of Lanes	1	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	12.4	9.5	8.5
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	73%	0%	100%	0%
Vol Thru, %	0%	97%	0%	100%
Vol Right, %	27%	3%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	440	4	200
LT Vol	8	0	4	0
Through Vol	0	425	0	200
RT Vol	3	15	0	0
Lane Flow Rate	12	478	4	217
Geometry Grp	2	4a	5	5
Degree of Util (X)	0.018	0.553	0.006	0.287
Departure Headway (Hd)	5.408	4.163	5.256	4.754
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	666	851	674	748
Service Time	3.408	2.256	3.043	2.54
HCM Lane V/C Ratio	0.018	0.562	0.006	0.29
HCM Control Delay	8.5	12.4	8.1	9.5
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.1	3.5	0	1.2

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	24	3	7	10	9
Future Vol, veh/h	4	24	3	7	10	9
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	26	3	8	11	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	30	16	21	0	0
Stage 1	16	-	-	-	-
Stage 2	14	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	989	1069	1608	-	-
Stage 1	1012	-	-	-	-
Stage 2	1014	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	987	1069	1608	-	-
Mov Cap-2 Maneuver	912	-	-	-	-
Stage 1	1010	-	-	-	-
Stage 2	1014	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	2.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1608	-	1043	-	-
HCM Lane V/C Ratio	0.002	-	0.029	-	-
HCM Control Delay (s)	7.2	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	4	5	1	6	32	3
Future Vol, veh/h	4	5	1	6	32	3
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	5	1	7	35	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	46	37	38	0	0
Stage 1	37	-	-	-	-
Stage 2	9	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	969	1041	1585	-	-
Stage 1	991	-	-	-	-
Stage 2	1019	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	968	1041	1585	-	-
Mov Cap-2 Maneuver	898	-	-	-	-
Stage 1	990	-	-	-	-
Stage 2	1019	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1585	-	972	-	-
HCM Lane V/C Ratio	0.001	-	0.01	-	-
HCM Control Delay (s)	7.3	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	7	1	5	34	3
Future Vol, veh/h	3	7	1	5	34	3
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	8	1	5	37	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	46	39	40	0	0
Stage 1	39	-	-	-	-
Stage 2	7	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	969	1038	1583	-	-
Stage 1	989	-	-	-	-
Stage 2	1021	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	968	1038	1583	-	-
Mov Cap-2 Maneuver	897	-	-	-	-
Stage 1	988	-	-	-	-
Stage 2	1021	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1583	-	991	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Control Delay (s)	7.3	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	3	6	40	0
Future Vol, veh/h	0	10	3	6	40	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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	11	3	7	43	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	56	43	43	0	0
Stage 1	43	-	-	-	-
Stage 2	13	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	957	1033	1579	-	-
Stage 1	985	-	-	-	-
Stage 2	1015	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	955	1033	1579	-	-
Mov Cap-2 Maneuver	889	-	-	-	-
Stage 1	983	-	-	-	-
Stage 2	1015	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	2.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1579	-	1033	-	-
HCM Lane V/C Ratio	0.002	-	0.011	-	-
HCM Control Delay (s)	7.3	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	13	9	48	2
Future Vol, veh/h	0	30	13	9	48	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	33	14	10	52	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	91	53	54	0	0
Stage 1	53	-	-	-	-
Stage 2	38	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	914	1020	1564	-	-
Stage 1	975	-	-	-	-
Stage 2	990	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	906	1020	1564	-	-
Mov Cap-2 Maneuver	859	-	-	-	-
Stage 1	966	-	-	-	-
Stage 2	990	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1564	-	1020	-	-
HCM Lane V/C Ratio	0.009	-	0.032	-	-
HCM Control Delay (s)	7.3	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	157.1
Intersection LOS	F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗		↖	↗
Traffic Vol, veh/h	0	776	776	21	71	7
Future Vol, veh/h	0	776	776	21	71	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	843	843	23	77	8
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	155.2	173	13.2
HCM LOS	F	F	B

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	100%	0%
Vol Thru, %	100%	100%	97%	0%	0%
Vol Right, %	0%	0%	3%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	776	797	71	7
LT Vol	0	0	0	71	0
Through Vol	0	776	776	0	0
RT Vol	0	0	21	0	7
Lane Flow Rate	0	843	866	77	8
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0	1.276	1.318	0.174	0.015
Departure Headway (Hd)	5.76	5.76	5.823	8.96	7.712
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	641	632	403	467
Service Time	3.46	3.46	3.823	6.66	5.412
HCM Lane V/C Ratio	0	1.315	1.37	0.191	0.017
HCM Control Delay	8.5	155.2	173	13.5	10.5
HCM Lane LOS	N	F	F	B	B
HCM 95th-tile Q	0	31.2	33.7	0.6	0

Intersection	
Intersection Delay, s/veh	19.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	61	432	23	8	122	14	28	173	21	17	93	21
Future Vol, veh/h	61	432	23	8	122	14	28	173	21	17	93	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	65	460	24	9	130	15	30	184	22	18	99	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	27.5	11	13.2	11.4
HCM LOS	D	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	12%	6%	13%
Vol Thru, %	78%	84%	85%	71%
Vol Right, %	9%	4%	10%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	222	516	144	131
LT Vol	28	61	8	17
Through Vol	173	432	122	93
RT Vol	21	23	14	21
Lane Flow Rate	236	549	153	139
Geometry Grp	1	1	1	1
Degree of Util (X)	0.4	0.813	0.252	0.243
Departure Headway (Hd)	6.091	5.33	5.931	6.274
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	586	675	599	567
Service Time	4.177	3.394	4.026	4.372
HCM Lane V/C Ratio	0.403	0.813	0.255	0.245
HCM Control Delay	13.2	27.5	11	11.4
HCM Lane LOS	B	D	B	B
HCM 95th-tile Q	1.9	8.5	1	0.9

Intersection

Intersection Delay, s/veh 11.4

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	815	25	6	694	17	8	186	13	20	180	24
Future Vol, veh/h	65	815	25	6	694	17	8	186	13	20	180	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	71	886	27	7	754	18	9	202	14	22	196	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	465.8	287.2	26.8	28.1
HCM LOS	F	F	D	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	7%	1%	9%
Vol Thru, %	90%	90%	97%	80%
Vol Right, %	6%	3%	2%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	905	717	224
LT Vol	8	65	6	20
Through Vol	186	815	694	180
RT Vol	13	25	17	24
Lane Flow Rate	225	984	779	243
Geometry Grp	1	1	1	1
Degree of Util (X)	0.524	1.974	1.561	0.56
Departure Headway (Hd)	11.649	8.297	8.941	11.44
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	313	452	413	319
Service Time	9.649	6.297	6.941	9.44
HCM Lane V/C Ratio	0.719	2.177	1.886	0.762
HCM Control Delay	26.8	465.8	287.2	28.1
HCM Lane LOS	D	F	F	D
HCM 95th-tile Q	2.9	58.3	35	3.2

Intersection												
Intersection Delay, s/veh	63.3											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	130	231	104	2	79	49	35	627	34	61	228	36
Future Vol, veh/h	130	231	104	2	79	49	35	627	34	61	228	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	143	254	114	2	87	54	38	689	37	67	251	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	88.8	19.3	298.4	38.1
HCM LOS	F	C	F	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	28%	2%	19%
Vol Thru, %	90%	50%	61%	70%
Vol Right, %	5%	22%	38%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	696	465	130	325
LT Vol	35	130	2	61
Through Vol	627	231	79	228
RT Vol	34	104	49	36
Lane Flow Rate	765	511	143	357
Geometry Grp	1	1	1	1
Degree of Util (X)	1.596	1.053	0.348	0.779
Departure Headway (Hd)	7.772	8.68	10.681	9.228
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	474	424	339	396
Service Time	5.772	6.68	8.681	7.228
HCM Lane V/C Ratio	1.614	1.205	0.422	0.902
HCM Control Delay	298.4	88.8	19.3	38.1
HCM Lane LOS	F	F	C	E
HCM 95th-tile Q	41.2	14.2	1.5	6.6

Intersection

Intersection Delay, s/veh 652.4

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	612	176	25	261	36	442	593	111	53	260	26
Future Vol, veh/h	53	612	176	25	261	36	442	593	111	53	260	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	57	658	189	27	281	39	475	638	119	57	280	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	614.9	98	997.2	106.1
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	6%	8%	16%
Vol Thru, %	52%	73%	81%	77%
Vol Right, %	10%	21%	11%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1146	841	322	339
LT Vol	442	53	25	53
Through Vol	593	612	261	260
RT Vol	111	176	36	26
Lane Flow Rate	1232	904	346	365
Geometry Grp	1	1	1	1
Degree of Util (X)	3.141	2.272	0.892	0.932
Departure Headway (Hd)	12.591	14.564	22.09	21.72
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	308	262	170	171
Service Time	10.591	12.564	20.09	19.72
HCM Lane V/C Ratio	4	3.45	2.035	2.135
HCM Control Delay	997.2	614.9	98	106.1
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	80.7	44.1	6.4	6.9

Intersection												
Intersection Delay, s/veh												
Intersection LOS F												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	734	4	196	293	71	1	110	686	167	58	19
Future Vol, veh/h	20	734	4	196	293	71	1	110	686	167	58	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	798	4	213	318	77	1	120	746	182	63	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	503.4	280.1	490.3	59.8
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	3%	35%	68%
Vol Thru, %	14%	97%	52%	24%
Vol Right, %	86%	1%	13%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	797	758	560	244
LT Vol	1	20	196	167
Through Vol	110	734	293	58
RT Vol	686	4	71	19
Lane Flow Rate	866	824	609	265
Geometry Grp	1	1	1	1
Degree of Util (X)	2.006	2.027	1.496	0.714
Departure Headway (Hd)	11.925	13.315	15.105	19.371
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	312	280	250	191
Service Time	9.925	11.315	13.105	17.371
HCM Lane V/C Ratio	2.776	2.943	2.436	1.387
HCM Control Delay	490.3	503.4	280.1	59.8
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	43.2	39.9	21.1	4.5

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

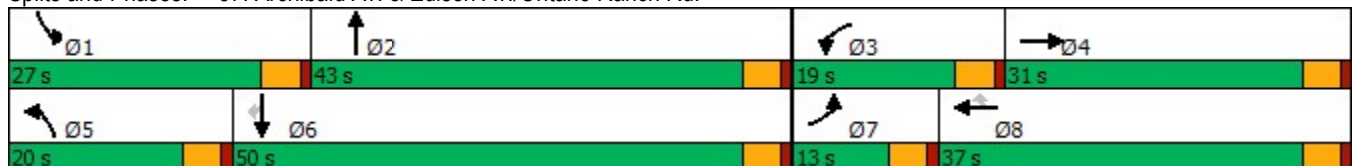
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	1131	299	377	402	116	108	1146	608	162	964	139
Future Volume (vph)	324	1131	299	377	402	116	108	1146	608	162	964	139
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	13.0	31.0		19.0	37.0	37.0	20.0	43.0		27.0	50.0	50.0
Total Split (%)	10.8%	25.8%		15.8%	30.8%	30.8%	16.7%	35.8%		22.5%	41.7%	41.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	8.5	26.5	114.8	14.5	32.6	32.6	12.6	38.8	114.8	16.9	43.1	43.1
Actuated g/C Ratio	0.07	0.23	1.00	0.13	0.28	0.28	0.11	0.34	1.00	0.15	0.38	0.38
v/c Ratio	1.52	1.43	0.21	1.03	0.83	0.23	0.65	0.99	0.42	0.72	0.75	0.22
Control Delay	290.1	235.1	0.3	104.4	54.5	5.5	66.4	62.6	0.8	63.9	35.6	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	290.1	235.1	0.3	104.4	54.5	5.5	66.4	62.6	0.8	63.9	35.6	5.8
LOS	F	F	A	F	D	A	E	E	A	E	D	A
Approach Delay		205.2			69.2			42.6			36.0	
Approach LOS		F			E			D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.52	
Intersection Signal Delay: 94.7	Intersection LOS: F
Intersection Capacity Utilization 104.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	324	1131	299	377	402	116	108	1146	608	162	964	139
Future Volume (veh/h)	324	1131	299	377	402	116	108	1146	608	162	964	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	341	1191	0	397	423	80	114	1206	0	171	1015	127
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	233	858		397	526	445	139	1246		200	1382	586
Arrive On Green	0.08	0.24	0.00	0.13	0.29	0.29	0.09	0.35	0.00	0.12	0.38	0.38
Sat Flow, veh/h	3048	3600	1525	3048	1800	1524	1619	3600	1525	1619	3600	1525
Grp Volume(v), veh/h	341	1191	0	397	423	80	114	1206	0	171	1015	127
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1800	1524	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	8.5	26.5	0.0	14.5	24.2	4.4	7.7	36.6	0.0	11.5	26.9	6.2
Cycle Q Clear(g_c), s	8.5	26.5	0.0	14.5	24.2	4.4	7.7	36.6	0.0	11.5	26.9	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	233	858		397	526	445	139	1246		200	1382	586
V/C Ratio(X)	1.46	1.39		1.00	0.80	0.18	0.82	0.97		0.86	0.73	0.22
Avail Cap(c_a), veh/h	233	858		397	526	445	226	1246		328	1473	624
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	42.4	0.0	48.3	36.4	29.4	50.0	35.7	0.0	47.8	29.4	23.0
Incr Delay (d2), s/veh	230.8	182.0	0.0	44.9	8.8	0.2	11.8	18.2	0.0	11.5	1.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	32.8	0.0	7.7	11.3	1.6	3.4	17.8	0.0	5.0	11.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	282.2	224.3	0.0	93.2	45.3	29.6	61.8	54.0	0.0	59.3	31.2	23.2
LnGrp LOS	F	F		F	D	C	E	D		E	C	C
Approach Vol, veh/h		1532	A		900			1320	A		1313	
Approach Delay, s/veh		237.2			65.0			54.6			34.1	
Approach LOS		F			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.2	43.0	19.0	31.0	14.0	47.2	13.0	37.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	22.5	38.5	14.5	26.5	15.5	45.5	8.5	32.5				
Max Q Clear Time (g_c+I1), s	13.5	38.6	16.5	28.5	9.7	28.9	10.5	26.2				
Green Ext Time (p_c), s	0.3	0.0	0.0	0.0	0.1	6.1	0.0	1.4				

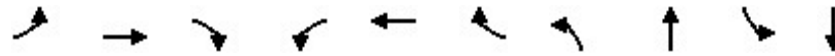
Intersection Summary

HCM 6th Ctrl Delay	106.4
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
38: S Turner Av. & Ontario Ranch Rd.

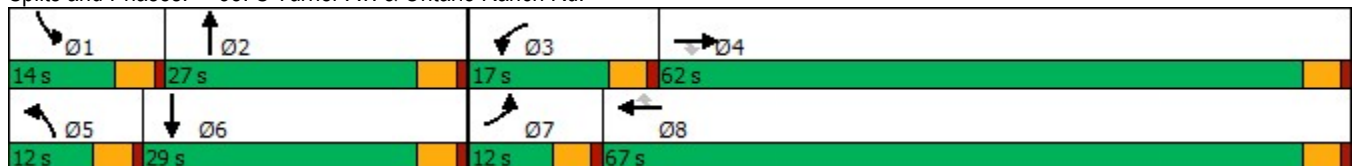


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↗	↘	↗
Traffic Volume (vph)	48	1850	48	60	1002	27	18	12	45	30
Future Volume (vph)	48	1850	48	60	1002	27	18	12	45	30
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	12.0	62.0	62.0	17.0	67.0	67.0	12.0	27.0	14.0	29.0
Total Split (%)	10.0%	51.7%	51.7%	14.2%	55.8%	55.8%	10.0%	22.5%	11.7%	24.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.0	58.9	58.9	8.9	60.7	60.7	6.5	8.2	7.8	13.7
Actuated g/C Ratio	0.07	0.61	0.61	0.09	0.63	0.63	0.07	0.08	0.08	0.14
v/c Ratio	0.40	0.91	0.05	0.39	0.48	0.03	0.16	0.26	0.33	0.20
Control Delay	56.7	27.6	0.1	52.1	12.7	0.0	50.6	24.3	52.6	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	27.6	0.1	52.1	12.7	0.0	50.6	24.3	52.6	28.6
LOS	E	C	A	D	B	A	D	C	D	C
Approach Delay		27.6			14.6			32.1		39.9
Approach LOS		C			B			C		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 96.8
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 23.6
 Intersection LOS: C
 Intersection Capacity Utilization 67.8%
 ICU Level of Service C
 Analysis Period (min) 15

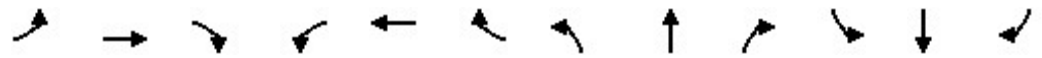
Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



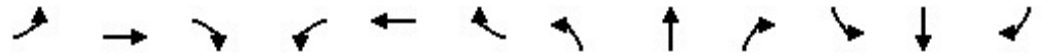
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↗		↘	↗	
Traffic Volume (veh/h)	48	1850	48	60	1002	27	18	12	30	45	30	20
Future Volume (veh/h)	48	1850	48	60	1002	27	18	12	30	45	30	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1989	47	65	1077	26	19	13	20	48	32	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	76	2295	1024	85	2312	1031	39	41	63	73	87	54
Arrive On Green	0.04	0.64	0.64	0.05	0.64	0.64	0.02	0.06	0.06	0.04	0.08	0.08
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	675	1038	1810	1094	683
Grp Volume(v), veh/h	52	1989	47	65	1077	26	19	0	33	48	0	52
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	0	1713	1810	0	1777
Q Serve(g_s), s	2.4	37.1	0.9	2.9	12.7	0.5	0.9	0.0	1.5	2.2	0.0	2.3
Cycle Q Clear(g_c), s	2.4	37.1	0.9	2.9	12.7	0.5	0.9	0.0	1.5	2.2	0.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.61	1.00		0.38
Lane Grp Cap(c), veh/h	76	2295	1024	85	2312	1031	39	0	103	73	0	141
V/C Ratio(X)	0.68	0.87	0.05	0.77	0.47	0.03	0.49	0.00	0.32	0.66	0.00	0.37
Avail Cap(c_a), veh/h	164	2501	1116	273	2719	1213	164	0	464	207	0	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.2	12.3	5.7	39.1	7.6	5.5	40.2	0.0	37.4	39.3	0.0	36.2
Incr Delay (d2), s/veh	10.3	3.3	0.0	13.4	0.1	0.0	9.3	0.0	1.8	9.6	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	11.8	0.2	1.6	3.7	0.1	0.5	0.0	0.7	1.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	15.5	5.7	52.5	7.8	5.5	49.5	0.0	39.1	48.9	0.0	37.9
LnGrp LOS	D	B	A	D	A	A	D	A	D	D	A	D
Approach Vol, veh/h		2088			1168			52				100
Approach Delay, s/veh		16.2			10.2			42.9				43.2
Approach LOS		B			B			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	9.5	8.4	57.3	6.3	11.1	8.0	57.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	22.5	12.5	57.5	7.5	24.5	7.5	62.5				
Max Q Clear Time (g_c+I1), s	4.2	3.5	4.9	39.1	2.9	4.3	4.4	14.7				
Green Ext Time (p_c), s	0.0	0.1	0.1	13.7	0.0	0.2	0.0	9.0				
Intersection Summary												
HCM 6th Ctrl Delay				15.3								
HCM 6th LOS				B								

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

39: Haven Av. & Ontario Ranch Rd.

01/10/2023

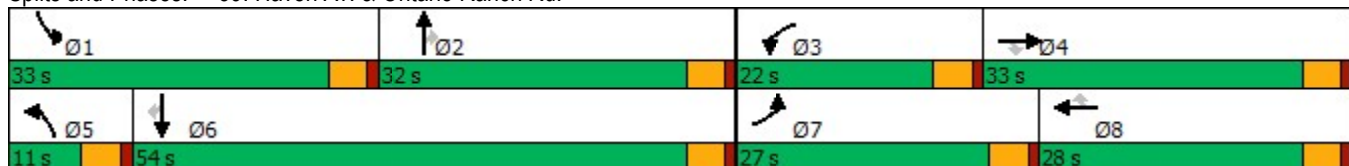


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (vph)	198	1656	38	243	964	212	19	198	75	216	337	69
Future Volume (vph)	198	1656	38	243	964	212	19	198	75	216	337	69
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	27.0	33.0	33.0	22.0	28.0	28.0	11.0	32.0	32.0	33.0	54.0	54.0
Total Split (%)	22.5%	27.5%	27.5%	18.3%	23.3%	23.3%	9.2%	26.7%	26.7%	27.5%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	17.6	29.3	29.3	13.7	25.4	25.4	6.2	17.1	17.1	19.3	37.1	37.1
Actuated g/C Ratio	0.18	0.30	0.30	0.14	0.26	0.26	0.06	0.17	0.17	0.20	0.38	0.38
v/c Ratio	0.73	1.21	0.07	0.63	0.64	0.42	0.19	0.68	0.20	0.73	0.53	0.11
Control Delay	55.2	133.1	0.3	48.8	36.9	7.7	54.1	50.6	1.1	51.9	27.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.2	133.1	0.3	48.8	36.9	7.7	54.1	50.6	1.1	51.9	27.8	0.3
LOS	E	F	A	D	D	A	D	D	A	D	C	A
Approach Delay		122.3			34.6			38.0			33.1	
Approach LOS		F			C			D			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 97.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 73.9	Intersection LOS: E
Intersection Capacity Utilization 81.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	1656	38	243	964	212	19	198	75	216	337	69
Future Volume (veh/h)	198	1656	38	243	964	212	19	198	75	216	337	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		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	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	213	1781	26	261	1037	160	20	213	47	232	362	50
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	252	1689	524	342	1883	458	36	278	235	273	542	457
Arrive On Green	0.16	0.34	0.34	0.12	0.30	0.30	0.02	0.15	0.15	0.17	0.30	0.30
Sat Flow, veh/h	1619	4914	1525	2956	6192	1505	1619	1800	1522	1619	1800	1518
Grp Volume(v), veh/h	213	1781	26	261	1037	160	20	213	47	232	362	50
Grp Sat Flow(s),veh/h/ln	1619	1638	1525	1478	1548	1505	1619	1800	1522	1619	1800	1518
Q Serve(g_s), s	10.6	28.5	0.9	7.1	11.6	6.9	1.0	9.4	2.2	11.5	14.6	2.0
Cycle Q Clear(g_c), s	10.6	28.5	0.9	7.1	11.6	6.9	1.0	9.4	2.2	11.5	14.6	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	1689	524	342	1883	458	36	278	235	273	542	457
V/C Ratio(X)	0.85	1.05	0.05	0.76	0.55	0.35	0.55	0.77	0.20	0.85	0.67	0.11
Avail Cap(c_a), veh/h	439	1689	524	624	1883	458	127	597	505	557	1075	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	27.2	18.2	35.5	24.1	22.5	40.1	33.6	30.6	33.4	25.3	20.9
Incr Delay (d2), s/veh	7.6	37.8	0.0	3.5	0.3	0.5	12.7	4.4	0.4	7.2	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	15.6	0.3	2.5	3.8	2.2	0.5	4.2	0.8	4.8	5.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	65.0	18.2	39.1	24.5	22.9	52.8	38.0	31.0	40.7	26.8	21.0
LnGrp LOS	D	F	B	D	C	C	D	D	C	D	C	C
Approach Vol, veh/h		2020			1458			280			644	
Approach Delay, s/veh		61.9			26.9			37.9			31.3	
Approach LOS		E			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.5	17.3	14.1	33.0	6.3	29.5	17.4	29.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.5	27.5	17.5	28.5	6.5	49.5	22.5	23.5				
Max Q Clear Time (g_c+I1), s	13.5	11.4	9.1	30.5	3.0	16.6	12.6	13.6				
Green Ext Time (p_c), s	0.5	1.0	0.5	0.0	0.0	2.2	0.4	4.7				
Intersection Summary												
HCM 6th Ctrl Delay			44.3									
HCM 6th LOS			D									

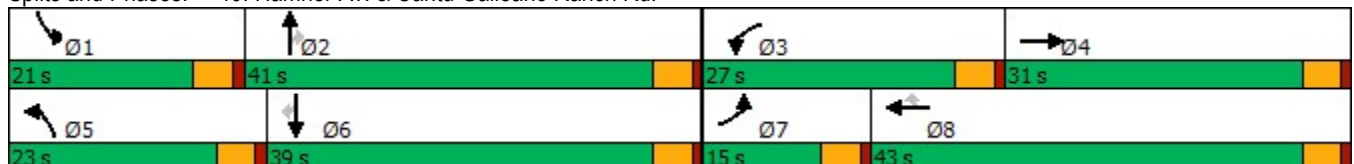
Timings
40: Hamner Av. & Cantu Galleano Ranch Rd.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	170	1478	410	1034	166	329	399	323	265	558	109
Future Volume (vph)	170	1478	410	1034	166	329	399	323	265	558	109
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	31.0	27.0	43.0	43.0	23.0	41.0	41.0	21.0	39.0	39.0
Total Split (%)	12.5%	25.8%	22.5%	35.8%	35.8%	19.2%	34.2%	34.2%	17.5%	32.5%	32.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	9.7	28.8	17.8	36.9	36.9	15.2	25.1	25.1	13.3	23.3	23.3
Actuated g/C Ratio	0.09	0.28	0.17	0.36	0.36	0.15	0.24	0.24	0.13	0.23	0.23
v/c Ratio	0.55	1.03	0.72	0.84	0.26	0.67	0.33	0.52	0.62	0.72	0.25
Control Delay	53.6	65.4	48.6	39.1	7.7	50.0	33.2	6.6	50.4	43.0	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	65.4	48.6	39.1	7.7	50.0	33.2	6.6	50.4	43.0	5.1
LOS	D	E	D	D	A	D	C	A	D	D	A
Approach Delay		64.4		38.3			30.3			40.6	
Approach LOS		E		D			C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 46.3
 Intersection LOS: D
 Intersection Capacity Utilization 77.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
40: Hamner Av. & Cantu Galleano Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/10/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	1478	281	410	1034	166	329	399	323	265	558	109
Future Volume (veh/h)	170	1478	281	410	1034	166	329	399	323	265	558	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	1556	239	432	1088	109	346	420	256	279	587	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	259	1721	264	540	1368	610	445	1225	380	372	778	347
Arrive On Green	0.07	0.30	0.30	0.15	0.38	0.38	0.13	0.24	0.24	0.11	0.22	0.22
Sat Flow, veh/h	3510	5759	884	3510	3610	1610	3510	5187	1610	3510	3610	1610
Grp Volume(v), veh/h	179	1324	471	432	1088	109	346	420	256	279	587	74
Grp Sat Flow(s),veh/h/ln	1755	1634	1741	1755	1805	1610	1755	1729	1610	1755	1805	1610
Q Serve(g_s), s	4.4	22.8	22.8	10.4	23.5	4.0	8.4	5.9	12.7	6.8	13.4	3.3
Cycle Q Clear(g_c), s	4.4	22.8	22.8	10.4	23.5	4.0	8.4	5.9	12.7	6.8	13.4	3.3
Prop In Lane	1.00		0.51	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	1465	520	540	1368	610	445	1225	380	372	778	347
V/C Ratio(X)	0.69	0.90	0.90	0.80	0.80	0.18	0.78	0.34	0.67	0.75	0.75	0.21
Avail Cap(c_a), veh/h	420	1481	526	900	1584	707	740	2158	670	660	1420	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	29.5	29.6	35.8	24.2	18.1	37.1	27.9	30.4	38.1	32.2	28.3
Incr Delay (d2), s/veh	3.3	8.1	19.0	2.8	2.5	0.1	3.0	0.2	2.1	3.0	1.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	9.0	11.2	4.3	9.1	1.3	3.5	2.3	4.7	2.9	5.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	37.7	48.6	38.6	26.8	18.3	40.1	28.0	32.5	41.1	33.8	28.6
LnGrp LOS	D	D	D	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1974			1629			1022			940	
Approach Delay, s/veh		40.8			29.3			33.2			35.5	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.8	25.2	18.0	30.7	15.6	23.4	11.0	37.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	36.5	22.5	26.5	18.5	34.5	10.5	38.5				
Max Q Clear Time (g_c+I1), s	8.8	14.7	12.4	24.8	10.4	15.4	6.4	25.5				
Green Ext Time (p_c), s	0.5	3.3	1.1	1.4	0.7	3.5	0.2	5.8				
Intersection Summary												
HCM 6th Ctrl Delay			35.1									
HCM 6th LOS			D									

Timings

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/10/2023

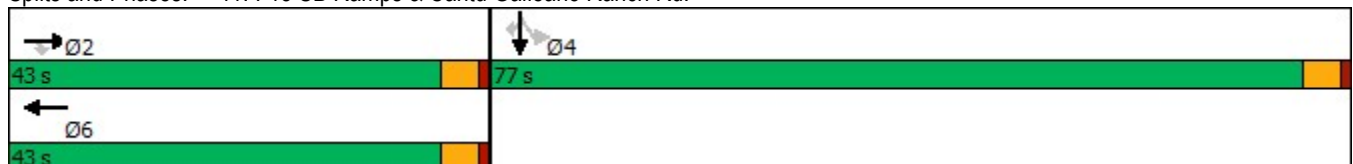


Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑	↔	↑
Traffic Volume (vph)	1983	383	703	154	332	1	1531
Future Volume (vph)	1983	383	703	154	332	1	1531
Turn Type	NA	Perm	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		2		Free	4		4
Detector Phase	2	2	6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	43.0	43.0	43.0		77.0	77.0	77.0
Total Split (%)	35.8%	35.8%	35.8%		64.2%	64.2%	64.2%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min		None	None	None
Act Effct Green (s)	38.7	38.7	38.7	116.1	68.4	68.4	68.4
Actuated g/C Ratio	0.33	0.33	0.33	1.00	0.59	0.59	0.59
v/c Ratio	1.22	0.57	0.62	0.06	0.31	0.94	0.90
Control Delay	139.8	15.5	36.2	0.0	12.8	39.8	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	139.8	15.5	36.2	0.0	12.8	39.8	33.9
LOS	F	B	D	A	B	D	C
Approach Delay	119.7		29.7			33.0	
Approach LOS	F		C			C	

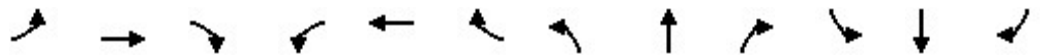
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 72.8
 Intersection LOS: E
 Intersection Capacity Utilization 90.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑	↗↗				↘	↕	↗
Traffic Volume (veh/h)	0	1983	383	0	703	154	0	0	0	332	1	1531
Future Volume (veh/h)	0	1983	383	0	703	154	0	0	0	332	1	1531
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2110	0	0	748	0				236	0	1444
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2053		0	1429					926	0	1647
Arrive On Green	0.00	0.40	0.00	0.00	0.40	0.00				0.51	0.00	0.51
Sat Flow, veh/h	0	5358	1610	0	3705	2834				1810	0	3220
Grp Volume(v), veh/h	0	2110	0	0	748	0				236	0	1444
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1805	1417				1810	0	1610
Q Serve(g_s), s	0.0	38.5	0.0	0.0	15.4	0.0				7.1	0.0	38.6
Cycle Q Clear(g_c), s	0.0	38.5	0.0	0.0	15.4	0.0				7.1	0.0	38.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2053		0	1429					926	0	1647
V/C Ratio(X)	0.00	1.03		0.00	0.52					0.25	0.00	0.88
Avail Cap(c_a), veh/h	0	2053		0	1429					1349	0	2401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.4	0.0	0.0	22.4	0.0				13.3	0.0	21.0
Incr Delay (d2), s/veh	0.0	27.3	0.0	0.0	0.3	0.0				0.1	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.1	0.0	0.0	5.9	0.0				2.6	0.0	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	56.6	0.0	0.0	22.7	0.0				13.5	0.0	23.8
LnGrp LOS	A	F		A	C					B	A	C
Approach Vol, veh/h		2110	A		748	A					1680	
Approach Delay, s/veh		56.6			22.7						22.4	
Approach LOS		E			C						C	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		43.0		54.2		43.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		38.5		72.5		38.5						
Max Q Clear Time (g_c+I1), s		40.5		40.6		17.4						
Green Ext Time (p_c), s		0.0		9.1		4.4						

Intersection Summary

HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D

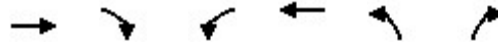
Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

42: I-15 NB Ramps & Cantu Galleano Ranch Rd.

01/12/2023

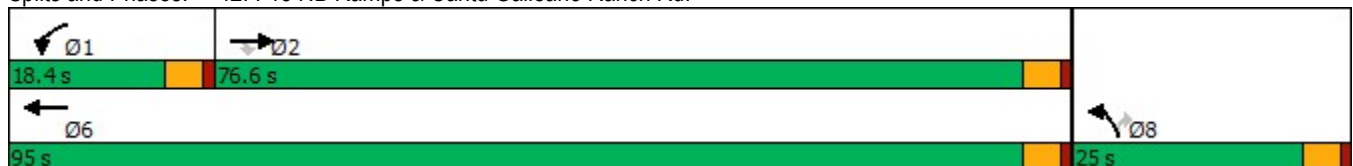


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	↑
Traffic Volume (vph)	833	1483	241	464	392	169
Future Volume (vph)	833	1483	241	464	392	169
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	76.6	76.6	18.4	95.0	25.0	25.0
Total Split (%)	63.8%	63.8%	15.3%	79.2%	20.8%	20.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	72.2	72.2	12.5	89.2	18.0	18.0
Actuated g/C Ratio	0.62	0.62	0.11	0.77	0.15	0.15
v/c Ratio	0.25	1.23	0.65	0.11	0.76	0.41
Control Delay	10.4	125.6	58.4	3.6	56.3	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.4	125.6	58.4	3.6	56.3	10.1
LOS	B	F	E	A	E	B
Approach Delay	84.1			22.4	43.8	
Approach LOS	F			C	D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 116.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 65.7	Intersection LOS: E
Intersection Capacity Utilization 106.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑↑	↑
Traffic Volume (veh/h)	833	1483	241	464	392	169
Future Volume (veh/h)	833	1483	241	464	392	169
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	868	1024	251	483	408	93
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3710	1048	322	4451	496	221
Arrive On Green	0.65	0.65	0.09	0.78	0.14	0.14
Sat Flow, veh/h	5700	1610	3619	5700	3619	1610
Grp Volume(v), veh/h	868	1024	251	483	408	93
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	6.9	66.9	7.4	2.2	12.0	5.8
Cycle Q Clear(g_c), s	6.9	66.9	7.4	2.2	12.0	5.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3710	1048	322	4451	496	221
V/C Ratio(X)	0.23	0.98	0.78	0.11	0.82	0.42
Avail Cap(c_a), veh/h	3746	1058	459	4702	676	301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.9	18.4	48.9	2.9	46.0	43.4
Incr Delay (d2), s/veh	0.0	22.1	5.4	0.0	5.9	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	25.1	3.4	0.5	5.6	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.9	40.5	54.4	2.9	52.0	44.6
LnGrp LOS	A	D	D	A	D	D
Approach Vol, veh/h	1892			734	501	
Approach Delay, s/veh	25.5			20.5	50.6	
Approach LOS	C			C	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.3	75.9			90.2	19.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	13.9	72.1			90.5	20.5
Max Q Clear Time (g_c+I1), s	9.4	68.9			4.2	14.0
Green Ext Time (p_c), s	0.3	2.5			3.0	1.0

Intersection Summary

HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

**APPENDIX 6.3: OPENING YEAR CUMULATIVE (2027) WITH PROJECT
CONDITIONS TRAFFIC SIGNAL WARRANT OPERATIONS ANALYSIS
WORKSHEETS**

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	OYC (2027) WP
Jurisdiction: <u>City of Ontario</u>				CALC <u>JB</u>	DATE <u>01/11/23</u>
Major Street: <u>Schaefer Av.</u>				CHK <u>JB</u>	DATE <u>01/11/23</u>
Minor Street: <u>Driveway 6</u>				Critical Approach Speed (Major) <u>45</u> mph	
				Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes =	<u>1</u>	lane	Minor Street Approach Lanes =	<u>1</u>	lane
Major Street Future ADT =	<u>6,278</u>	vpd	Minor Street Future ADT =	<u>113</u>	vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);	<input checked="" type="checkbox"/>		or	<input type="checkbox"/>	
In built up area of isolated community of < 10,000 population	<input type="checkbox"/>			RURAL (R)	

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 6,278</u>	<u>1 113</u>	8,000	5,600 *	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 6,278</u>	<u>1 113</u>	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A				
	7%				
	B				
	13%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	<u>OYC (2027) WP</u>
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>
Major Street: <u>Schaefer Av.</u>					Critical Approach Speed (Major)	<u>45</u> mph
Minor Street: <u>Sultana Av.</u>					Critical Approach Speed (Minor)	<u>45</u> mph
Major Street Approach Lanes =			<u>1</u>	lane	Minor Street Approach Lanes:	<u>1</u> lane
Major Street Future ADT =			<u>6,342</u>	vpd	Minor Street Future ADT =	<u>138</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>
						or
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach	Number of lanes for moving traffic on each approach				
<u>Major Street</u>	<u>Minor Street</u>				
1 6,342	1 138	8,000	5,600 *	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach	Number of lanes for moving traffic on each approach				
<u>Major Street</u>	<u>Minor Street</u>				
1 6,342	1 138	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
No one condition satisfied, but following conditions fulfilled 80% of more	XX				
	A				
	8%				
	B				
	16%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	OYC (2027) WP	
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>	
Major Street: <u>Sultana Av.</u>					Critical Approach Speed (Major) <u>45</u> mph	DATE <u>01/11/23</u>	
Minor Street: <u>Driveway 11</u>					Critical Approach Speed (Minor) <u>25</u> mph		
Major Street Approach Lanes = <u>1</u>	lane	Minor Street Approach Lanes = <u>1</u>	lane				
Major Street Future ADT = <u>313</u>	vpd	Minor Street Future ADT = <u>167</u>	vpd				
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>	
						or	RURAL (R)
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>	

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	XX <u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 313	1 167	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	XX <u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 313	1 167	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	XX <u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	6%				
	<u>B</u>				
	4%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	OYC (2027) WP	
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>	
Major Street: <u>Sultana Av.</u>					Critical Approach Speed (Major) <u>45</u> mph	DATE <u>01/11/23</u>	
Minor Street: <u>Driveway 12</u>					Critical Approach Speed (Minor) <u>25</u> mph		
Major Street Approach Lanes =			<u>1</u>	lane	Minor Street Approach Lanes:	<u>1</u> lane	
Major Street Future ADT =			<u>346</u>	vpd	Minor Street Future ADT =	<u>56</u> vpd	
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>	
						or	RURAL (R)
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>	

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach	Number of lanes for moving traffic on each approach				
<u>Major Street</u>	<u>Minor Street</u>				
1 346	1 56	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach	Number of lanes for moving traffic on each approach				
<u>Major Street</u>	<u>Minor Street</u>				
1 346	1 56	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A				
	3%				
	B				
	4%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	OYC (2027) WP	
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>	
Major Street: <u>Sultana Av.</u>					Critical Approach Speed (Major) <u>45</u> mph	DATE <u>01/11/23</u>	
Minor Street: <u>Driveway 13</u>					Critical Approach Speed (Minor) <u>25</u> mph		
Major Street Approach Lanes = <u>1</u>	lane	Minor Street Approach Lanes = <u>1</u>	lane				
Major Street Future ADT = <u>349</u>	vpd	Minor Street Future ADT = <u>56</u>	vpd				
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>	
						or	RURAL (R)
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>	

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
CONDITION A - Minimum Vehicular Volume		EADT			
<u>Satisfied</u>	XX <u>Not Satisfied</u>	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 349	1 56	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	XX <u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 349	1 56	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	XX <u>Not Satisfied</u>				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A 3%	B 4%			

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	<u>OYC (2027) WP</u>
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>
Major Street: <u>Sultana Av.</u>					Critical Approach Speed (Major)	<u>45</u> mph
Minor Street: <u>Driveway 14</u>					Critical Approach Speed (Minor)	<u>25</u> mph
Major Street Approach Lanes =			<u>1</u> lane		Minor Street Approach Lanes:	<u>1</u> lane
Major Street Future ADT =			<u>408</u> vpd		Minor Street Future ADT =	<u>52</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>
						or
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 408	1 52	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 408	1 52	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A				
	3%				
	B				
	5%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	OYC (2027) WP	
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>	
Major Street: <u>Sultana Av.</u>					Critical Approach Speed (Major) <u>45</u> mph	DATE <u>01/11/23</u>	
Minor Street: <u>Driveway 15</u>					Critical Approach Speed (Minor) <u>25</u> mph		
Major Street Approach Lanes =			<u>1</u>	lane	Minor Street Approach Lanes:	<u>1</u> lane	
Major Street Future ADT =			<u>627</u>	vpd	Minor Street Future ADT =	<u>186</u> vpd	
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>	
						or	RURAL (R)
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>	

(Based on Estimated Average Daily Traffic - See Note)

		Minimum Requirements EADT	
<u>URBAN</u>	<u>RURAL</u>		
CONDITION A - Minimum Vehicular Volume	XX		
<u>Satisfied</u>	<u>Not Satisfied</u>		
		Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>
1 627	1 186	8,000	5,600
2 +	1	9,600	6,720
2 +	2 +	9,600	6,720
1	2 +	8,000	5,600
		Urban	Rural
1 627	1 186	2,400	1,680
2 +	1	2,400	1,680
2 +	2 +	3,200	2,240
1	2 +	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	XX		
<u>Satisfied</u>	<u>Not Satisfied</u>		
		Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>
1 627	1 186	12,000	8,400
2 +	1	14,400	10,080
2 +	2 +	14,400	10,080
1	2 +	12,000	8,400
		Urban	Rural
1 627	1 186	1,200	850
2 +	1	1,200	850
2 +	2 +	1,600	1,120
1	2 +	1,600	1,120
Combination of CONDITIONS A + B	XX		
<u>Satisfied</u>	<u>Not Satisfied</u>		
No one condition satisfied, but following conditions fulfilled 80% of more		2 CONDITIONS 80%	2 CONDITIONS 80%
	A 11%		B 7%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



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**APPENDIX 6.4: OPENING YEAR CUMULATIVE (2027) WITHOUT
PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS**

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	445	447	393	608	1034	1085	417
v/c Ratio	0.93	0.97	0.76	1.27	0.45	0.91	0.54
Control Delay	68.8	77.8	37.0	177.0	12.5	51.2	8.3
Queue Delay	4.6	8.0	0.0	0.0	0.5	0.0	0.0
Total Delay	73.3	85.7	37.0	177.0	13.0	51.2	8.3
Queue Length 50th (ft)	351	371	204	~619	198	422	31
Queue Length 95th (ft)	#557	#602	335	m#708	m212	#551	119
Internal Link Dist (ft)		1414			410	1540	
Turn Bay Length (ft)	360		360	285			
Base Capacity (vph)	485	465	523	478	2281	1188	772
Starvation Cap Reductn	0	0	0	0	741	0	0
Spillback Cap Reductn	19	18	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	1.00	0.75	1.27	0.67	0.91	0.54

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	396	1065	1135	859	424	1422
v/c Ratio	0.79	2.17	0.95	0.92	0.92	0.63
Control Delay	52.1	555.6	55.9	26.0	67.0	17.6
Queue Delay	56.4	5.2	2.3	0.0	1.6	1.6
Total Delay	108.6	560.9	58.2	26.0	68.5	19.2
Queue Length 50th (ft)	297	~1369	~467	212	354	319
Queue Length 95th (ft)	#454	#1642	#620	#529	m384	m375
Internal Link Dist (ft)		1308	1081			410
Turn Bay Length (ft)	900					
Base Capacity (vph)	500	491	1199	938	496	2241
Starvation Cap Reductn	0	0	0	0	16	594
Spillback Cap Reductn	212	198	26	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.38	3.63	0.97	0.92	0.88	0.86

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/17/2023



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1195	374	866	208	290	925	929
v/c Ratio	0.92	0.55	0.95	0.07	0.25	0.93	0.90
Control Delay	54.5	7.4	64.2	0.0	7.9	33.7	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	7.4	64.2	0.0	7.9	33.7	28.8
Queue Length 50th (ft)	337	2	~361	0	80	586	533
Queue Length 95th (ft)	#436	83	#500	0	120	#1006	#937
Internal Link Dist (ft)	1972		847			2051	
Turn Bay Length (ft)				180			
Base Capacity (vph)	1304	683	908	2842	1249	1078	1121
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.55	0.95	0.07	0.23	0.86	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	472	937	218	493	635	293
v/c Ratio	0.23	0.88	0.45	0.16	0.67	0.48
Control Delay	14.2	15.4	39.2	6.2	32.4	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	15.4	39.2	6.2	32.4	7.6
Queue Length 50th (ft)	52	86	48	34	124	0
Queue Length 95th (ft)	77	290	121	46	#353	85
Internal Link Dist (ft)	847			2089	1664	
Turn Bay Length (ft)			255			
Base Capacity (vph)	4451	1485	735	4917	1120	671
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.63	0.30	0.10	0.57	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	416	414	352	928	1013	960	494
v/c Ratio	0.87	0.91	0.67	1.92	0.44	0.79	0.57
Control Delay	60.0	65.1	29.3	448.8	11.0	40.1	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Total Delay	60.0	65.1	29.3	448.8	11.6	40.1	5.2
Queue Length 50th (ft)	323	337	155	~1125	187	341	0
Queue Length 95th (ft)	#510	#545	271	#1374	231	421	73
Internal Link Dist (ft)		1414			410	1540	
Turn Bay Length (ft)	360		360	285			
Base Capacity (vph)	504	482	548	483	2455	1346	912
Starvation Cap Reductn	0	0	0	0	957	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.86	0.64	1.92	0.68	0.71	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	286	597	1663	708	388	1393
v/c Ratio	0.60	1.25	1.27	0.86	0.89	0.60
Control Delay	43.2	161.7	162.1	26.0	65.5	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.9
Total Delay	43.2	161.7	162.1	26.0	65.5	15.3
Queue Length 50th (ft)	204	~580	~871	239	283	296
Queue Length 95th (ft)	304	#817	#1010	#495	#439	356
Internal Link Dist (ft)		1308	1081			410
Turn Bay Length (ft)	900					
Base Capacity (vph)	479	478	1306	827	486	2418
Starvation Cap Reductn	0	0	0	0	0	823
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	1.25	1.27	0.86	0.80	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2076	386	737	164	318	827	823
v/c Ratio	1.19	0.55	0.61	0.06	0.32	0.93	0.90
Control Delay	127.3	14.8	35.5	0.0	12.9	39.0	33.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	127.3	14.8	35.5	0.0	12.9	39.0	33.3
Queue Length 50th (ft)	~734	82	255	0	118	553	502
Queue Length 95th (ft)	#830	184	323	0	174	#905	#831
Internal Link Dist (ft)	1972		847			2051	
Turn Bay Length (ft)				180			
Base Capacity (vph)	1743	706	1213	2842	1085	954	988
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.19	0.55	0.61	0.06	0.29	0.87	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	865	1515	251	482	417	158
v/c Ratio	0.27	1.21	0.66	0.12	0.77	0.44
Control Delay	10.7	115.5	59.2	3.7	56.9	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.7	115.5	59.2	3.7	56.9	10.7
Queue Length 50th (ft)	106	~1209	95	30	156	0
Queue Length 95th (ft)	134	#1495	141	41	212	64
Internal Link Dist (ft)	847			2089	1664	
Turn Bay Length (ft)			255			
Base Capacity (vph)	3217	1257	418	4038	618	389
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	1.21	0.60	0.12	0.67	0.41

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**APPENDIX 6.5: OPENING YEAR CUMULATIVE (2027) WITHOUT
PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS
WORKSHEETS WITH IMPROVEMENTS**

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	453	453	393	619	1035	1088	417
v/c Ratio	0.93	0.97	0.75	1.31	0.46	0.92	0.54
Control Delay	69.9	78.5	36.6	191.5	12.6	51.5	8.3
Queue Delay	5.7	9.2	0.0	0.0	0.5	0.0	0.0
Total Delay	75.6	87.6	36.6	191.5	13.1	51.5	8.3
Queue Length 50th (ft)	360	378	204	~636	198	424	32
Queue Length 95th (ft)	#573	#616	335	m#718	m210	#553	120
Internal Link Dist (ft)		1414			410	1540	
Turn Bay Length (ft)	360		360	285			
Base Capacity (vph)	485	465	523	473	2271	1188	771
Starvation Cap Reductn	0	0	0	0	744	0	0
Spillback Cap Reductn	19	18	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	1.01	0.75	1.31	0.68	0.92	0.54

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	396	1081	1146	867	424	1438
v/c Ratio	0.79	2.20	0.96	0.92	0.92	0.64
Control Delay	52.1	570.0	57.4	27.3	66.3	17.8
Queue Delay	56.8	5.5	3.2	0.0	1.6	1.7
Total Delay	108.9	575.5	60.6	27.3	67.9	19.5
Queue Length 50th (ft)	297	~1397	~480	224	353	326
Queue Length 95th (ft)	#454	#1670	#629	#542	m380	m378
Internal Link Dist (ft)		1308	1081			410
Turn Bay Length (ft)	900					
Base Capacity (vph)	500	491	1199	938	496	2241
Starvation Cap Reductn	0	0	0	0	16	593
Spillback Cap Reductn	220	205	29	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.41	3.78	0.98	0.92	0.88	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1208	381	890	208	290	939	945
v/c Ratio	0.94	0.56	0.99	0.07	0.25	0.94	0.91
Control Delay	57.7	7.7	72.8	0.0	7.9	35.0	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.7	7.7	72.8	0.0	7.9	35.0	30.0
Queue Length 50th (ft)	342	5	~391	0	80	610	557
Queue Length 95th (ft)	#444	88	#521	0	120	#1034	#965
Internal Link Dist (ft)	1972		847			2051	
Turn Bay Length (ft)				180			
Base Capacity (vph)	1288	681	897	2842	1233	1064	1107
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.56	0.99	0.07	0.24	0.88	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

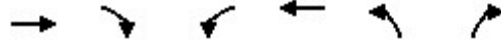
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

42: I-15 NB Ramps & Cantu Galleano Ranch Rd.

01/10/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	473	948	218	496	650	297
v/c Ratio	0.23	0.89	0.46	0.16	0.67	0.48
Control Delay	14.4	16.3	40.3	6.4	33.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	16.3	40.3	6.4	33.0	7.5
Queue Length 50th (ft)	53	98	50	35	132	0
Queue Length 95th (ft)	77	304	123	46	#376	86
Internal Link Dist (ft)	847			2089	1664	
Turn Bay Length (ft)			255			
Base Capacity (vph)	4402	1476	711	4885	1085	661
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.64	0.31	0.10	0.60	0.45

Intersection Summary

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

Queues

1: Euclid Av. (SR-83) & SR-60 WB Ramps

01/10/2023



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	421	419	352	948	1016	961	494
v/c Ratio	0.88	0.91	0.67	1.97	0.44	0.79	0.57
Control Delay	60.9	66.2	29.4	469.4	11.1	40.2	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Total Delay	60.9	66.2	29.4	469.4	11.7	40.2	5.2
Queue Length 50th (ft)	328	342	156	~1158	188	342	0
Queue Length 95th (ft)	#518	#556	272	#1408	232	422	73
Internal Link Dist (ft)		1414			410	1540	
Turn Bay Length (ft)	360		360	285			
Base Capacity (vph)	502	481	546	481	2449	1343	911
Starvation Cap Reductn	0	0	0	0	956	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.87	0.64	1.97	0.68	0.72	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	286	612	1685	724	388	1404
v/c Ratio	0.60	1.29	1.29	0.87	0.89	0.60
Control Delay	43.2	176.5	169.2	27.7	65.5	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	2.0
Total Delay	43.2	176.5	169.2	27.7	65.5	15.5
Queue Length 50th (ft)	204	~608	~889	254	283	300
Queue Length 95th (ft)	304	#850	#1029	#517	#439	362
Internal Link Dist (ft)		1308	1081			410
Turn Bay Length (ft)	900					
Base Capacity (vph)	479	476	1306	830	486	2418
Starvation Cap Reductn	0	0	0	0	0	819
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	1.29	1.29	0.87	0.80	0.88

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2110	407	748	164	318	834	831
v/c Ratio	1.22	0.57	0.62	0.06	0.31	0.94	0.90
Control Delay	139.8	15.5	36.2	0.0	12.8	39.8	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	139.8	15.5	36.2	0.0	12.8	39.8	33.9
Queue Length 50th (ft)	~754	92	260	0	118	567	514
Queue Length 95th (ft)	#850	198	328	0	174	#921	#848
Internal Link Dist (ft)	1972		847			2051	
Turn Bay Length (ft)				180			
Base Capacity (vph)	1728	709	1203	2842	1076	944	980
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	0.57	0.62	0.06	0.30	0.88	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	868	1545	251	483	426	158
v/c Ratio	0.27	1.23	0.66	0.12	0.78	0.44
Control Delay	10.8	126.4	59.3	3.7	57.5	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	126.4	59.3	3.7	57.5	10.7
Queue Length 50th (ft)	108	~1262	95	30	161	0
Queue Length 95th (ft)	135	#1544	141	41	217	64
Internal Link Dist (ft)	847			2089	1664	
Turn Bay Length (ft)			255			
Base Capacity (vph)	3212	1256	418	4032	618	389
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	1.23	0.60	0.12	0.69	0.41

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

**APPENDIX 6.6: OPENING YEAR CUMULATIVE (2027) WITHOUT
PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS
WORKSHEETS WITH IMPROVEMENTS**

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Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps

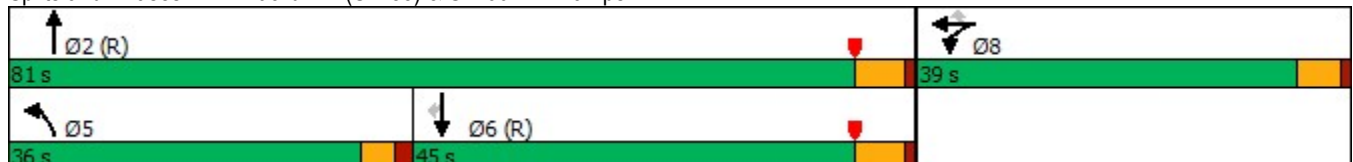


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	781	7	406	565	962	1009	388
Future Volume (vph)	781	7	406	565	962	1009	388
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	5.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	9.5	22.5	22.5	22.5
Total Split (s)	39.0	39.0	39.0	36.0	81.0	45.0	45.0
Total Split (%)	32.5%	32.5%	32.5%	30.0%	67.5%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	33.7	33.7	33.7	25.2	75.8	46.1	46.1
Actuated g/C Ratio	0.28	0.28	0.28	0.21	0.63	0.38	0.38
v/c Ratio	0.93	0.97	0.76	0.83	0.45	0.78	0.50
Control Delay	68.8	77.8	37.0	68.9	9.7	38.2	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	68.8	77.8	37.0	68.9	9.9	38.2	7.3
LOS	E	E	D	E	A	D	A
Approach Delay		62.2			31.8	29.6	
Approach LOS		E			C	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 39.9
 Intersection LOS: D
 Intersection Capacity Utilization 97.8%
 ICU Level of Service F
 Analysis Period (min) 15

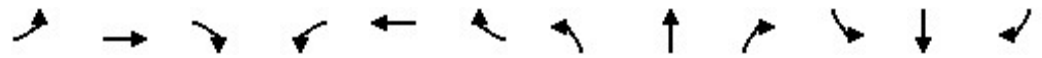
Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶	↶↷	↶↷			↶↷	↶
Traffic Volume (veh/h)	0	0	0	781	7	406	565	962	0	0	1009	388
Future Volume (veh/h)	0	0	0	781	7	406	565	962	0	0	1009	388
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				926	0	180	608	1034	0	0	1085	250
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				986	0	439	664	2311	0	0	1493	666
Arrive On Green				0.27	0.00	0.27	0.38	1.00	0.00	0.00	0.41	0.41
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	3705	1610
Grp Volume(v), veh/h				926	0	180	608	1034	0	0	1085	250
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1805	1610
Q Serve(g_s), s				30.0	0.0	11.0	19.8	0.0	0.0	0.0	30.2	12.9
Cycle Q Clear(g_c), s				30.0	0.0	11.0	19.8	0.0	0.0	0.0	30.2	12.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				986	0	439	664	2311	0	0	1493	666
V/C Ratio(X)				0.94	0.00	0.41	0.92	0.45	0.00	0.00	0.73	0.38
Avail Cap(c_a), veh/h				1025	0	456	922	2311	0	0	1493	666
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.58	0.58	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				42.7	0.0	35.8	36.4	0.0	0.0	0.0	29.5	24.4
Incr Delay (d2), s/veh				15.0	0.0	0.2	5.6	0.4	0.0	0.0	3.1	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.9	0.0	4.2	7.0	0.1	0.0	0.0	13.2	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				57.7	0.0	36.0	41.9	0.4	0.0	0.0	32.6	26.1
LnGrp LOS				E	A	D	D	A	A	A	C	C
Approach Vol, veh/h					1106			1642			1335	
Approach Delay, s/veh					54.2			15.8			31.4	
Approach LOS					D			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		82.3			27.2	55.1		37.7				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		75.5			31.5	39.5		34.0				
Max Q Clear Time (g_c+I1), s		2.0			21.8	32.2		32.0				
Green Ext Time (p_c), s		14.1			0.9	5.2		0.7				

Intersection Summary

HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

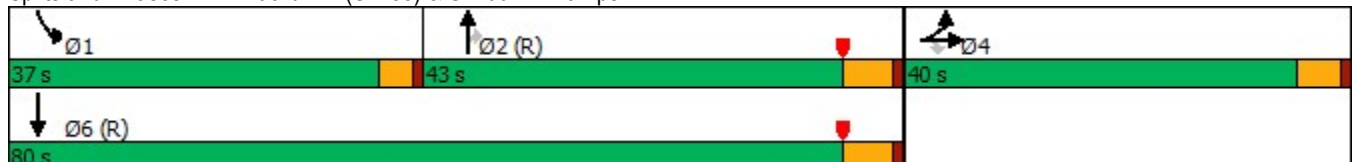


Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	427	0	990	1101	833	411	1379
Future Volume (vph)	427	0	990	1101	833	411	1379
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.0	11.0	11.0	22.5	22.5	9.0	22.5
Total Split (s)	40.0	40.0	40.0	43.0	43.0	37.0	80.0
Total Split (%)	33.3%	33.3%	33.3%	35.8%	35.8%	30.8%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.5	4.5	3.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.5	5.5	4.0	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	35.0	35.0	35.0	51.5	51.5	19.0	74.5
Actuated g/C Ratio	0.29	0.29	0.29	0.43	0.43	0.16	0.62
v/c Ratio	0.79	1.13	1.09	0.73	0.83	0.77	0.63
Control Delay	52.1	116.3	102.2	32.7	16.1	55.9	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Total Delay	52.1	116.3	102.2	32.7	16.1	55.9	17.5
LOS	D	F	F	C	B	E	B
Approach Delay		93.8		25.5			26.3
Approach LOS		F		C			C





















Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 44.6
 Intersection Capacity Utilization 97.8%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service F

Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	427	0	990	0	0	0	0	1101	833	411	1379	0
Future Volume (veh/h)	427	0	990	0	0	0	0	1101	833	411	1379	0
Initial Q (Qb), veh	0	0	0					0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00					1.00	0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	293	0	1099				0	1135	664	424	1422	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	528	0	939				0	1623	713	484	2241	0
Arrive On Green	0.29	0.00	0.29				0.00	0.45	0.45	0.28	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3705	1586	3510	3705	0
Grp Volume(v), veh/h	293	0	1099				0	1135	664	424	1422	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1586	1755	1805	0
Q Serve(g_s), s	16.4	0.0	35.0				0.0	30.3	47.6	13.8	0.0	0.0
Cycle Q Clear(g_c), s	16.4	0.0	35.0				0.0	30.3	47.6	13.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	528	0	939				0	1623	713	484	2241	0
V/C Ratio(X)	0.56	0.00	1.17				0.00	0.70	0.93	0.88	0.63	0.00
Avail Cap(c_a), veh/h	528	0	939				0	1623	713	965	2241	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.57	0.57	0.46	0.46	0.00
Uniform Delay (d), s/veh	35.9	0.0	42.5				0.0	26.5	31.3	42.5	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	88.0				0.0	1.5	13.6	0.9	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	24.8				0.0	12.8	19.8	5.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	0.0	130.5				0.0	28.0	44.9	43.4	0.6	0.0
LnGrp LOS	D	A	F				A	C	D	D	A	A
Approach Vol, veh/h		1392						1799			1846	
Approach Delay, s/veh		110.8						34.2			10.5	
Approach LOS		F						C			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	20.6	59.4	40.0	80.0								
Change Period (Y+Rc), s	4.0	5.5	5.0	5.5								
Max Green Setting (Gmax), s	33.0	37.5	35.0	74.5								
Max Q Clear Time (g_c+I1), s	15.8	49.6	37.0	2.0								
Green Ext Time (p_c), s	0.7	0.0	0.0	24.9								

Intersection Summary

HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

01/13/2023

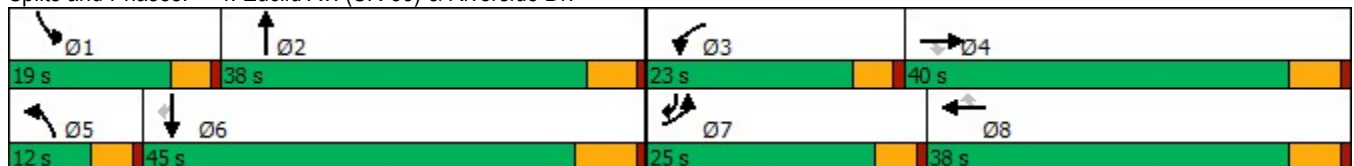


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	184	357	131	237	506	108	66	1234	243	1869	131
Future Volume (vph)	184	357	131	237	506	108	66	1234	243	1869	131
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	1	6	7
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	25.8	9.6	31.8	31.8	9.6	30.4	9.6	34.5	9.6
Total Split (s)	25.0	40.0	40.0	23.0	38.0	38.0	12.0	38.0	19.0	45.0	25.0
Total Split (%)	20.8%	33.3%	33.3%	19.2%	31.7%	31.7%	10.0%	31.7%	15.8%	37.5%	20.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	None
Act Effct Green (s)	16.0	20.6	20.6	18.5	23.0	23.0	7.0	32.8	14.5	41.3	63.9
Actuated g/C Ratio	0.15	0.19	0.19	0.17	0.22	0.22	0.07	0.31	0.14	0.39	0.60
v/c Ratio	0.78	0.55	0.32	0.87	0.70	0.25	0.63	0.91	1.14	1.00	0.14
Control Delay	65.8	41.6	5.5	73.7	44.6	3.0	77.0	46.5	145.8	56.1	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	41.6	5.5	73.7	44.6	3.0	77.0	46.5	145.8	56.1	3.2
LOS	E	D	A	E	D	A	E	D	F	E	A
Approach Delay		41.2			47.5			48.0		62.7	
Approach LOS		D			D			D		E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 106.8	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 53.4	Intersection LOS: D
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
4: Euclid Av. (SR-83) & Riverside Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	184	357	131	237	506	108	66	1234	104	243	1869	131
Future Volume (veh/h)	184	357	131	237	506	108	66	1234	104	243	1869	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	188	364	107	242	516	58	67	1259	64	248	1907	79
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	218	554	244	271	665	292	83	1465	74	237	1969	817
Arrive On Green	0.13	0.16	0.16	0.17	0.19	0.19	0.05	0.31	0.31	0.15	0.40	0.40
Sat Flow, veh/h	1619	3420	1505	1619	3420	1501	1619	4789	243	1619	4914	1525
Grp Volume(v), veh/h	188	364	107	242	516	58	67	861	462	248	1907	79
Grp Sat Flow(s),veh/h/ln	1619	1710	1505	1619	1710	1501	1619	1638	1756	1619	1638	1525
Q Serve(g_s), s	11.2	9.8	6.3	14.4	14.1	3.2	4.0	24.3	24.4	14.4	37.4	2.5
Cycle Q Clear(g_c), s	11.2	9.8	6.3	14.4	14.1	3.2	4.0	24.3	24.4	14.4	37.4	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	218	554	244	271	665	292	83	1002	537	237	1969	817
V/C Ratio(X)	0.86	0.66	0.44	0.89	0.78	0.20	0.80	0.86	0.86	1.05	0.97	0.10
Avail Cap(c_a), veh/h	336	1189	523	303	1120	492	122	1086	582	237	1969	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	38.7	37.2	40.1	37.6	33.2	46.1	32.1	32.1	42.0	28.9	11.2
Incr Delay (d2), s/veh	8.7	1.3	1.2	23.6	2.0	0.3	13.2	6.7	11.7	71.1	13.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	4.0	2.3	7.2	5.8	1.1	1.8	9.7	11.1	10.2	16.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	40.0	38.4	63.7	39.6	33.5	59.4	38.9	43.8	113.0	42.4	11.2
LnGrp LOS	D	D	D	E	D	C	E	D	D	F	D	B
Approach Vol, veh/h		659			816			1390			2234	
Approach Delay, s/veh		42.7			46.3			41.5			49.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	36.6	21.0	21.7	9.7	45.9	17.8	24.9				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	14.4	* 33	18.4	34.2	7.4	38.5	20.4	32.2				
Max Q Clear Time (g_c+I1), s	16.4	26.4	16.4	11.8	6.0	39.4	13.2	16.1				
Green Ext Time (p_c), s	0.0	3.7	0.1	2.4	0.0	0.0	0.1	3.0				

Intersection Summary

HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Euclid Av. (SR-83) & Chino Av.

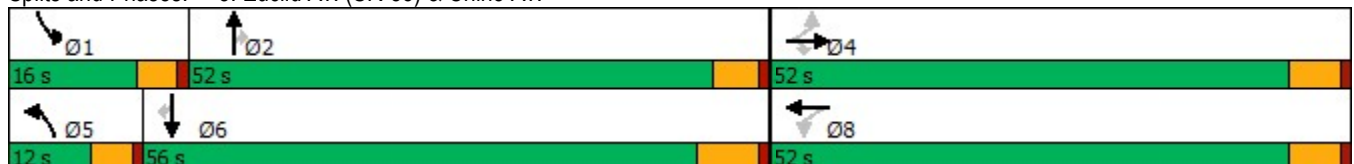


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	77	196	74	119	304	48	1250	132	87	2011	95
Future Volume (vph)	77	196	74	119	304	48	1250	132	87	2011	95
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	52.0	52.0	52.0	52.0	52.0	12.0	52.0	52.0	16.0	56.0	56.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	43.3%	10.0%	43.3%	43.3%	13.3%	46.7%	46.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.4	34.4	34.4	34.4	34.4	6.7	49.1	49.1	9.4	50.3	50.3
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32	0.06	0.46	0.46	0.09	0.47	0.47
v/c Ratio	0.82	0.35	0.14	0.40	0.87	0.50	0.57	0.19	0.64	0.90	0.13
Control Delay	86.5	29.0	6.2	32.0	48.2	68.9	24.6	12.4	69.7	34.3	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.5	29.0	6.2	32.0	48.2	68.9	24.6	12.4	69.7	34.3	7.9
LOS	F	C	A	C	D	E	C	B	E	C	A
Approach Delay		36.9			44.9		25.0			34.6	
Approach LOS		D			D		C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 106.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 33.1	Intersection LOS: C
Intersection Capacity Utilization 100.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
 5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	196	74	119	304	169	48	1250	132	87	2011	95
Future Volume (veh/h)	77	196	74	119	304	169	48	1250	132	87	2011	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	80	204	56	124	317	175	50	1302	98	91	2095	62
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	674	571	363	408	225	62	2009	624	112	2160	671
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.04	0.41	0.41	0.07	0.44	0.44
Sat Flow, veh/h	822	1800	1525	1017	1090	602	1619	4914	1525	1619	4914	1525
Grp Volume(v), veh/h	80	204	56	124	0	492	50	1302	98	91	2095	62
Grp Sat Flow(s),veh/h/ln	822	1800	1525	1017	0	1692	1619	1638	1525	1619	1638	1525
Q Serve(g_s), s	10.9	9.2	2.7	11.2	0.0	29.4	3.5	24.4	4.6	6.3	47.7	2.7
Cycle Q Clear(g_c), s	40.2	9.2	2.7	20.4	0.0	29.4	3.5	24.4	4.6	6.3	47.7	2.7
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	674	571	363	0	633	62	2009	624	112	2160	671
V/C Ratio(X)	0.50	0.30	0.10	0.34	0.00	0.78	0.81	0.65	0.16	0.81	0.97	0.09
Avail Cap(c_a), veh/h	184	727	616	392	0	683	105	2009	624	161	2160	671
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	25.3	23.3	32.4	0.0	31.6	54.6	27.2	21.4	52.6	31.3	18.7
Incr Delay (d2), s/veh	2.4	0.3	0.1	0.6	0.0	5.3	8.8	1.6	0.5	12.2	13.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.8	1.0	2.7	0.0	12.3	1.5	9.0	1.6	2.8	19.5	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	25.5	23.3	33.0	0.0	36.9	63.4	28.8	21.9	64.8	44.8	19.0
LnGrp LOS	D	C	C	C	A	D	E	C	C	E	D	B
Approach Vol, veh/h		340			616			1450			2248	
Approach Delay, s/veh		31.3			36.1			29.6			44.9	
Approach LOS		C			D			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	53.3		48.7	9.0	56.8		48.7				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 47		46.2	7.4	49.5		46.2				
Max Q Clear Time (g_c+I1), s	8.3	26.4		42.2	5.5	49.7		31.4				
Green Ext Time (p_c), s	0.0	8.6		0.6	0.0	0.0		3.1				

Intersection Summary

HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

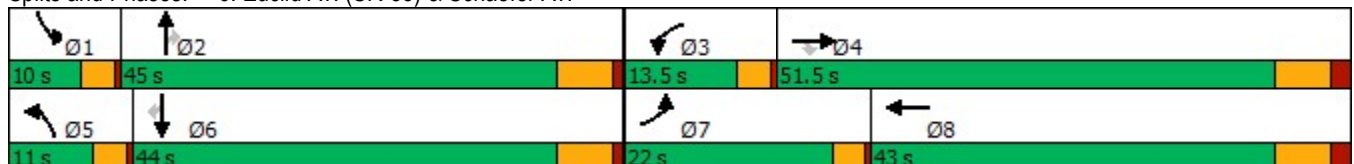
Timings
6: Euclid Av. (SR-83) & Schaefer Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	238	79	105	2	24	107	1194	34	52	1976	171	
Future Volume (vph)	238	79	105	2	24	107	1194	34	52	1976	171	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0	
Total Split (s)	22.0	51.5	51.5	13.5	43.0	11.0	45.0	45.0	10.0	44.0	44.0	
Total Split (%)	18.3%	42.9%	42.9%	11.3%	35.8%	9.2%	37.5%	37.5%	8.3%	36.7%	36.7%	
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	19.0	25.3	25.3	10.3	10.5	6.9	44.3	44.3	5.9	39.1	39.1	
Actuated g/C Ratio	0.21	0.28	0.28	0.11	0.12	0.08	0.49	0.49	0.07	0.43	0.43	
v/c Ratio	0.73	0.16	0.22	0.01	0.16	0.46	0.52	0.04	0.26	0.97	0.24	
Control Delay	50.6	24.7	5.9	44.5	30.2	50.5	20.9	0.1	48.7	41.0	8.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.6	24.7	5.9	44.5	30.2	50.5	20.9	0.1	48.7	41.0	8.4	
LOS	D	C	A	D	C	D	C	A	D	D	A	
Approach Delay		34.7			31.0		22.8			38.6		
Approach LOS		C			C		C			D		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 90.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 32.8	Intersection LOS: C
Intersection Capacity Utilization 80.0%	ICU Level of Service D
Analysis Period (min) 15	
























Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023

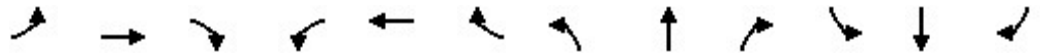
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	79	105	2	24	8	107	1194	34	52	1976	171
Future Volume (veh/h)	238	79	105	2	24	8	107	1194	34	52	1976	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	248	82	72	2	25	5	111	1244	35	54	2058	141
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	283	414	351	9	88	18	178	2331	724	136	2266	704
Arrive On Green	0.18	0.23	0.23	0.01	0.06	0.06	0.06	0.47	0.47	0.04	0.46	0.46
Sat Flow, veh/h	1619	1800	1525	1619	1456	291	3141	4914	1525	3141	4914	1525
Grp Volume(v), veh/h	248	82	72	2	0	30	111	1244	35	54	2058	141
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1748	1570	1638	1525	1570	1638	1525
Q Serve(g_s), s	12.1	3.0	3.1	0.1	0.0	1.3	2.8	14.5	1.0	1.4	31.5	4.5
Cycle Q Clear(g_c), s	12.1	3.0	3.1	0.1	0.0	1.3	2.8	14.5	1.0	1.4	31.5	4.5
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	414	351	9	0	106	178	2331	724	136	2266	704
V/C Ratio(X)	0.88	0.20	0.20	0.23	0.00	0.28	0.62	0.53	0.05	0.40	0.91	0.20
Avail Cap(c_a), veh/h	369	987	837	200	0	775	290	2362	733	252	2302	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	25.2	25.2	40.2	0.0	36.4	37.4	15.0	11.5	37.8	20.3	13.0
Incr Delay (d2), s/veh	14.1	0.2	0.2	4.8	0.0	1.1	1.3	0.2	0.0	0.7	5.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	1.2	1.1	0.0	0.0	0.6	1.0	4.4	0.3	0.5	10.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	25.4	25.4	44.9	0.0	37.5	38.8	15.2	11.5	38.5	26.0	13.1
LnGrp LOS	D	C	C	D	A	D	D	B	B	D	C	B
Approach Vol, veh/h		402			32			1390			2253	
Approach Delay, s/veh		38.5			37.9			17.0			25.5	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	44.5	3.9	25.7	8.1	43.4	17.7	11.9				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	6.5	39.0	10.0	44.5	7.5	38.0	18.5	36.0				
Max Q Clear Time (g_c+I1), s	3.4	16.5	2.1	5.1	4.8	33.5	14.1	3.3				
Green Ext Time (p_c), s	0.0	8.3	0.0	0.5	0.0	3.9	0.1	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				24.0								
HCM 6th LOS				C								

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

11: Euclid Av. (SR-83) & Edison Av.

01/13/2023

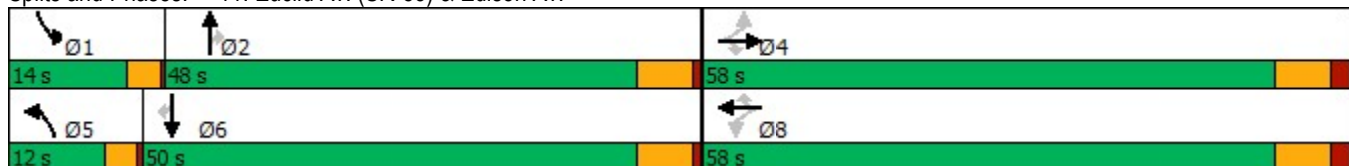


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗	↘↗	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (vph)	212	417	200	104	511	141	163	1010	51	229	1523	249
Future Volume (vph)	212	417	200	104	511	141	163	1010	51	229	1523	249
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	58.0	58.0	58.0	58.0	58.0	58.0	12.0	48.0	48.0	14.0	50.0	50.0
Total Split (%)	48.3%	48.3%	48.3%	48.3%	48.3%	48.3%	10.0%	40.0%	40.0%	11.7%	41.7%	41.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	51.0	51.0	51.0	51.0	51.0	51.0	8.3	40.9	40.9	10.5	43.1	43.1
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.43	0.43	0.07	0.34	0.34	0.09	0.36	0.36
v/c Ratio	1.09	0.56	0.27	0.40	0.68	0.20	0.77	0.62	0.10	1.66	0.88	0.39
Control Delay	126.2	29.2	5.1	29.5	33.2	4.1	77.6	34.3	4.5	359.9	42.5	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	126.2	29.2	5.1	29.5	33.2	4.1	77.6	34.3	4.5	359.9	42.5	9.8
LOS	F	C	A	C	C	A	E	C	A	F	D	A
Approach Delay		48.2			27.3			38.8			74.8	
Approach LOS		D			C			D			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.9	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.66	
Intersection Signal Delay: 53.6	Intersection LOS: D
Intersection Capacity Utilization 98.4%	ICU Level of Service F
Analysis Period (min) 15	

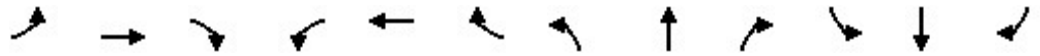
Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	417	200	104	511	141	163	1010	51	229	1523	249
Future Volume (veh/h)	212	417	200	104	511	141	163	1010	51	229	1523	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	219	430	170	107	527	135	168	1041	46	236	1570	222
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	778	659	250	778	658	218	1665	515	144	1762	546
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.07	0.34	0.34	0.09	0.36	0.36
Sat Flow, veh/h	702	1800	1524	744	1800	1522	3141	4914	1521	1619	4914	1524
Grp Volume(v), veh/h	219	430	170	107	527	135	168	1041	46	236	1570	222
Grp Sat Flow(s),veh/h/ln	702	1800	1524	744	1800	1522	1570	1638	1521	1619	1638	1524
Q Serve(g_s), s	23.3	21.0	8.4	14.8	27.7	6.5	6.2	21.0	2.4	10.5	35.5	12.9
Cycle Q Clear(g_c), s	51.0	21.0	8.4	35.8	27.7	6.5	6.2	21.0	2.4	10.5	35.5	12.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	778	659	250	778	658	218	1665	515	144	1762	546
V/C Ratio(X)	1.10	0.55	0.26	0.43	0.68	0.21	0.77	0.63	0.09	1.64	0.89	0.41
Avail Cap(c_a), veh/h	200	778	659	250	778	658	226	1749	541	144	1833	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	25.0	21.4	38.3	26.9	20.9	54.0	32.7	26.6	53.7	35.7	28.4
Incr Delay (d2), s/veh	92.2	0.8	0.2	1.2	2.4	0.2	13.0	0.7	0.1	316.2	5.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	8.7	2.9	2.7	11.7	2.3	2.7	7.9	0.8	16.7	14.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	143.1	25.8	21.6	39.5	29.2	21.0	67.0	33.4	26.7	369.9	41.5	28.9
LnGrp LOS	F	C	C	D	C	C	E	C	C	F	D	C
Approach Vol, veh/h		819			769			1255			2028	
Approach Delay, s/veh		56.3			29.2			37.6			78.3	
Approach LOS		E			C			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	46.0		58.0	11.7	48.3		58.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	10.5	42.0		51.0	8.5	44.0		51.0				
Max Q Clear Time (g_c+I1), s	12.5	23.0		53.0	8.2	37.5		37.8				
Green Ext Time (p_c), s	0.0	6.3		0.0	0.0	4.8		3.6				

Intersection Summary

HCM 6th Ctrl Delay	56.4
HCM 6th LOS	E

Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

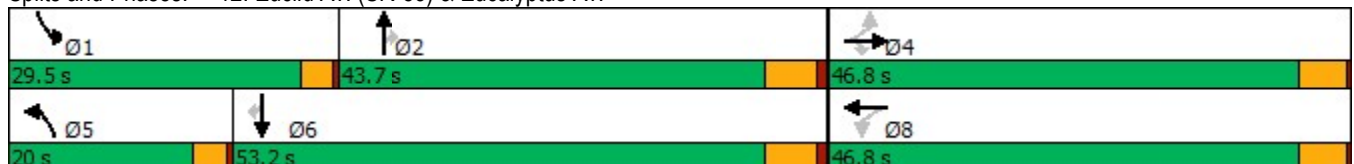


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗	↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (vph)	61	42	164	31	158	169	1104	15	262	1659	39
Future Volume (vph)	61	42	164	31	158	169	1104	15	262	1659	39
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.8	46.8	46.8	46.8	46.8	8.5	30.7	30.7	8.5	37.7	37.7
Total Split (s)	46.8	46.8	46.8	46.8	46.8	20.0	43.7	43.7	29.5	53.2	53.2
Total Split (%)	39.0%	39.0%	39.0%	39.0%	39.0%	16.7%	36.4%	36.4%	24.6%	44.3%	44.3%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	3.0	4.7	4.7	3.0	4.7	4.7
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8	4.8	3.5	5.7	5.7	3.5	5.7	5.7
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	21.2	21.2	21.2	21.2	21.2	15.0	36.7	36.7	21.1	42.8	42.8
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.16	0.39	0.39	0.23	0.46	0.46
v/c Ratio	0.49	0.11	0.36	0.12	0.69	0.71	0.62	0.02	0.78	0.79	0.06
Control Delay	45.2	29.8	6.7	30.2	39.0	56.6	26.5	0.1	52.0	26.3	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	29.8	6.7	30.2	39.0	56.6	26.5	0.1	52.0	26.3	5.3
LOS	D	C	A	C	D	E	C	A	D	C	A
Approach Delay		19.1			38.1		30.1			29.3	
Approach LOS		B			D		C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 93.6	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 29.6	Intersection LOS: C
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	42	164	31	158	102	169	1104	15	262	1659	39
Future Volume (veh/h)	61	42	164	31	158	102	169	1104	15	262	1659	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	66	45	91	33	170	104	182	1187	14	282	1784	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	178	434	368	336	252	154	215	1962	609	319	2276	706
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.13	0.40	0.40	0.20	0.46	0.46
Sat Flow, veh/h	1005	1800	1525	1139	1045	640	1619	4914	1525	1619	4914	1524
Grp Volume(v), veh/h	66	45	91	33	0	274	182	1187	14	282	1784	26
Grp Sat Flow(s),veh/h/ln	1005	1800	1525	1139	0	1685	1619	1638	1525	1619	1638	1524
Q Serve(g_s), s	5.5	1.7	4.1	2.0	0.0	12.7	9.4	16.4	0.5	14.6	26.3	0.8
Cycle Q Clear(g_c), s	18.1	1.7	4.1	3.7	0.0	12.7	9.4	16.4	0.5	14.6	26.3	0.8
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	434	368	336	0	406	215	1962	609	319	2276	706
V/C Ratio(X)	0.37	0.10	0.25	0.10	0.00	0.67	0.85	0.61	0.02	0.88	0.78	0.04
Avail Cap(c_a), veh/h	427	880	745	618	0	823	311	2173	674	490	2716	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	25.4	26.3	26.8	0.0	29.6	36.4	20.5	15.7	33.6	19.4	12.6
Incr Delay (d2), s/veh	1.0	0.1	0.3	0.1	0.0	1.5	11.9	0.4	0.0	10.4	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.7	1.4	0.5	0.0	4.9	4.1	5.5	0.1	6.1	8.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	25.5	26.6	26.9	0.0	31.0	48.3	20.9	15.7	43.9	20.8	12.6
LnGrp LOS	D	C	C	C	A	C	D	C	B	D	C	B
Approach Vol, veh/h		202			307			1383			2092	
Approach Delay, s/veh		30.3			30.6			24.4			23.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.4	40.0		25.5	14.9	45.5		25.5				
Change Period (Y+Rc), s	3.5	5.7		4.8	3.5	5.7		4.8				
Max Green Setting (Gmax), s	26.0	38.0		42.0	16.5	47.5		42.0				
Max Q Clear Time (g_c+I1), s	16.6	18.4		20.1	11.4	28.3		14.7				
Green Ext Time (p_c), s	0.4	7.3		0.6	0.1	11.5		1.3				

Intersection Summary

HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

01/13/2023

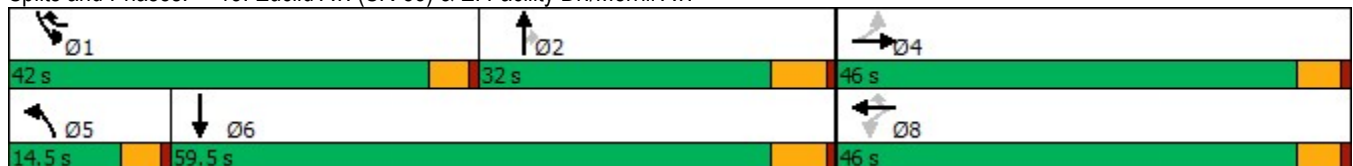


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕	↙	↕	↙	↙	↑↑↑	↙	↙	↑↑↑
Traffic Volume (vph)	7	5	368	55	270	13	1000	572	587	1163
Future Volume (vph)	7	5	368	55	270	13	1000	572	587	1163
Turn Type	Perm	NA	Perm	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	1	5	2		1	6
Permitted Phases	4		8		8			2		
Detector Phase	4	4	8	8	1	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	14.5	28.0	28.0	14.5	28.0
Total Split (s)	46.0	46.0	46.0	46.0	42.0	14.5	32.0	32.0	42.0	59.5
Total Split (%)	38.3%	38.3%	38.3%	38.3%	35.0%	12.1%	26.7%	26.7%	35.0%	49.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	4.5	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		37.9	37.9	37.9	80.5	10.0	26.1	26.1	37.6	62.5
Actuated g/C Ratio		0.32	0.32	0.32	0.69	0.09	0.22	0.22	0.32	0.53
v/c Ratio		0.03	0.95	0.10	0.27	0.10	0.97	1.12	1.20	0.50
Control Delay		22.0	73.0	27.7	6.9	52.8	67.4	100.3	145.8	19.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		22.0	73.0	27.7	6.9	52.8	67.4	100.3	145.8	19.7
LOS		C	E	C	A	D	E	F	F	B
Approach Delay		22.0		43.7			79.1			60.6
Approach LOS		C		D			E			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 117.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 64.7
 Intersection LOS: E
 Intersection Capacity Utilization 99.1%
 ICU Level of Service F
 Analysis Period (min) 15























Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	5	4	368	55	270	13	1000	572	587	1163	61
Future Volume (veh/h)	7	5	4	368	55	270	13	1000	572	587	1163	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	7	5	2	391	59	149	14	1064	311	624	1237	33
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	169	61	471	565	976	51	1110	344	527	2560	68
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.04	0.29	0.29	0.42	0.68	0.68
Sat Flow, veh/h	637	538	196	1280	1800	1525	1619	4914	1525	1619	4921	131
Grp Volume(v), veh/h	14	0	0	391	59	149	14	1064	311	624	823	447
Grp Sat Flow(s),veh/h/ln	1370	0	0	1280	1800	1525	1619	1638	1525	1619	1638	1776
Q Serve(g_s), s	0.0	0.0	0.0	31.2	2.3	4.0	1.0	24.5	22.6	37.5	13.9	13.9
Cycle Q Clear(g_c), s	2.3	0.0	0.0	33.5	2.3	4.0	1.0	24.5	22.6	37.5	13.9	13.9
Prop In Lane	0.50		0.14	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	477	0	0	471	565	976	51	1110	344	527	1704	924
V/C Ratio(X)	0.03	0.00	0.00	0.83	0.10	0.15	0.28	0.96	0.90	1.18	0.48	0.48
Avail Cap(c_a), veh/h	534	0	0	525	641	1040	141	1110	344	527	1704	924
HCM Platoon Ratio	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	0.0	0.0	33.0	24.1	7.1	54.0	40.1	39.5	33.2	11.2	11.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	8.8	0.0	0.0	1.1	18.0	25.9	100.6	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	10.1	1.0	1.1	0.4	10.4	9.8	26.8	3.8	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	0.0	0.0	41.9	24.1	7.1	55.0	58.1	65.3	133.8	11.4	11.6
LnGrp LOS	C	A	A	D	C	A	E	E	E	F	B	B
Approach Vol, veh/h		14			599			1389			1894	
Approach Delay, s/veh		23.6			31.5			59.7			51.8	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	42.0	32.0		41.1	8.1	65.9		41.1				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	37.5	26.0		41.0	10.0	53.5		41.0				
Max Q Clear Time (g_c+I1), s	39.5	26.5		4.3	3.0	15.9		35.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	9.0		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			51.4									
HCM 6th LOS			D									

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

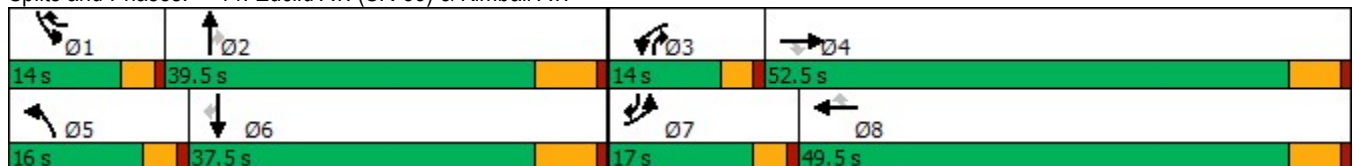
01/13/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	317	61	113	1077	340	82	1092	67	198	873	422
Future Volume (vph)	162	317	61	113	1077	340	82	1092	67	198	873	422
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	14.0	49.5	49.5	14.0	47.8	9.0	14.0	36.0	14.0	9.0	33.0	14.0
Total Split (s)	17.0	52.5	52.5	14.0	49.5	14.0	16.0	39.5	14.0	14.0	37.5	17.0
Total Split (%)	14.2%	43.8%	43.8%	11.7%	41.3%	11.7%	13.3%	32.9%	11.7%	11.7%	31.3%	14.2%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8	3.0	3.0	5.5	3.0	3.0	5.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.8	5.8	4.0	5.8	4.0	4.0	6.5	4.0	4.0	6.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	11.3	41.5	41.5	10.1	40.2	55.8	10.9	31.6	48.2	9.8	33.8	47.6
Actuated g/C Ratio	0.10	0.37	0.37	0.09	0.35	0.49	0.10	0.28	0.43	0.09	0.30	0.42
v/c Ratio	0.57	0.26	0.10	0.42	0.92	0.45	0.54	0.82	0.10	0.80	0.62	0.64
Control Delay	58.1	25.8	1.3	55.9	47.6	17.1	64.7	44.7	5.5	75.7	38.3	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.1	25.8	1.3	55.9	47.6	17.1	64.7	44.7	5.5	75.7	38.3	25.5
LOS	E	C	A	E	D	B	E	D	A	E	D	C
Approach Delay		32.7			41.4			43.9			39.6	
Approach LOS		C			D			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.4
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 40.5
 Intersection LOS: D
 Intersection Capacity Utilization 85.7%
 ICU Level of Service E
 Analysis Period (min) 15


































Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

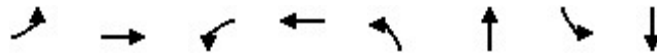
01/13/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  		 	  	
Traffic Volume (veh/h)	162	317	61	113	1077	340	82	1092	67	198	873	422
Future Volume (veh/h)	162	317	61	113	1077	340	82	1092	67	198	873	422
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	167	327	42	116	1110	173	85	1126	48	204	900	280
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	270	1232	550	280	1225	678	137	1366	560	255	1373	560
Arrive On Green	0.09	0.36	0.36	0.09	0.36	0.36	0.08	0.28	0.28	0.09	0.28	0.28
Sat Flow, veh/h	2956	3420	1525	3141	3420	1525	1619	4914	1525	2956	4914	1506
Grp Volume(v), veh/h	167	327	42	116	1110	173	85	1126	48	204	900	280
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1570	1710	1525	1619	1638	1525	1478	1638	1506
Q Serve(g_s), s	5.9	7.4	2.0	3.8	33.6	7.7	5.5	23.4	2.2	7.4	17.6	15.7
Cycle Q Clear(g_c), s	5.9	7.4	2.0	3.8	33.6	7.7	5.5	23.4	2.2	7.4	17.6	15.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	270	1232	550	280	1225	678	137	1366	560	255	1373	560
V/C Ratio(X)	0.62	0.27	0.08	0.41	0.91	0.26	0.62	0.82	0.09	0.80	0.66	0.50
Avail Cap(c_a), veh/h	353	1467	654	289	1373	744	178	1490	598	272	1399	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	24.6	22.9	46.9	33.2	19.0	48.1	36.8	22.5	48.8	34.6	26.5
Incr Delay (d2), s/veh	0.9	0.1	0.1	0.4	7.8	0.1	1.7	3.9	0.1	13.4	1.3	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	2.9	0.7	1.5	14.3	2.6	2.2	9.2	0.8	3.1	6.7	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	24.7	23.0	47.3	41.0	19.0	49.8	40.7	22.6	62.3	35.9	27.5
LnGrp LOS	D	C	C	D	D	B	D	D	C	E	D	C
Approach Vol, veh/h		536			1399			1259			1384	
Approach Delay, s/veh		32.0			38.8			40.6			38.1	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	36.8	13.7	45.0	13.2	36.9	13.9	44.8				
Change Period (Y+Rc), s	4.0	6.5	4.0	5.8	4.0	6.5	4.0	5.8				
Max Green Setting (Gmax), s	10.0	33.0	10.0	46.7	12.0	31.0	13.0	43.7				
Max Q Clear Time (g_c+I1), s	9.4	25.4	5.8	9.4	7.5	19.6	7.9	35.6				
Green Ext Time (p_c), s	0.0	4.9	0.1	2.2	0.0	6.3	0.1	3.4				
Intersection Summary												
HCM 6th Ctrl Delay				38.3								
HCM 6th LOS				D								

Timings

31: Bon View Av. & Edison Av.

01/13/2023

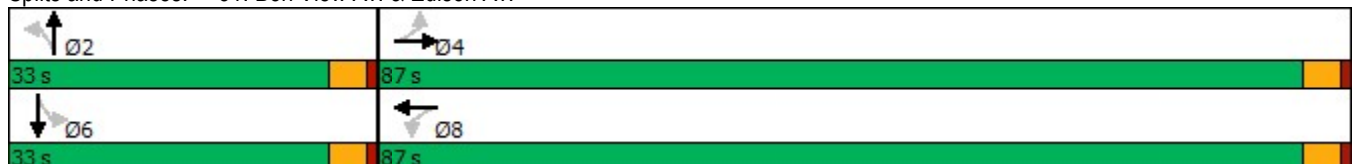


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	41	661	7	591	12	188	11	133
Future Volume (vph)	41	661	7	591	12	188	11	133
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	87.0	87.0	87.0	87.0	33.0	33.0	33.0	33.0
Total Split (%)	72.5%	72.5%	72.5%	72.5%	27.5%	27.5%	27.5%	27.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		41.1		41.1		15.6		15.6
Actuated g/C Ratio		0.62		0.62		0.23		0.23
v/c Ratio		0.80		0.66		0.58		0.51
Control Delay		16.0		11.3		32.2		29.6
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		16.0		11.3		32.2		29.6
LOS		B		B		C		C
Approach Delay		16.0		11.3		32.2		29.6
Approach LOS		B		B		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 66.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 31: Bon View Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 31: Bon View Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	41	661	17	7	591	33	12	188	6	11	133	38
Future Volume (veh/h)	41	661	17	7	591	33	12	188	6	11	133	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	796	20	8	712	40	14	227	7	13	160	46
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	1011	25	89	1045	58	100	347	10	100	272	75
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	53	1713	42	5	1770	99	50	1761	53	50	1381	381
Grp Volume(v), veh/h	865	0	0	760	0	0	248	0	0	219	0	0
Grp Sat Flow(s),veh/h/ln	1808	0	0	1873	0	0	1863	0	0	1812	0	0
Q Serve(g_s), s	3.4	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	15.1	0.0	0.0	11.8	0.0	0.0	5.2	0.0	0.0	4.6	0.0	0.0
Prop In Lane	0.06		0.02	0.01		0.05	0.06		0.03	0.06		0.21
Lane Grp Cap(c), veh/h	1157	0	0	1192	0	0	457	0	0	447	0	0
V/C Ratio(X)	0.75	0.00	0.00	0.64	0.00	0.00	0.54	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	3507	0	0	3697	0	0	1327	0	0	1287	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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	0.0	0.0	6.0	0.0	0.0	15.7	0.0	0.0	15.5	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.6	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.6	0.0	0.0	6.5	0.0	0.0	16.7	0.0	0.0	16.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		865			760			248				219
Approach Delay, s/veh		7.6			6.5			16.7				16.3
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.9		29.5		12.9		29.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		28.5		82.5		28.5		82.5				
Max Q Clear Time (g_c+I1), s		7.2		17.1		6.6		13.8				
Green Ext Time (p_c), s		1.2		7.9		1.1		5.9				

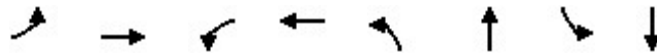
Intersection Summary

HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Timings

32: Grove Av. & Schaefer Av.

01/13/2023

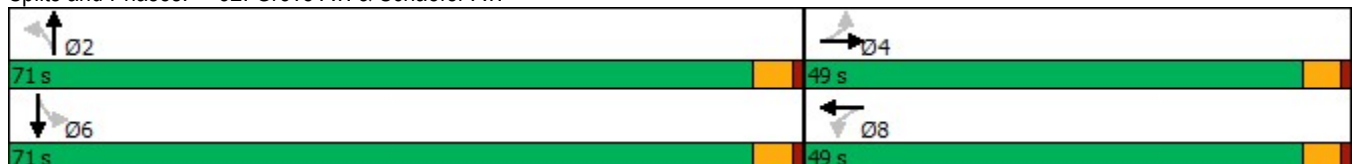


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	41	100	33	282	43	401	34	469
Future Volume (vph)	41	100	33	282	43	401	34	469
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	49.0	49.0	49.0	49.0	71.0	71.0	71.0	71.0
Total Split (%)	40.8%	40.8%	40.8%	40.8%	59.2%	59.2%	59.2%	59.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		18.3		18.3		25.1		25.1
Actuated g/C Ratio		0.34		0.34		0.47		0.47
v/c Ratio		0.32		0.62		0.58		0.68
Control Delay		15.7		20.9		13.9		15.9
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		15.7		20.9		13.9		15.9
LOS		B		C		B		B
Approach Delay		15.7		20.9		13.9		15.9
Approach LOS		B		C		B		B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 53.2	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 65.2%	ICU Level of Service C
Analysis Period (min) 15	

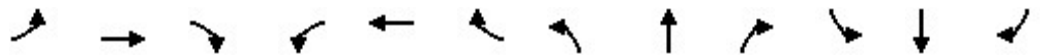
Splits and Phases: 32: Grove Av. & Schaefer Av.



HCM 6th Signalized Intersection Summary
32: Grove Av. & Schaefer Av.

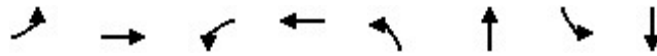
Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	41	100	34	33	282	58	43	401	10	34	469	51
Future Volume (veh/h)	41	100	34	33	282	58	43	401	10	34	469	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	104	35	34	294	60	45	418	10	35	489	53
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	199	363	103	140	448	87	153	724	16	133	685	72
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	224	1171	332	83	1446	280	89	1691	38	52	1601	167
Grp Volume(v), veh/h	182	0	0	388	0	0	473	0	0	577	0	0
Grp Sat Flow(s),veh/h/ln	1727	0	0	1809	0	0	1818	0	0	1820	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	6.4	0.0	0.0	6.5	0.0	0.0	8.9	0.0	0.0
Prop In Lane	0.24		0.19	0.09		0.15	0.10		0.02	0.06		0.09
Lane Grp Cap(c), veh/h	665	0	0	675	0	0	893	0	0	891	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.58	0.00	0.00	0.53	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	2187	0	0	2420	0	0	3461	0	0	3555	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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	0.0	10.4	0.0	0.0	7.5	0.0	0.0	8.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.8	0.0	0.0	0.5	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.6	0.0	0.0	1.2	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	0.0	0.0	11.1	0.0	0.0	8.0	0.0	0.0	8.9	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		182			388			473			577	
Approach Delay, s/veh		9.3			11.1			8.0			8.9	
Approach LOS		A			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.2		15.2		19.2		15.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		66.5		44.5		66.5		44.5				
Max Q Clear Time (g_c+I1), s		8.5		4.6		10.9		8.4				
Green Ext Time (p_c), s		3.0		1.1		3.8		2.3				
Intersection Summary												
HCM 6th Ctrl Delay				9.2								
HCM 6th LOS				A								

Timings
33: Grove Av. & Edison Av.

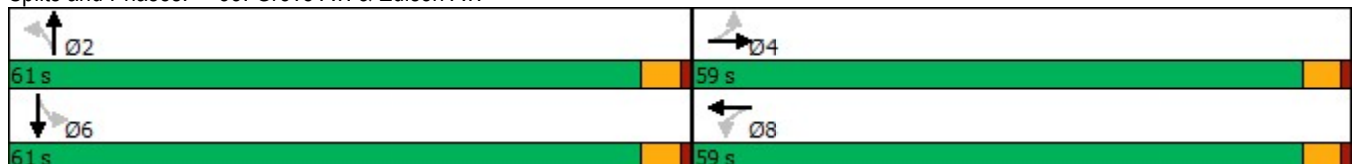


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	60	246	79	439	144	309	44	471
Future Volume (vph)	60	246	79	439	144	309	44	471
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	59.0	59.0	59.0	59.0	61.0	61.0	61.0	61.0
Total Split (%)	49.2%	49.2%	49.2%	49.2%	50.8%	50.8%	50.8%	50.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	39.1	39.1	39.1	39.1	25.2	25.2	25.2	25.2
Actuated g/C Ratio	0.52	0.52	0.52	0.52	0.34	0.34	0.34	0.34
v/c Ratio	0.21	0.77	0.41	0.58	0.73	0.30	0.16	0.48
Control Delay	13.8	20.5	21.0	16.2	46.5	19.8	21.4	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	20.5	21.0	16.2	46.5	19.8	21.4	21.5
LOS	B	C	C	B	D	B	C	C
Approach Delay		20.0		16.8		27.9		21.5
Approach LOS		B		B		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 74.7	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 21.2	Intersection LOS: C
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 33: Grove Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 33: Grove Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



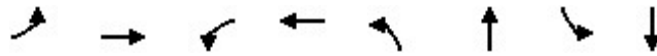
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	246	403	79	439	65	144	309	20	44	471	42
Future Volume (veh/h)	60	246	403	79	439	65	144	309	20	44	471	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	64	262	429	84	467	69	153	329	21	47	501	45
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	341	325	532	208	811	120	277	1185	75	359	1152	103
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	790	614	1005	684	1533	226	782	3265	207	937	3175	284
Grp Volume(v), veh/h	64	0	691	84	0	536	153	172	178	47	269	277
Grp Sat Flow(s),veh/h/ln	790	0	1619	684	0	1759	782	1710	1763	937	1710	1749
Q Serve(g_s), s	5.0	0.0	29.2	9.6	0.0	17.2	15.3	5.9	6.0	3.1	9.9	10.0
Cycle Q Clear(g_c), s	22.1	0.0	29.2	38.7	0.0	17.2	25.3	5.9	6.0	9.1	9.9	10.0
Prop In Lane	1.00		0.62	1.00		0.13	1.00		0.12	1.00		0.16
Lane Grp Cap(c), veh/h	341	0	856	208	0	930	277	620	640	359	620	635
V/C Ratio(X)	0.19	0.00	0.81	0.40	0.00	0.58	0.55	0.28	0.28	0.13	0.43	0.44
Avail Cap(c_a), veh/h	441	0	1061	295	0	1153	524	1162	1198	656	1162	1188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	16.1	32.0	0.0	13.3	29.6	18.8	18.8	22.0	20.0	20.1
Incr Delay (d2), s/veh	0.3	0.0	3.8	1.3	0.0	0.6	1.7	0.2	0.2	0.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	9.7	1.5	0.0	5.8	2.7	2.1	2.2	0.6	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	19.9	33.3	0.0	13.8	31.3	19.0	19.0	22.2	20.5	20.5
LnGrp LOS	C	A	B	C	A	B	C	B	B	C	C	C
Approach Vol, veh/h		755			620			503			593	
Approach Delay, s/veh		20.0			16.5			22.8			20.7	
Approach LOS		C			B			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.7		48.5		34.7		48.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		56.5		54.5		56.5		54.5				
Max Q Clear Time (g_c+I1), s		27.3		31.2		12.0		40.7				
Green Ext Time (p_c), s		2.9		5.3		3.3		3.2				

Intersection Summary

HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Timings

34: Walker Av, & Edison Av.

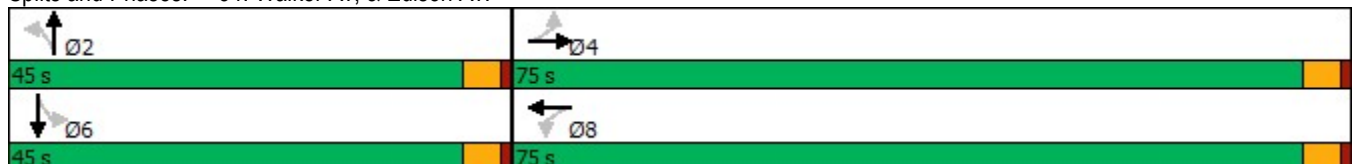


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	33	458	259	549	33	158	186	249
Future Volume (vph)	33	458	259	549	33	158	186	249
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	75.0	75.0	75.0	75.0	45.0	45.0	45.0	45.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	32.3	32.3	32.3	32.3	21.3	21.3	21.3	21.3
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33
v/c Ratio	0.11	0.31	0.67	0.41	0.12	0.43	0.59	0.49
Control Delay	10.8	9.7	22.7	10.2	20.4	19.8	29.8	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	9.7	22.7	10.2	20.4	19.8	29.8	22.1
LOS	B	A	C	B	C	B	C	C
Approach Delay		9.7		13.6		19.9		25.1
Approach LOS		A		B		B		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 64.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 15.8
 Intersection LOS: B
 Intersection Capacity Utilization 68.9%
 ICU Level of Service C
 Analysis Period (min) 15






















Splits and Phases: 34: Walker Av, & Edison Av.



HCM 6th Signalized Intersection Summary
34: Walker Av, & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	458	77	259	549	143	33	158	96	186	249	43
Future Volume (veh/h)	33	458	77	259	549	143	33	158	96	186	249	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	477	80	270	572	149	34	165	100	194	259	45
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	401	1561	260	478	1430	371	357	383	232	382	546	95
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	743	3096	516	866	2836	737	1092	1108	671	1132	1577	274
Grp Volume(v), veh/h	34	277	280	270	363	358	34	0	265	194	0	304
Grp Sat Flow(s),veh/h/ln	743	1805	1807	866	1805	1767	1092	0	1779	1132	0	1851
Q Serve(g_s), s	1.8	5.4	5.5	16.0	7.5	7.6	1.5	0.0	6.9	9.5	0.0	7.7
Cycle Q Clear(g_c), s	9.3	5.4	5.5	21.4	7.5	7.6	9.2	0.0	6.9	16.4	0.0	7.7
Prop In Lane	1.00		0.29	1.00		0.42	1.00		0.38	1.00		0.15
Lane Grp Cap(c), veh/h	401	910	911	478	910	891	357	0	616	382	0	640
V/C Ratio(X)	0.08	0.30	0.31	0.57	0.40	0.40	0.10	0.00	0.43	0.51	0.00	0.47
Avail Cap(c_a), veh/h	899	2119	2122	1058	2119	2075	716	0	1200	754	0	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	8.7	8.7	15.0	9.2	9.3	19.0	0.0	15.1	21.4	0.0	15.4
Incr Delay (d2), s/veh	0.1	0.2	0.2	1.1	0.3	0.3	0.1	0.0	0.5	1.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.6	1.6	2.6	2.2	2.2	0.3	0.0	2.4	2.3	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	8.9	8.9	16.1	9.5	9.5	19.1	0.0	15.6	22.4	0.0	15.9
LnGrp LOS	B	A	A	B	A	A	B	A	B	C	A	B
Approach Vol, veh/h		591			991			299				498
Approach Delay, s/veh		9.1			11.3			16.0				18.5
Approach LOS		A			B			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.3		34.8		25.3		34.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		40.5		70.5		40.5		70.5				
Max Q Clear Time (g_c+I1), s		11.2		11.3		18.4		23.4				
Green Ext Time (p_c), s		1.6		3.6		2.4		6.8				
Intersection Summary												
HCM 6th Ctrl Delay				12.8								
HCM 6th LOS				B								

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

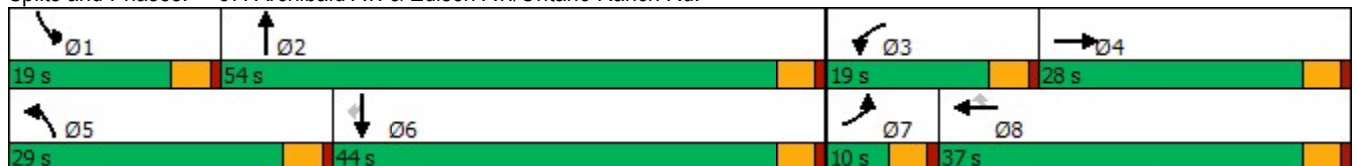
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	270	73	549	794	117	184	1260	397	99	870	256
Future Volume (vph)	89	270	73	549	794	117	184	1260	397	99	870	256
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	10.0	28.0		19.0	37.0	37.0	29.0	54.0		19.0	44.0	44.0
Total Split (%)	8.3%	23.3%		15.8%	30.8%	30.8%	24.2%	45.0%		15.8%	36.7%	36.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	5.6	21.8	101.4	14.7	30.9	30.9	12.1	35.0	101.4	11.6	34.6	34.6
Actuated g/C Ratio	0.06	0.21	1.00	0.14	0.30	0.30	0.12	0.35	1.00	0.11	0.34	0.34
v/c Ratio	0.59	0.38	0.05	1.37	0.84	0.23	0.54	0.74	0.29	0.59	0.78	0.45
Control Delay	65.1	37.2	0.1	214.6	42.6	5.9	49.4	32.2	0.5	58.4	35.3	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	37.2	0.1	214.6	42.6	5.9	49.4	32.2	0.5	58.4	35.3	12.2
LOS	E	D	A	F	D	A	D	C	A	E	D	B
Approach Delay		36.7			104.3			27.1			32.3	
Approach LOS		D			F			C			C	

































Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 101.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.37	
Intersection Signal Delay: 51.9	Intersection LOS: D
Intersection Capacity Utilization 74.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	  			 	
Traffic Volume (veh/h)	89	270	73	549	794	117	184	1260	397	99	870	256
Future Volume (veh/h)	89	270	73	549	794	117	184	1260	397	99	870	256
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	98	297	0	603	873	106	202	1385	0	109	956	270
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	693		497	1041	458	284	1933		136	1265	529
Arrive On Green	0.05	0.19	0.00	0.16	0.30	0.30	0.09	0.36	0.00	0.08	0.35	0.35
Sat Flow, veh/h	3048	3600	1525	3048	3420	1506	3141	5400	1525	1619	3600	1505
Grp Volume(v), veh/h	98	297	0	603	873	106	202	1385	0	109	956	270
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1710	1506	1570	1800	1525	1619	1800	1505
Q Serve(g_s), s	2.8	6.5	0.0	14.5	21.2	4.7	5.6	19.7	0.0	5.9	20.8	12.6
Cycle Q Clear(g_c), s	2.8	6.5	0.0	14.5	21.2	4.7	5.6	19.7	0.0	5.9	20.8	12.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	693		497	1041	458	284	1933		136	1265	529
V/C Ratio(X)	0.63	0.43		1.21	0.84	0.23	0.71	0.72		0.80	0.76	0.51
Avail Cap(c_a), veh/h	189	952		497	1251	551	866	3007		264	1600	669
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	31.6	0.0	37.2	28.9	23.1	39.3	24.6	0.0	40.0	25.5	22.8
Incr Delay (d2), s/veh	4.7	0.4	0.0	113.2	4.5	0.3	3.3	0.5	0.0	10.5	1.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.7	0.0	12.8	8.5	1.6	2.1	7.4	0.0	2.6	8.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	32.0	0.0	150.4	33.3	23.4	42.6	25.1	0.0	50.5	27.1	23.5
LnGrp LOS	D	C		F	C	C	D	C		D	C	C
Approach Vol, veh/h		395	A		1582			1587	A		1335	
Approach Delay, s/veh		35.5			77.3			27.4			28.3	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	36.3	19.0	21.6	12.5	35.7	9.1	31.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	49.5	14.5	23.5	24.5	39.5	5.5	32.5				
Max Q Clear Time (g_c+I1), s	7.9	21.7	16.5	8.5	7.6	22.8	4.8	23.2				
Green Ext Time (p_c), s	0.1	10.1	0.0	1.4	0.5	6.3	0.0	3.9				

Intersection Summary

HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	768	7	383	909	993	941	484
Future Volume (vph)	768	7	383	909	993	941	484
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	35.0	82.0	47.0	47.0
Total Split (%)	31.7%	31.7%	31.7%	29.2%	68.3%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effect Green (s)	31.9	31.9	31.9	30.7	73.6	38.4	38.4
Actuated g/C Ratio	0.28	0.28	0.28	0.27	0.64	0.34	0.34
v/c Ratio	0.87	0.91	0.67	0.99	0.44	0.79	0.57
Control Delay	60.0	65.1	29.3	70.1	11.0	40.1	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Total Delay	60.0	65.1	29.3	70.1	11.6	40.1	5.2
LOS	E	E	C	E	B	D	A
Approach Delay		52.7			39.6	28.2	
Approach LOS		D			D	C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 39.4	Intersection LOS: D
Intersection Capacity Utilization 92.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙↗	↕			↕	↗
Traffic Volume (veh/h)	0	0	0	768	7	383	909	993	0	0	941	484
Future Volume (veh/h)	0	0	0	768	7	383	909	993	0	0	941	484
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				862	0	164	928	1013	0	0	960	304
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				975	0	434	986	2333	0	0	1168	521
Arrive On Green				0.27	0.00	0.27	0.28	0.65	0.00	0.00	0.32	0.32
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	3705	1610
Grp Volume(v), veh/h				862	0	164	928	1013	0	0	960	304
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1805	1610
Q Serve(g_s), s				24.4	0.0	8.9	27.7	14.8	0.0	0.0	26.2	16.8
Cycle Q Clear(g_c), s				24.4	0.0	8.9	27.7	14.8	0.0	0.0	26.2	16.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				975	0	434	986	2333	0	0	1168	521
V/C Ratio(X)				0.88	0.00	0.38	0.94	0.43	0.00	0.00	0.82	0.58
Avail Cap(c_a), veh/h				1133	0	504	1001	2614	0	0	1434	639
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				37.5	0.0	31.8	37.6	9.3	0.0	0.0	33.4	30.2
Incr Delay (d2), s/veh				7.6	0.0	0.5	16.2	0.1	0.0	0.0	3.3	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.3	0.0	3.4	13.6	5.1	0.0	0.0	11.5	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				45.1	0.0	32.3	53.8	9.4	0.0	0.0	36.6	31.2
LnGrp LOS				D	A	C	D	A	A	A	D	C
Approach Vol, veh/h					1026			1941			1264	
Approach Delay, s/veh					43.1			30.6			35.3	
Approach LOS					D			C			D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		73.7			34.5	39.1		33.3				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		77.5			30.5	42.5		33.5				
Max Q Clear Time (g_c+I1), s		16.8			29.7	28.2		26.4				
Green Ext Time (p_c), s		8.7			0.4	6.4		2.4				

Intersection Summary

HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

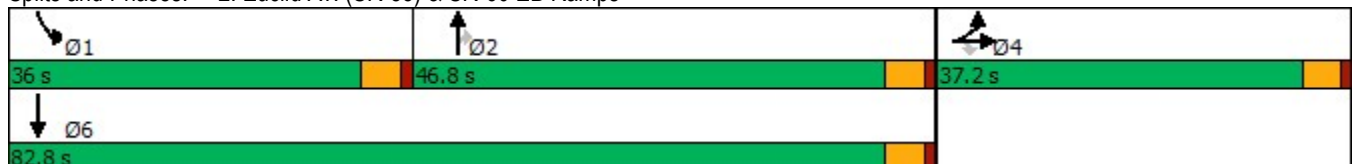


Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	305	6	537	1596	680	372	1337
Future Volume (vph)	305	6	537	1596	680	372	1337
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	37.2	37.2	37.2	46.8	46.8	36.0	82.8
Total Split (%)	31.0%	31.0%	31.0%	39.0%	39.0%	30.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	22.4	22.4	22.4	42.8	42.8	15.9	63.3
Actuated g/C Ratio	0.24	0.24	0.24	0.45	0.45	0.17	0.67
v/c Ratio	0.71	0.75	0.72	1.02	0.75	0.66	0.58
Control Delay	43.5	38.8	36.7	55.7	16.1	43.5	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	43.5	38.8	36.7	55.7	16.1	43.5	10.8
LOS	D	D	D	E	B	D	B
Approach Delay		39.6		43.8			17.9
Approach LOS		D		D			B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 33.9
 Intersection LOS: C
 Intersection Capacity Utilization 92.5%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	6	537	0	0	0	0	1596	680	372	1337	0
Future Volume (veh/h)	305	6	537	0	0	0	0	1596	680	372	1337	0
Initial Q (Qb), veh	0	0	0					0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00					1.00	0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	214	0	600				0	1662	581	388	1393	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	416	0	740				0	1715	754	503	2415	0
Arrive On Green	0.23	0.00	0.23				0.00	0.48	0.48	0.14	0.67	0.00
Sat Flow, veh/h	1810	0	3220				0	3705	1586	3510	3705	0
Grp Volume(v), veh/h	214	0	600				0	1662	581	388	1393	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1586	1755	1805	0
Q Serve(g_s), s	9.2	0.0	15.7				0.0	39.8	27.0	9.5	18.5	0.0
Cycle Q Clear(g_c), s	9.2	0.0	15.7				0.0	39.8	27.0	9.5	18.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	416	0	740				0	1715	754	503	2415	0
V/C Ratio(X)	0.51	0.00	0.81				0.00	0.97	0.77	0.77	0.58	0.00
Avail Cap(c_a), veh/h	665	0	1184				0	1716	754	1243	3177	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.9	0.0	32.4				0.0	22.7	19.3	36.7	7.9	0.0
Incr Delay (d2), s/veh	1.0	0.0	2.3				0.0	15.0	4.9	2.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	5.9				0.0	18.4	9.9	4.1	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	34.7				0.0	37.7	24.3	39.3	8.2	0.0
LnGrp LOS	C	A	C				A	D	C	D	A	A
Approach Vol, veh/h		814						2243			1781	
Approach Delay, s/veh		33.7						34.2			14.9	
Approach LOS		C						C			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	17.2	46.8	25.0	64.0								
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), s	31.5	42.3	32.7	78.3								
Max Q Clear Time (g_c+I1), s	11.5	41.8	17.7	20.5								
Green Ext Time (p_c), s	1.3	0.4	2.8	14.6								

Intersection Summary

HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

01/13/2023

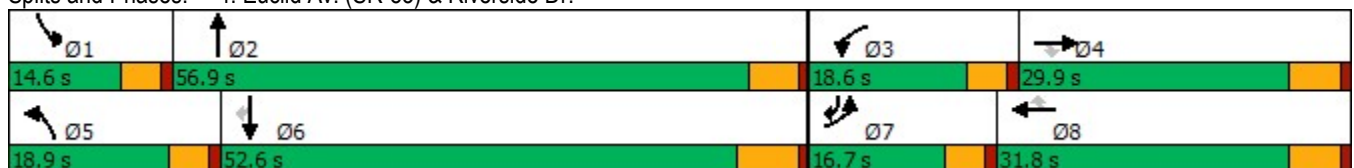


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑↔	↘	↑↑↑	↗
Traffic Volume (vph)	144	515	86	168	408	75	136	1810	114	1295	169
Future Volume (vph)	144	515	86	168	408	75	136	1810	114	1295	169
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	1	6	7
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	25.8	9.6	31.8	31.8	9.6	30.4	9.6	34.5	9.6
Total Split (s)	16.7	29.9	29.9	18.6	31.8	31.8	18.9	56.9	14.6	52.6	16.7
Total Split (%)	13.9%	24.9%	24.9%	15.5%	26.5%	26.5%	15.8%	47.4%	12.2%	43.8%	13.9%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	None
Act Effct Green (s)	11.9	21.8	21.8	13.7	23.6	23.6	12.7	51.5	9.8	47.5	65.9
Actuated g/C Ratio	0.10	0.19	0.19	0.12	0.20	0.20	0.11	0.44	0.08	0.40	0.56
v/c Ratio	0.89	0.82	0.23	0.90	0.60	0.19	0.79	0.94	0.86	0.66	0.19
Control Delay	99.5	57.2	4.8	96.6	46.4	3.3	80.8	41.8	101.0	30.9	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.5	57.2	4.8	96.6	46.4	3.3	80.8	41.8	101.0	30.9	4.5
LOS	F	E	A	F	D	A	F	D	F	C	A
Approach Delay		59.3			54.4			44.3		33.2	
Approach LOS		E			D			D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 117.3
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 44.3
 Intersection LOS: D
 Intersection Capacity Utilization 90.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
 4: Euclid Av. (SR-83) & Riverside Dr.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑↑		↘	↑↑↑	↗
Traffic Volume (veh/h)	144	515	86	168	408	75	136	1810	185	114	1295	169
Future Volume (veh/h)	144	515	86	168	408	75	136	1810	185	114	1295	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	145	520	47	170	412	37	137	1828	106	115	1308	72
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	169	608	271	194	661	290	161	2043	118	138	2042	793
Arrive On Green	0.10	0.18	0.18	0.12	0.19	0.19	0.10	0.43	0.43	0.09	0.42	0.42
Sat Flow, veh/h	1619	3420	1525	1619	3420	1497	1619	4752	275	1619	4914	1525
Grp Volume(v), veh/h	145	520	47	170	412	37	137	1259	675	115	1308	72
Grp Sat Flow(s),veh/h/ln	1619	1710	1525	1619	1710	1497	1619	1638	1751	1619	1638	1525
Q Serve(g_s), s	10.1	17.0	3.0	11.9	12.7	2.4	9.6	40.9	41.1	8.0	24.4	2.7
Cycle Q Clear(g_c), s	10.1	17.0	3.0	11.9	12.7	2.4	9.6	40.9	41.1	8.0	24.4	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	169	608	271	194	661	290	161	1409	753	138	2042	793
V/C Ratio(X)	0.86	0.86	0.17	0.87	0.62	0.13	0.85	0.89	0.90	0.83	0.64	0.09
Avail Cap(c_a), veh/h	170	717	320	197	773	339	201	1467	784	141	2042	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	45.8	40.1	49.7	42.5	38.4	50.9	30.3	30.4	51.8	26.8	13.9
Incr Delay (d2), s/veh	31.2	8.8	0.3	31.0	1.2	0.2	20.0	7.3	12.7	30.9	0.7	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	5.5	7.7	1.1	6.3	5.3	0.9	4.6	15.9	18.3	4.4	9.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.9	54.6	40.4	80.8	43.7	38.6	70.9	37.6	43.1	82.7	27.5	14.0
LnGrp LOS	F	D	D	F	D	D	E	D	D	F	C	B
Approach Vol, veh/h		712			619			2071			1495	
Approach Delay, s/veh		59.2			53.6			41.6			31.1	
Approach LOS		E			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.4	56.0	18.4	26.2	16.1	54.3	16.6	28.0				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	10.0	* 52	14.0	24.1	14.3	46.1	12.1	26.0				
Max Q Clear Time (g_c+I1), s	10.0	43.1	13.9	19.0	11.6	26.4	12.1	14.7				
Green Ext Time (p_c), s	0.0	6.3	0.0	1.5	0.0	9.2	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Euclid Av. (SR-83) & Chino Av.

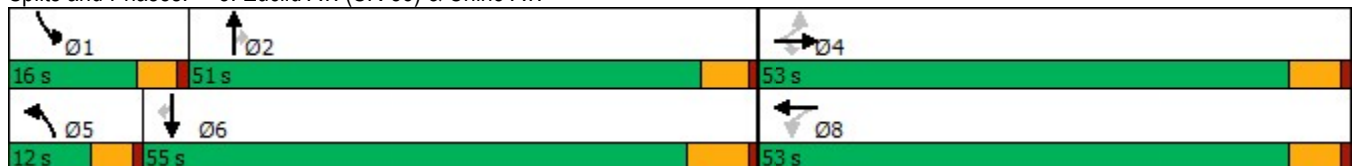


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	82	455	56	94	131	61	2013	221	96	1375	71
Future Volume (vph)	82	455	56	94	131	61	2013	221	96	1375	71
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	53.0	53.0	53.0	53.0	53.0	12.0	51.0	51.0	16.0	55.0	55.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	44.2%	10.0%	42.5%	42.5%	13.3%	45.8%	45.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	32.7	32.7	32.7	32.7	32.7	6.9	46.8	46.8	9.7	50.7	50.7
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.31	0.07	0.45	0.45	0.09	0.48	0.48
v/c Ratio	0.29	0.84	0.11	0.96	0.38	0.59	0.95	0.32	0.66	0.60	0.09
Control Delay	29.5	47.5	4.0	118.5	25.9	73.9	40.1	16.5	69.6	23.4	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	47.5	4.0	118.5	25.9	73.9	40.1	16.5	69.6	23.4	5.3
LOS	C	D	A	F	C	E	D	B	E	C	A
Approach Delay		40.8			55.5		38.7			25.4	
Approach LOS		D			E		D			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 35.7	Intersection LOS: D
Intersection Capacity Utilization 98.4%	ICU Level of Service F
Analysis Period (min) 15	

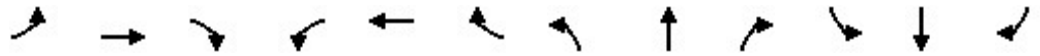
Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
 5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	455	56	94	131	70	61	2013	221	96	1375	71
Future Volume (veh/h)	82	455	56	94	131	70	61	2013	221	96	1375	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	85	469	38	97	135	66	63	2075	166	99	1418	41
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	366	658	558	180	418	204	78	2008	623	121	2137	663
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.05	0.41	0.41	0.07	0.43	0.43
Sat Flow, veh/h	1074	1800	1525	811	1141	558	1619	4914	1525	1619	4914	1525
Grp Volume(v), veh/h	85	469	38	97	0	201	63	2075	166	99	1418	41
Grp Sat Flow(s),veh/h/ln	1074	1800	1525	811	0	1700	1619	1638	1525	1619	1638	1525
Q Serve(g_s), s	6.9	25.0	1.8	13.1	0.0	9.5	4.3	45.8	8.1	6.8	25.7	1.7
Cycle Q Clear(g_c), s	16.5	25.0	1.8	38.1	0.0	9.5	4.3	45.8	8.1	6.8	25.7	1.7
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	366	658	558	180	0	622	78	2008	623	121	2137	663
V/C Ratio(X)	0.23	0.71	0.07	0.54	0.00	0.32	0.80	1.03	0.27	0.82	0.66	0.06
Avail Cap(c_a), veh/h	425	758	642	225	0	716	107	2008	623	165	2137	663
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	30.5	23.1	46.8	0.0	25.6	52.8	33.1	22.0	51.1	25.2	18.4
Incr Delay (d2), s/veh	0.3	2.7	0.1	2.5	0.0	0.3	18.8	29.2	1.0	15.1	1.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	10.7	0.6	2.7	0.0	3.7	2.1	21.7	2.9	3.1	9.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	33.1	23.2	49.3	0.0	25.9	71.6	62.4	23.0	66.2	26.8	18.6
LnGrp LOS	C	C	C	D	A	C	E	F	C	E	C	B
Approach Vol, veh/h		592			298			2304			1558	
Approach Delay, s/veh		32.3			33.5			59.8			29.1	
Approach LOS		C			C			E			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	52.3		46.8	10.0	55.2		46.8				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 46		47.2	7.4	48.5		47.2				
Max Q Clear Time (g_c+I1), s	8.8	47.8		27.0	6.3	27.7		40.1				
Green Ext Time (p_c), s	0.0	0.0		3.0	0.0	9.4		0.9				

Intersection Summary

HCM 6th Ctrl Delay	44.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
6: Euclid Av. (SR-83) & Schaefer Av.

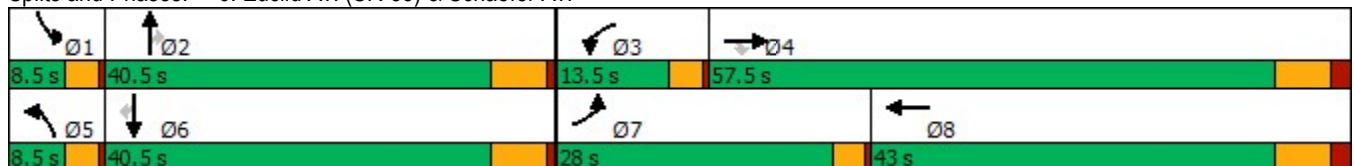


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗	↖↗	↑↑↑	↗	↖↗	↑↑↑	↗
Traffic Volume (vph)	367	304	157	44	107	121	1814	50	57	1299	151
Future Volume (vph)	367	304	157	44	107	121	1814	50	57	1299	151
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0
Total Split (s)	28.0	57.5	57.5	13.5	43.0	8.5	40.5	40.5	8.5	40.5	40.5
Total Split (%)	23.3%	47.9%	47.9%	11.3%	35.8%	7.1%	33.8%	33.8%	7.1%	33.8%	33.8%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	24.8	36.2	36.2	10.1	15.6	5.1	35.3	35.3	5.1	33.3	33.3
Actuated g/C Ratio	0.25	0.37	0.37	0.10	0.16	0.05	0.36	0.36	0.05	0.34	0.34
v/c Ratio	0.94	0.48	0.24	0.27	0.56	0.78	1.07	0.08	0.37	0.81	0.26
Control Delay	70.2	28.4	4.6	49.9	40.8	80.3	74.6	0.3	56.1	35.7	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.2	28.4	4.6	49.9	40.8	80.3	74.6	0.3	56.1	35.7	8.4
LOS	E	C	A	D	D	F	E	A	E	D	A
Approach Delay		42.4			42.8		73.0			33.7	
Approach LOS		D			D		E			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 53.0
 Intersection LOS: D
 Intersection Capacity Utilization 91.1%
 ICU Level of Service F
 Analysis Period (min) 15
























Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	304	157	44	107	48	121	1814	50	57	1299	151
Future Volume (veh/h)	367	304	157	44	107	48	121	1814	50	57	1299	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	378	313	97	45	110	43	125	1870	45	59	1339	111
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	406	531	450	120	145	57	170	1832	569	132	1774	543
Arrive On Green	0.25	0.29	0.29	0.07	0.12	0.12	0.05	0.37	0.37	0.04	0.36	0.36
Sat Flow, veh/h	1619	1800	1525	1619	1231	481	3141	4914	1525	3141	4914	1505
Grp Volume(v), veh/h	378	313	97	45	0	153	125	1870	45	59	1339	111
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1712	1570	1638	1525	1570	1638	1505
Q Serve(g_s), s	21.1	13.7	4.4	2.4	0.0	8.0	3.6	34.5	1.8	1.7	22.2	4.7
Cycle Q Clear(g_c), s	21.1	13.7	4.4	2.4	0.0	8.0	3.6	34.5	1.8	1.7	22.2	4.7
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	406	531	450	120	0	202	170	1832	569	132	1774	543
V/C Ratio(X)	0.93	0.59	0.22	0.38	0.00	0.76	0.74	1.02	0.08	0.45	0.75	0.20
Avail Cap(c_a), veh/h	429	982	832	175	0	666	170	1832	569	170	1832	561
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	27.8	24.6	40.8	0.0	39.5	43.1	29.0	18.8	43.3	26.0	20.4
Incr Delay (d2), s/veh	25.6	0.8	0.2	0.7	0.0	4.3	13.7	26.5	0.1	0.9	1.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	5.6	1.5	1.0	0.0	3.4	1.6	16.3	0.6	0.6	7.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	28.6	24.7	41.5	0.0	43.8	56.8	55.5	18.8	44.1	27.8	20.6
LnGrp LOS	E	C	C	D	A	D	E	F	B	D	C	C
Approach Vol, veh/h		788			198			2040			1509	
Approach Delay, s/veh		42.9			43.3			54.8			27.9	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	40.5	10.4	34.3	8.5	39.4	26.7	17.9				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	5.0	34.5	10.0	50.5	5.0	34.5	24.5	36.0				
Max Q Clear Time (g_c+I1), s	3.7	36.5	4.4	15.7	5.6	24.2	23.1	10.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	5.9	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				43.3								
HCM 6th LOS				D								

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

11: Euclid Av. (SR-83) & Edison Av.

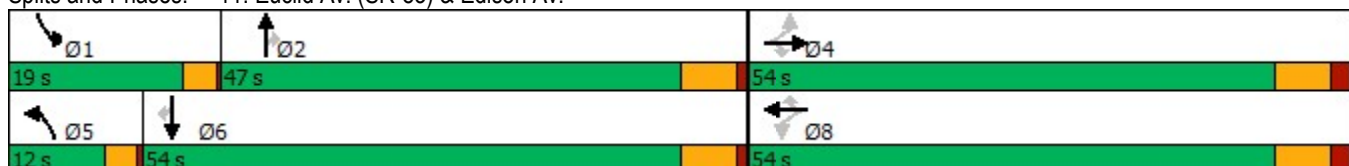
01/13/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	573	215	42	479	243	207	1536	52	138	1104	174
Future Volume (vph)	254	573	215	42	479	243	207	1536	52	138	1104	174
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	54.0	54.0	54.0	54.0	54.0	54.0	12.0	47.0	47.0	19.0	54.0	54.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	10.0%	39.2%	39.2%	15.8%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	47.0	47.0	47.0	47.0	47.0	47.0	8.5	40.6	40.6	13.4	45.4	45.4
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.07	0.35	0.35	0.11	0.39	0.39
v/c Ratio	1.34	0.81	0.30	0.34	0.68	0.33	0.93	0.92	0.09	0.77	0.59	0.26
Control Delay	212.4	42.4	5.9	34.8	35.3	4.2	99.8	47.4	0.7	77.4	30.1	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	212.4	42.4	5.9	34.8	35.3	4.2	99.8	47.4	0.7	77.4	30.1	4.3
LOS	F	D	A	C	D	A	F	D	A	E	C	A
Approach Delay		76.3			25.4			52.1			31.5	
Approach LOS		E			C			D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 117.5
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.34
 Intersection Signal Delay: 47.2
 Intersection LOS: D
 Intersection Capacity Utilization 102.5%
 ICU Level of Service G
 Analysis Period (min) 15

























Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	573	215	42	479	243	207	1536	52	138	1104	174
Future Volume (veh/h)	254	573	215	42	479	243	207	1536	52	138	1104	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	259	585	168	43	489	237	211	1567	43	141	1127	127
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	186	733	621	141	733	613	231	1707	517	166	1848	566
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.07	0.35	0.35	0.10	0.38	0.38
Sat Flow, veh/h	662	1800	1525	645	1800	1505	3141	4914	1489	1619	4914	1506
Grp Volume(v), veh/h	259	585	168	43	489	237	211	1567	43	141	1127	127
Grp Sat Flow(s),veh/h/ln	662	1800	1525	645	1800	1505	1570	1638	1489	1619	1638	1506
Q Serve(g_s), s	21.5	32.9	8.5	7.2	25.5	12.8	7.7	35.3	2.2	9.9	21.4	6.6
Cycle Q Clear(g_c), s	47.0	32.9	8.5	40.2	25.5	12.8	7.7	35.3	2.2	9.9	21.4	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	733	621	141	733	613	231	1707	517	166	1848	566
V/C Ratio(X)	1.40	0.80	0.27	0.30	0.67	0.39	0.91	0.92	0.08	0.85	0.61	0.22
Avail Cap(c_a), veh/h	186	733	621	141	733	613	231	1746	529	217	2044	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	30.0	22.8	47.7	27.8	24.1	53.1	36.1	25.3	50.9	29.1	24.5
Incr Delay (d2), s/veh	207.2	6.2	0.2	1.2	2.3	0.4	35.6	8.1	0.1	17.4	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.0	14.6	3.0	1.2	10.8	4.4	4.0	14.3	0.8	4.6	7.9	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	257.8	36.2	23.0	48.9	30.1	24.5	88.7	44.2	25.4	68.4	29.6	24.7
LnGrp LOS	F	D	C	D	C	C	F	D	C	E	C	C
Approach Vol, veh/h		1012			769			1821			1395	
Approach Delay, s/veh		90.7			29.4			48.9			33.1	
Approach LOS		F			C			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.3	46.1		54.0	12.0	49.4		54.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	15.5	41.0		47.0	8.5	48.0		47.0				
Max Q Clear Time (g_c+I1), s	11.9	37.3		49.0	9.7	23.4		42.2				
Green Ext Time (p_c), s	0.1	2.8		0.0	0.0	8.0		1.8				
Intersection Summary												
HCM 6th Ctrl Delay				50.0								
HCM 6th LOS				D								

Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	38	151	212	6	48	119	1628	21	137	1528	55	
Future Volume (vph)	38	151	212	6	48	119	1628	21	137	1528	55	
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases		4			8	5	2		1	6		
Permitted Phases	4		4	8				2			6	
Detector Phase	4	4	4	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	34.0	34.0	34.0	34.0	34.0	23.0	61.0	61.0	25.0	63.0	63.0	
Total Split (%)	28.3%	28.3%	28.3%	28.3%	28.3%	19.2%	50.8%	50.8%	20.8%	52.5%	52.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	15.3	15.3	15.3	15.3	15.3	12.5	40.0	40.0	13.5	41.0	41.0	
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.15	0.48	0.48	0.16	0.49	0.49	
v/c Ratio	0.49	0.48	0.48	0.03	0.71	0.51	0.72	0.03	0.55	0.66	0.07	
Control Delay	56.6	38.4	8.8	33.3	21.2	45.8	20.1	0.0	44.9	18.1	4.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.6	38.4	8.8	33.3	21.2	45.8	20.1	0.0	44.9	18.1	4.3	
LOS	E	D	A	C	C	D	C	A	D	B	A	
Approach Delay		24.5			21.4		21.6			19.8		
Approach LOS		C			C		C			B		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 83.3
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 21.1
 Intersection LOS: C
 Intersection Capacity Utilization 81.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	151	212	6	48	271	119	1628	21	137	1528	55
Future Volume (veh/h)	38	151	212	6	48	271	119	1628	21	137	1528	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	40	157	112	6	50	279	124	1696	12	143	1592	31
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	483	409	284	64	355	154	2290	711	176	2356	731
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.10	0.47	0.47	0.11	0.48	0.48
Sat Flow, veh/h	955	1800	1525	1009	237	1324	1619	4914	1525	1619	4914	1524
Grp Volume(v), veh/h	40	157	112	6	0	329	124	1696	12	143	1592	31
Grp Sat Flow(s),veh/h/ln	955	1800	1525	1009	0	1562	1619	1638	1525	1619	1638	1524
Q Serve(g_s), s	3.5	6.0	5.0	0.4	0.0	16.8	6.4	24.2	0.4	7.4	21.4	0.9
Cycle Q Clear(g_c), s	20.3	6.0	5.0	6.4	0.0	16.8	6.4	24.2	0.4	7.4	21.4	0.9
Prop In Lane	1.00		1.00	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	483	409	284	0	419	154	2290	711	176	2356	731
V/C Ratio(X)	0.26	0.33	0.27	0.02	0.00	0.79	0.80	0.74	0.02	0.81	0.68	0.04
Avail Cap(c_a), veh/h	225	618	524	360	0	536	349	3232	1003	386	3347	1038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	25.2	24.8	27.8	0.0	29.1	38.1	18.7	12.3	37.4	17.2	11.9
Incr Delay (d2), s/veh	0.9	0.4	0.4	0.0	0.0	5.9	9.4	0.6	0.0	8.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.5	1.7	0.1	0.0	6.5	2.8	7.7	0.1	3.1	6.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	25.6	25.2	27.8	0.0	35.0	47.4	19.3	12.3	46.1	17.6	11.9
LnGrp LOS	D	C	C	C	A	D	D	B	B	D	B	B
Approach Vol, veh/h		309			335			1832			1766	
Approach Delay, s/veh		27.2			34.9			21.1			19.8	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.8	44.5		27.5	12.7	45.7		27.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	20.5	56.5		29.5	18.5	58.5		29.5				
Max Q Clear Time (g_c+I1), s	9.4	26.2		22.3	8.4	23.4		18.8				
Green Ext Time (p_c), s	0.2	13.9		0.8	0.2	13.5		1.4				
Intersection Summary												
HCM 6th Ctrl Delay				22.1								
HCM 6th LOS				C								

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

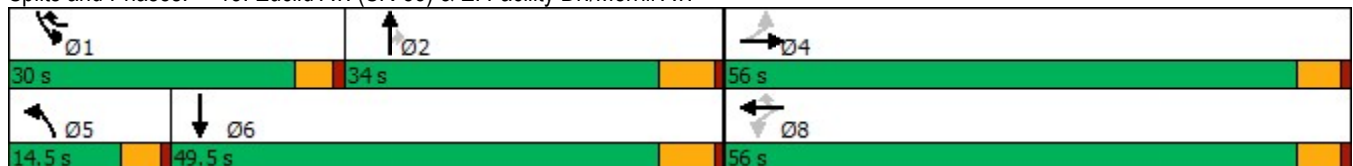


Lane Group	EBL	EBT	WBL	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔	↗	↖	↗	↑↑↑	↗	↗	↑↑↑
Traffic Volume (vph)	3	20	602	579	1	1139	348	380	1340
Future Volume (vph)	3	20	602	579	1	1139	348	380	1340
Turn Type	Perm	NA	Perm	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases		4		1	5	2		1	6
Permitted Phases	4		8	8			2		
Detector Phase	4	4	8	1	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	10.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	14.5	14.5	28.0	28.0	14.5	28.0
Total Split (s)	56.0	56.0	56.0	30.0	14.5	34.0	34.0	30.0	49.5
Total Split (%)	46.7%	46.7%	46.7%	25.0%	12.1%	28.3%	28.3%	25.0%	41.3%
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	4.5	4.5	6.0	6.0	4.5	6.0
Lead/Lag				Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		51.0	51.0	81.5	10.0	28.0	28.0	25.5	55.1
Actuated g/C Ratio		0.42	0.42	0.68	0.08	0.23	0.23	0.21	0.46
v/c Ratio		0.05	1.17	0.57	0.01	1.02	0.78	1.14	0.62
Control Delay		16.2	127.8	12.2	51.0	78.3	38.6	136.1	26.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		16.2	127.8	12.2	51.0	78.3	38.6	136.1	26.8
LOS		B	F	B	D	E	D	F	C
Approach Delay		16.2				69.0			50.8
Approach LOS		B				E			D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 62.1	Intersection LOS: E
Intersection Capacity Utilization 103.6%	ICU Level of Service G
Analysis Period (min) 15	

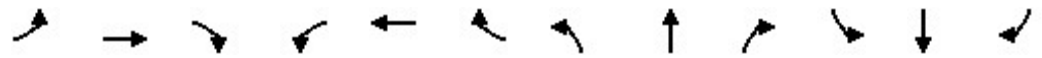
Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↗	↖	↗	↗	↖↖↖	↗	↗	↖↖↖	
Traffic Volume (veh/h)	3	20	9	602	0	579	1	1139	348	380	1340	10
Future Volume (veh/h)	3	20	9	602	0	579	1	1139	348	380	1340	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	3	21	5	621	0	381	1	1174	235	392	1381	8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	531	121	597	765	972	4	1147	348	344	2234	13
Arrive On Green	0.64	0.64	0.64	0.64	0.00	0.64	0.00	0.35	0.35	0.32	0.66	0.66
Sat Flow, veh/h	113	1250	284	1259	1800	1525	1619	4914	1492	1619	5041	29
Grp Volume(v), veh/h	29	0	0	621	0	381	1	1174	235	392	897	492
Grp Sat Flow(s),veh/h/ln	1647	0	0	1259	1800	1525	1619	1638	1492	1619	1638	1795
Q Serve(g_s), s	0.0	0.0	0.0	50.3	0.0	11.0	0.1	28.0	16.1	25.5	18.7	18.7
Cycle Q Clear(g_c), s	0.7	0.0	0.0	51.0	0.0	11.0	0.1	28.0	16.1	25.5	18.7	18.7
Prop In Lane	0.10		0.17	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	733	0	0	597	765	972	4	1147	348	344	1452	795
V/C Ratio(X)	0.04	0.00	0.00	1.04	0.00	0.39	0.23	1.02	0.67	1.14	0.62	0.62
Avail Cap(c_a), veh/h	733	0	0	597	765	972	135	1147	348	344	1452	795
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	0.0	24.2	0.0	6.2	59.6	39.0	35.1	40.9	14.3	14.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	47.6	0.0	0.1	9.3	32.8	5.1	91.9	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	21.0	0.0	2.4	0.0	12.7	5.4	17.2	4.9	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	0.0	0.0	71.9	0.0	6.3	68.9	71.8	40.2	132.8	15.1	15.8
LnGrp LOS	B	A	A	F	A	A	E	F	D	F	B	B
Approach Vol, veh/h		29			1002			1410			1781	
Approach Delay, s/veh		12.6			46.9			66.5			41.2	
Approach LOS		B			D			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	34.0		56.0	4.8	59.2		56.0				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	25.5	28.0		51.0	10.0	43.5		51.0				
Max Q Clear Time (g_c+I1), s	27.5	30.0		2.7	2.1	20.7		53.0				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	8.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				50.8								
HCM 6th LOS				D								

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

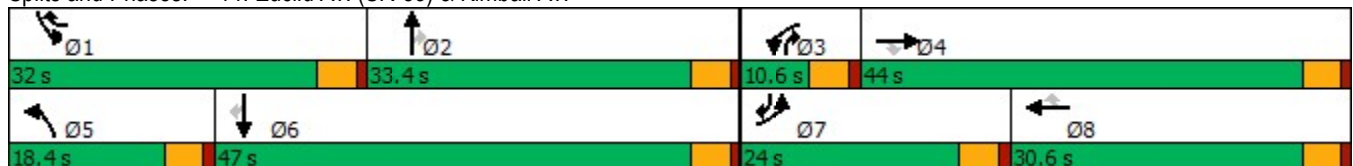
01/13/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	946	74	87	455	207	89	857	195	544	1119	260
Future Volume (vph)	365	946	74	87	455	207	89	857	195	544	1119	260
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	9.5	9.5	22.5	9.5
Total Split (s)	24.0	44.0	44.0	10.6	30.6	32.0	18.4	33.4	10.6	32.0	47.0	24.0
Total Split (%)	20.0%	36.7%	36.7%	8.8%	25.5%	26.7%	15.3%	27.8%	8.8%	26.7%	39.2%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	17.7	36.1	36.1	6.2	24.5	53.8	11.1	25.4	36.2	24.7	41.8	59.5
Actuated g/C Ratio	0.16	0.33	0.33	0.06	0.22	0.49	0.10	0.23	0.33	0.22	0.38	0.54
v/c Ratio	0.79	0.87	0.13	0.51	0.61	0.27	0.56	0.77	0.34	0.84	0.61	0.30
Control Delay	58.8	45.0	0.5	64.7	44.0	10.4	63.5	45.9	12.1	54.9	31.1	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	45.0	0.5	64.7	44.0	10.4	63.5	45.9	12.1	54.9	31.1	5.5
LOS	E	D	A	E	D	B	E	D	B	D	C	A
Approach Delay		46.2			37.1			41.5			34.4	
Approach LOS		D			D			D			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 110.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 39.5	Intersection LOS: D
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	
































Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

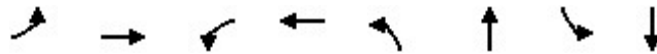
01/13/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  		  		
Traffic Volume (veh/h)	365	946	74	87	455	207	89	857	195	544	1119	260
Future Volume (veh/h)	365	946	74	87	455	207	89	857	195	544	1119	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	372	965	45	89	464	109	91	874	117	555	1142	132
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	440	1130	504	145	779	674	113	1118	417	632	1824	786
Arrive On Green	0.16	0.36	0.36	0.05	0.25	0.25	0.08	0.25	0.25	0.24	0.41	0.41
Sat Flow, veh/h	2956	3420	1525	3141	3420	1525	1619	4914	1525	2956	4914	1506
Grp Volume(v), veh/h	372	965	45	89	464	109	91	874	117	555	1142	132
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1570	1710	1525	1619	1638	1525	1478	1638	1506
Q Serve(g_s), s	12.1	25.7	1.9	2.7	11.8	4.2	5.5	16.4	5.8	17.9	18.2	4.3
Cycle Q Clear(g_c), s	12.1	25.7	1.9	2.7	11.8	4.2	5.5	16.4	5.8	17.9	18.2	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	440	1130	504	145	779	674	113	1118	417	632	1824	786
V/C Ratio(X)	0.85	0.85	0.09	0.61	0.60	0.16	0.80	0.78	0.28	0.88	0.63	0.17
Avail Cap(c_a), veh/h	583	1367	610	194	903	729	228	1437	517	823	2114	875
HCM Platoon Ratio	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	29.3	21.7	46.0	33.0	16.1	44.9	34.8	27.4	36.5	23.8	11.7
Incr Delay (d2), s/veh	8.6	4.7	0.1	4.1	0.8	0.1	12.2	2.2	0.4	8.6	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	10.2	0.7	1.1	4.7	1.4	2.4	6.1	2.0	6.6	6.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	34.0	21.8	50.2	33.8	16.2	57.1	36.9	27.7	45.2	24.2	11.8
LnGrp LOS	D	C	C	D	C	B	E	D	C	D	C	B
Approach Vol, veh/h		1382			662			1082			1829	
Approach Delay, s/veh		37.6			33.1			37.6			29.7	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.6	27.0	9.1	37.1	11.4	41.2	19.2	27.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	27.5	28.9	6.1	39.5	13.9	42.5	19.5	26.1				
Max Q Clear Time (g_c+I1), s	19.9	18.4	4.7	27.7	7.5	20.2	14.1	13.8				
Green Ext Time (p_c), s	1.3	4.1	0.0	4.9	0.1	7.8	0.6	2.5				
Intersection Summary												
HCM 6th Ctrl Delay				34.1								
HCM 6th LOS				C								

Timings

31: Bon View Av. & Edison Av.

01/13/2023

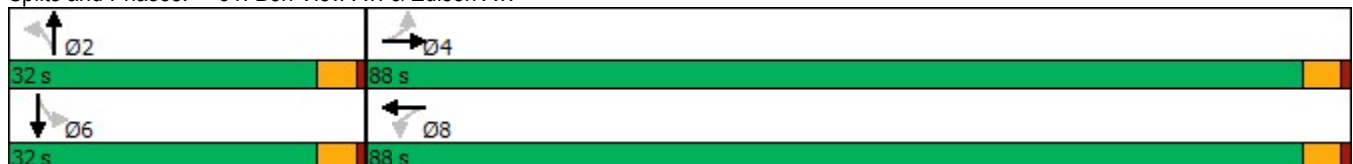


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	65	730	6	660	8	186	20	180
Future Volume (vph)	65	730	6	660	8	186	20	180
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	88.0	88.0	88.0	88.0	32.0	32.0	32.0	32.0
Total Split (%)	73.3%	73.3%	73.3%	73.3%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		46.4		46.4		16.5		16.5
Actuated g/C Ratio		0.63		0.63		0.23		0.23
v/c Ratio		0.82		0.62		0.54		0.60
Control Delay		17.7		10.5		34.3		35.8
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		17.7		10.5		34.3		35.8
LOS		B		B		C		D
Approach Delay		17.7		10.5		34.3		35.8
Approach LOS		B		B		C		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 73.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 110.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 31: Bon View Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 31: Bon View Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	65	730	25	6	660	17	8	186	13	20	180	24
Future Volume (veh/h)	65	730	25	6	660	17	8	186	13	20	180	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	793	27	7	717	18	9	202	14	22	196	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	991	33	83	1116	28	89	330	22	104	297	37
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	84	1629	54	4	1834	46	31	1716	116	89	1543	195
Grp Volume(v), veh/h	891	0	0	742	0	0	225	0	0	244	0	0
Grp Sat Flow(s),veh/h/ln	1766	0	0	1884	0	0	1864	0	0	1827	0	0
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	17.0	0.0	0.0	11.4	0.0	0.0	5.0	0.0	0.0	5.5	0.0	0.0
Prop In Lane	0.08		0.03	0.01		0.02	0.04		0.06	0.09		0.11
Lane Grp Cap(c), veh/h	1161	0	0	1227	0	0	441	0	0	438	0	0
V/C Ratio(X)	0.77	0.00	0.00	0.60	0.00	0.00	0.51	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	3239	0	0	3530	0	0	1204	0	0	1174	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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	0.0	0.0	5.7	0.0	0.0	16.8	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.5	0.0	0.0	0.9	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.7	0.0	0.0	6.2	0.0	0.0	17.7	0.0	0.0	18.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		891			742			225				244
Approach Delay, s/veh		7.7			6.2			17.7				18.1
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.2		32.0		13.2		32.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		27.5		83.5		27.5		83.5				
Max Q Clear Time (g_c+I1), s		7.0		19.0		7.5		13.4				
Green Ext Time (p_c), s		1.1		8.6		1.2		5.7				

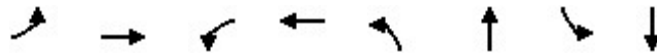
Intersection Summary

HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Timings

32: Grove Av. & Schaefer Av.

01/13/2023

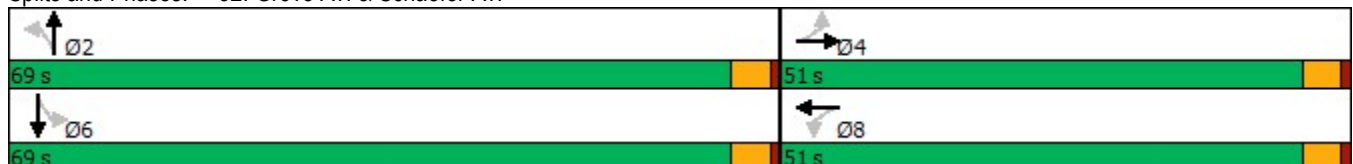


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	119	230	2	79	35	627	61	228
Future Volume (vph)	119	230	2	79	35	627	61	228
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	51.0	51.0	51.0	51.0	69.0	69.0	69.0	69.0
Total Split (%)	42.5%	42.5%	42.5%	42.5%	57.5%	57.5%	57.5%	57.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		33.2		33.2		44.1		44.1
Actuated g/C Ratio		0.38		0.38		0.51		0.51
v/c Ratio		0.80		0.20		0.83		0.48
Control Delay		36.2		17.5		28.1		17.2
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		36.2		17.5		28.1		17.2
LOS		D		B		C		B
Approach Delay		36.2		17.5		28.1		17.2
Approach LOS		D		B		C		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 87.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 27.4
 Intersection LOS: C
 Intersection Capacity Utilization 83.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 32: Grove Av. & Schaefer Av.



HCM 6th Signalized Intersection Summary
32: Grove Av. & Schaefer Av.

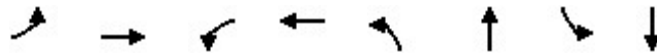
Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	119	230	104	2	79	49	35	627	34	61	228	33
Future Volume (veh/h)	119	230	104	2	79	49	35	627	34	61	228	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	131	253	114	2	87	54	38	689	37	67	251	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	206	329	136	63	397	242	87	836	44	162	568	75
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	361	913	378	5	1100	670	49	1710	90	185	1162	153
Grp Volume(v), veh/h	498	0	0	143	0	0	764	0	0	354	0	0
Grp Sat Flow(s),veh/h/ln	1652	0	0	1775	0	0	1849	0	0	1500	0	0
Q Serve(g_s), s	13.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	16.3	0.0	0.0	3.3	0.0	0.0	21.3	0.0	0.0	7.1	0.0	0.0
Prop In Lane	0.26		0.23	0.01		0.38	0.05		0.05	0.19		0.10
Lane Grp Cap(c), veh/h	672	0	0	701	0	0	967	0	0	804	0	0
V/C Ratio(X)	0.74	0.00	0.00	0.20	0.00	0.00	0.79	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	1350	0	0	1438	0	0	2045	0	0	1660	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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	13.3	0.0	0.0	13.2	0.0	0.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.1	0.0	0.0	1.5	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	0.0	1.1	0.0	0.0	6.7	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	0.0	0.0	13.4	0.0	0.0	14.7	0.0	0.0	10.0	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		498			143			764				354
Approach Delay, s/veh		18.9			13.4			14.7				10.0
Approach LOS		B			B			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.7		26.0		33.7		26.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		64.5		46.5		64.5		46.5				
Max Q Clear Time (g_c+I1), s		23.3		18.3		9.1		5.3				
Green Ext Time (p_c), s		5.9		3.2		2.6		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				14.8								
HCM 6th LOS				B								

Timings
33: Grove Av. & Edison Av.

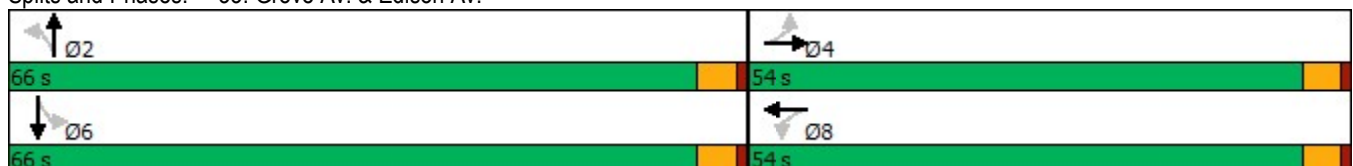


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	53	538	25	230	439	593	53	260
Future Volume (vph)	53	538	25	230	439	593	53	260
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	54.0	54.0	54.0	54.0	66.0	66.0	66.0	66.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	49.5	49.5	49.5	49.5	61.5	61.5	61.5	61.5
Actuated g/C Ratio	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51
v/c Ratio	0.17	1.04	0.48	0.39	0.98	0.44	0.22	0.18
Control Delay	24.1	79.0	58.7	25.9	66.6	18.7	19.1	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	79.0	58.7	25.9	66.6	18.7	19.1	15.3
LOS	C	E	E	C	E	B	B	B
Approach Delay		75.1		28.7		37.1		15.9
Approach LOS		E		C		D		B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 44.6	Intersection LOS: D
Intersection Capacity Utilization 95.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 33: Grove Av. & Edison Av.



HCM 6th Signalized Intersection Summary
33: Grove Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023

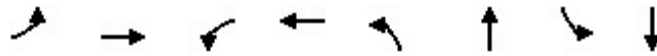


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	538	165	25	230	36	439	593	111	53	260	26
Future Volume (veh/h)	53	538	165	25	230	36	439	593	111	53	260	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	57	578	177	27	247	39	472	638	119	57	280	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	356	545	167	60	626	99	512	1475	275	300	1610	160
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	994	1322	405	644	1517	240	974	2878	536	643	3142	312
Grp Volume(v), veh/h	57	0	755	27	0	286	472	379	378	57	151	157
Grp Sat Flow(s),veh/h/ln	994	0	1727	644	0	1757	974	1710	1704	643	1710	1744
Q Serve(g_s), s	5.1	0.0	49.5	0.0	0.0	13.7	55.7	16.6	16.7	7.3	5.7	5.8
Cycle Q Clear(g_c), s	18.8	0.0	49.5	49.5	0.0	13.7	61.5	16.6	16.7	24.0	5.7	5.8
Prop In Lane	1.00		0.23	1.00		0.14	1.00		0.31	1.00		0.18
Lane Grp Cap(c), veh/h	356	0	712	60	0	725	512	876	873	300	876	894
V/C Ratio(X)	0.16	0.00	1.06	0.45	0.00	0.39	0.92	0.43	0.43	0.19	0.17	0.18
Avail Cap(c_a), veh/h	356	0	712	60	0	725	512	876	873	300	876	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	35.3	60.0	0.0	24.7	33.3	18.3	18.3	25.9	15.6	15.7
Incr Delay (d2), s/veh	0.2	0.0	50.7	5.2	0.0	0.3	22.2	0.3	0.3	0.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	29.5	0.9	0.0	5.5	16.0	6.1	6.1	1.1	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	0.0	85.9	65.2	0.0	25.1	55.5	18.7	18.7	26.2	15.7	15.8
LnGrp LOS	C	A	F	E	A	C	E	B	B	C	B	B
Approach Vol, veh/h		812			313			1229			365	
Approach Delay, s/veh		82.1			28.5			32.8			17.4	
Approach LOS		F			C			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.0		54.0		66.0		54.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		61.5		49.5		61.5		49.5				
Max Q Clear Time (g_c+I1), s		63.5		51.5		26.0		51.5				
Green Ext Time (p_c), s		0.0		0.0		2.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			45.0									
HCM 6th LOS			D									

Timings

34: Walker Av, & Edison Av.

01/13/2023

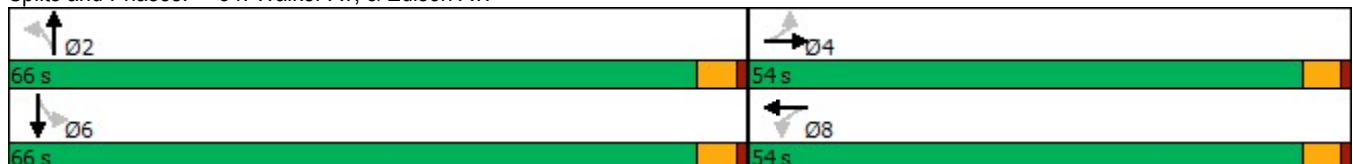


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↙	↖	↖	↗	↘	↘
Traffic Volume (vph)	20	661	196	263	1	110	167	58
Future Volume (vph)	20	661	196	263	1	110	167	58
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	54.0	54.0	54.0	54.0	66.0	66.0	66.0	66.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	49.5	49.5	49.5	49.5	61.5	61.5	61.5	61.5
Actuated g/C Ratio	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51
v/c Ratio	0.06	0.48	1.02	0.25	0.00	0.96	2.89	0.09
Control Delay	21.9	27.3	103.8	21.3	14.0	47.3	908.7	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	27.3	103.8	21.3	14.0	47.3	908.7	11.5
LOS	C	C	F	C	B	D	F	B
Approach Delay		27.1		51.8		47.3		625.4
Approach LOS		C		D		D		F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.89	
Intersection Signal Delay: 104.9	Intersection LOS: F
Intersection Capacity Utilization 101.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 34: Walker Av, & Edison Av.



HCM 6th Signalized Intersection Summary
 34: Walker Av, & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	661	3	196	263	71	1	110	686	167	58	19
Future Volume (veh/h)	20	661	3	196	263	71	1	110	686	167	58	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	718	3	213	286	55	1	120	529	182	63	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	430	1521	6	261	1249	237	712	157	692	218	699	233
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1056	3687	15	743	3027	574	1335	306	1351	795	1364	455
Grp Volume(v), veh/h	22	352	369	213	169	172	1	0	649	182	0	84
Grp Sat Flow(s),veh/h/ln	1056	1805	1897	743	1805	1797	1335	0	1657	795	0	1818
Q Serve(g_s), s	1.7	17.0	17.1	32.4	7.3	7.5	0.0	0.0	37.7	23.8	0.0	2.8
Cycle Q Clear(g_c), s	9.1	17.0	17.1	49.5	7.3	7.5	2.9	0.0	37.7	61.5	0.0	2.8
Prop In Lane	1.00		0.01	1.00		0.32	1.00		0.82	1.00		0.25
Lane Grp Cap(c), veh/h	430	745	783	261	745	741	712	0	849	218	0	932
V/C Ratio(X)	0.05	0.47	0.47	0.82	0.23	0.23	0.00	0.00	0.76	0.84	0.00	0.09
Avail Cap(c_a), veh/h	430	745	783	261	745	741	712	0	849	218	0	932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	25.7	25.7	44.7	22.8	22.9	15.7	0.0	23.4	49.7	0.0	15.0
Incr Delay (d2), s/veh	0.0	0.5	0.4	17.9	0.2	0.2	0.0	0.0	4.2	23.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.1	7.4	7.5	3.0	3.1	0.0	0.0	14.5	6.8	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	26.2	26.2	62.6	23.0	23.1	15.7	0.0	27.6	73.3	0.0	15.0
LnGrp LOS	C	C	C	E	C	C	B	A	C	E	A	B
Approach Vol, veh/h		743			554			650			266	
Approach Delay, s/veh		26.2			38.2			27.6			54.9	
Approach LOS		C			D			C			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.0		54.0		66.0		54.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		61.5		49.5		61.5		49.5				
Max Q Clear Time (g_c+I1), s		39.7		19.1		63.5		51.5				
Green Ext Time (p_c), s		4.5		4.4		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				33.1								
HCM 6th LOS				C								

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

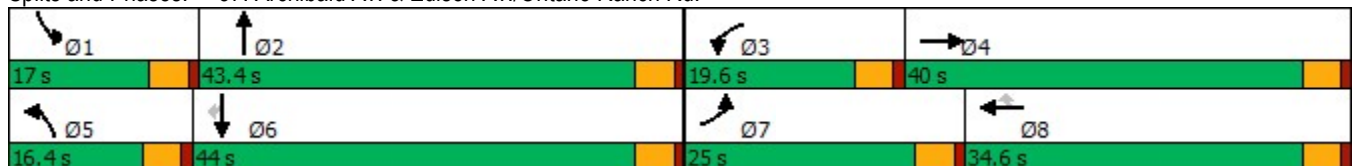
01/13/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	318	1071	293	377	376	116	106	1146	608	162	964	137
Future Volume (vph)	318	1071	293	377	376	116	106	1146	608	162	964	137
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	25.0	40.0		19.6	34.6	34.6	16.4	43.4		17.0	44.0	44.0
Total Split (%)	20.8%	33.3%		16.3%	28.8%	28.8%	13.7%	36.2%		14.2%	36.7%	36.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	17.3	35.6	115.3	15.1	33.4	33.4	9.4	34.1	115.3	12.5	37.2	37.2
Actuated g/C Ratio	0.15	0.31	1.00	0.13	0.29	0.29	0.08	0.30	1.00	0.11	0.32	0.32
v/c Ratio	0.73	1.02	0.20	1.00	0.40	0.23	0.44	0.76	0.42	0.98	0.87	0.25
Control Delay	57.2	71.3	0.3	95.2	36.0	5.7	56.5	40.1	0.8	115.3	46.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.2	71.3	0.3	95.2	36.0	5.7	56.5	40.1	0.8	115.3	46.5	6.6
LOS	E	E	A	F	D	A	E	D	A	F	D	A
Approach Delay		56.3			57.6			28.2			51.1	
Approach LOS		E			E			C			D	






























Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 115.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 46.1	Intersection LOS: D
Intersection Capacity Utilization 92.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	  				
Traffic Volume (veh/h)	318	1071	293	377	376	116	106	1146	608	162	964	137
Future Volume (veh/h)	318	1071	293	377	376	116	106	1146	608	162	964	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	335	1127	0	397	396	64	112	1206	0	171	1015	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	398	1135		409	1091	486	164	1510		180	1218	516
Arrive On Green	0.13	0.32	0.00	0.13	0.32	0.32	0.05	0.28	0.00	0.11	0.34	0.34
Sat Flow, veh/h	3048	3600	1525	3048	3420	1524	3141	5400	1525	1619	3600	1525
Grp Volume(v), veh/h	335	1127	0	397	396	64	112	1206	0	171	1015	81
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1710	1524	1570	1800	1525	1619	1800	1525
Q Serve(g_s), s	12.1	35.1	0.0	14.6	10.0	3.4	3.9	23.3	0.0	11.8	29.2	4.2
Cycle Q Clear(g_c), s	12.1	35.1	0.0	14.6	10.0	3.4	3.9	23.3	0.0	11.8	29.2	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	398	1135		409	1091	486	164	1510		180	1218	516
V/C Ratio(X)	0.84	0.99		0.97	0.36	0.13	0.68	0.80		0.95	0.83	0.16
Avail Cap(c_a), veh/h	555	1135		409	1091	486	332	1866		180	1263	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	38.4	0.0	48.5	29.5	27.3	52.4	37.6	0.0	49.7	34.3	26.0
Incr Delay (d2), s/veh	8.2	24.9	0.0	36.8	0.2	0.1	4.9	2.1	0.0	52.9	4.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	18.4	0.0	7.4	3.9	1.2	1.6	9.9	0.0	7.2	12.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	63.3	0.0	85.4	29.7	27.4	57.3	39.7	0.0	102.6	39.1	26.2
LnGrp LOS	E	E		F	C	C	E	D		F	D	C
Approach Vol, veh/h		1462	A		857			1318	A		1267	
Approach Delay, s/veh		61.6			55.3			41.2			46.9	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	36.0	19.6	40.0	10.4	42.6	19.2	40.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.5	38.9	15.1	35.5	11.9	39.5	20.5	30.1				
Max Q Clear Time (g_c+I1), s	13.8	25.3	16.6	37.1	5.9	31.2	14.1	12.0				
Green Ext Time (p_c), s	0.0	6.1	0.0	0.0	0.1	4.0	0.6	2.3				

Intersection Summary

HCM 6th Ctrl Delay	51.2
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

**APPENDIX 6.7: OPENING YEAR CUMULATIVE (2027) WITH PROJECT
CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS
WITH IMPROVEMENTS**

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Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps

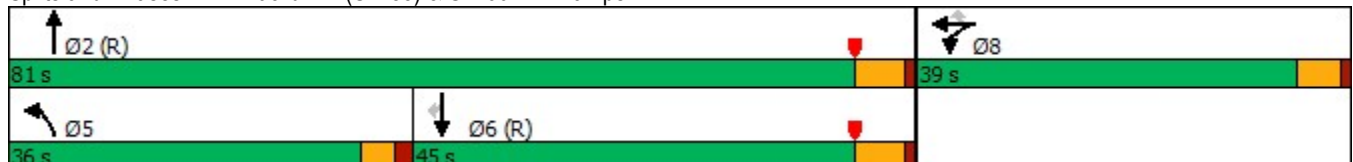


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	794	7	406	576	963	1012	388
Future Volume (vph)	794	7	406	576	963	1012	388
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	5.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	9.5	22.5	22.5	22.5
Total Split (s)	39.0	39.0	39.0	36.0	81.0	45.0	45.0
Total Split (%)	32.5%	32.5%	32.5%	30.0%	67.5%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	34.1	34.1	34.1	25.5	75.4	45.4	45.4
Actuated g/C Ratio	0.28	0.28	0.28	0.21	0.63	0.38	0.38
v/c Ratio	0.93	0.97	0.75	0.83	0.46	0.80	0.50
Control Delay	69.3	77.7	36.5	69.4	9.8	39.3	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	69.3	77.7	36.5	69.4	10.1	39.3	7.5
LOS	E	E	D	E	B	D	A
Approach Delay		62.3			32.3	30.5	
Approach LOS		E			C	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 40.4
 Intersection LOS: D
 Intersection Capacity Utilization 151.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	794	7	406	576	963	0	0	1012	388
Future Volume (veh/h)	0	0	0	794	7	406	576	963	0	0	1012	388
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				940	0	180	619	1035	0	0	1088	250
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				996	0	443	675	2300	0	0	1471	656
Arrive On Green				0.28	0.00	0.28	0.38	1.00	0.00	0.00	0.41	0.41
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	3705	1610
Grp Volume(v), veh/h				940	0	180	619	1035	0	0	1088	250
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1805	1610
Q Serve(g_s), s				30.5	0.0	10.9	20.1	0.0	0.0	0.0	30.7	13.1
Cycle Q Clear(g_c), s				30.5	0.0	10.9	20.1	0.0	0.0	0.0	30.7	13.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				996	0	443	675	2300	0	0	1471	656
V/C Ratio(X)				0.94	0.00	0.41	0.92	0.45	0.00	0.00	0.74	0.38
Avail Cap(c_a), veh/h				1025	0	456	922	2300	0	0	1471	656
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.57	0.57	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				42.6	0.0	35.5	36.0	0.0	0.0	0.0	30.2	24.9
Incr Delay (d2), s/veh				15.8	0.0	0.2	5.8	0.4	0.0	0.0	3.4	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.3	0.0	4.2	7.1	0.1	0.0	0.0	13.5	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				58.3	0.0	35.7	41.8	0.4	0.0	0.0	33.5	26.6
LnGrp LOS				E	A	D	D	A	A	A	C	C
Approach Vol, veh/h					1120			1654			1338	
Approach Delay, s/veh					54.7			15.9			32.2	
Approach LOS					D			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		82.0			27.6	54.4		38.0				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		75.5			31.5	39.5		34.0				
Max Q Clear Time (g_c+I1), s		2.0			22.1	32.7		32.5				
Green Ext Time (p_c), s		14.1			0.9	5.0		0.5				

Intersection Summary

HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

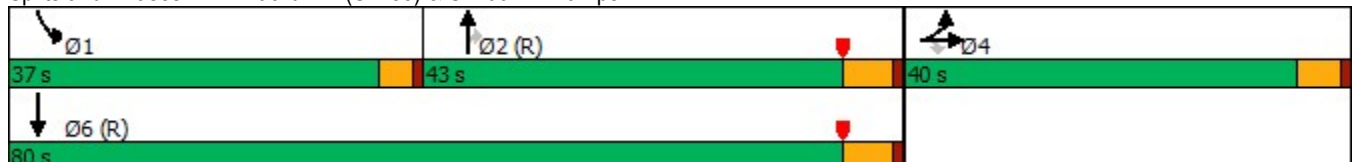


Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	427	0	1006	1112	841	411	1395
Future Volume (vph)	427	0	1006	1112	841	411	1395
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.0	11.0	11.0	22.5	22.5	9.0	22.5
Total Split (s)	40.0	40.0	40.0	43.0	43.0	37.0	80.0
Total Split (%)	33.3%	33.3%	33.3%	35.8%	35.8%	30.8%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.5	4.5	3.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.5	5.5	4.0	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	35.0	35.0	35.0	51.5	51.5	19.0	74.5
Actuated g/C Ratio	0.29	0.29	0.29	0.43	0.43	0.16	0.62
v/c Ratio	0.79	1.14	1.10	0.74	0.84	0.77	0.64
Control Delay	52.1	122.2	107.6	32.9	16.7	55.1	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Total Delay	52.1	122.2	107.6	32.9	16.7	55.1	17.8
LOS	D	F	F	C	B	E	B
Approach Delay		98.1		25.9			26.3
Approach LOS		F		C			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 46.0
 Intersection LOS: D
 Intersection Capacity Utilization 151.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	427	0	1006	0	0	0	0	1112	841	411	1395	0
Future Volume (veh/h)	427	0	1006	0	0	0	0	1112	841	411	1395	0
Initial Q (Qb), veh	0	0	0					0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00					1.00	0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	293	0	1115				0	1146	672	424	1438	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	528	0	939				0	1623	713	484	2241	0
Arrive On Green	0.29	0.00	0.29				0.00	0.45	0.45	0.28	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3705	1586	3510	3705	0
Grp Volume(v), veh/h	293	0	1115				0	1146	672	424	1438	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1586	1755	1805	0
Q Serve(g_s), s	16.4	0.0	35.0				0.0	30.7	48.6	13.8	0.0	0.0
Cycle Q Clear(g_c), s	16.4	0.0	35.0				0.0	30.7	48.6	13.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	528	0	939				0	1623	713	484	2241	0
V/C Ratio(X)	0.56	0.00	1.19				0.00	0.71	0.94	0.88	0.64	0.00
Avail Cap(c_a), veh/h	528	0	939				0	1623	713	965	2241	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.56	0.56	0.44	0.44	0.00
Uniform Delay (d), s/veh	35.9	0.0	42.5				0.0	26.6	31.6	42.5	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	95.0				0.0	1.5	14.8	0.9	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	25.7				0.0	12.9	20.4	5.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	0.0	137.5				0.0	28.1	46.3	43.4	0.6	0.0
LnGrp LOS	D	A	F				A	C	D	D	A	A
Approach Vol, veh/h		1408						1818			1862	
Approach Delay, s/veh		116.5						34.8			10.4	
Approach LOS		F						C			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	20.6	59.4	40.0	80.0								
Change Period (Y+Rc), s	4.0	5.5	5.0	5.5								
Max Green Setting (Gmax), s	33.0	37.5	35.0	74.5								
Max Q Clear Time (g_c+I1), s	15.8	50.6	37.0	2.0								
Green Ext Time (p_c), s	0.7	0.0	0.0	25.4								

Intersection Summary

HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

01/12/2023

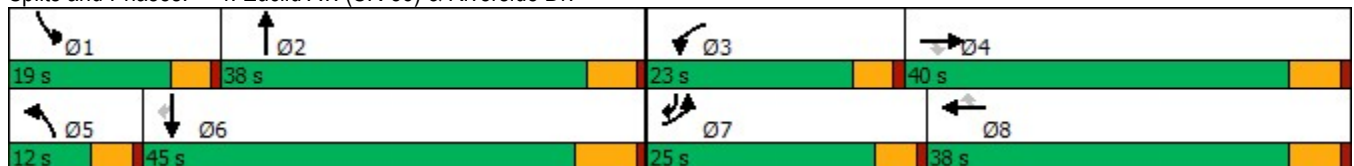


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	184	357	134	237	506	108	67	1254	243	1904	131
Future Volume (vph)	184	357	134	237	506	108	67	1254	243	1904	131
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	1	6	7
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	25.8	9.6	31.8	31.8	9.6	30.4	9.6	34.5	9.6
Total Split (s)	25.0	40.0	40.0	23.0	38.0	38.0	12.0	38.0	19.0	45.0	25.0
Total Split (%)	20.8%	33.3%	33.3%	19.2%	31.7%	31.7%	10.0%	31.7%	15.8%	37.5%	20.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	None
Act Effct Green (s)	16.0	20.6	20.6	18.5	23.0	23.0	7.0	32.8	14.5	41.3	63.9
Actuated g/C Ratio	0.15	0.19	0.19	0.17	0.22	0.22	0.07	0.31	0.14	0.39	0.60
v/c Ratio	0.78	0.55	0.33	0.87	0.70	0.25	0.64	0.93	1.14	1.02	0.14
Control Delay	65.8	41.6	5.9	73.7	44.6	3.0	77.9	47.9	145.8	60.7	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	41.6	5.9	73.7	44.6	3.0	77.9	47.9	145.8	60.7	3.3
LOS	E	D	A	E	D	A	E	D	F	E	A
Approach Delay		41.1			47.5			49.3		66.5	
Approach LOS		D			D			D		E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.8
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 55.4
 Intersection LOS: E
 Intersection Capacity Utilization 87.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
 4: Euclid Av. (SR-83) & Riverside Dr.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑↑		↘	↑↑↑	↗
Traffic Volume (veh/h)	184	357	134	237	506	108	67	1254	104	243	1904	131
Future Volume (veh/h)	184	357	134	237	506	108	67	1254	104	243	1904	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	188	364	110	242	516	58	68	1280	64	248	1943	79
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	218	553	243	271	664	292	85	1476	74	236	1972	817
Arrive On Green	0.13	0.16	0.16	0.17	0.19	0.19	0.05	0.31	0.31	0.15	0.40	0.40
Sat Flow, veh/h	1619	3420	1505	1619	3420	1501	1619	4793	240	1619	4914	1525
Grp Volume(v), veh/h	188	364	110	242	516	58	68	875	469	248	1943	79
Grp Sat Flow(s),veh/h/ln	1619	1710	1505	1619	1710	1501	1619	1638	1757	1619	1638	1525
Q Serve(g_s), s	11.2	9.9	6.5	14.5	14.1	3.2	4.1	24.9	24.9	14.4	38.7	2.5
Cycle Q Clear(g_c), s	11.2	9.9	6.5	14.5	14.1	3.2	4.1	24.9	24.9	14.4	38.7	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	218	553	243	271	664	292	85	1009	541	236	1972	817
V/C Ratio(X)	0.86	0.66	0.45	0.89	0.78	0.20	0.80	0.87	0.87	1.05	0.99	0.10
Avail Cap(c_a), veh/h	334	1184	521	302	1115	489	121	1081	580	236	1972	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	38.9	37.5	40.3	37.8	33.4	46.3	32.3	32.3	42.2	29.3	11.2
Incr Delay (d2), s/veh	8.9	1.3	1.3	23.9	2.0	0.3	14.3	7.3	12.6	72.6	16.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	4.1	2.4	7.3	5.8	1.1	1.9	10.0	11.5	10.3	17.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	40.2	38.8	64.2	39.8	33.7	60.7	39.6	44.9	114.8	46.1	11.3
LnGrp LOS	D	D	D	E	D	C	E	D	D	F	D	B
Approach Vol, veh/h		662			816			1412			2270	
Approach Delay, s/veh		43.0			46.6			42.4			52.4	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	36.9	21.1	21.8	9.8	46.2	17.9	25.0				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	14.4	* 33	18.4	34.2	7.4	38.5	20.4	32.2				
Max Q Clear Time (g_c+I1), s	16.4	26.9	16.5	11.9	6.1	40.7	13.2	16.1				
Green Ext Time (p_c), s	0.0	3.5	0.1	2.4	0.0	0.0	0.1	2.9				

Intersection Summary

HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Euclid Av. (SR-83) & Chino Av.

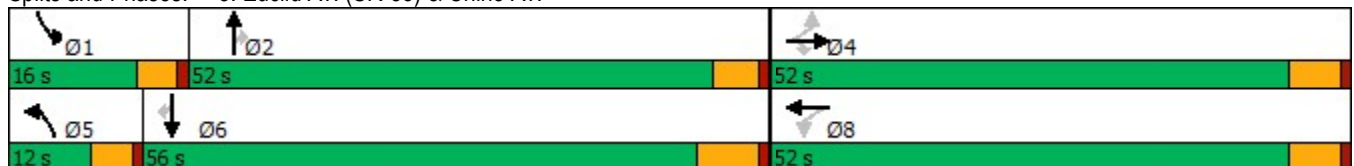


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	77	196	75	119	304	48	1270	132	87	2048	95
Future Volume (vph)	77	196	75	119	304	48	1270	132	87	2048	95
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	52.0	52.0	52.0	52.0	52.0	12.0	52.0	52.0	16.0	56.0	56.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	43.3%	10.0%	43.3%	43.3%	13.3%	46.7%	46.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	34.4	34.4	34.4	34.4	34.4	6.7	49.1	49.1	9.4	50.3	50.3
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32	0.06	0.46	0.46	0.09	0.47	0.47
v/c Ratio	0.82	0.35	0.14	0.40	0.87	0.50	0.58	0.19	0.64	0.92	0.13
Control Delay	86.5	29.0	6.1	32.0	48.2	68.9	24.8	12.4	69.7	35.6	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.5	29.0	6.1	32.0	48.2	68.9	24.8	12.4	69.7	35.6	8.2
LOS	F	C	A	C	D	E	C	B	E	D	A
Approach Delay		36.8			44.9		25.1			35.7	
Approach LOS		D			D		C			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 106.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 33.7	Intersection LOS: C
Intersection Capacity Utilization 101.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
 5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	196	75	119	304	169	48	1270	132	87	2048	95
Future Volume (veh/h)	77	196	75	119	304	169	48	1270	132	87	2048	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	80	204	57	124	317	175	50	1323	98	91	2133	62
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	674	571	362	408	225	62	2009	624	112	2160	671
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.04	0.41	0.41	0.07	0.44	0.44
Sat Flow, veh/h	822	1800	1525	1017	1090	602	1619	4914	1525	1619	4914	1525
Grp Volume(v), veh/h	80	204	57	124	0	492	50	1323	98	91	2133	62
Grp Sat Flow(s),veh/h/ln	822	1800	1525	1017	0	1692	1619	1638	1525	1619	1638	1525
Q Serve(g_s), s	10.9	9.2	2.8	11.2	0.0	29.4	3.5	24.9	4.6	6.3	49.2	2.7
Cycle Q Clear(g_c), s	40.2	9.2	2.8	20.4	0.0	29.4	3.5	24.9	4.6	6.3	49.2	2.7
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	674	571	362	0	633	62	2009	624	112	2160	671
V/C Ratio(X)	0.50	0.30	0.10	0.34	0.00	0.78	0.81	0.66	0.16	0.81	0.99	0.09
Avail Cap(c_a), veh/h	184	727	616	392	0	683	105	2009	624	161	2160	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	25.3	23.3	32.4	0.0	31.6	54.6	27.4	21.4	52.6	31.8	18.7
Incr Delay (d2), s/veh	2.4	0.3	0.1	0.6	0.0	5.3	8.8	1.7	0.5	12.2	16.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.8	1.0	2.7	0.0	12.3	1.5	9.2	1.6	2.8	20.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	25.5	23.3	33.0	0.0	36.9	63.4	29.1	21.9	64.8	48.4	19.0
LnGrp LOS	D	C	C	C	A	D	E	C	C	E	D	B
Approach Vol, veh/h		341			616			1471			2286	
Approach Delay, s/veh		31.3			36.1			29.8			48.2	
Approach LOS		C			D			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	53.3		48.7	9.0	56.8		48.7				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 47		46.2	7.4	49.5		46.2				
Max Q Clear Time (g_c+I1), s	8.3	26.9		42.2	5.5	51.2		31.4				
Green Ext Time (p_c), s	0.0	8.7		0.6	0.0	0.0		3.1				

Intersection Summary

HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

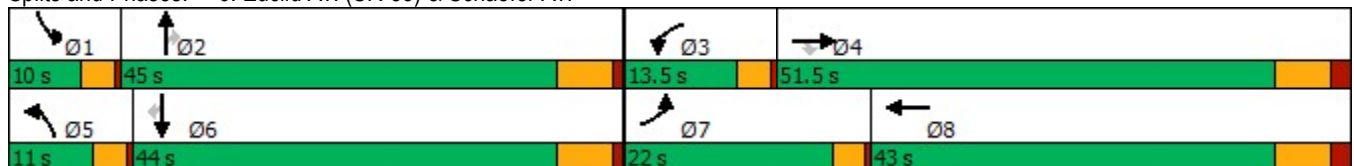
Timings
6: Euclid Av. (SR-83) & Schaefer Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	238	83	105	4	25	118	1209	34	82	1985	171
Future Volume (vph)	238	83	105	4	25	118	1209	34	82	1985	171
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0
Total Split (s)	22.0	51.5	51.5	13.5	43.0	11.0	45.0	45.0	10.0	44.0	44.0
Total Split (%)	18.3%	42.9%	42.9%	11.3%	35.8%	9.2%	37.5%	37.5%	8.3%	36.7%	36.7%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	19.0	25.4	25.4	10.3	10.6	7.1	42.1	42.1	6.2	39.1	39.1
Actuated g/C Ratio	0.21	0.28	0.28	0.11	0.12	0.08	0.46	0.46	0.07	0.43	0.43
v/c Ratio	0.73	0.17	0.21	0.02	0.19	0.50	0.55	0.04	0.40	0.98	0.24
Control Delay	50.8	24.8	5.9	44.5	27.0	51.5	22.2	0.1	50.9	42.3	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	24.8	5.9	44.5	27.0	51.5	22.2	0.1	50.9	42.3	8.4
LOS	D	C	A	D	C	D	C	A	D	D	A
Approach Delay		34.7			28.6		24.2			40.1	
Approach LOS		C			C		C			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 90.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 34.1	Intersection LOS: C
Intersection Capacity Utilization 80.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	83	105	4	25	14	118	1209	34	82	1985	171
Future Volume (veh/h)	238	83	105	4	25	14	118	1209	34	82	1985	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	248	86	72	4	26	12	123	1259	35	85	2068	141
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	283	405	343	17	71	33	187	2295	712	164	2260	702
Arrive On Green	0.17	0.22	0.22	0.01	0.06	0.06	0.06	0.47	0.47	0.05	0.46	0.46
Sat Flow, veh/h	1619	1800	1525	1619	1165	538	3141	4914	1525	3141	4914	1525
Grp Volume(v), veh/h	248	86	72	4	0	38	123	1259	35	85	2068	141
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1703	1570	1638	1525	1570	1638	1525
Q Serve(g_s), s	12.2	3.2	3.1	0.2	0.0	1.7	3.1	15.0	1.0	2.2	32.0	4.5
Cycle Q Clear(g_c), s	12.2	3.2	3.1	0.2	0.0	1.7	3.1	15.0	1.0	2.2	32.0	4.5
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	405	343	17	0	103	187	2295	712	164	2260	702
V/C Ratio(X)	0.88	0.21	0.21	0.23	0.00	0.37	0.66	0.55	0.05	0.52	0.92	0.20
Avail Cap(c_a), veh/h	367	982	832	198	0	752	289	2349	729	250	2289	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	25.7	25.7	40.0	0.0	36.8	37.6	15.6	11.9	37.6	20.5	13.1
Incr Delay (d2), s/veh	14.4	0.2	0.2	2.5	0.0	1.6	1.5	0.3	0.0	0.9	6.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	1.3	1.1	0.1	0.0	0.7	1.1	4.6	0.3	0.8	11.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	25.9	25.9	42.6	0.0	38.4	39.0	15.8	11.9	38.6	26.8	13.2
LnGrp LOS	D	C	C	D	A	D	D	B	B	D	C	B
Approach Vol, veh/h		406			42			1417			2294	
Approach Delay, s/veh		38.9			38.8			17.8			26.4	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	44.1	4.4	25.3	8.3	43.5	17.8	11.9				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	6.5	39.0	10.0	44.5	7.5	38.0	18.5	36.0				
Max Q Clear Time (g_c+I1), s	4.2	17.0	2.2	5.2	5.1	34.0	14.2	3.7				
Green Ext Time (p_c), s	0.0	8.3	0.0	0.5	0.0	3.5	0.1	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			24.8									
HCM 6th LOS			C									

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

11: Euclid Av. (SR-83) & Edison Av.

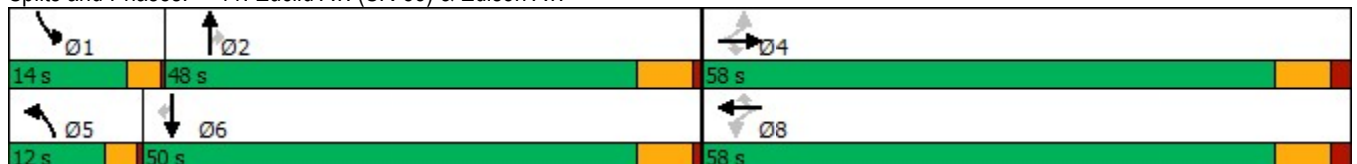
01/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	417	200	108	511	168	163	1030	51	242	1528	253
Future Volume (vph)	227	417	200	108	511	168	163	1030	51	242	1528	253
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	58.0	58.0	58.0	58.0	58.0	58.0	12.0	48.0	48.0	14.0	50.0	50.0
Total Split (%)	48.3%	48.3%	48.3%	48.3%	48.3%	48.3%	10.0%	40.0%	40.0%	11.7%	41.7%	41.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	51.0	51.0	51.0	51.0	51.0	51.0	8.3	40.9	40.9	10.5	43.1	43.1
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.43	0.43	0.07	0.34	0.34	0.09	0.36	0.36
v/c Ratio	1.17	0.56	0.27	0.41	0.68	0.23	0.77	0.63	0.09	1.75	0.88	0.39
Control Delay	150.6	29.2	5.1	29.9	33.2	3.9	77.6	34.6	4.5	397.7	42.7	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	150.6	29.2	5.1	29.9	33.2	3.9	77.6	34.6	4.5	397.7	42.7	10.1
LOS	F	C	A	C	C	A	E	C	A	F	D	B
Approach Delay		56.2			26.5			39.0			81.0	
Approach LOS		E			C			D			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 119	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.75	
Intersection Signal Delay: 57.3	Intersection LOS: E
Intersection Capacity Utilization 99.4%	ICU Level of Service F
Analysis Period (min) 15	

























Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	417	200	108	511	168	163	1030	51	242	1528	253
Future Volume (veh/h)	227	417	200	108	511	168	163	1030	51	242	1528	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	234	430	170	111	527	163	168	1062	46	249	1575	226
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	196	778	658	250	778	658	218	1668	516	144	1764	547
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.07	0.34	0.34	0.09	0.36	0.36
Sat Flow, veh/h	684	1800	1524	744	1800	1522	3141	4914	1521	1619	4914	1524
Grp Volume(v), veh/h	234	430	170	111	527	163	168	1062	46	249	1575	226
Grp Sat Flow(s),veh/h/ln	684	1800	1524	744	1800	1522	1570	1638	1521	1619	1638	1524
Q Serve(g_s), s	23.2	21.0	8.4	15.4	27.8	8.0	6.2	21.5	2.4	10.5	35.7	13.2
Cycle Q Clear(g_c), s	51.0	21.0	8.4	36.5	27.8	8.0	6.2	21.5	2.4	10.5	35.7	13.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	778	658	250	778	658	218	1668	516	144	1764	547
V/C Ratio(X)	1.20	0.55	0.26	0.44	0.68	0.25	0.77	0.64	0.09	1.73	0.89	0.41
Avail Cap(c_a), veh/h	196	778	658	250	778	658	226	1748	541	144	1831	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	25.0	21.4	38.6	26.9	21.3	54.0	32.9	26.6	53.8	35.7	28.5
Incr Delay (d2), s/veh	127.1	0.9	0.2	1.2	2.4	0.2	13.1	0.7	0.1	355.5	5.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	8.7	2.9	2.8	11.7	2.8	2.7	8.1	0.8	18.3	14.1	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	178.2	25.9	21.6	39.9	29.3	21.5	67.1	33.6	26.6	409.3	41.6	29.0
LnGrp LOS	F	C	C	D	C	C	E	C	C	F	D	C
Approach Vol, veh/h		834			801			1276			2050	
Approach Delay, s/veh		67.7			29.2			37.8			84.9	
Approach LOS		E			C			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	46.1		58.0	11.7	48.4		58.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	10.5	42.0		51.0	8.5	44.0		51.0				
Max Q Clear Time (g_c+I1), s	12.5	23.5		53.0	8.2	37.7		38.5				
Green Ext Time (p_c), s	0.0	6.4		0.0	0.0	4.7		3.6				
Intersection Summary												
HCM 6th Ctrl Delay				60.9								
HCM 6th LOS				E								

Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	61	71	170	31	167	169	1104	17	262	1659	39
Future Volume (vph)	61	71	170	31	167	169	1104	17	262	1659	39
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.8	46.8	46.8	46.8	46.8	8.5	30.7	30.7	8.5	37.7	37.7
Total Split (s)	46.8	46.8	46.8	46.8	46.8	20.0	43.7	43.7	29.5	53.2	53.2
Total Split (%)	39.0%	39.0%	39.0%	39.0%	39.0%	16.7%	36.4%	36.4%	24.6%	44.3%	44.3%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	3.0	4.7	4.7	3.0	4.7	4.7
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8	4.8	3.5	5.7	5.7	3.5	5.7	5.7
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	21.8	21.8	21.8	21.8	21.8	15.0	36.9	36.9	21.2	43.1	43.1
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.16	0.39	0.39	0.22	0.46	0.46
v/c Ratio	0.49	0.18	0.37	0.12	0.70	0.71	0.62	0.03	0.78	0.80	0.06
Control Delay	45.9	30.8	6.6	30.1	40.0	57.4	26.8	0.1	52.6	26.7	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	30.8	6.6	30.1	40.0	57.4	26.8	0.1	52.6	26.7	5.4
LOS	D	C	A	C	D	E	C	A	D	C	A
Approach Delay		20.2			39.0		30.5			29.7	
Approach LOS		C			D		C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 94.4	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 29.9	Intersection LOS: C
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	71	170	31	167	102	169	1104	17	262	1659	39
Future Volume (veh/h)	61	71	170	31	167	102	169	1104	17	262	1659	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	66	76	98	33	180	104	182	1187	16	282	1784	30
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	177	445	377	318	265	153	215	1946	604	318	2259	701
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.13	0.40	0.40	0.20	0.46	0.46
Sat Flow, veh/h	995	1800	1525	1100	1070	618	1619	4914	1525	1619	4914	1524
Grp Volume(v), veh/h	66	76	98	33	0	284	182	1187	16	282	1784	30
Grp Sat Flow(s),veh/h/ln	995	1800	1525	1100	0	1689	1619	1638	1525	1619	1638	1524
Q Serve(g_s), s	5.6	2.9	4.5	2.1	0.0	13.3	9.6	16.8	0.6	14.8	26.9	0.9
Cycle Q Clear(g_c), s	18.9	2.9	4.5	5.0	0.0	13.3	9.6	16.8	0.6	14.8	26.9	0.9
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	177	445	377	318	0	418	215	1946	604	318	2259	701
V/C Ratio(X)	0.37	0.17	0.26	0.10	0.00	0.68	0.85	0.61	0.03	0.89	0.79	0.04
Avail Cap(c_a), veh/h	409	865	733	575	0	811	306	2136	663	482	2670	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	25.9	26.5	27.8	0.0	29.8	37.0	21.0	16.1	34.2	20.0	13.0
Incr Delay (d2), s/veh	1.0	0.1	0.3	0.1	0.0	1.5	12.6	0.4	0.0	11.0	1.4	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	1.4	1.2	1.6	0.5	0.0	5.2	4.2	5.6	0.2	6.3	8.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	26.0	26.7	27.9	0.0	31.2	49.6	21.5	16.1	45.2	21.4	13.0
LnGrp LOS	D	C	C	C	A	C	D	C	B	D	C	B
Approach Vol, veh/h		240			317			1385			2096	
Approach Delay, s/veh		29.9			30.9			25.1			24.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.7	40.3		26.4	15.1	45.9		26.4				
Change Period (Y+Rc), s	3.5	5.7		4.8	3.5	5.7		4.8				
Max Green Setting (Gmax), s	26.0	38.0		42.0	16.5	47.5		42.0				
Max Q Clear Time (g_c+I1), s	16.8	18.8		20.9	11.6	28.9		15.3				
Green Ext Time (p_c), s	0.4	7.3		0.7	0.1	11.3		1.3				

Intersection Summary

HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

01/12/2023

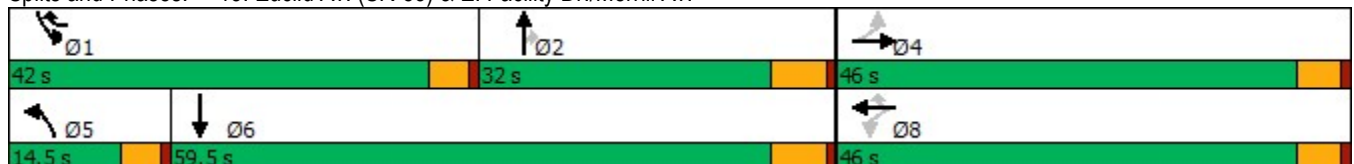


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕	↙	↕	↙	↙	↑↑↑	↙	↙	↑↑↑
Traffic Volume (vph)	7	5	368	55	270	13	1018	572	587	1172
Future Volume (vph)	7	5	368	55	270	13	1018	572	587	1172
Turn Type	Perm	NA	Perm	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	1	5	2		1	6
Permitted Phases	4		8		8			2		
Detector Phase	4	4	8	8	1	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	14.5	28.0	28.0	14.5	28.0
Total Split (s)	46.0	46.0	46.0	46.0	42.0	14.5	32.0	32.0	42.0	59.5
Total Split (%)	38.3%	38.3%	38.3%	38.3%	35.0%	12.1%	26.7%	26.7%	35.0%	49.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	4.5	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		37.9	37.9	37.9	80.5	10.0	26.1	26.1	37.6	62.5
Actuated g/C Ratio		0.32	0.32	0.32	0.69	0.09	0.22	0.22	0.32	0.53
v/c Ratio		0.03	0.95	0.10	0.27	0.10	0.90	1.09	1.20	0.46
Control Delay		22.0	73.0	27.7	6.9	52.8	55.9	87.6	145.8	18.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		22.0	73.0	27.7	6.9	52.8	55.9	87.6	145.8	18.9
LOS		C	E	C	A	D	E	F	F	B
Approach Delay		22.0		43.7			67.2			59.8
Approach LOS		C		D			E			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 117.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 59.8
 Intersection LOS: E
 Intersection Capacity Utilization 99.5%
 ICU Level of Service F
 Analysis Period (min) 15

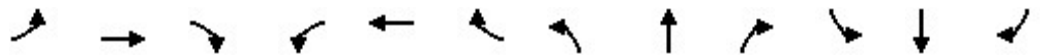
Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	7	5	4	368	55	270	13	1018	572	587	1172	61
Future Volume (veh/h)	7	5	4	368	55	270	13	1018	572	587	1172	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	7	5	2	391	59	149	14	1083	311	624	1247	33
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	168	61	474	567	979	51	1207	341	528	2715	72
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.03	0.22	0.22	0.33	0.52	0.52
Sat Flow, veh/h	630	533	194	1280	1800	1525	1619	5400	1525	1619	5237	139
Grp Volume(v), veh/h	14	0	0	391	59	149	14	1083	311	624	857	423
Grp Sat Flow(s),veh/h/ln	1358	0	0	1280	1800	1525	1619	1800	1525	1619	1800	1775
Q Serve(g_s), s	0.0	0.0	0.0	30.9	2.7	4.5	1.0	22.4	22.8	37.5	17.3	17.3
Cycle Q Clear(g_c), s	2.7	0.0	0.0	33.6	2.7	4.5	1.0	22.4	22.8	37.5	17.3	17.3
Prop In Lane	0.50		0.14	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	475	0	0	474	567	979	51	1207	341	528	1867	920
V/C Ratio(X)	0.03	0.00	0.00	0.82	0.10	0.15	0.28	0.90	0.91	1.18	0.46	0.46
Avail Cap(c_a), veh/h	532	0	0	527	642	1042	141	1222	345	528	1867	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	0.0	38.1	27.8	8.2	54.4	43.3	43.5	38.7	17.5	17.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	8.5	0.0	0.0	1.1	9.0	27.4	99.5	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	11.2	1.1	1.3	0.4	10.4	10.7	28.3	6.5	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	0.0	0.0	46.6	27.9	8.2	55.4	52.3	70.9	138.2	17.7	17.8
LnGrp LOS	C	A	A	D	C	A	E	D	E	F	B	B
Approach Vol, veh/h		14			599			1408			1904	
Approach Delay, s/veh		27.2			35.2			56.4			57.2	
Approach LOS		C			D			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	42.0	31.7		41.2	8.1	65.6		41.2				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	37.5	26.0		41.0	10.0	53.5		41.0				
Max Q Clear Time (g_c+I1), s	39.5	24.8		4.7	3.0	19.3		35.6				
Green Ext Time (p_c), s	0.0	0.8		0.0	0.0	8.9		0.6				

Intersection Summary

HCM 6th Ctrl Delay	53.5
HCM 6th LOS	D

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

01/12/2023

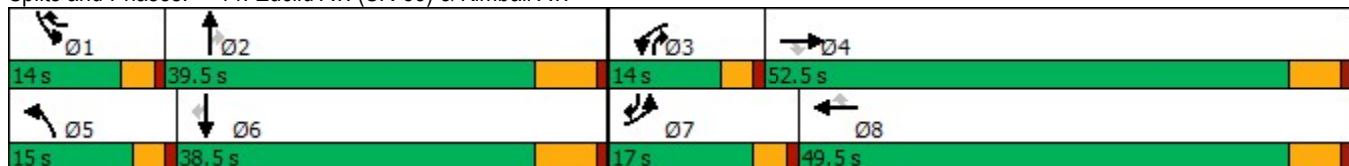


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↗	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (vph)	169	317	61	113	1077	340	82	1104	67	198	880	424
Future Volume (vph)	169	317	61	113	1077	340	82	1104	67	198	880	424
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	14.0	49.5	49.5	14.0	47.8	9.0	14.0	36.0	14.0	9.0	33.0	14.0
Total Split (s)	17.0	52.5	52.5	14.0	49.5	14.0	15.0	39.5	14.0	14.0	38.5	17.0
Total Split (%)	14.2%	43.8%	43.8%	11.7%	41.3%	11.7%	12.5%	32.9%	11.7%	11.7%	32.1%	14.2%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8	3.0	3.0	5.5	3.0	3.0	5.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.8	5.8	4.0	5.8	4.0	4.0	6.5	4.0	4.0	6.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	11.4	41.7	41.7	10.1	40.3	55.9	10.6	31.7	48.4	9.8	34.2	48.2
Actuated g/C Ratio	0.10	0.37	0.37	0.09	0.35	0.49	0.09	0.28	0.43	0.09	0.30	0.42
v/c Ratio	0.59	0.26	0.10	0.42	0.92	0.45	0.57	0.83	0.10	0.81	0.61	0.64
Control Delay	58.7	25.8	1.3	56.0	47.9	17.1	67.0	45.1	5.5	76.1	38.0	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.7	25.8	1.3	56.0	47.9	17.1	67.0	45.1	5.5	76.1	38.0	25.6
LOS	E	C	A	E	D	B	E	D	A	E	D	C
Approach Delay		33.2			41.6			44.5			39.5	
Approach LOS		C			D			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.7
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 40.7
 Intersection LOS: D
 Intersection Capacity Utilization 85.9%
 ICU Level of Service E
 Analysis Period (min) 15


































Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

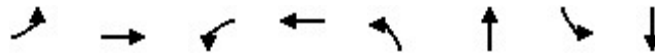
01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  		 	  	
Traffic Volume (veh/h)	169	317	61	113	1077	340	82	1104	67	198	880	424
Future Volume (veh/h)	169	317	61	113	1077	340	82	1104	67	198	880	424
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	174	327	53	116	1110	173	85	1138	55	204	907	386
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	269	1231	549	279	1224	677	137	1372	561	254	1379	562
Arrive On Green	0.09	0.36	0.36	0.09	0.36	0.36	0.08	0.28	0.28	0.09	0.28	0.28
Sat Flow, veh/h	2956	3420	1525	3141	3420	1525	1619	4914	1525	2956	4914	1506
Grp Volume(v), veh/h	174	327	53	116	1110	173	85	1138	55	204	907	386
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1570	1710	1525	1619	1638	1525	1478	1638	1506
Q Serve(g_s), s	6.2	7.4	2.5	3.8	33.7	7.8	5.5	23.7	2.6	7.4	17.8	23.7
Cycle Q Clear(g_c), s	6.2	7.4	2.5	3.8	33.7	7.8	5.5	23.7	2.6	7.4	17.8	23.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	269	1231	549	279	1224	677	137	1372	561	254	1379	562
V/C Ratio(X)	0.65	0.27	0.10	0.42	0.91	0.26	0.62	0.83	0.10	0.80	0.66	0.69
Avail Cap(c_a), veh/h	352	1462	652	288	1368	742	163	1485	596	271	1440	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	24.7	23.2	47.1	33.3	19.0	48.3	36.9	22.6	49.0	34.7	29.0
Incr Delay (d2), s/veh	1.0	0.1	0.1	0.4	7.9	0.1	2.5	4.1	0.1	13.6	1.2	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.9	0.9	1.5	14.4	2.6	2.2	9.3	0.9	3.1	6.8	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	24.8	23.2	47.4	41.2	19.1	50.8	41.0	22.7	62.6	35.9	32.7
LnGrp LOS	D	C	C	D	D	B	D	D	C	E	D	C
Approach Vol, veh/h		554			1399			1278			1497	
Approach Delay, s/veh		32.2			39.0			40.9			38.7	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	37.0	13.7	45.1	13.2	37.1	13.9	44.9				
Change Period (Y+Rc), s	4.0	6.5	4.0	5.8	4.0	6.5	4.0	5.8				
Max Green Setting (Gmax), s	10.0	33.0	10.0	46.7	11.0	32.0	13.0	43.7				
Max Q Clear Time (g_c+I1), s	9.4	25.7	5.8	9.4	7.5	25.7	8.2	35.7				
Green Ext Time (p_c), s	0.0	4.8	0.1	2.2	0.0	4.3	0.1	3.4				
Intersection Summary												
HCM 6th Ctrl Delay				38.6								
HCM 6th LOS				D								

Timings

31: Bon View Av. & Edison Av.

01/12/2023

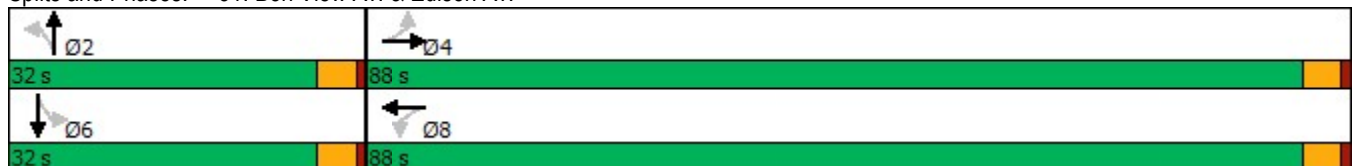


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	41	689	7	676	12	188	11	133
Future Volume (vph)	41	689	7	676	12	188	11	133
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	88.0	88.0	88.0	88.0	32.0	32.0	32.0	32.0
Total Split (%)	73.3%	73.3%	73.3%	73.3%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		44.5		44.5		16.1		16.1
Actuated g/C Ratio		0.63		0.63		0.23		0.23
v/c Ratio		0.81		0.73		0.59		0.52
Control Delay		17.0		13.2		34.6		31.9
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		17.0		13.2		34.6		31.9
LOS		B		B		C		C
Approach Delay		17.0		13.2		34.6		31.9
Approach LOS		B		B		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 70.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 31: Bon View Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 31: Bon View Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	41	689	17	7	676	33	12	188	6	11	133	38
Future Volume (veh/h)	41	689	17	7	676	33	12	188	6	11	133	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	830	20	8	814	40	14	227	7	13	160	46
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	117	1039	24	85	1076	52	95	342	10	96	268	74
Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	51	1722	40	4	1785	87	50	1762	53	50	1383	381
Grp Volume(v), veh/h	899	0	0	862	0	0	248	0	0	219	0	0
Grp Sat Flow(s),veh/h/ln	1814	0	0	1876	0	0	1864	0	0	1814	0	0
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	16.2	0.0	0.0	14.8	0.0	0.0	5.4	0.0	0.0	4.8	0.0	0.0
Prop In Lane	0.05		0.02	0.01		0.05	0.06		0.03	0.06		0.21
Lane Grp Cap(c), veh/h	1180	0	0	1213	0	0	447	0	0	438	0	0
V/C Ratio(X)	0.76	0.00	0.00	0.71	0.00	0.00	0.55	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	3377	0	0	3585	0	0	1228	0	0	1191	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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.7	0.0	0.0	6.4	0.0	0.0	16.6	0.0	0.0	16.4	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.8	0.0	0.0	1.1	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	2.3	0.0	0.0	1.9	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.7	0.0	0.0	7.2	0.0	0.0	17.7	0.0	0.0	17.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		899			862			248				219
Approach Delay, s/veh		7.7			7.2			17.7				17.2
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.1		31.2		13.1		31.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		27.5		83.5		27.5		83.5				
Max Q Clear Time (g_c+I1), s		7.4		18.2		6.8		16.8				
Green Ext Time (p_c), s		1.2		8.6		1.1		7.4				

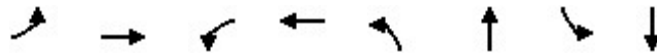
Intersection Summary

HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Timings

32: Grove Av. & Schaefer Av.

01/12/2023

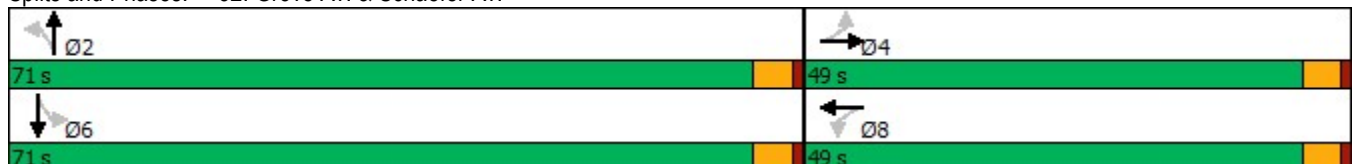


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	44	100	33	283	43	401	34	469
Future Volume (vph)	44	100	33	283	43	401	34	469
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	49.0	49.0	49.0	49.0	71.0	71.0	71.0	71.0
Total Split (%)	40.8%	40.8%	40.8%	40.8%	59.2%	59.2%	59.2%	59.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		18.6		18.6		25.8		25.8
Actuated g/C Ratio		0.34		0.34		0.48		0.48
v/c Ratio		0.33		0.63		0.57		0.69
Control Delay		16.1		21.3		13.9		16.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		16.1		21.3		13.9		16.3
LOS		B		C		B		B
Approach Delay		16.1		21.3		13.9		16.3
Approach LOS		B		C		B		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 54.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 16.7
 Intersection LOS: B
 Intersection Capacity Utilization 65.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 32: Grove Av. & Schaefer Av.



HCM 6th Signalized Intersection Summary
32: Grove Av. & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

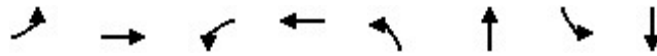


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	44	100	34	33	283	58	43	401	10	34	469	63
Future Volume (veh/h)	44	100	34	33	283	58	43	401	10	34	469	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	104	35	34	295	60	45	418	10	35	489	66
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	357	101	137	447	86	151	735	17	131	679	88
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	241	1157	326	83	1447	279	89	1690	38	51	1561	203
Grp Volume(v), veh/h	185	0	0	389	0	0	473	0	0	590	0	0
Grp Sat Flow(s),veh/h/ln	1725	0	0	1809	0	0	1818	0	0	1815	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	6.5	0.0	0.0	6.6	0.0	0.0	9.3	0.0	0.0
Prop In Lane	0.25		0.19	0.09		0.15	0.10		0.02	0.06		0.11
Lane Grp Cap(c), veh/h	660	0	0	670	0	0	903	0	0	898	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.58	0.00	0.00	0.52	0.00	0.00	0.66	0.00	0.00
Avail Cap(c_a), veh/h	2130	0	0	2369	0	0	3383	0	0	3472	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	0.0	10.6	0.0	0.0	7.5	0.0	0.0	8.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.8	0.0	0.0	0.5	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.7	0.0	0.0	1.2	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	0.0	0.0	11.4	0.0	0.0	7.9	0.0	0.0	9.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		185			389			473				590
Approach Delay, s/veh		9.6			11.4			7.9				9.0
Approach LOS		A			B			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.8		15.3		19.8		15.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		66.5		44.5		66.5		44.5				
Max Q Clear Time (g_c+I1), s		8.6		4.7		11.3		8.5				
Green Ext Time (p_c), s		3.0		1.1		4.0		2.3				

Intersection Summary

HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Timings
33: Grove Av. & Edison Av.

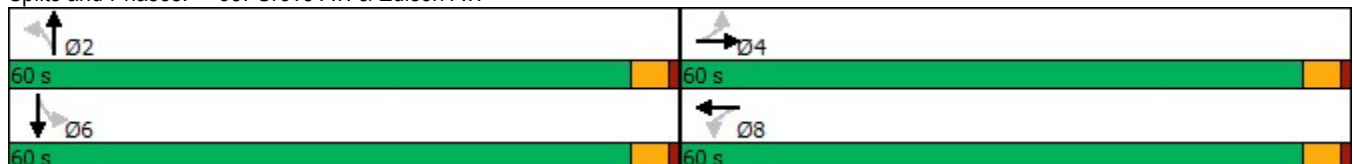


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	60	271	79	512	156	309	44	471
Future Volume (vph)	60	271	79	512	156	309	44	471
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	48.3	48.3	48.3	48.3	28.1	28.1	28.1	28.1
Actuated g/C Ratio	0.56	0.56	0.56	0.56	0.33	0.33	0.33	0.33
v/c Ratio	0.22	0.76	0.39	0.62	0.87	0.32	0.17	0.49
Control Delay	15.6	21.4	21.4	18.4	68.0	22.2	22.9	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	21.4	21.4	18.4	68.0	22.2	22.9	24.4
LOS	B	C	C	B	E	C	C	C
Approach Delay		20.9		18.8		36.9		24.3
Approach LOS		C		B		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 86.2
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 24.3
 Intersection LOS: C
 Intersection Capacity Utilization 86.0%
 ICU Level of Service E
 Analysis Period (min) 15























Splits and Phases: 33: Grove Av. & Edison Av.



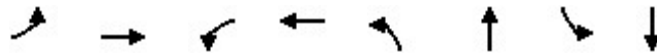
HCM 6th Signalized Intersection Summary
33: Grove Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	271	406	79	512	65	156	309	20	44	471	42
Future Volume (veh/h)	60	271	406	79	512	65	156	309	20	44	471	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	64	288	432	84	545	69	166	329	21	47	501	45
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	286	348	522	186	839	106	272	1210	77	356	1176	105
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	735	650	975	666	1566	198	782	3265	207	937	3175	284
Grp Volume(v), veh/h	64	0	720	84	0	614	166	172	178	47	269	277
Grp Sat Flow(s),veh/h/ln	735	0	1625	666	0	1764	782	1710	1763	937	1710	1749
Q Serve(g_s), s	6.5	0.0	35.4	11.6	0.0	23.8	19.3	6.7	6.8	3.5	11.3	11.4
Cycle Q Clear(g_c), s	30.3	0.0	35.4	47.0	0.0	23.8	30.7	6.7	6.8	10.3	11.3	11.4
Prop In Lane	1.00		0.60	1.00		0.11	1.00		0.12	1.00		0.16
Lane Grp Cap(c), veh/h	286	0	870	186	0	945	272	634	653	356	634	648
V/C Ratio(X)	0.22	0.00	0.83	0.45	0.00	0.65	0.61	0.27	0.27	0.13	0.42	0.43
Avail Cap(c_a), veh/h	318	0	940	214	0	1021	435	990	1020	551	990	1012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	0.0	18.6	38.2	0.0	15.9	34.0	21.1	21.1	24.8	22.5	22.6
Incr Delay (d2), s/veh	0.4	0.0	5.8	1.7	0.0	1.3	2.2	0.2	0.2	0.2	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	12.8	1.9	0.0	8.7	3.6	2.5	2.6	0.8	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	0.0	24.4	39.9	0.0	17.2	36.2	21.3	21.4	24.9	23.0	23.0
LnGrp LOS	C	A	C	D	A	B	D	C	C	C	C	C
Approach Vol, veh/h		784			698			516			593	
Approach Delay, s/veh		24.6			19.9			26.1			23.2	
Approach LOS		C			B			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		55.9		40.0		55.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		55.5		55.5		55.5				
Max Q Clear Time (g_c+I1), s		32.7		37.4		13.4		49.0				
Green Ext Time (p_c), s		2.9		5.2		3.3		2.4				
Intersection Summary												
HCM 6th Ctrl Delay				23.3								
HCM 6th LOS				C								

Timings
34: Walker Av, & Edison Av.

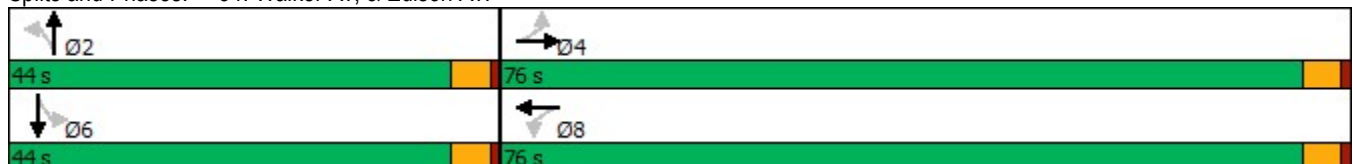


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	33	483	259	621	34	158	186	249
Future Volume (vph)	33	483	259	621	34	158	186	249
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	76.0	76.0	76.0	76.0	44.0	44.0	44.0	44.0
Total Split (%)	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%	36.7%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	33.1	33.1	33.1	33.1	21.5	21.5	21.5	21.5
Actuated g/C Ratio	0.51	0.51	0.51	0.51	0.33	0.33	0.33	0.33
v/c Ratio	0.11	0.31	0.66	0.42	0.12	0.44	0.60	0.49
Control Delay	10.8	9.6	22.1	10.3	20.6	20.0	30.3	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	9.6	22.1	10.3	20.6	20.0	30.3	22.3
LOS	B	A	C	B	C	C	C	C
Approach Delay		9.7		13.3		20.1		25.4
Approach LOS		A		B		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 65.3
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 15.7
 Intersection Capacity Utilization 69.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

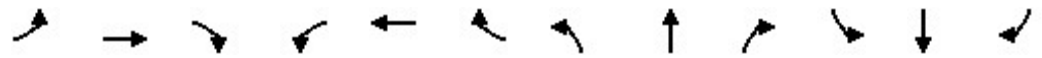
Splits and Phases: 34: Walker Av, & Edison Av.



HCM 6th Signalized Intersection Summary
 34: Walker Av, & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	33	483	77	259	621	143	34	158	96	186	249	43
Future Volume (veh/h)	33	483	77	259	621	143	34	158	96	186	249	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	503	80	270	647	149	35	165	100	194	259	45
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	377	1647	261	472	1538	354	348	380	230	372	541	94
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	693	3202	507	845	2989	687	1092	1108	671	1132	1577	274
Grp Volume(v), veh/h	34	298	285	270	411	385	35	0	265	194	0	304
Grp Sat Flow(s),veh/h/ln	693	1900	1809	845	1900	1776	1092	0	1779	1132	0	1851
Q Serve(g_s), s	2.0	5.7	5.7	17.1	8.5	8.5	1.6	0.0	7.3	10.1	0.0	8.1
Cycle Q Clear(g_c), s	10.5	5.7	5.7	22.8	8.5	8.5	9.8	0.0	7.3	17.3	0.0	8.1
Prop In Lane	1.00		0.28	1.00		0.39	1.00		0.38	1.00		0.15
Lane Grp Cap(c), veh/h	377	977	931	472	977	914	348	0	610	372	0	635
V/C Ratio(X)	0.09	0.30	0.31	0.57	0.42	0.42	0.10	0.00	0.43	0.52	0.00	0.48
Avail Cap(c_a), veh/h	806	2153	2049	995	2153	2013	657	0	1114	692	0	1158
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	8.8	8.8	15.4	9.5	9.5	20.1	0.0	16.0	22.7	0.0	16.3
Incr Delay (d2), s/veh	0.1	0.2	0.2	1.1	0.3	0.3	0.1	0.0	0.5	1.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.8	1.7	2.7	2.7	2.5	0.4	0.0	2.6	2.5	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	9.0	9.0	16.5	9.8	9.8	20.3	0.0	16.5	23.8	0.0	16.9
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	A	B
Approach Vol, veh/h		617			1066			300				498
Approach Delay, s/veh		9.2			11.5			16.9				19.6
Approach LOS		A			B			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.1		37.0		26.1		37.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		39.5		71.5		39.5		71.5				
Max Q Clear Time (g_c+I1), s		11.8		12.5		19.3		24.8				
Green Ext Time (p_c), s		1.6		3.8		2.3		7.6				
Intersection Summary												
HCM 6th Ctrl Delay				13.2								
HCM 6th LOS				B								

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

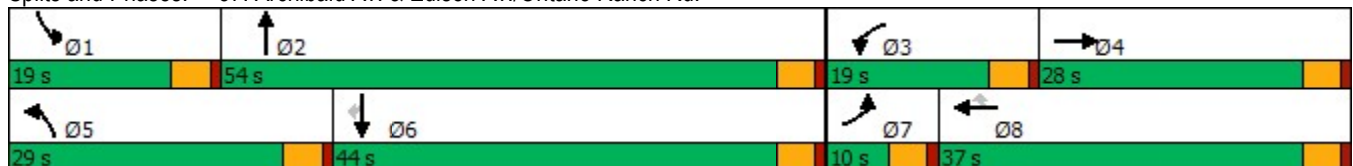
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	292	75	549	852	117	190	1260	397	99	870	262
Future Volume (vph)	91	292	75	549	852	117	190	1260	397	99	870	262
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	10.0	28.0		19.0	37.0	37.0	29.0	54.0		19.0	44.0	44.0
Total Split (%)	8.3%	23.3%		15.8%	30.8%	30.8%	24.2%	45.0%		15.8%	36.7%	36.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	5.5	23.7	103.2	14.6	32.8	32.8	12.3	35.1	103.2	11.7	34.4	34.4
Actuated g/C Ratio	0.05	0.23	1.00	0.14	0.32	0.32	0.12	0.34	1.00	0.11	0.33	0.33
v/c Ratio	0.61	0.39	0.05	1.40	0.86	0.23	0.56	0.76	0.29	0.60	0.80	0.46
Control Delay	66.9	37.0	0.1	229.0	44.1	5.8	49.9	33.1	0.5	59.1	36.8	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.9	37.0	0.1	229.0	44.1	5.8	49.9	33.1	0.5	59.1	36.8	12.8
LOS	E	D	A	F	D	A	D	C	A	E	D	B
Approach Delay		36.9			108.0			27.8			33.5	
Approach LOS		D			F			C			C	

































Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 103.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 54.1	Intersection LOS: D
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	  			 	
Traffic Volume (veh/h)	91	292	75	549	852	117	190	1260	397	99	870	262
Future Volume (veh/h)	91	292	75	549	852	117	190	1260	397	99	870	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	100	321	0	603	936	106	209	1385	0	109	956	277
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	749		482	1081	476	289	1912		135	1244	520
Arrive On Green	0.05	0.21	0.00	0.16	0.32	0.32	0.09	0.35	0.00	0.08	0.35	0.35
Sat Flow, veh/h	3048	3600	1525	3048	3420	1506	3141	5400	1525	1619	3600	1505
Grp Volume(v), veh/h	100	321	0	603	936	106	209	1385	0	109	956	277
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1710	1506	1570	1800	1525	1619	1800	1505
Q Serve(g_s), s	3.0	7.1	0.0	14.5	23.6	4.8	5.9	20.4	0.0	6.1	21.7	13.5
Cycle Q Clear(g_c), s	3.0	7.1	0.0	14.5	23.6	4.8	5.9	20.4	0.0	6.1	21.7	13.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	749		482	1081	476	289	1912		135	1244	520
V/C Ratio(X)	0.65	0.43		1.25	0.87	0.22	0.72	0.72		0.81	0.77	0.53
Avail Cap(c_a), veh/h	183	922		482	1212	534	839	2914		256	1550	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	31.6	0.0	38.6	29.6	23.1	40.5	25.7	0.0	41.3	26.8	24.1
Incr Delay (d2), s/veh	6.2	0.4	0.0	129.6	6.3	0.2	3.4	0.5	0.0	10.6	1.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.9	0.0	13.7	9.7	1.6	2.3	7.8	0.0	2.7	8.6	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	32.0	0.0	168.2	35.8	23.3	43.9	26.3	0.0	51.9	28.6	24.9
LnGrp LOS	D	C		F	D	C	D	C		D	C	C
Approach Vol, veh/h		421	A		1645			1594	A		1342	
Approach Delay, s/veh		36.0			83.5			28.6			29.8	
Approach LOS		D			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	37.0	19.0	23.6	13.0	36.2	9.1	33.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	49.5	14.5	23.5	24.5	39.5	5.5	32.5				
Max Q Clear Time (g_c+I1), s	8.1	22.4	16.5	9.1	7.9	23.7	5.0	25.6				
Green Ext Time (p_c), s	0.1	10.0	0.0	1.5	0.6	6.1	0.0	3.3				

Intersection Summary

HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	778	7	383	929	996	942	484
Future Volume (vph)	778	7	383	929	996	942	484
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	35.0	82.0	47.0	47.0
Total Split (%)	31.7%	31.7%	31.7%	29.2%	68.3%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	32.1	32.1	32.1	30.7	73.7	38.5	38.5
Actuated g/C Ratio	0.28	0.28	0.28	0.27	0.64	0.34	0.34
v/c Ratio	0.88	0.91	0.67	1.01	0.44	0.79	0.57
Control Delay	60.9	66.2	29.4	75.7	11.1	40.2	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Total Delay	60.9	66.2	29.4	75.7	11.7	40.2	5.2
LOS	E	E	C	E	B	D	A
Approach Delay		53.5			42.6	28.3	
Approach LOS		D			D	C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 40.9	Intersection LOS: D
Intersection Capacity Utilization 93.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶	↶↷	↶↷			↷↶	↷
Traffic Volume (veh/h)	0	0	0	778	7	383	929	996	0	0	942	484
Future Volume (veh/h)	0	0	0	778	7	383	929	996	0	0	942	484
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				872	0	164	948	1016	0	0	961	304
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				981	0	436	989	2331	0	0	1164	519
Arrive On Green				0.27	0.00	0.27	0.28	0.65	0.00	0.00	0.32	0.32
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	3705	1610
Grp Volume(v), veh/h				872	0	164	948	1016	0	0	961	304
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1805	1610
Q Serve(g_s), s				25.1	0.0	8.9	28.8	15.0	0.0	0.0	26.6	17.1
Cycle Q Clear(g_c), s				25.1	0.0	8.9	28.8	15.0	0.0	0.0	26.6	17.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				981	0	436	989	2331	0	0	1164	519
V/C Ratio(X)				0.89	0.00	0.38	0.96	0.44	0.00	0.00	0.83	0.59
Avail Cap(c_a), veh/h				1120	0	498	989	2584	0	0	1417	632
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				37.9	0.0	32.0	38.3	9.5	0.0	0.0	33.9	30.6
Incr Delay (d2), s/veh				8.2	0.0	0.5	19.3	0.1	0.0	0.0	3.5	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.7	0.0	3.4	14.5	5.2	0.0	0.0	11.7	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.1	0.0	32.6	57.6	9.6	0.0	0.0	37.3	31.7
LnGrp LOS				D	A	C	E	A	A	A	D	C
Approach Vol, veh/h					1036			1964			1265	
Approach Delay, s/veh					44.0			32.8			36.0	
Approach LOS					D			C			D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		74.4			35.0	39.4		33.8				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		77.5			30.5	42.5		33.5				
Max Q Clear Time (g_c+I1), s		17.0			30.8	28.6		27.1				
Green Ext Time (p_c), s		8.7			0.0	6.3		2.3				

Intersection Summary

HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

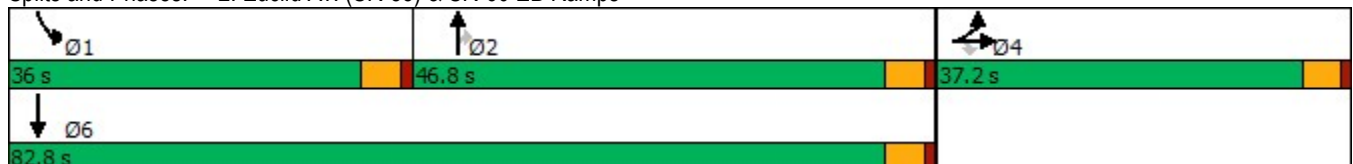


Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	305	6	551	1618	695	372	1348
Future Volume (vph)	305	6	551	1618	695	372	1348
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	37.2	37.2	37.2	46.8	46.8	36.0	82.8
Total Split (%)	31.0%	31.0%	31.0%	39.0%	39.0%	30.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effect Green (s)	22.6	22.6	22.6	42.8	42.8	16.0	63.4
Actuated g/C Ratio	0.24	0.24	0.24	0.45	0.45	0.17	0.67
v/c Ratio	0.70	0.77	0.74	1.04	0.77	0.66	0.58
Control Delay	43.0	40.2	38.1	60.6	17.0	43.7	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	43.0	40.2	38.1	60.6	17.0	43.7	11.1
LOS	D	D	D	E	B	D	B
Approach Delay		40.4		47.5			18.1
Approach LOS		D		D			B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 95.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 35.9	Intersection LOS: D
Intersection Capacity Utilization 93.3%	ICU Level of Service F
Analysis Period (min) 15	





















Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	6	551	0	0	0	0	1618	695	372	1348	0
Future Volume (veh/h)	305	6	551	0	0	0	0	1618	695	372	1348	0
Initial Q (Qb), veh	0	0	0					0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00					1.00	0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	214	0	615				0	1685	597	388	1404	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	424	0	755				0	1704	749	502	2402	0
Arrive On Green	0.23	0.00	0.23				0.00	0.47	0.47	0.14	0.67	0.00
Sat Flow, veh/h	1810	0	3220				0	3705	1586	3510	3705	0
Grp Volume(v), veh/h	214	0	615				0	1685	597	388	1404	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1586	1755	1805	0
Q Serve(g_s), s	9.2	0.0	16.2				0.0	41.4	28.6	9.5	19.1	0.0
Cycle Q Clear(g_c), s	9.2	0.0	16.2				0.0	41.4	28.6	9.5	19.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	424	0	755				0	1704	749	502	2402	0
V/C Ratio(X)	0.50	0.00	0.82				0.00	0.99	0.80	0.77	0.58	0.00
Avail Cap(c_a), veh/h	660	0	1175				0	1704	749	1234	3154	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.8	0.0	32.5				0.0	23.4	20.0	37.0	8.2	0.0
Incr Delay (d2), s/veh	0.9	0.0	2.6				0.0	19.1	6.1	2.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	6.2				0.0	20.0	10.6	4.1	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	0.0	35.0				0.0	42.5	26.1	39.6	8.4	0.0
LnGrp LOS	C	A	D				A	D	C	D	A	A
Approach Vol, veh/h		829						2282			1792	
Approach Delay, s/veh		33.9						38.2			15.2	
Approach LOS		C						D			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	17.3	46.8	25.5	64.1								
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), s	31.5	42.3	32.7	78.3								
Max Q Clear Time (g_c+I1), s	11.5	43.4	18.2	21.1								
Green Ext Time (p_c), s	1.3	0.0	2.8	14.8								
Intersection Summary												
HCM 6th Ctrl Delay			29.1									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

01/12/2023

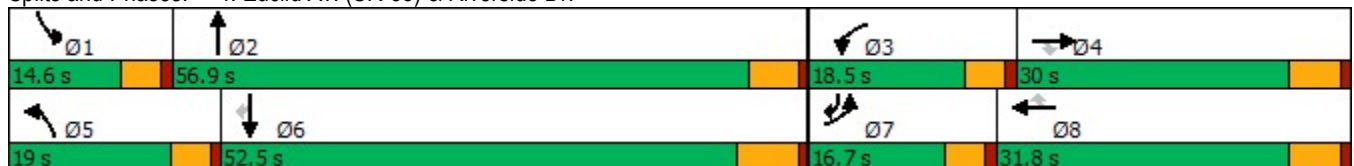


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	144	515	87	168	408	75	139	1850	114	1321	169
Future Volume (vph)	144	515	87	168	408	75	139	1850	114	1321	169
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	1	6	7
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	25.8	9.6	31.8	31.8	9.6	30.4	9.6	34.5	9.6
Total Split (s)	16.7	30.0	30.0	18.5	31.8	31.8	19.0	56.9	14.6	52.5	16.7
Total Split (%)	13.9%	25.0%	25.0%	15.4%	26.5%	26.5%	15.8%	47.4%	12.2%	43.8%	13.9%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	None
Act Effct Green (s)	11.9	21.9	21.9	13.6	23.6	23.6	12.9	51.6	9.8	47.4	65.8
Actuated g/C Ratio	0.10	0.19	0.19	0.12	0.20	0.20	0.11	0.44	0.08	0.40	0.56
v/c Ratio	0.89	0.82	0.23	0.90	0.60	0.19	0.80	0.96	0.86	0.67	0.19
Control Delay	99.2	57.0	4.9	97.3	46.5	3.3	81.4	44.6	101.0	31.4	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.2	57.0	4.9	97.3	46.5	3.3	81.4	44.6	101.0	31.4	4.7
LOS	F	E	A	F	D	A	F	D	F	C	A
Approach Delay		59.0			54.6			47.0		33.5	
Approach LOS		E			D			D		C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 117.3	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 45.5	Intersection LOS: D
Intersection Capacity Utilization 91.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
4: Euclid Av. (SR-83) & Riverside Dr.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	515	87	168	408	75	139	1850	185	114	1321	169
Future Volume (veh/h)	144	515	87	168	408	75	139	1850	185	114	1321	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	145	520	57	170	412	37	140	1869	124	115	1334	72
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	168	607	271	194	660	289	164	2039	135	138	2048	794
Arrive On Green	0.10	0.18	0.18	0.12	0.19	0.19	0.10	0.43	0.43	0.09	0.42	0.42
Sat Flow, veh/h	1619	3420	1525	1619	3420	1497	1619	4708	311	1619	4914	1525
Grp Volume(v), veh/h	145	520	57	170	412	37	140	1299	694	115	1334	72
Grp Sat Flow(s),veh/h/ln	1619	1710	1525	1619	1710	1497	1619	1638	1744	1619	1638	1525
Q Serve(g_s), s	10.2	17.2	3.7	12.0	12.9	2.4	9.9	43.3	43.6	8.1	25.3	2.8
Cycle Q Clear(g_c), s	10.2	17.2	3.7	12.0	12.9	2.4	9.9	43.3	43.6	8.1	25.3	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	168	607	271	194	660	289	164	1419	755	138	2048	794
V/C Ratio(X)	0.86	0.86	0.21	0.88	0.62	0.13	0.85	0.92	0.92	0.84	0.65	0.09
Avail Cap(c_a), veh/h	168	712	317	194	765	335	200	1451	772	139	2048	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	46.4	40.9	50.4	43.1	38.8	51.4	31.0	31.0	52.4	27.2	14.0
Incr Delay (d2), s/veh	32.4	9.0	0.4	32.7	1.2	0.2	21.3	9.2	15.9	31.6	0.7	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	5.6	7.8	1.4	6.5	5.4	0.9	4.8	17.2	19.9	4.5	9.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.7	55.4	41.3	83.0	44.3	39.0	72.7	40.2	46.9	84.0	27.9	14.1
LnGrp LOS	F	E	D	F	D	D	E	D	D	F	C	B
Approach Vol, veh/h		722			619			2133			1521	
Approach Delay, s/veh		60.0			54.6			44.5			31.5	
Approach LOS		E			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	56.9	18.5	26.4	16.4	55.0	16.7	28.2				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	10.0	* 52	13.9	24.2	14.4	46.0	12.1	26.0				
Max Q Clear Time (g_c+I1), s	10.1	45.6	14.0	19.2	11.9	27.3	12.2	14.9				
Green Ext Time (p_c), s	0.0	4.8	0.0	1.5	0.0	9.1	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Euclid Av. (SR-83) & Chino Av.

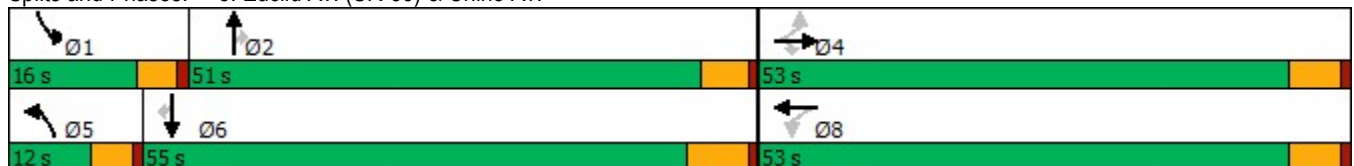


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	82	455	56	94	131	62	2056	221	96	1402	71
Future Volume (vph)	82	455	56	94	131	62	2056	221	96	1402	71
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	53.0	53.0	53.0	53.0	53.0	12.0	51.0	51.0	16.0	55.0	55.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	44.2%	10.0%	42.5%	42.5%	13.3%	45.8%	45.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	32.7	32.7	32.7	32.7	32.7	7.0	46.8	46.8	9.7	50.7	50.7
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.31	0.07	0.45	0.45	0.09	0.48	0.48
v/c Ratio	0.29	0.84	0.11	0.96	0.38	0.60	0.97	0.32	0.66	0.61	0.09
Control Delay	29.5	47.5	4.0	118.5	25.9	74.5	43.2	16.5	69.6	23.6	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	47.5	4.0	118.5	25.9	74.5	43.2	16.5	69.6	23.6	5.3
LOS	C	D	A	F	C	E	D	B	E	C	A
Approach Delay		40.8			55.5		41.5			25.6	
Approach LOS		D			E		D			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 37.1	Intersection LOS: D
Intersection Capacity Utilization 99.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
 5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	455	56	94	131	70	62	2056	221	96	1402	71
Future Volume (veh/h)	82	455	56	94	131	70	62	2056	221	96	1402	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	85	469	38	97	135	66	64	2120	166	99	1445	41
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	366	658	558	180	418	204	80	2008	623	121	2133	662
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.05	0.41	0.41	0.07	0.43	0.43
Sat Flow, veh/h	1074	1800	1525	811	1141	558	1619	4914	1525	1619	4914	1525
Grp Volume(v), veh/h	85	469	38	97	0	201	64	2120	166	99	1445	41
Grp Sat Flow(s),veh/h/ln	1074	1800	1525	811	0	1700	1619	1638	1525	1619	1638	1525
Q Serve(g_s), s	6.9	25.0	1.8	13.1	0.0	9.5	4.4	45.8	8.1	6.8	26.4	1.8
Cycle Q Clear(g_c), s	16.5	25.0	1.8	38.1	0.0	9.5	4.4	45.8	8.1	6.8	26.4	1.8
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	366	658	558	180	0	622	80	2008	623	121	2133	662
V/C Ratio(X)	0.23	0.71	0.07	0.54	0.00	0.32	0.80	1.06	0.27	0.82	0.68	0.06
Avail Cap(c_a), veh/h	425	758	642	225	0	716	107	2008	623	165	2133	662
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	30.5	23.1	46.8	0.0	25.6	52.7	33.1	22.0	51.1	25.4	18.4
Incr Delay (d2), s/veh	0.3	2.7	0.1	2.5	0.0	0.3	19.7	36.7	1.0	15.1	1.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	10.7	0.6	2.7	0.0	3.7	2.1	23.1	2.9	3.1	9.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	33.1	23.2	49.3	0.0	25.9	72.4	69.8	23.0	66.2	27.2	18.6
LnGrp LOS	C	C	C	D	A	C	E	F	C	E	C	B
Approach Vol, veh/h		592			298			2350			1585	
Approach Delay, s/veh		32.3			33.5			66.6			29.4	
Approach LOS		C			C			E			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	52.3		46.8	10.1	55.2		46.8				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 46		47.2	7.4	48.5		47.2				
Max Q Clear Time (g_c+I1), s	8.8	47.8		27.0	6.4	28.4		40.1				
Green Ext Time (p_c), s	0.0	0.0		3.0	0.0	9.4		0.9				

Intersection Summary

HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

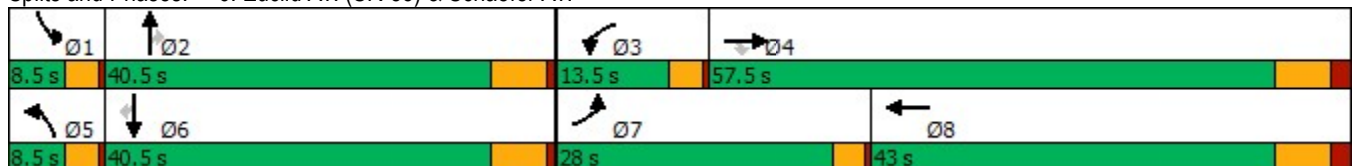
Timings
6: Euclid Av. (SR-83) & Schaefer Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	367	305	157	46	111	162	1846	50	82	1302	151	
Future Volume (vph)	367	305	157	46	111	162	1846	50	82	1302	151	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0	
Total Split (s)	28.0	57.5	57.5	13.5	43.0	8.5	40.5	40.5	8.5	40.5	40.5	
Total Split (%)	23.3%	47.9%	47.9%	11.3%	35.8%	7.1%	33.8%	33.8%	7.1%	33.8%	33.8%	
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	24.8	36.9	36.9	10.1	16.3	5.1	35.5	35.5	5.1	33.6	33.6	
Actuated g/C Ratio	0.25	0.37	0.37	0.10	0.16	0.05	0.36	0.36	0.05	0.34	0.34	
v/c Ratio	0.94	0.47	0.24	0.29	0.60	1.06	1.09	0.08	0.54	0.81	0.26	
Control Delay	72.8	28.2	4.5	50.5	41.2	135.4	82.4	0.3	62.4	36.1	8.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	72.8	28.2	4.5	50.5	41.2	135.4	82.4	0.3	62.4	36.1	8.4	
LOS	E	C	A	D	D	F	F	A	E	D	A	
Approach Delay		43.4			43.2		84.6			34.8		
Approach LOS		D			D		F			C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 99.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 58.8	Intersection LOS: E
Intersection Capacity Utilization 92.8%	ICU Level of Service F
Analysis Period (min) 15	
























Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	305	157	46	111	61	162	1846	50	82	1302	151
Future Volume (veh/h)	367	305	157	46	111	61	162	1846	50	82	1302	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	378	314	97	47	114	57	167	1903	45	85	1342	111
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	405	548	464	121	146	73	165	1785	554	148	1757	538
Arrive On Green	0.25	0.30	0.30	0.07	0.13	0.13	0.05	0.36	0.36	0.05	0.36	0.36
Sat Flow, veh/h	1619	1800	1525	1619	1131	566	3141	4914	1525	3141	4914	1505
Grp Volume(v), veh/h	378	314	97	47	0	171	167	1903	45	85	1342	111
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1697	1570	1638	1525	1570	1638	1505
Q Serve(g_s), s	21.7	14.0	4.5	2.6	0.0	9.3	5.0	34.5	1.8	2.5	22.9	4.9
Cycle Q Clear(g_c), s	21.7	14.0	4.5	2.6	0.0	9.3	5.0	34.5	1.8	2.5	22.9	4.9
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	405	548	464	121	0	219	165	1785	554	148	1757	538
V/C Ratio(X)	0.93	0.57	0.21	0.39	0.00	0.78	1.01	1.07	0.08	0.58	0.76	0.21
Avail Cap(c_a), veh/h	418	957	811	170	0	643	165	1785	554	165	1785	547
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	27.8	24.5	41.9	0.0	40.1	45.0	30.2	19.8	44.3	27.0	21.2
Incr Delay (d2), s/veh	27.0	0.7	0.2	0.8	0.0	4.5	72.6	41.5	0.1	1.7	2.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	5.7	1.6	1.0	0.0	4.0	3.5	18.8	0.6	1.0	8.3	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.9	28.5	24.7	42.6	0.0	44.6	117.6	71.7	19.9	46.1	28.9	21.3
LnGrp LOS	E	C	C	D	A	D	F	F	B	D	C	C
Approach Vol, veh/h		789			218			2115			1538	
Approach Delay, s/veh		44.0			44.1			74.2			29.3	
Approach LOS		D			D			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	40.5	10.6	35.9	8.5	40.0	27.3	19.3				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	5.0	34.5	10.0	50.5	5.0	34.5	24.5	36.0				
Max Q Clear Time (g_c+I1), s	4.5	36.5	4.6	16.0	7.0	24.9	23.7	11.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	5.6	0.1	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			52.9									
HCM 6th LOS			D									

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

11: Euclid Av. (SR-83) & Edison Av.

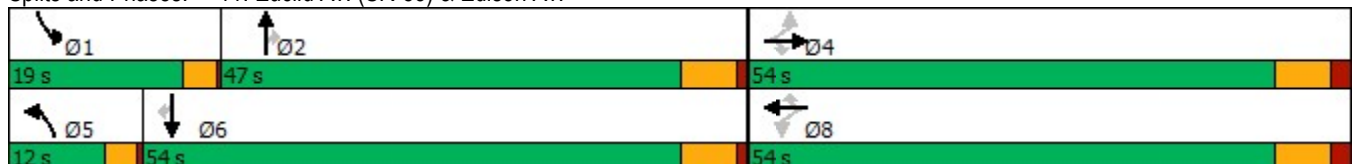
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	573	215	49	479	256	207	1548	52	155	1119	188
Future Volume (vph)	258	573	215	49	479	256	207	1548	52	155	1119	188
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	54.0	54.0	54.0	54.0	54.0	54.0	12.0	47.0	47.0	19.0	54.0	54.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	10.0%	39.2%	39.2%	15.8%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	47.0	47.0	47.0	47.0	47.0	47.0	8.5	40.8	40.8	14.1	46.4	46.4
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.07	0.34	0.34	0.12	0.39	0.39
v/c Ratio	1.38	0.82	0.30	0.40	0.68	0.35	0.94	0.93	0.09	0.83	0.59	0.27
Control Delay	234.2	43.2	5.9	38.5	35.9	5.0	101.9	48.9	0.7	83.3	30.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	234.2	43.2	5.9	38.5	35.9	5.0	101.9	48.9	0.7	83.3	30.0	5.0
LOS	F	D	A	D	D	A	F	D	A	F	C	A
Approach Delay		82.7			26.0			53.5			32.4	
Approach LOS		F			C			D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.4
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.38
 Intersection Signal Delay: 49.2
 Intersection LOS: D
 Intersection Capacity Utilization 104.0%
 ICU Level of Service G
 Analysis Period (min) 15

























Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	573	215	49	479	256	207	1548	52	155	1119	188
Future Volume (veh/h)	258	573	215	49	479	256	207	1548	52	155	1119	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	263	585	168	50	489	250	211	1580	43	158	1142	141
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	178	722	612	134	722	604	228	1696	514	182	1893	580
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.07	0.35	0.35	0.11	0.39	0.39
Sat Flow, veh/h	654	1800	1525	645	1800	1505	3141	4914	1489	1619	4914	1506
Grp Volume(v), veh/h	263	585	168	50	489	250	211	1580	43	158	1142	141
Grp Sat Flow(s),veh/h/ln	654	1800	1525	645	1800	1505	1570	1638	1489	1619	1638	1506
Q Serve(g_s), s	20.8	33.8	8.7	8.7	26.2	14.0	7.8	36.3	2.3	11.2	21.8	7.4
Cycle Q Clear(g_c), s	47.0	33.8	8.7	42.5	26.2	14.0	7.8	36.3	2.3	11.2	21.8	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	722	612	134	722	604	228	1696	514	182	1893	580
V/C Ratio(X)	1.48	0.81	0.27	0.37	0.68	0.41	0.93	0.93	0.08	0.87	0.60	0.24
Avail Cap(c_a), veh/h	178	722	612	134	722	604	228	1720	521	214	2014	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	31.1	23.6	49.9	28.8	25.2	54.0	37.0	25.9	51.1	28.8	24.4
Incr Delay (d2), s/veh	243.2	6.9	0.2	1.7	2.5	0.5	39.1	9.6	0.1	23.6	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.2	15.2	3.0	1.4	11.2	4.8	4.2	14.9	0.8	5.5	8.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	295.0	38.0	23.8	51.6	31.4	25.6	93.1	46.6	25.9	74.7	29.3	24.6
LnGrp LOS	F	D	C	D	C	C	F	D	C	E	C	C
Approach Vol, veh/h		1016			789			1834			1441	
Approach Delay, s/veh		102.2			30.8			51.5			33.8	
Approach LOS		F			C			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	46.4		54.0	12.0	51.1		54.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	15.5	41.0		47.0	8.5	48.0		47.0				
Max Q Clear Time (g_c+I1), s	13.2	38.3		49.0	9.8	23.8		44.5				
Green Ext Time (p_c), s	0.0	2.1		0.0	0.0	8.1		1.1				
Intersection Summary												
HCM 6th Ctrl Delay				53.4								
HCM 6th LOS				D								

Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	38	151	212	6	48	119	1640	21	137	1549	56	
Future Volume (vph)	38	151	212	6	48	119	1640	21	137	1549	56	
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases		4			8	5	2		1	6		
Permitted Phases	4		4	8				2			6	
Detector Phase	4	4	4	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	34.0	34.0	34.0	34.0	34.0	23.0	61.0	61.0	25.0	63.0	63.0	
Total Split (%)	28.3%	28.3%	28.3%	28.3%	28.3%	19.2%	50.8%	50.8%	20.8%	52.5%	52.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	15.3	15.3	15.3	15.3	15.3	12.5	40.2	40.2	13.6	41.3	41.3	
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.15	0.48	0.48	0.16	0.49	0.49	
v/c Ratio	0.50	0.48	0.48	0.03	0.71	0.51	0.72	0.03	0.54	0.67	0.08	
Control Delay	57.1	38.5	8.8	33.3	21.3	45.9	20.2	0.0	45.0	18.2	4.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	57.1	38.5	8.8	33.3	21.3	45.9	20.2	0.0	45.0	18.2	4.3	
LOS	E	D	A	C	C	D	C	A	D	B	A	
Approach Delay		24.6			21.5		21.7			19.9		
Approach LOS		C			C		C			B		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 83.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 21.2	Intersection LOS: C
Intersection Capacity Utilization 81.4%	ICU Level of Service D
Analysis Period (min) 15	

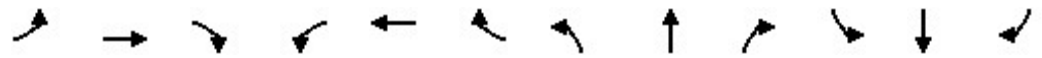
Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	151	212	6	48	271	119	1640	21	137	1549	56
Future Volume (veh/h)	38	151	212	6	48	271	119	1640	21	137	1549	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	40	157	126	6	50	279	124	1708	20	143	1614	47
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	483	409	280	64	355	154	2298	713	176	2364	733
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.10	0.47	0.47	0.11	0.48	0.48
Sat Flow, veh/h	955	1800	1525	996	237	1324	1619	4914	1525	1619	4914	1524
Grp Volume(v), veh/h	40	157	126	6	0	329	124	1708	20	143	1614	47
Grp Sat Flow(s),veh/h/ln	955	1800	1525	996	0	1562	1619	1638	1525	1619	1638	1524
Q Serve(g_s), s	3.5	6.1	5.7	0.4	0.0	16.9	6.5	24.6	0.6	7.5	22.0	1.4
Cycle Q Clear(g_c), s	20.4	6.1	5.7	6.5	0.0	16.9	6.5	24.6	0.6	7.5	22.0	1.4
Prop In Lane	1.00		1.00	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	483	409	280	0	419	154	2298	713	176	2364	733
V/C Ratio(X)	0.26	0.33	0.31	0.02	0.00	0.79	0.81	0.74	0.03	0.81	0.68	0.06
Avail Cap(c_a), veh/h	222	613	519	353	0	532	346	3203	994	383	3317	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	25.4	25.3	28.0	0.0	29.4	38.4	18.8	12.4	37.8	17.4	12.0
Incr Delay (d2), s/veh	0.9	0.4	0.4	0.0	0.0	6.0	9.4	0.6	0.0	8.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.5	2.0	0.1	0.0	6.6	2.8	7.8	0.2	3.2	6.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	25.8	25.7	28.1	0.0	35.4	47.8	19.4	12.5	46.5	17.7	12.1
LnGrp LOS	D	C	C	C	A	D	D	B	B	D	B	B
Approach Vol, veh/h		323			335			1852			1804	
Approach Delay, s/veh		27.5			35.3			21.3			19.9	
Approach LOS		C			D			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	45.0		27.7	12.7	46.2		27.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	20.5	56.5		29.5	18.5	58.5		29.5				
Max Q Clear Time (g_c+I1), s	9.5	26.6		22.4	8.5	24.0		18.9				
Green Ext Time (p_c), s	0.2	13.9		0.8	0.2	13.8		1.4				
Intersection Summary												
HCM 6th Ctrl Delay				22.2								
HCM 6th LOS				C								

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

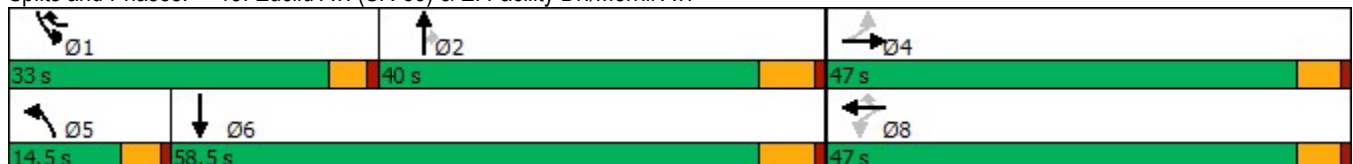


Lane Group	EBL	EBT	WBL	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔	↔	↔	↔	↑↑↑	↔	↔	↑↑↑
Traffic Volume (vph)	3	20	602	579	1	1151	348	380	1361
Future Volume (vph)	3	20	602	579	1	1151	348	380	1361
Turn Type	Perm	NA	Perm	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases		4		1	5	2		1	6
Permitted Phases	4		8	8			2		
Detector Phase	4	4	8	1	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	10.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	14.5	14.5	28.0	28.0	14.5	28.0
Total Split (s)	47.0	47.0	47.0	33.0	14.5	40.0	40.0	33.0	58.5
Total Split (%)	39.2%	39.2%	39.2%	27.5%	12.1%	33.3%	33.3%	27.5%	48.8%
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	4.5	4.5	6.0	6.0	4.5	6.0
Lead/Lag				Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		42.0	42.0	75.5	10.0	32.6	32.6	28.5	62.7
Actuated g/C Ratio		0.35	0.35	0.64	0.08	0.27	0.27	0.24	0.53
v/c Ratio		0.05	1.40	0.61	0.01	0.80	0.67	1.01	0.50
Control Delay		20.8	226.3	15.6	51.0	44.8	26.9	93.9	19.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		20.8	226.3	15.6	51.0	44.8	26.9	93.9	19.2
LOS		C	F	B	D	D	C	F	B
Approach Delay		20.8				40.6			35.4
Approach LOS		C				D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.6
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.40
 Intersection Signal Delay: 60.3
 Intersection LOS: E
 Intersection Capacity Utilization 103.9%
 ICU Level of Service G
 Analysis Period (min) 15

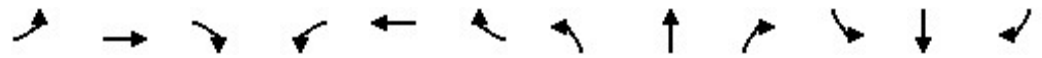
Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗	↖	↖	↑↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	3	20	9	602	0	579	1	1151	348	380	1361	10
Future Volume (veh/h)	3	20	9	602	0	579	1	1151	348	380	1361	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	3	21	5	621	0	568	1	1187	325	392	1403	8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	446	100	517	646	919	4	1430	395	394	2713	15
Arrive On Green	0.36	0.36	0.36	0.36	0.00	0.36	0.00	0.26	0.26	0.24	0.51	0.51
Sat Flow, veh/h	101	1242	280	1259	1800	1525	1619	5400	1493	1619	5364	31
Grp Volume(v), veh/h	29	0	0	621	0	568	1	1187	325	392	942	469
Grp Sat Flow(s),veh/h/ln	1622	0	0	1259	1800	1525	1619	1800	1493	1619	1800	1794
Q Serve(g_s), s	0.0	0.0	0.0	40.7	0.0	27.6	0.1	24.2	23.9	28.3	20.5	20.5
Cycle Q Clear(g_c), s	1.3	0.0	0.0	42.0	0.0	27.6	0.1	24.2	23.9	28.3	20.5	20.5
Prop In Lane	0.10		0.17	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	616	0	0	517	646	919	4	1430	395	394	1821	908
V/C Ratio(X)	0.05	0.00	0.00	1.20	0.00	0.62	0.23	0.83	0.82	0.99	0.52	0.52
Avail Cap(c_a), veh/h	616	0	0	517	646	919	138	1570	434	394	1821	908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	0.0	39.8	0.0	14.7	58.2	40.5	40.4	44.2	19.4	19.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	107.7	0.0	0.9	9.3	3.6	11.2	43.5	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	30.3	0.0	8.5	0.0	10.5	9.5	15.4	7.8	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	0.0	0.0	147.5	0.0	15.6	67.5	44.1	51.6	87.7	19.6	19.9
LnGrp LOS	C	A	A	F	A	B	E	D	D	F	B	B
Approach Vol, veh/h		29			1189			1513			1803	
Approach Delay, s/veh		24.4			84.5			45.8			34.5	
Approach LOS		C			F			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.0	37.0		47.0	4.8	65.2		47.0				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	28.5	34.0		42.0	10.0	52.5		42.0				
Max Q Clear Time (g_c+I1), s	30.3	26.2		3.3	2.1	22.5		44.0				
Green Ext Time (p_c), s	0.0	4.7		0.1	0.0	9.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	51.3
HCM 6th LOS	D

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

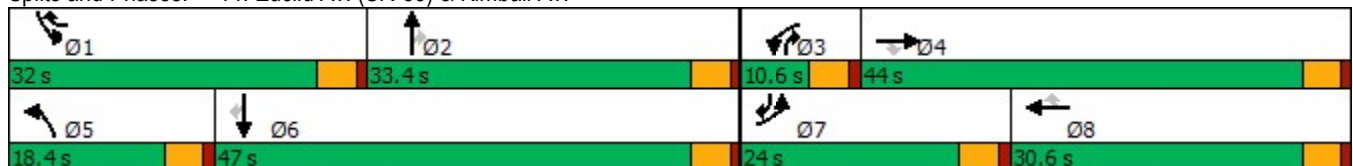
01/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	368	946	74	87	455	207	89	866	195	544	1133	267
Future Volume (vph)	368	946	74	87	455	207	89	866	195	544	1133	267
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	9.5	9.5	22.5	9.5
Total Split (s)	24.0	44.0	44.0	10.6	30.6	32.0	18.4	33.4	10.6	32.0	47.0	24.0
Total Split (%)	20.0%	36.7%	36.7%	8.8%	25.5%	26.7%	15.3%	27.8%	8.8%	26.7%	39.2%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	17.8	36.1	36.1	6.2	24.5	53.8	11.1	25.6	36.3	24.7	42.0	59.8
Actuated g/C Ratio	0.16	0.33	0.33	0.06	0.22	0.49	0.10	0.23	0.33	0.22	0.38	0.54
v/c Ratio	0.79	0.87	0.13	0.51	0.61	0.27	0.57	0.78	0.34	0.84	0.62	0.30
Control Delay	59.3	45.2	0.5	64.9	44.1	10.4	63.7	46.1	12.0	55.0	31.3	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.3	45.2	0.5	64.9	44.1	10.4	63.7	46.1	12.0	55.0	31.3	5.7
LOS	E	D	A	E	D	B	E	D	B	E	C	A
Approach Delay		46.5			37.2			41.7			34.4	
Approach LOS		D			D			D			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 110.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 39.6	Intersection LOS: D
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

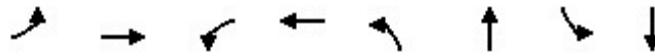
01/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	368	946	74	87	455	207	89	866	195	544	1133	267
Future Volume (veh/h)	368	946	74	87	455	207	89	866	195	544	1133	267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	376	965	64	89	464	140	91	884	157	555	1156	230
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	443	1131	505	144	775	672	114	1129	420	632	1836	792
Arrive On Green	0.15	0.33	0.33	0.05	0.23	0.23	0.07	0.23	0.23	0.21	0.37	0.37
Sat Flow, veh/h	2956	3420	1525	3141	3420	1525	1619	4914	1525	2956	4914	1506
Grp Volume(v), veh/h	376	965	64	89	464	140	91	884	157	555	1156	230
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1570	1710	1525	1619	1638	1525	1478	1638	1506
Q Serve(g_s), s	12.4	26.3	2.9	2.8	12.2	5.7	5.5	16.9	8.3	18.2	19.3	8.6
Cycle Q Clear(g_c), s	12.4	26.3	2.9	2.8	12.2	5.7	5.5	16.9	8.3	18.2	19.3	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	443	1131	505	144	775	672	114	1129	420	632	1836	792
V/C Ratio(X)	0.85	0.85	0.13	0.62	0.60	0.21	0.80	0.78	0.37	0.88	0.63	0.29
Avail Cap(c_a), veh/h	576	1349	602	191	891	724	225	1418	510	812	2085	868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	31.2	23.4	46.9	34.7	17.3	45.9	36.2	29.3	38.1	25.7	13.4
Incr Delay (d2), s/veh	9.1	4.8	0.1	4.3	0.9	0.2	12.2	2.3	0.6	8.9	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	10.9	1.0	1.1	4.9	1.9	2.5	6.5	3.0	6.9	6.8	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	36.0	23.5	51.2	35.5	17.4	58.1	38.5	29.8	47.0	26.2	13.6
LnGrp LOS	D	D	C	D	D	B	E	D	C	D	C	B
Approach Vol, veh/h		1405			693			1132			1941	
Approach Delay, s/veh		39.3			33.9			38.9			30.6	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.9	27.5	9.1	37.6	11.5	41.9	19.5	27.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	27.5	28.9	6.1	39.5	13.9	42.5	19.5	26.1				
Max Q Clear Time (g_c+I1), s	20.2	18.9	4.8	28.3	7.5	21.3	14.4	14.2				
Green Ext Time (p_c), s	1.2	4.1	0.0	4.8	0.1	8.2	0.6	2.5				
Intersection Summary												
HCM 6th Ctrl Delay			35.2									
HCM 6th LOS			D									

Timings

31: Bon View Av. & Edison Av.

01/12/2023

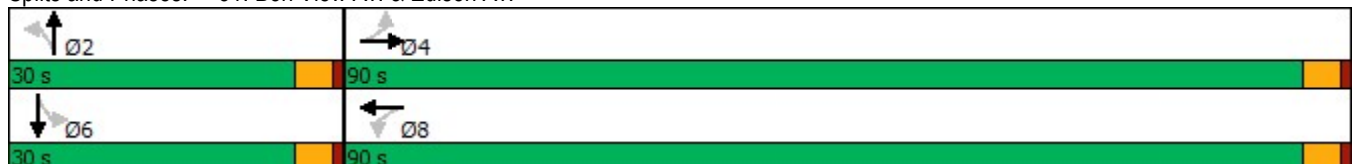


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	65	815	6	694	8	186	20	180
Future Volume (vph)	65	815	6	694	8	186	20	180
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	90.0	90.0	90.0	90.0	30.0	30.0	30.0	30.0
Total Split (%)	75.0%	75.0%	75.0%	75.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		54.3		54.3		17.1		17.1
Actuated g/C Ratio		0.67		0.67		0.21		0.21
v/c Ratio		0.86		0.62		0.57		0.64
Control Delay		20.1		10.1		39.4		41.7
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		20.1		10.1		39.4		41.7
LOS		C		B		D		D
Approach Delay		20.1		10.1		39.4		41.7
Approach LOS		C		B		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 81.5
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 20.9
 Intersection LOS: C
 Intersection Capacity Utilization 114.6%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 31: Bon View Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 31: Bon View Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	65	815	25	6	694	17	8	186	13	20	180	24
Future Volume (veh/h)	65	815	25	6	694	17	8	186	13	20	180	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	886	27	7	754	18	9	202	14	22	196	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	1064	31	70	1195	28	76	312	21	90	281	35
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	79	1636	48	4	1836	44	31	1719	116	90	1547	195
Grp Volume(v), veh/h	984	0	0	779	0	0	225	0	0	244	0	0
Grp Sat Flow(s),veh/h/ln	1764	0	0	1884	0	0	1866	0	0	1832	0	0
Q Serve(g_s), s	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	22.4	0.0	0.0	13.1	0.0	0.0	6.0	0.0	0.0	6.6	0.0	0.0
Prop In Lane	0.07		0.03	0.01		0.02	0.04		0.06	0.09		0.11
Lane Grp Cap(c), veh/h	1219	0	0	1293	0	0	408	0	0	406	0	0
V/C Ratio(X)	0.81	0.00	0.00	0.60	0.00	0.00	0.55	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	2814	0	0	3050	0	0	949	0	0	927	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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.9	0.0	0.0	5.6	0.0	0.0	20.4	0.0	0.0	20.6	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.5	0.0	0.0	1.2	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	2.3	0.0	0.0	2.3	0.0	0.0	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	0.0	0.0	6.0	0.0	0.0	21.6	0.0	0.0	22.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		984			779			225				244
Approach Delay, s/veh		8.3			6.0			21.6				22.1
Approach LOS		A			A			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.2		39.4		14.2		39.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.5		85.5		25.5		85.5				
Max Q Clear Time (g_c+I1), s		8.0		24.4		8.6		15.1				
Green Ext Time (p_c), s		1.0		10.5		1.1		6.2				

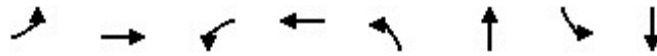
Intersection Summary

HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Timings

32: Grove Av. & Schaefer Av.

01/12/2023

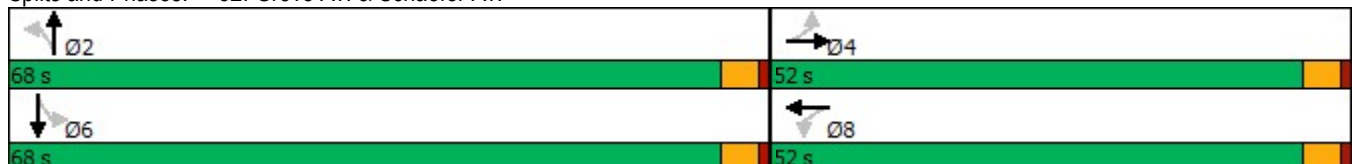


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	130	231	2	79	35	627	61	228
Future Volume (vph)	130	231	2	79	35	627	61	228
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	52.0	52.0	52.0	52.0	68.0	68.0	68.0	68.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	56.7%	56.7%	56.7%	56.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		35.2		35.2		44.8		44.8
Actuated g/C Ratio		0.39		0.39		0.50		0.50
v/c Ratio		0.81		0.20		0.84		0.50
Control Delay		36.9		17.2		29.9		18.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		36.9		17.2		29.9		18.3
LOS		D		B		C		B
Approach Delay		36.9		17.2		29.9		18.3
Approach LOS		D		B		C		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 89.9
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 28.6
 Intersection LOS: C
 Intersection Capacity Utilization 83.8%
 ICU Level of Service E
 Analysis Period (min) 15

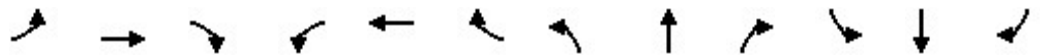
Splits and Phases: 32: Grove Av. & Schaefer Av.



HCM 6th Signalized Intersection Summary
32: Grove Av. & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	130	231	104	2	79	49	35	627	34	61	228	36
Future Volume (veh/h)	130	231	104	2	79	49	35	627	34	61	228	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	143	254	114	2	87	54	38	689	37	67	251	40
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	326	135	61	405	247	85	830	43	157	553	81
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	392	885	367	5	1100	670	50	1709	90	181	1137	166
Grp Volume(v), veh/h	511	0	0	143	0	0	764	0	0	358	0	0
Grp Sat Flow(s),veh/h/ln	1644	0	0	1775	0	0	1848	0	0	1485	0	0
Q Serve(g_s), s	14.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.4	0.0	0.0	3.4	0.0	0.0	22.2	0.0	0.0	7.6	0.0	0.0
Prop In Lane	0.28		0.22	0.01		0.38	0.05		0.05	0.19		0.11
Lane Grp Cap(c), veh/h	680	0	0	713	0	0	959	0	0	791	0	0
V/C Ratio(X)	0.75	0.00	0.00	0.20	0.00	0.00	0.80	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	1325	0	0	1418	0	0	1945	0	0	1575	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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.7	0.0	0.0	13.4	0.0	0.0	13.8	0.0	0.0	10.1	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.1	0.0	0.0	1.6	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	0.0	1.2	0.0	0.0	7.2	0.0	0.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	0.0	0.0	13.5	0.0	0.0	15.3	0.0	0.0	10.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		511			143			764				358
Approach Delay, s/veh		19.4			13.5			15.3				10.5
Approach LOS		B			B			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.5		27.3		34.5		27.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		63.5		47.5		63.5		47.5				
Max Q Clear Time (g_c+I1), s		24.2		19.4		9.6		5.4				
Green Ext Time (p_c), s		5.8		3.3		2.6		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				15.4								
HCM 6th LOS				B								

Timings
33: Grove Av. & Edison Av.

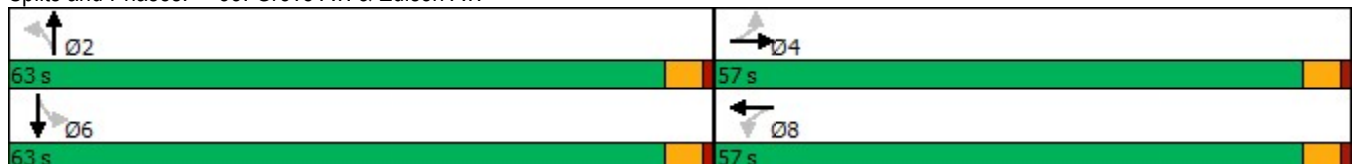


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	53	612	25	261	442	593	53	260
Future Volume (vph)	53	612	25	261	442	593	53	260
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	57.0	57.0	57.0	57.0	63.0	63.0	63.0	63.0
Total Split (%)	47.5%	47.5%	47.5%	47.5%	52.5%	52.5%	52.5%	52.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	52.5	52.5	52.5	52.5	58.5	58.5	58.5	58.5
Actuated g/C Ratio	0.44	0.44	0.44	0.44	0.49	0.49	0.49	0.49
v/c Ratio	0.17	1.10	0.48	0.41	1.05	0.46	0.24	0.19
Control Delay	22.2	95.8	57.2	24.6	86.2	20.7	21.4	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	95.8	57.2	24.6	86.2	20.7	21.4	17.0
LOS	C	F	E	C	F	C	C	B
Approach Delay		91.1		27.2		46.0		17.7
Approach LOS		F		C		D		B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 54.4	Intersection LOS: D
Intersection Capacity Utilization 96.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 33: Grove Av. & Edison Av.



HCM 6th Signalized Intersection Summary
33: Grove Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

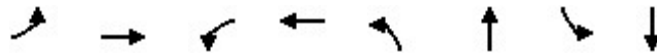


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	612	176	25	261	36	442	593	111	53	260	26
Future Volume (veh/h)	53	612	176	25	261	36	442	593	111	53	260	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	57	658	189	27	281	39	475	638	119	57	280	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	361	588	169	60	677	94	485	1403	261	279	1532	152
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	963	1344	386	591	1547	215	974	2878	536	643	3142	312
Grp Volume(v), veh/h	57	0	847	27	0	320	475	379	378	57	151	157
Grp Sat Flow(s),veh/h/ln	963	0	1730	591	0	1761	974	1710	1704	643	1710	1744
Q Serve(g_s), s	5.2	0.0	52.5	0.0	0.0	15.0	52.4	17.5	17.6	7.7	6.0	6.1
Cycle Q Clear(g_c), s	20.2	0.0	52.5	52.5	0.0	15.0	58.5	17.5	17.6	25.2	6.0	6.1
Prop In Lane	1.00		0.22	1.00		0.12	1.00		0.31	1.00		0.18
Lane Grp Cap(c), veh/h	361	0	757	60	0	771	485	834	830	279	834	850
V/C Ratio(X)	0.16	0.00	1.12	0.45	0.00	0.42	0.98	0.45	0.46	0.20	0.18	0.18
Avail Cap(c_a), veh/h	361	0	757	60	0	771	485	834	830	279	834	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	0.0	33.8	60.0	0.0	23.2	36.5	20.2	20.3	28.6	17.3	17.3
Incr Delay (d2), s/veh	0.2	0.0	70.4	5.2	0.0	0.4	35.2	0.4	0.4	0.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	35.3	0.9	0.0	6.0	18.6	6.6	6.5	1.2	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	0.0	104.2	65.2	0.0	23.6	71.7	20.6	20.6	28.9	17.4	17.4
LnGrp LOS	C	A	F	E	A	C	E	C	C	C	B	B
Approach Vol, veh/h		904			347			1232				365
Approach Delay, s/veh		99.5			26.8			40.3				19.2
Approach LOS		F			C			D				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		63.0		57.0		63.0		57.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		58.5		52.5		58.5		52.5				
Max Q Clear Time (g_c+I1), s		60.5		54.5		27.2		54.5				
Green Ext Time (p_c), s		0.0		0.0		2.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				54.8								
HCM 6th LOS				D								

Timings

34: Walker Av, & Edison Av.

01/12/2023

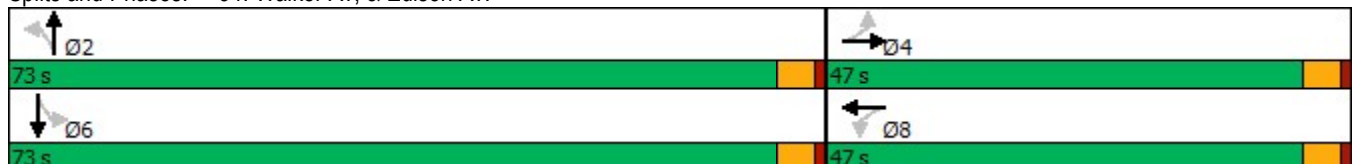


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	20	734	196	293	1	110	167	58
Future Volume (vph)	20	734	196	293	1	110	167	58
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	47.0	47.0	47.0	47.0	73.0	73.0	73.0	73.0
Total Split (%)	39.2%	39.2%	39.2%	39.2%	60.8%	60.8%	60.8%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	42.5	42.5	42.5	42.5	68.5	68.5	68.5	68.5
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.57	0.57	0.57	0.57
v/c Ratio	0.07	0.60	1.50	0.30	0.00	0.90	1.34	0.08
Control Delay	26.6	34.0	288.8	26.5	11.0	34.8	219.9	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	34.0	288.8	26.5	11.0	34.8	219.9	8.9
LOS	C	C	F	C	B	C	F	A
Approach Delay		33.8		118.4		34.8		153.2
Approach LOS		C		F		C		F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.50	
Intersection Signal Delay: 66.6	Intersection LOS: E
Intersection Capacity Utilization 103.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 34: Walker Av, & Edison Av.



HCM 6th Signalized Intersection Summary
 34: Walker Av, & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	734	4	196	293	71	1	110	686	167	58	19
Future Volume (veh/h)	20	734	4	196	293	71	1	110	686	167	58	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	798	4	213	318	44	1	120	529	182	63	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	384	1424	7	209	1233	169	759	166	734	262	741	247
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1036	3778	19	689	3271	448	1335	306	1351	795	1364	455
Grp Volume(v), veh/h	22	401	401	213	183	179	1	0	649	182	0	84
Grp Sat Flow(s),veh/h/ln	1036	1900	1897	689	1900	1819	1335	0	1657	795	0	1818
Q Serve(g_s), s	1.7	18.8	18.8	23.7	7.5	7.6	0.0	0.0	33.2	25.1	0.0	2.5
Cycle Q Clear(g_c), s	9.3	18.8	18.8	42.5	7.5	7.6	2.5	0.0	33.2	58.3	0.0	2.5
Prop In Lane	1.00		0.01	1.00		0.25	1.00		0.82	1.00		0.25
Lane Grp Cap(c), veh/h	384	716	715	209	716	686	759	0	900	262	0	988
V/C Ratio(X)	0.06	0.56	0.56	1.02	0.26	0.26	0.00	0.00	0.72	0.70	0.00	0.09
Avail Cap(c_a), veh/h	384	716	715	209	716	686	845	0	1007	313	0	1105
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.5	27.7	27.7	48.2	24.2	24.3	12.9	0.0	19.3	41.2	0.0	12.3
Incr Delay (d2), s/veh	0.1	1.0	1.0	67.8	0.2	0.2	0.0	0.0	2.2	5.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	8.3	8.3	9.7	3.3	3.2	0.0	0.0	12.0	5.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	28.7	28.7	115.9	24.4	24.5	12.9	0.0	21.6	46.4	0.0	12.4
LnGrp LOS	C	C	C	F	C	C	B	A	C	D	A	B
Approach Vol, veh/h		824			575			650				266
Approach Delay, s/veh		28.7			58.3			21.6				35.7
Approach LOS		C			E			C				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		65.7		47.0		65.7		47.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		68.5		42.5		68.5		42.5				
Max Q Clear Time (g_c+I1), s		35.2		20.8		60.3		44.5				
Green Ext Time (p_c), s		4.9		4.6		0.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				34.9								
HCM 6th LOS				C								

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

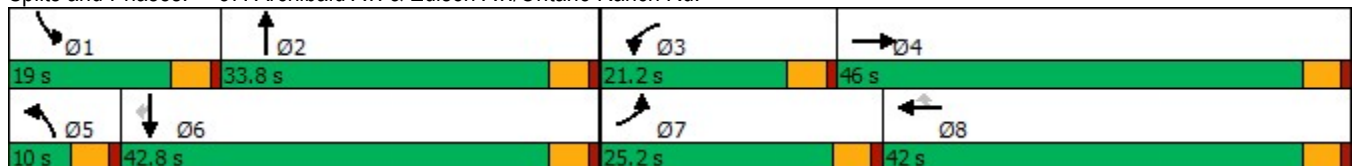
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	1131	299	377	402	116	108	1146	608	162	964	139
Future Volume (vph)	324	1131	299	377	402	116	108	1146	608	162	964	139
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	25.2	46.0		21.2	42.0	42.0	10.0	33.8		19.0	42.8	42.8
Total Split (%)	21.0%	38.3%		17.7%	35.0%	35.0%	8.3%	28.2%		15.8%	35.7%	35.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	18.0	41.4	119.5	16.7	40.1	40.1	5.5	29.1	119.5	14.2	37.9	37.9
Actuated g/C Ratio	0.15	0.35	1.00	0.14	0.34	0.34	0.05	0.24	1.00	0.12	0.32	0.32
v/c Ratio	0.75	0.96	0.21	0.93	0.37	0.20	0.79	0.92	0.42	0.89	0.89	0.27
Control Delay	59.0	55.3	0.3	81.3	31.9	4.7	92.0	55.7	0.8	93.8	49.7	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.0	55.3	0.3	81.3	31.9	4.7	92.0	55.7	0.8	93.8	49.7	13.0
LOS	E	E	A	F	C	A	F	E	A	F	D	B
Approach Delay		46.6			49.2			39.9			51.3	
Approach LOS		D			D			D			D	


































Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 119.5	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 45.9	Intersection LOS: D
Intersection Capacity Utilization 94.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	  		 	 	
Traffic Volume (veh/h)	324	1131	299	377	402	116	108	1146	608	162	964	139
Future Volume (veh/h)	324	1131	299	377	402	116	108	1146	608	162	964	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	341	1191	0	397	423	80	114	1206	0	171	1015	127
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	400	1245		427	1214	541	145	1309		195	1139	483
Arrive On Green	0.13	0.35	0.00	0.14	0.36	0.36	0.05	0.24	0.00	0.12	0.32	0.32
Sat Flow, veh/h	3048	3600	1525	3048	3420	1524	3141	5400	1525	1619	3600	1525
Grp Volume(v), veh/h	341	1191	0	397	423	80	114	1206	0	171	1015	127
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1710	1524	1570	1800	1525	1619	1800	1525
Q Serve(g_s), s	13.0	38.5	0.0	15.3	10.8	4.3	4.3	25.9	0.0	12.4	32.0	7.4
Cycle Q Clear(g_c), s	13.0	38.5	0.0	15.3	10.8	4.3	4.3	25.9	0.0	12.4	32.0	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	400	1245		427	1214	541	145	1309		195	1139	483
V/C Ratio(X)	0.85	0.96		0.93	0.35	0.15	0.79	0.92		0.88	0.89	0.26
Avail Cap(c_a), veh/h	530	1254		427	1214	541	145	1328		197	1158	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	38.1	0.0	50.6	28.3	26.1	56.2	44.0	0.0	51.5	38.7	30.3
Incr Delay (d2), s/veh	10.1	16.0	0.0	26.7	0.2	0.1	24.2	10.6	0.0	32.9	8.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	18.6	0.0	7.2	4.3	1.5	2.1	12.2	0.0	6.6	14.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	54.1	0.0	77.3	28.4	26.3	80.4	54.6	0.0	84.5	47.6	30.6
LnGrp LOS	E	D		E	C	C	F	D		F	D	C
Approach Vol, veh/h		1532	A		900			1320	A		1313	
Approach Delay, s/veh		55.6			49.8			56.8			50.7	
Approach LOS		E			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.8	33.4	21.2	45.7	10.0	42.2	20.1	46.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	29.3	16.7	41.5	5.5	38.3	20.7	37.5				
Max Q Clear Time (g_c+I1), s	14.4	27.9	17.3	40.5	6.3	34.0	15.0	12.8				
Green Ext Time (p_c), s	0.0	0.9	0.0	0.7	0.0	2.5	0.6	2.7				
Intersection Summary												
HCM 6th Ctrl Delay			53.6									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

**APPENDIX 7.1: HORIZON YEAR (2050) WITHOUT PROJECT
CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps

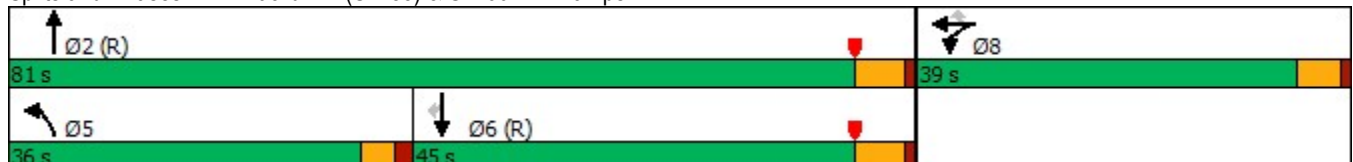


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	859	8	447	622	1661	1391	426
Future Volume (vph)	859	8	447	622	1661	1391	426
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	5.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	9.5	22.5	22.5	22.5
Total Split (s)	39.0	39.0	39.0	36.0	81.0	45.0	45.0
Total Split (%)	32.5%	32.5%	32.5%	30.0%	67.5%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	34.0	34.0	34.0	31.5	75.5	39.5	39.5
Actuated g/C Ratio	0.28	0.28	0.28	0.26	0.63	0.33	0.33
v/c Ratio	1.01	1.06	0.90	1.41	0.79	1.26	0.63
Control Delay	86.6	98.7	58.7	228.6	19.0	158.8	16.6
Queue Delay	22.8	16.8	0.0	0.0	23.1	0.0	0.0
Total Delay	109.5	115.5	58.7	228.6	42.0	158.8	16.6
LOS	F	F	E	F	D	F	B
Approach Delay		96.0			92.9	125.4	
Approach LOS		F			F	F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.41
 Intersection Signal Delay: 104.6
 Intersection Capacity Utilization 176.1%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

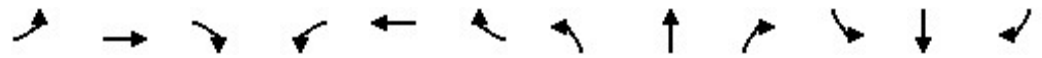
Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙	↕			↕	↗
Traffic Volume (veh/h)	0	0	0	859	8	447	622	1661	0	0	1391	426
Future Volume (veh/h)	0	0	0	859	8	447	622	1661	0	0	1391	426
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				1024	0	210	669	1786	0	0	1496	291
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1025	0	456	475	2271	0	0	1188	530
Arrive On Green				0.28	0.00	0.28	0.52	1.00	0.00	0.00	0.33	0.33
Sat Flow, veh/h				3619	0	1610	1810	3705	0	0	3705	1610
Grp Volume(v), veh/h				1024	0	210	669	1786	0	0	1496	291
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1805	0	0	1805	1610
Q Serve(g_s), s				33.9	0.0	12.9	31.5	0.0	0.0	0.0	39.5	17.8
Cycle Q Clear(g_c), s				33.9	0.0	12.9	31.5	0.0	0.0	0.0	39.5	17.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1025	0	456	475	2271	0	0	1188	530
V/C Ratio(X)				1.00	0.00	0.46	1.41	0.79	0.00	0.00	1.26	0.55
Avail Cap(c_a), veh/h				1025	0	456	475	2271	0	0	1188	530
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.09	0.09	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				43.0	0.0	35.4	28.5	0.0	0.0	0.0	40.2	33.0
Incr Delay (d2), s/veh				27.7	0.0	0.3	185.0	0.3	0.0	0.0	123.5	4.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				18.4	0.0	4.9	33.6	0.1	0.0	0.0	37.2	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				70.7	0.0	35.7	213.5	0.3	0.0	0.0	163.7	37.0
LnGrp LOS				E	A	D	F	A	A	A	F	D
Approach Vol, veh/h					1234			2455			1787	
Approach Delay, s/veh					64.8			58.4			143.1	
Approach LOS					E			E			F	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		81.0			36.0	45.0		39.0				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		75.5			31.5	39.5		34.0				
Max Q Clear Time (g_c+I1), s		2.0			33.5	41.5		35.9				
Green Ext Time (p_c), s		38.4			0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	87.5
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps



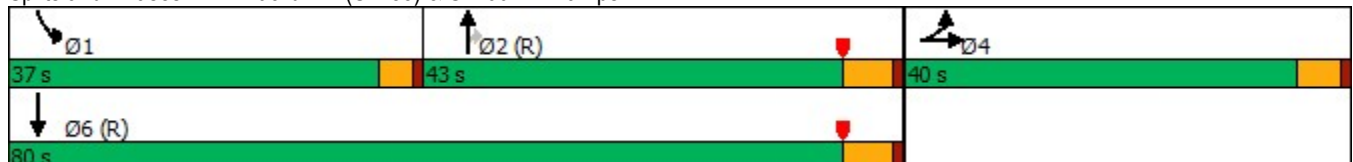
Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	539	0	1411	917	452	1517
Future Volume (vph)	539	0	1411	917	452	1517
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.0	11.0	22.5	22.5	9.0	22.5
Total Split (s)	40.0	40.0	43.0	43.0	37.0	80.0
Total Split (%)	33.3%	33.3%	35.8%	35.8%	30.8%	66.7%
Yellow Time (s)	4.0	4.0	4.5	4.5	3.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	4.0	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	35.0	35.0	38.2	38.2	32.3	74.5
Actuated g/C Ratio	0.29	0.29	0.32	0.32	0.27	0.62
v/c Ratio	1.00	2.40	1.27	1.05	0.96	0.70
Control Delay	83.2	655.7	161.8	60.3	62.4	18.4
Queue Delay	39.0	5.9	0.1	0.0	4.8	11.8
Total Delay	122.3	661.5	161.9	60.3	67.2	30.2
LOS	F	F	F	E	E	C
Approach Delay		500.9	121.9			38.7
Approach LOS		F	F			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.40
 Intersection Signal Delay: 198.4
 Intersection Capacity Utilization 176.1%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	539	0	1089	0	0	0	0	1411	917	452	1517	0
Future Volume (veh/h)	539	0	1089	0	0	0	0	1411	917	452	1517	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	556	0	1044				0	1455	750	466	1564	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	528	0	470				0	1160	503	482	2241	0
Arrive On Green	0.29	0.00	0.29				0.00	0.32	0.32	0.53	1.00	0.00
Sat Flow, veh/h	1810	0	1610				0	3705	1566	1810	3705	0
Grp Volume(v), veh/h	556	0	1044				0	1455	750	466	1564	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1566	1810	1805	0
Q Serve(g_s), s	35.0	0.0	35.0				0.0	38.6	38.6	29.8	0.0	0.0
Cycle Q Clear(g_c), s	35.0	0.0	35.0				0.0	38.6	38.6	29.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	528	0	470				0	1160	503	482	2241	0
V/C Ratio(X)	1.05	0.00	2.22				0.00	1.25	1.49	0.97	0.70	0.00
Avail Cap(c_a), veh/h	528	0	470				0	1160	503	498	2241	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.24	0.24	0.09	0.09	0.00
Uniform Delay (d), s/veh	42.5	0.0	42.5				0.0	40.7	40.7	27.6	0.0	0.0
Incr Delay (d2), s/veh	54.0	0.0	557.2				0.0	116.2	223.1	6.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.9	0.0	86.0				0.0	35.2	45.5	9.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.5	0.0	599.7				0.0	156.9	263.8	33.8	0.2	0.0
LnGrp LOS	F	A	F				A	F	F	C	A	A
Approach Vol, veh/h		1600						2205			2030	
Approach Delay, s/veh		424.9						193.2			7.9	
Approach LOS		F						F			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	35.9	44.1	40.0	80.0								
Change Period (Y+Rc), s	4.0	5.5	5.0	5.5								
Max Green Setting (Gmax), s	33.0	37.5	35.0	74.5								
Max Q Clear Time (g_c+I1), s	31.8	40.6	37.0	2.0								
Green Ext Time (p_c), s	0.1	0.0	0.0	29.8								

Intersection Summary

HCM 6th Ctrl Delay	192.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
3: Euclid Av. (SR-83) & Walnut Av.

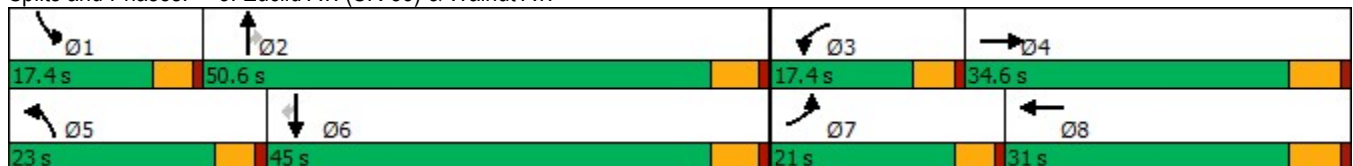


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	115	328	158	450	127	1806	58	216	2173	69
Future Volume (vph)	115	328	158	450	127	1806	58	216	2173	69
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	29.8	9.6	29.8	9.6	27.4	27.4	9.6	29.4	29.4
Total Split (s)	21.0	34.6	17.4	31.0	23.0	50.6	50.6	17.4	45.0	45.0
Total Split (%)	17.5%	28.8%	14.5%	25.8%	19.2%	42.2%	42.2%	14.5%	37.5%	37.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	12.2	23.1	12.9	23.7	13.3	45.4	45.4	11.5	43.6	43.6
Actuated g/C Ratio	0.11	0.20	0.11	0.21	0.12	0.40	0.40	0.10	0.38	0.38
v/c Ratio	0.68	0.69	0.89	0.87	0.69	0.86	0.09	0.72	1.08	0.11
Control Delay	69.2	36.9	94.8	53.1	67.8	37.1	0.7	64.3	78.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.2	36.9	94.8	53.1	67.8	37.1	0.7	64.3	78.9	0.3
LOS	E	D	F	D	E	D	A	E	E	A
Approach Delay		42.7		61.4		38.0			75.4	
Approach LOS		D		E		D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.3
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 57.3
 Intersection LOS: E
 Intersection Capacity Utilization 95.9%
 ICU Level of Service F
 Analysis Period (min) 15






























Splits and Phases: 3: Euclid Av. (SR-83) & Walnut Av.



HCM 6th Signalized Intersection Summary
 3: Euclid Av. (SR-83) & Walnut Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			  		 	  	
Traffic Volume (veh/h)	115	328	198	158	450	188	127	1806	58	216	2173	69
Future Volume (veh/h)	115	328	198	158	450	188	127	1806	58	216	2173	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	119	338	101	163	464	101	131	1862	34	223	2240	45
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	443	130	189	555	120	157	2327	657	280	2298	649
Arrive On Green	0.09	0.17	0.17	0.12	0.19	0.19	0.10	0.43	0.43	0.09	0.43	0.43
Sat Flow, veh/h	1619	2673	786	1619	2867	620	1619	5400	1524	3048	5400	1524
Grp Volume(v), veh/h	119	226	213	163	290	275	131	1862	34	223	2240	45
Grp Sat Flow(s),veh/h/ln	1619	1800	1659	1619	1800	1686	1619	1800	1524	1524	1800	1524
Q Serve(g_s), s	7.6	12.6	12.9	10.4	16.3	16.5	8.3	31.4	1.4	7.5	42.7	1.8
Cycle Q Clear(g_c), s	7.6	12.6	12.9	10.4	16.3	16.5	8.3	31.4	1.4	7.5	42.7	1.8
Prop In Lane	1.00		0.47	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	298	275	189	349	326	157	2327	657	280	2298	649
V/C Ratio(X)	0.82	0.76	0.78	0.86	0.83	0.84	0.83	0.80	0.05	0.80	0.97	0.07
Avail Cap(c_a), veh/h	253	494	455	198	432	405	284	2327	657	372	2298	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	41.7	41.9	45.5	40.7	40.7	46.5	25.9	17.4	46.7	29.6	17.8
Incr Delay (d2), s/veh	4.5	3.9	4.7	27.6	10.9	12.4	4.3	3.0	0.1	6.2	13.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	5.7	5.4	5.5	7.9	7.7	3.5	13.2	0.5	3.0	20.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	45.7	46.6	73.1	51.5	53.1	50.8	28.9	17.5	52.9	43.3	18.0
LnGrp LOS	D	D	D	E	D	D	D	C	B	D	D	B
Approach Vol, veh/h		558			728			2027			2508	
Approach Delay, s/veh		47.2			57.0			30.1			43.7	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	50.6	16.9	23.2	14.8	50.0	13.9	26.1				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	12.8	45.2	12.8	28.8	18.4	39.6	16.4	25.2				
Max Q Clear Time (g_c+I1), s	9.5	33.4	12.4	14.9	10.3	44.7	9.6	18.5				
Green Ext Time (p_c), s	0.1	8.9	0.0	2.0	0.1	0.0	0.1	1.7				
Intersection Summary												
HCM 6th Ctrl Delay			41.0									
HCM 6th LOS			D									

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

01/11/2023

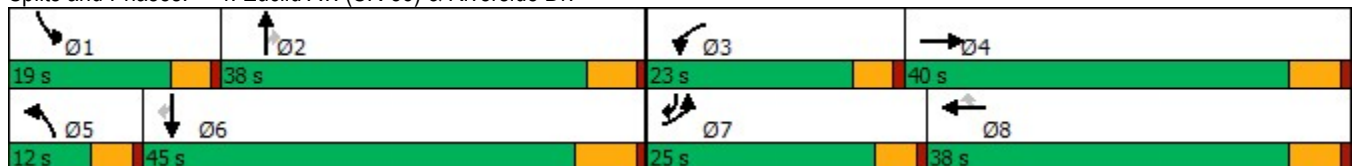


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	203	811	263	556	118	227	1543	322	267	2056	164
Future Volume (vph)	203	811	263	556	118	227	1543	322	267	2056	164
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2		1	6	7
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	25.0	40.0	23.0	38.0	38.0	12.0	38.0	38.0	19.0	45.0	25.0
Total Split (%)	20.8%	33.3%	19.2%	31.7%	31.7%	10.0%	31.7%	31.7%	15.8%	37.5%	20.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	18.2	34.2	18.4	34.4	34.4	7.4	32.6	32.6	14.4	38.5	63.2
Actuated g/C Ratio	0.15	0.28	0.15	0.29	0.29	0.06	0.27	0.27	0.12	0.32	0.53
v/c Ratio	0.84	2.06	1.09	0.58	0.22	2.34	1.69	0.60	1.41	1.91	0.20
Control Delay	78.0	506.8	129.5	40.0	3.1	659.7	346.8	21.8	251.0	440.1	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.0	506.8	129.5	40.0	3.1	659.7	346.8	21.8	251.0	440.1	8.9
LOS	E	F	F	D	A	F	F	C	F	F	A
Approach Delay		435.4		60.5			330.7			391.5	
Approach LOS		F		E			F			F	
























Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.34	
Intersection Signal Delay: 334.5	Intersection LOS: F
Intersection Capacity Utilization 166.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
 4: Euclid Av. (SR-83) & Riverside Dr.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	811	204	263	556	118	227	1543	322	267	2056	164
Future Volume (veh/h)	203	811	204	263	556	118	227	1543	322	267	2056	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	207	828	181	268	567	68	232	1574	287	272	2098	112
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	403	88	246	997	438	99	921	411	193	1118	717
Arrive On Green	0.14	0.28	0.28	0.15	0.29	0.29	0.06	0.27	0.27	0.12	0.33	0.33
Sat Flow, veh/h	1619	1427	312	1619	3420	1503	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	207	0	1009	268	567	68	232	1574	287	272	2098	112
Grp Sat Flow(s),veh/h/ln	1619	0	1739	1619	1710	1503	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	15.2	0.0	34.2	18.4	17.0	4.1	7.4	32.6	20.5	14.4	39.6	5.1
Cycle Q Clear(g_c), s	15.2	0.0	34.2	18.4	17.0	4.1	7.4	32.6	20.5	14.4	39.6	5.1
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	0	491	246	997	438	99	921	411	193	1118	717
V/C Ratio(X)	0.90	0.00	2.05	1.09	0.57	0.16	2.34	1.71	0.70	1.41	1.88	0.16
Avail Cap(c_a), veh/h	273	0	491	246	997	438	99	921	411	193	1118	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	0.0	43.5	51.3	36.4	31.8	56.9	44.3	39.8	53.4	40.8	18.4
Incr Delay (d2), s/veh	24.5	0.0	481.5	83.3	0.8	0.2	635.5	324.0	5.2	213.6	397.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	79.8	12.9	7.0	1.5	20.4	54.4	8.0	17.2	77.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	0.0	525.0	134.7	37.2	32.0	692.3	368.2	45.0	267.0	438.4	18.5
LnGrp LOS	E	A	F	F	D	C	F	F	D	F	F	B
Approach Vol, veh/h		1216			903			2093			2482	
Approach Delay, s/veh		448.5			65.7			359.8			400.6	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	39.1	23.0	40.0	12.0	46.1	21.9	41.1				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	14.4	* 33	18.4	34.2	7.4	38.5	20.4	32.2				
Max Q Clear Time (g_c+I1), s	16.4	34.6	20.4	36.2	9.4	41.6	17.2	19.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	3.0				
Intersection Summary												
HCM 6th Ctrl Delay			351.4									
HCM 6th LOS			F									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

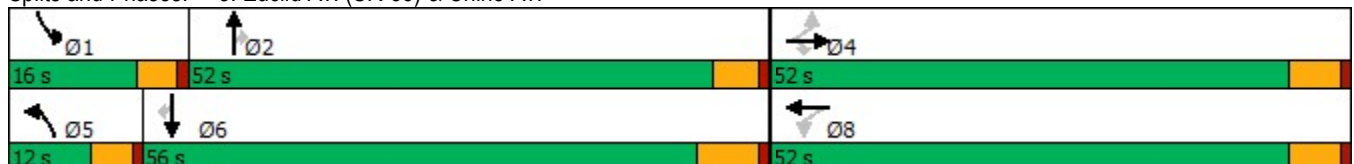
Timings
5: Euclid Av. (SR-83) & Chino Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	143	285	82	131	379	69	1979	213	124	2212	154	
Future Volume (vph)	143	285	82	131	379	69	1979	213	124	2212	154	
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases		4			8	5	2		1	6		
Permitted Phases	4		4	8				2			6	
Detector Phase	4	4	4	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5	
Total Split (s)	52.0	52.0	52.0	52.0	52.0	12.0	52.0	52.0	16.0	56.0	56.0	
Total Split (%)	43.3%	43.3%	43.3%	43.3%	43.3%	10.0%	43.3%	43.3%	13.3%	46.7%	46.7%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	5.8	5.8		5.8	4.6	5.2	5.2	4.6	6.5	6.5	
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max	
Act Effct Green (s)	46.2	46.2	46.2		46.2	7.1	46.9	46.9	11.0	49.5	49.5	
Actuated g/C Ratio	0.39	0.39	0.39		0.39	0.06	0.39	0.39	0.09	0.41	0.41	
v/c Ratio	0.90	0.43	0.13		1.62	0.75	1.54	0.35	0.87	1.63	0.24	
Control Delay	85.1	29.5	5.5		314.3	97.8	275.5	19.4	99.7	314.3	13.1	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	85.1	29.5	5.5		314.3	97.8	275.5	19.4	99.7	314.3	13.1	
LOS	F	C	A		F	F	F	B	F	F	B	
Approach Delay		41.3			314.3		246.0			285.1		
Approach LOS		D			F		F			F		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.63
 Intersection Signal Delay: 253.3
 Intersection Capacity Utilization 147.6%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
 5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	285	82	131	379	238	69	1979	213	124	2212	154
Future Volume (veh/h)	143	285	82	131	379	238	69	1979	213	124	2212	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	149	297	64	136	395	247	72	2061	182	129	2304	123
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	183	686	581	103	225	136	89	1320	589	152	1452	648
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.06	0.39	0.39	0.09	0.42	0.42
Sat Flow, veh/h	716	1800	1525	178	589	357	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	149	297	64	778	0	0	72	2061	182	129	2304	123
Grp Sat Flow(s),veh/h/ln	716	1800	1525	1124	0	0	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	0.0	14.8	3.3	31.4	0.0	0.0	5.3	46.8	10.1	9.5	51.5	6.1
Cycle Q Clear(g_c), s	46.2	14.8	3.3	46.2	0.0	0.0	5.3	46.8	10.1	9.5	51.5	6.1
Prop In Lane	1.00		1.00	0.17		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	686	581	463	0	0	89	1320	589	152	1452	648
V/C Ratio(X)	0.81	0.43	0.11	1.68	0.00	0.00	0.81	1.56	0.31	0.85	1.59	0.19
Avail Cap(c_a), veh/h	183	686	581	463	0	0	99	1320	589	152	1452	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	27.8	24.3	43.6	0.0	0.0	56.7	37.2	26.0	54.1	34.9	21.8
Incr Delay (d2), s/veh	23.7	0.4	0.1	315.5	0.0	0.0	31.1	256.4	1.4	32.6	267.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	6.2	1.2	54.3	0.0	0.0	2.9	64.9	3.7	5.1	73.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	28.3	24.3	359.1	0.0	0.0	87.7	293.6	27.3	86.7	302.3	22.5
LnGrp LOS	E	C	C	F	A	A	F	F	C	F	F	C
Approach Vol, veh/h		510			778			2315			2556	
Approach Delay, s/veh		38.5			359.1			266.3			278.0	
Approach LOS		D			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	53.3		52.0	11.3	58.0		52.0				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 47		46.2	7.4	49.5		46.2				
Max Q Clear Time (g_c+I1), s	11.5	48.8		48.2	7.3	53.5		48.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	264.0
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
6: Euclid Av. (SR-83) & Schaefer Av.

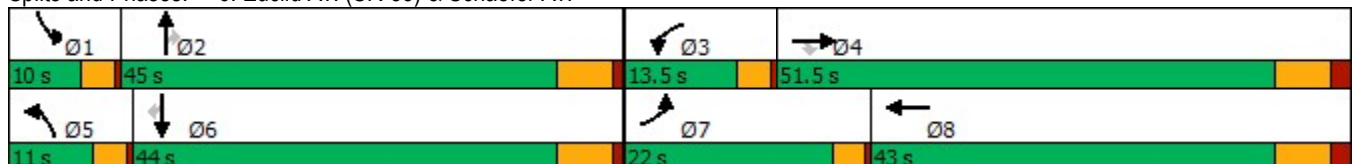


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	425	174	172	2	27	118	1887	85	107	2173	188
Future Volume (vph)	425	174	172	2	27	118	1887	85	107	2173	188
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0
Total Split (s)	22.0	51.5	51.5	13.5	43.0	11.0	45.0	45.0	10.0	44.0	44.0
Total Split (%)	18.3%	42.9%	42.9%	11.3%	35.8%	9.2%	37.5%	37.5%	8.3%	36.7%	36.7%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	19.0	25.4	25.4	10.3	10.7	7.7	40.0	40.0	6.7	39.0	39.0
Actuated g/C Ratio	0.21	0.28	0.28	0.11	0.12	0.08	0.44	0.44	0.07	0.43	0.43
v/c Ratio	1.32	0.36	0.32	0.01	0.18	0.90	1.31	0.12	0.94	1.55	0.27
Control Delay	194.7	27.8	5.4	44.5	30.4	101.7	169.4	1.8	115.9	273.8	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	194.7	27.8	5.4	44.5	30.4	101.7	169.4	1.8	115.9	273.8	9.5
LOS	F	C	A	D	C	F	F	A	F	F	A
Approach Delay		114.9			31.1		158.7			246.8	
Approach LOS		F			C		F			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 91.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.55	
Intersection Signal Delay: 192.0	Intersection LOS: F
Intersection Capacity Utilization 117.9%	ICU Level of Service H
Analysis Period (min) 15	
























Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	425	174	172	2	27	9	118	1887	85	107	2173	188
Future Volume (veh/h)	425	174	172	2	27	9	118	1887	85	107	2173	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	443	181	142	2	28	6	123	1966	89	111	2264	159
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	337	466	395	9	81	17	136	1499	668	118	1460	651
Arrive On Green	0.21	0.26	0.26	0.01	0.06	0.06	0.08	0.44	0.44	0.07	0.43	0.43
Sat Flow, veh/h	1619	1800	1525	1619	1437	308	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	443	181	142	2	0	34	123	1966	89	111	2264	159
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1745	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	18.5	7.4	6.8	0.1	0.0	1.7	6.7	39.0	3.1	6.1	38.0	5.9
Cycle Q Clear(g_c), s	18.5	7.4	6.8	0.1	0.0	1.7	6.7	39.0	3.1	6.1	38.0	5.9
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	337	466	395	9	0	98	136	1499	668	118	1460	651
V/C Ratio(X)	1.32	0.39	0.36	0.23	0.00	0.35	0.90	1.31	0.13	0.94	1.55	0.24
Avail Cap(c_a), veh/h	337	900	763	182	0	706	136	1499	668	118	1460	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	27.2	27.0	44.1	0.0	40.4	40.4	25.0	14.9	41.1	25.5	16.3
Incr Delay (d2), s/veh	161.9	0.4	0.4	4.8	0.0	1.6	47.7	145.2	0.1	63.0	251.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.9	3.0	2.4	0.1	0.0	0.7	4.3	43.4	1.0	4.3	63.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	197.2	27.6	27.4	48.9	0.0	42.0	88.0	170.2	15.0	104.0	276.6	16.5
LnGrp LOS	F	C	C	D	A	D	F	F	B	F	F	B
Approach Vol, veh/h		766			36			2178			2534	
Approach Delay, s/veh		125.6			42.4			159.2			252.7	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	45.0	4.0	30.0	11.0	44.0	22.0	12.0				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	6.5	39.0	10.0	44.5	7.5	38.0	18.5	36.0				
Max Q Clear Time (g_c+I1), s	8.1	41.0	2.1	9.4	8.7	40.0	20.5	3.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay	196.8											
HCM 6th LOS	F											

Timings

11: Euclid Av. (SR-83) & Edison Av.

01/11/2023

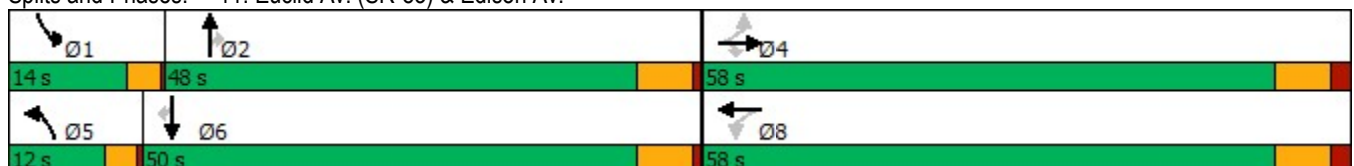


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	415	850	220	353	877	179	1111	172	478	1676	274
Future Volume (vph)	415	850	220	353	877	179	1111	172	478	1676	274
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	58.0	58.0	58.0	58.0	58.0	12.0	48.0	48.0	14.0	50.0	50.0
Total Split (%)	48.3%	48.3%	48.3%	48.3%	48.3%	10.0%	40.0%	40.0%	11.7%	41.7%	41.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	51.0	51.0	51.0	51.0	51.0	8.5	42.0	42.0	10.5	44.0	44.0
Actuated g/C Ratio	0.42	0.42	0.42	0.42	0.42	0.07	0.35	0.35	0.09	0.37	0.37
v/c Ratio	7.64	1.15	0.31	6.50	2.10	0.84	0.96	0.31	3.50	1.38	0.47
Control Delay	3033.2	113.4	9.2	2521.0	524.2	85.2	56.0	18.8	1157.7	207.1	24.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3033.2	113.4	9.2	2521.0	524.2	85.2	56.0	18.8	1157.7	207.1	24.7
LOS	F	F	A	F	F	F	E	B	F	F	C
Approach Delay		914.2			904.9		55.2			373.8	
Approach LOS		F			F		E			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 7.64	
Intersection Signal Delay: 556.5	Intersection LOS: F
Intersection Capacity Utilization 196.7%	ICU Level of Service H
Analysis Period (min) 15	

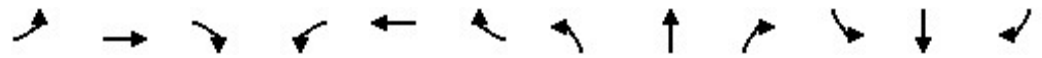
Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	415	850	220	353	877	622	179	1111	172	478	1676	274
Future Volume (veh/h)	415	850	220	353	877	622	179	1111	172	478	1676	274
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	428	876	191	364	904	631	185	1145	170	493	1728	247
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	765	648	60	419	293	222	1197	532	142	1254	559
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.07	0.35	0.35	0.09	0.37	0.37
Sat Flow, veh/h	308	1800	1524	481	986	688	3141	3420	1521	1619	3420	1524
Grp Volume(v), veh/h	428	876	191	364	0	1535	185	1145	170	493	1728	247
Grp Sat Flow(s),veh/h/ln	308	1800	1524	481	0	1674	1570	1710	1521	1619	1710	1524
Q Serve(g_s), s	0.0	51.0	9.9	0.0	0.0	51.0	7.0	39.3	9.8	10.5	44.0	14.7
Cycle Q Clear(g_c), s	51.0	51.0	9.9	51.0	0.0	51.0	7.0	39.3	9.8	10.5	44.0	14.7
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	765	648	60	0	712	222	1197	532	142	1254	559
V/C Ratio(X)	7.13	1.15	0.29	6.07	0.00	2.16	0.83	0.96	0.32	3.48	1.38	0.44
Avail Cap(c_a), veh/h	60	765	648	60	0	712	222	1197	532	142	1254	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.0	34.5	22.7	60.0	0.0	34.5	55.0	38.1	28.5	54.8	38.0	28.7
Incr Delay (d2), s/veh	2794.5	80.4	0.3	2315.4	0.0	525.4	21.5	16.7	0.3	1133.6	175.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	48.4	37.8	3.5	40.4	0.0	123.2	3.3	18.0	3.4	48.7	47.4	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2854.5	114.9	22.9	2375.4	0.0	559.9	76.5	54.8	28.9	1188.3	213.2	29.3
LnGrp LOS	F	F	C	F	A	F	E	D	C	F	F	C
Approach Vol, veh/h		1495			1899			1500			2468	
Approach Delay, s/veh		887.4			907.9			54.5			389.6	
Approach LOS		F			F			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	48.0		58.0	12.0	50.0		58.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	10.5	42.0		51.0	8.5	44.0		51.0				
Max Q Clear Time (g_c+I1), s	12.5	41.3		53.0	9.0	46.0		53.0				
Green Ext Time (p_c), s	0.0	0.5		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	556.1
HCM 6th LOS	F

Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	78	175	180	41	174	186	1214	140	288	1824	43
Future Volume (vph)	78	175	180	41	174	186	1214	140	288	1824	43
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.8	46.8	46.8	46.8	46.8	8.5	30.7	30.7	8.5	37.7	37.7
Total Split (s)	46.8	46.8	46.8	46.8	46.8	24.0	63.4	63.4	9.8	49.2	49.2
Total Split (%)	39.0%	39.0%	39.0%	39.0%	39.0%	20.0%	52.8%	52.8%	8.2%	41.0%	41.0%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	3.0	4.7	4.7	3.0	4.7	4.7
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8	4.8	3.5	5.7	5.7	3.5	5.7	5.7
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	22.5	22.5	22.5	22.5	22.5	16.2	54.1	54.1	6.4	44.3	44.3
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.17	0.56	0.56	0.07	0.46	0.46
v/c Ratio	0.71	0.45	0.39	0.21	0.74	0.75	0.69	0.17	2.92	1.26	0.06
Control Delay	64.8	35.2	6.5	32.2	42.2	57.9	19.5	9.0	909.8	148.4	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.8	35.2	6.5	32.2	42.2	57.9	19.5	9.0	909.8	148.4	1.7
LOS	E	D	A	C	D	E	B	A	F	F	A
Approach Delay		28.6			40.9		23.1			247.3	
Approach LOS		C			D		C			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 97.3	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.92	
Intersection Signal Delay: 133.4	Intersection LOS: F
Intersection Capacity Utilization 102.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	175	180	41	174	112	186	1214	140	288	1824	43
Future Volume (veh/h)	78	175	180	41	174	112	186	1214	140	288	1824	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	84	188	109	44	187	114	200	1305	149	310	1961	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	186	492	417	259	286	175	231	1779	794	104	1511	673
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.14	0.52	0.52	0.06	0.44	0.44
Sat Flow, veh/h	980	1800	1525	984	1047	638	1619	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	84	188	109	44	0	301	200	1305	149	310	1961	34
Grp Sat Flow(s),veh/h/ln	980	1800	1525	984	0	1685	1619	1710	1525	1619	1710	1524
Q Serve(g_s), s	8.2	8.3	5.5	3.7	0.0	15.6	11.9	29.1	5.1	6.3	43.5	1.3
Cycle Q Clear(g_c), s	23.7	8.3	5.5	12.1	0.0	15.6	11.9	29.1	5.1	6.3	43.5	1.3
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	492	417	259	0	461	231	1779	794	104	1511	673
V/C Ratio(X)	0.45	0.38	0.26	0.17	0.00	0.65	0.87	0.73	0.19	2.99	1.30	0.05
Avail Cap(c_a), veh/h	336	768	651	409	0	719	337	2004	894	104	1511	673
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	29.0	28.0	33.9	0.0	31.6	41.3	18.3	12.6	46.1	27.5	15.7
Incr Delay (d2), s/veh	1.3	0.4	0.2	0.2	0.0	1.2	13.2	1.2	0.1	922.2	139.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.5	1.9	0.9	0.0	6.1	5.3	9.9	1.5	28.9	44.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	29.4	28.2	34.1	0.0	32.8	54.5	19.6	12.7	968.3	166.6	15.7
LnGrp LOS	D	C	C	C	A	C	D	B	B	F	F	B
Approach Vol, veh/h		381			345			1654			2305	
Approach Delay, s/veh		32.1			33.0			23.2			272.2	
Approach LOS		C			C			C			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	56.9		31.7	17.5	49.2		31.7				
Change Period (Y+Rc), s	3.5	5.7		4.8	3.5	5.7		4.8				
Max Green Setting (Gmax), s	6.3	57.7		42.0	20.5	43.5		42.0				
Max Q Clear Time (g_c+I1), s	8.3	31.1		25.7	13.9	45.5		17.6				
Green Ext Time (p_c), s	0.0	10.2		1.2	0.2	0.0		1.5				

Intersection Summary

HCM 6th Ctrl Delay	147.1
HCM 6th LOS	F

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

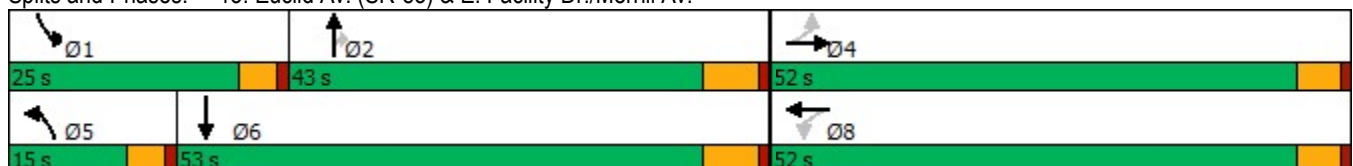


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	8	5	405	60	41	1479	629	646	1417
Future Volume (vph)	8	5	405	60	41	1479	629	646	1417
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	28.0	28.0	14.5	28.0
Total Split (s)	52.0	52.0	52.0	52.0	15.0	43.0	43.0	25.0	53.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	12.5%	35.8%	35.8%	20.8%	44.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		47.0		47.0	10.1	37.0	37.0	20.5	50.3
Actuated g/C Ratio		0.39		0.39	0.08	0.31	0.31	0.17	0.42
v/c Ratio		0.03		1.43	0.33	1.49	1.16	2.50	1.11
Control Delay		19.3		231.0	58.6	258.5	118.9	707.3	92.6
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		19.3		231.0	58.6	258.5	118.9	707.3	92.6
LOS		B		F	E	F	F	F	F
Approach Delay		19.3		231.0		213.8			279.0
Approach LOS		B		F		F			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.50
 Intersection Signal Delay: 243.2
 Intersection LOS: F
 Intersection Capacity Utilization 148.9%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↕	↗	↗	↕	↗
Traffic Volume (veh/h)	8	5	4	405	60	297	41	1479	629	646	1417	67
Future Volume (veh/h)	8	5	4	405	60	297	41	1479	629	646	1417	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	9	5	2	431	64	292	44	1573	654	687	1507	55
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	165	61	357	46	211	104	1054	470	277	1397	51
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.06	0.31	0.31	0.17	0.42	0.42
Sat Flow, veh/h	668	422	156	793	118	537	1619	3420	1525	1619	3365	123
Grp Volume(v), veh/h	16	0	0	787	0	0	44	1573	654	687	764	798
Grp Sat Flow(s),veh/h/ln	1247	0	0	1449	0	0	1619	1710	1525	1619	1710	1778
Q Serve(g_s), s	0.0	0.0	0.0	46.3	0.0	0.0	3.1	37.0	37.0	20.5	49.8	49.8
Cycle Q Clear(g_c), s	0.7	0.0	0.0	47.0	0.0	0.0	3.1	37.0	37.0	20.5	49.8	49.8
Prop In Lane	0.56		0.12	0.55		0.37	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	535	0	0	614	0	0	104	1055	470	277	710	738
V/C Ratio(X)	0.03	0.00	0.00	1.28	0.00	0.00	0.42	1.49	1.39	2.48	1.08	1.08
Avail Cap(c_a), veh/h	535	0	0	614	0	0	142	1055	470	277	710	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	0.0	38.2	0.0	0.0	54.0	41.5	41.5	49.7	35.1	35.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	139.1	0.0	0.0	1.0	226.3	188.4	678.5	56.3	57.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	41.3	0.0	0.0	1.3	47.6	37.6	60.0	29.9	31.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.0	0.0	177.3	0.0	0.0	55.0	267.8	229.9	728.2	91.4	92.4
LnGrp LOS	C	A	A	F	A	A	E	F	F	F	F	F
Approach Vol, veh/h		16			787			2271			2249	
Approach Delay, s/veh		22.4			177.3			252.8			286.3	
Approach LOS		C			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	43.0		52.0	12.2	55.8		52.0				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	20.5	37.0		47.0	10.5	47.0		47.0				
Max Q Clear Time (g_c+I1), s	22.5	39.0		2.7	5.1	51.8		49.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	255.1
HCM 6th LOS	F

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

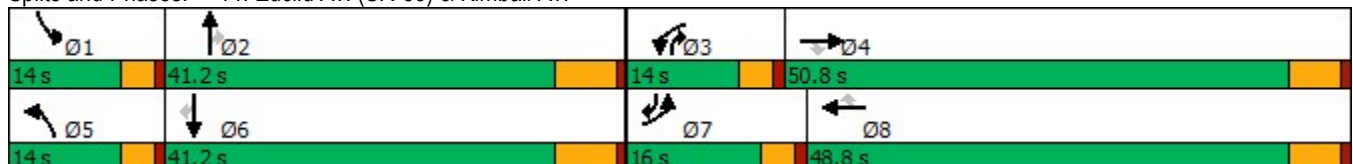
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	337	349	67	124	1184	805	91	1201	74	218	998	483
Future Volume (vph)	337	349	67	124	1184	805	91	1201	74	218	998	483
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	14.0	49.5	49.5	14.0	47.8	47.8	14.0	36.0	14.0	9.0	33.0	14.0
Total Split (s)	16.0	50.8	50.8	14.0	48.8	48.8	14.0	41.2	14.0	14.0	41.2	16.0
Total Split (%)	13.3%	42.3%	42.3%	11.7%	40.7%	40.7%	11.7%	34.3%	11.7%	11.7%	34.3%	13.3%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8	4.8	3.0	5.5	3.0	3.0	5.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.8	5.8	4.0	5.8	5.8	4.0	6.5	4.0	4.0	6.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	12.0	45.0	45.0	10.0	43.0	43.0	10.0	34.7	51.2	10.0	34.7	49.2
Actuated g/C Ratio	0.10	0.38	0.38	0.08	0.36	0.36	0.08	0.29	0.43	0.08	0.29	0.41
v/c Ratio	1.18	0.28	0.11	0.96	1.00	1.22	0.70	1.25	0.11	0.92	1.04	0.76
Control Delay	157.1	27.0	1.9	121.8	63.6	140.7	80.7	159.1	4.9	94.6	81.8	32.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	157.1	27.0	1.9	121.8	63.6	140.7	80.7	159.1	4.9	94.6	81.8	32.4
LOS	F	C	A	F	E	F	F	F	A	F	F	C
Approach Delay		82.9			96.4			145.5			69.4	
Approach LOS		F			F			F			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 98.3	Intersection LOS: F
Intersection Capacity Utilization 112.7%	ICU Level of Service H
Analysis Period (min) 15	































Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 	 	
Traffic Volume (veh/h)	337	349	67	124	1184	805	91	1201	74	218	998	483
Future Volume (veh/h)	337	349	67	124	1184	805	91	1201	74	218	998	483
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	347	360	59	128	1221	652	94	1238	62	225	1029	447
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	1283	572	135	1226	547	129	989	568	246	1001	593
Arrive On Green	0.10	0.38	0.38	0.08	0.36	0.36	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	2956	3420	1525	1619	3420	1525	1619	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	347	360	59	128	1221	652	94	1238	62	225	1029	447
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1619	1710	1525	1619	1710	1525	1478	1710	1506
Q Serve(g_s), s	12.0	8.8	3.0	9.4	42.8	43.0	6.8	34.7	3.2	9.1	35.1	30.8
Cycle Q Clear(g_c), s	12.0	8.8	3.0	9.4	42.8	43.0	6.8	34.7	3.2	9.1	35.1	30.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	1283	572	135	1226	547	129	989	568	246	1001	593
V/C Ratio(X)	1.17	0.28	0.10	0.95	1.00	1.19	0.73	1.25	0.11	0.91	1.03	0.75
Avail Cap(c_a), veh/h	296	1283	572	135	1226	547	135	989	568	246	1001	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	26.2	24.4	54.7	38.4	38.5	53.9	42.6	24.6	54.6	42.4	31.5
Incr Delay (d2), s/veh	108.0	0.1	0.1	61.2	24.8	103.8	14.8	121.7	0.1	34.4	35.7	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	3.5	1.1	6.0	21.1	30.9	3.2	30.4	1.1	4.4	18.8	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	162.0	26.3	24.5	115.9	63.2	142.3	68.7	164.4	24.7	89.0	78.1	37.3
LnGrp LOS	F	C	C	F	E	F	E	F	C	F	F	D
Approach Vol, veh/h		766			2001			1394			1701	
Approach Delay, s/veh		87.6			92.3			151.7			68.8	
Approach LOS		F			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	41.2	14.0	50.8	13.6	41.6	16.0	48.8				
Change Period (Y+Rc), s	4.0	6.5	4.0	5.8	4.0	6.5	4.0	5.8				
Max Green Setting (Gmax), s	10.0	34.7	10.0	45.0	10.0	34.7	12.0	43.0				
Max Q Clear Time (g_c+I1), s	11.1	36.7	11.4	10.8	8.8	37.1	14.0	45.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				99.0								
HCM 6th LOS				F								

Intersection

Intersection Delay, s/veh 19.6

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	148	23	28	386	19	36	153	30	21	141	57
Future Vol, veh/h	21	148	23	28	386	19	36	153	30	21	141	57
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	23	163	25	31	424	21	40	168	33	23	155	63
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.4	27.4	14.7	14.5
HCM LOS	B	D	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	11%	6%	10%
Vol Thru, %	70%	77%	89%	64%
Vol Right, %	14%	12%	4%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	219	192	433	219
LT Vol	36	21	28	21
Through Vol	153	148	386	141
RT Vol	30	23	19	57
Lane Flow Rate	241	211	476	241
Geometry Grp	1	1	1	1
Degree of Util (X)	0.439	0.378	0.785	0.433
Departure Headway (Hd)	6.561	6.453	5.94	6.481
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	546	555	609	554
Service Time	4.627	4.522	3.992	4.547
HCM Lane V/C Ratio	0.441	0.38	0.782	0.435
HCM Control Delay	14.7	13.4	27.4	14.5
HCM Lane LOS	B	B	D	B
HCM 95th-tile Q	2.2	1.8	7.5	2.2

Intersection

Intersection Delay, s/v	350.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	1229	137	21	1543	36	163	207	38	12	147	59
Future Vol, veh/h	60	1229	137	21	1543	36	163	207	38	12	147	59
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	72	1481	165	25	1859	43	196	249	46	14	177	71
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	1472.4	1706.9	195.2	95.2
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	4%	1%	6%
Vol Thru, %	51%	86%	96%	67%
Vol Right, %	9%	10%	2%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	408	1426	1600	218
LT Vol	163	60	21	12
Through Vol	207	1229	1543	147
RT Vol	38	137	36	59
Lane Flow Rate	492	1718	1928	263
Geometry Grp	1	1	1	1
Degree of Util (X)	1.203	4.171	4.7	0.689
Departure Headway (Hd)	23.915	18.501	17.247	35.765
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	157	223	231	105
Service Time	21.915	16.501	15.247	33.765
HCM Lane V/C Ratio	3.134	7.704	8.346	2.505
HCM Control Delay	195.2	1472.4	1706.9	95.2
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	10.4	80.9	100.2	3.5

Intersection

Intersection Delay, s/veh 243

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	48	128	41	51	311	64	54	618	23	58	516	56
Future Vol, veh/h	48	128	41	51	311	64	54	618	23	58	516	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	50	133	43	53	324	67	56	644	24	60	538	58
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	34.3	94.7	358.4	287.9
HCM LOS	D	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	22%	12%	9%
Vol Thru, %	89%	59%	73%	82%
Vol Right, %	3%	19%	15%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	695	217	426	630
LT Vol	54	48	51	58
Through Vol	618	128	311	516
RT Vol	23	41	64	56
Lane Flow Rate	724	226	444	656
Geometry Grp	1	1	1	1
Degree of Util (X)	1.718	0.596	1.034	1.552
Departure Headway (Hd)	9.976	13.365	11.264	10.298
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	369	274	328	361
Service Time	7.976	11.365	9.264	8.298
HCM Lane V/C Ratio	1.962	0.825	1.354	1.817
HCM Control Delay	358.4	34.3	94.7	287.9
HCM Lane LOS	F	D	F	F
HCM 95th-tile Q	38.4	3.5	11.8	30.7

Intersection												
Intersection Delay, s/vd	15.2											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	224	1337	444	99	1482	103	159	385	22	62	518	85
Future Vol, veh/h	224	1337	444	99	1482	103	159	385	22	62	518	85
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	238	1422	472	105	1577	110	169	410	23	66	551	90
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	2155.9	1781.3	459.4	547.9
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	11%	6%	9%
Vol Thru, %	68%	67%	88%	78%
Vol Right, %	4%	22%	6%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	566	2005	1684	665
LT Vol	159	224	99	62
Through Vol	385	1337	1482	518
RT Vol	22	444	103	85
Lane Flow Rate	602	2133	1791	707
Geometry Grp	1	1	1	1
Degree of Util (X)	1.611	5.621	4.763	1.875
Departure Headway (Hd)	63.741	33.476	38.062	55.506
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	66	149	125	78
Service Time	61.741	31.476	36.062	53.506
HCM Lane V/C Ratio	9.121	14.315	14.328	9.064
HCM Control Delay	459.4	2155.9	1781.3	547.9
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	8.4	65.6	48	11.2

Intersection

Intersection Delay, s/v ~~19~~ 22.8

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	59	1450	85	285	2119	157	52	173	105	204	274	47
Future Vol, veh/h	59	1450	85	285	2119	157	52	173	105	204	274	47
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	61	1510	89	297	2207	164	54	180	109	213	285	49
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	1552	2707.7	183.5	313.2
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	4%	11%	39%
Vol Thru, %	52%	91%	83%	52%
Vol Right, %	32%	5%	6%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	330	1594	2561	525
LT Vol	52	59	285	204
Through Vol	173	1450	2119	274
RT Vol	105	85	157	47
Lane Flow Rate	344	1660	2668	547
Geometry Grp	1	1	1	1
Degree of Util (X)	0.901	4.297	6.911	1.422
Departure Headway (Hd)	53.65	28.763	20.748	36.082
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	72	149	213	109
Service Time	51.65	26.763	18.748	34.082
HCM Lane V/C Ratio	4.778	11.141	12.526	5.018
HCM Control Delay	183.5	1552	2707.7	313.2
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	4.4	55.2	131.6	10.4

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	1485	57	301	2118	41	77	164	121	64	92	15
Future Vol, veh/h	35	1485	57	301	2118	41	77	164	121	64	92	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	1614	62	327	2302	45	84	178	132	70	100	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2347	0	0	1676	0	0	4758	4722	1645	4855	4731	2325
Stage 1	-	-	-	-	-	-	1721	1721	-	2979	2979	-
Stage 2	-	-	-	-	-	-	3037	3001	-	1876	1752	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	213	-	-	388	-	-	0	~ 1	~ 124	0	~ 1	48
Stage 1	-	-	-	-	-	-	115	~ 146	-	~ 20	~ 33	-
Stage 2	-	-	-	-	-	-	~ 19	~ 32	-	93	141	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	213	-	-	388	-	-	0	~ 124	-	0	0	48
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	-	-	0	-	-
Stage 1	-	-	-	-	-	-	115	0	-	~ 20	~ 33	-
Stage 2	-	-	-	-	-	-	-	~ 32	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	5.9		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	213	-	-	388	-	-	-
HCM Lane V/C Ratio	-	0.179	-	-	0.843	-	-	-
HCM Control Delay (s)	-	25.5	0	-	48	0	-	-
HCM Lane LOS	-	D	A	-	E	A	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-	7.9	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	1605	61	318	2094	42	82	182	139	64	92	14
Future Vol, veh/h	37	1605	61	318	2094	42	82	182	139	64	92	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	1745	66	346	2276	46	89	198	151	70	100	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2322	0	0	1811	0	0	4907	4872	1778	5024	4882	2299
Stage 1	-	-	-	-	-	-	1858	1858	-	2991	2991	-
Stage 2	-	-	-	-	-	-	3049	3014	-	2033	1891	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	218	-	-	~ 344	-	-	0	~ 1	~ 103	0	~ 1	50
Stage 1	-	-	-	-	-	-	95	~ 125	-	~ 20	~ 32	-
Stage 2	-	-	-	-	-	-	~ 18	~ 31	-	75	120	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	218	-	-	~ 344	-	-	0	~ 103	-	0	0	50
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	-	-	0	-	-
Stage 1	-	-	-	-	-	-	95	~ 125	-	~ 20	0	-
Stage 2	-	-	-	-	-	-	0	-	~ 20	120	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	11.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	218	-	-	~ 344	-	-	-
HCM Lane V/C Ratio	-	0.184	-	-	1.005	-	-	-
HCM Control Delay (s)	-	25.2	0	-	85.3	0	-	-
HCM Lane LOS	-	D	A	-	F	A	-	-
HCM 95th %tile Q(veh)	-	0.7	-	-	11.5	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings

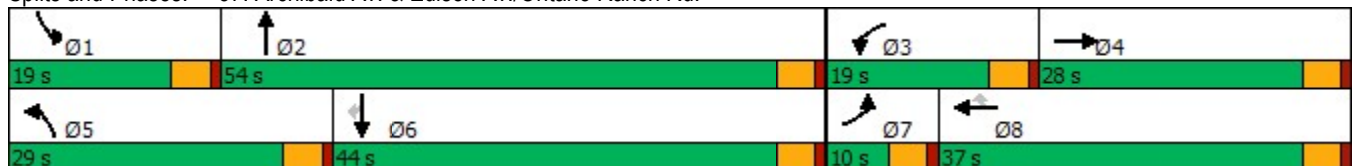
37: Archibald Av. & Edison Av./Ontario Ranch Rd.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	672	194	603	1175	132	496	1386	933	169	957	281
Future Volume (vph)	98	672	194	603	1175	132	496	1386	933	169	957	281
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	10.0	28.0		19.0	37.0	37.0	29.0	54.0		19.0	44.0	44.0
Total Split (%)	8.3%	23.3%		15.8%	30.8%	30.8%	24.2%	45.0%		15.8%	36.7%	36.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	5.5	23.5	120.0	14.5	32.5	32.5	24.5	49.5	120.0	14.5	39.5	39.5
Actuated g/C Ratio	0.05	0.20	1.00	0.12	0.27	0.27	0.20	0.41	1.00	0.12	0.33	0.33
v/c Ratio	0.78	1.05	0.14	1.81	2.65	0.29	1.66	1.03	0.68	0.95	0.89	0.51
Control Delay	90.8	93.5	0.2	404.6	769.1	8.2	340.4	65.3	2.5	106.4	48.6	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.8	93.5	0.2	404.6	769.1	8.2	340.4	65.3	2.5	106.4	48.6	16.4
LOS	F	F	A	F	F	A	F	E	A	F	D	B
Approach Delay		74.5			601.4			92.9			49.1	
Approach LOS		E			F			F			D	

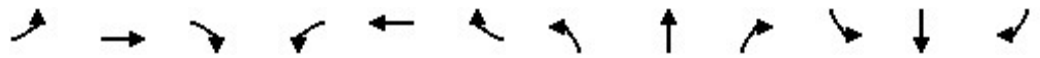
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.65
 Intersection Signal Delay: 218.6
 Intersection LOS: F
 Intersection Capacity Utilization 143.1%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑	↗	↗	↑↑	↗	↗	↑↑	↗
Traffic Volume (veh/h)	98	672	194	603	1175	132	496	1386	933	169	957	281
Future Volume (veh/h)	98	672	194	603	1175	132	496	1386	933	169	957	281
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	108	738	0	663	1291	122	545	1523	0	186	1052	298
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	705		368	488	408	331	1485		196	1185	491
Arrive On Green	0.05	0.20	0.00	0.12	0.27	0.27	0.20	0.41	0.00	0.12	0.33	0.33
Sat Flow, veh/h	3048	3600	1525	3048	1800	1506	1619	3600	1525	1619	3600	1491
Grp Volume(v), veh/h	108	738	0	663	1291	122	545	1523	0	186	1052	298
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1800	1506	1619	1800	1525	1619	1800	1491
Q Serve(g_s), s	4.2	23.5	0.0	14.5	32.5	7.7	24.5	49.5	0.0	13.7	33.2	20.1
Cycle Q Clear(g_c), s	4.2	23.5	0.0	14.5	32.5	7.7	24.5	49.5	0.0	13.7	33.2	20.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	705		368	488	408	331	1485		196	1185	491
V/C Ratio(X)	0.77	1.05		1.80	2.65	0.30	1.65	1.03		0.95	0.89	0.61
Avail Cap(c_a), veh/h	140	705		368	488	408	331	1485		196	1185	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	48.3	0.0	52.8	43.8	34.7	47.7	35.2	0.0	52.4	38.1	33.7
Incr Delay (d2), s/veh	23.1	46.8	0.0	370.9	747.6	0.4	305.2	30.1	0.0	50.2	8.5	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	14.7	0.0	24.3	114.9	2.8	37.4	25.9	0.0	8.0	15.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.7	95.0	0.0	423.6	791.3	35.1	352.9	65.4	0.0	102.6	46.6	35.9
LnGrp LOS	E	F		F	F	D	F	F		F	D	D
Approach Vol, veh/h		846	A		2076			2068	A		1536	
Approach Delay, s/veh		93.1			629.4			141.1			51.3	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	54.0	19.0	28.0	29.0	44.0	10.0	37.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	49.5	14.5	23.5	24.5	39.5	5.5	32.5				
Max Q Clear Time (g_c+I1), s	15.7	51.5	16.5	25.5	26.5	35.2	6.2	34.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0				

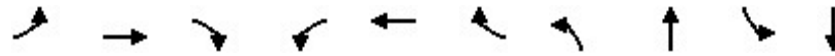
Intersection Summary

HCM 6th Ctrl Delay	269.1
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
38: S Turner Av. & Ontario Ranch Rd.

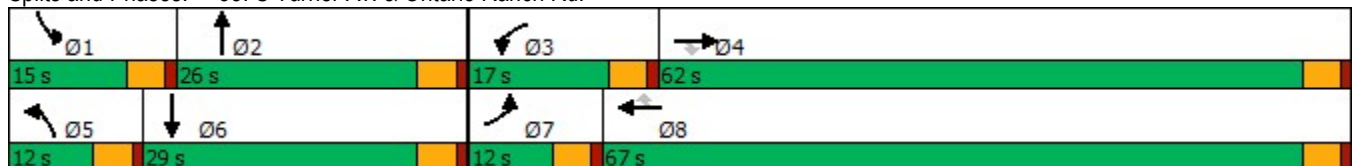


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↘
Traffic Volume (vph)	141	1564	18	63	1894	50	44	157	215	86
Future Volume (vph)	141	1564	18	63	1894	50	44	157	215	86
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	12.0	62.0	62.0	17.0	67.0	67.0	12.0	26.0	15.0	29.0
Total Split (%)	10.0%	51.7%	51.7%	14.2%	55.8%	55.8%	10.0%	21.7%	12.5%	24.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.5	62.7	62.7	9.6	62.6	62.6	7.0	17.7	10.5	23.3
Actuated g/C Ratio	0.06	0.54	0.54	0.08	0.54	0.54	0.06	0.15	0.09	0.20
v/c Ratio	1.35	0.89	0.02	0.47	1.08	0.06	0.45	0.76	1.48	0.63
Control Delay	247.6	33.0	0.1	61.7	74.4	0.8	67.3	62.6	280.1	40.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	247.6	33.0	0.1	61.7	74.4	0.8	67.3	62.6	280.1	40.8
LOS	F	C	A	E	E	A	E	E	F	D
Approach Delay		50.2			72.2			63.5		158.5
Approach LOS		D			E			E		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.48
 Intersection Signal Delay: 71.7
 Intersection LOS: E
 Intersection Capacity Utilization 97.8%
 ICU Level of Service F
 Analysis Period (min) 15

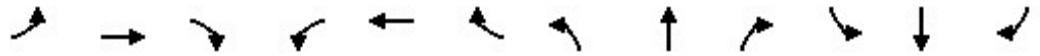
Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	1564	18	63	1894	50	44	157	41	215	86	136
Future Volume (veh/h)	141	1564	18	63	1894	50	44	157	41	215	86	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	157	1738	20	70	2104	56	49	174	46	239	96	151
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	2027	904	91	1971	879	63	202	53	166	130	205
Arrive On Green	0.07	0.56	0.56	0.05	0.55	0.55	0.04	0.14	0.14	0.09	0.20	0.20
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	1448	383	1810	665	1046
Grp Volume(v), veh/h	157	1738	20	70	2104	56	49	0	220	239	0	247
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	0	1831	1810	0	1712
Q Serve(g_s), s	7.5	46.6	0.6	4.4	62.5	1.9	3.1	0.0	13.5	10.5	0.0	15.5
Cycle Q Clear(g_c), s	7.5	46.6	0.6	4.4	62.5	1.9	3.1	0.0	13.5	10.5	0.0	15.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.61
Lane Grp Cap(c), veh/h	119	2027	904	91	1971	879	63	0	255	166	0	336
V/C Ratio(X)	1.32	0.86	0.02	0.77	1.07	0.06	0.77	0.00	0.86	1.44	0.00	0.74
Avail Cap(c_a), veh/h	119	2027	904	198	1971	879	119	0	344	166	0	366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.5	21.2	11.1	53.7	26.0	12.2	54.8	0.0	48.2	52.0	0.0	43.2
Incr Delay (d2), s/veh	192.8	3.9	0.0	12.9	41.0	0.0	17.7	0.0	15.3	228.6	0.0	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	18.5	0.2	2.3	34.8	0.6	1.7	0.0	7.0	15.2	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	246.3	25.1	11.2	66.6	67.0	12.2	72.4	0.0	63.5	280.6	0.0	50.1
LnGrp LOS	F	C	B	E	F	B	E	A	E	F	A	D
Approach Vol, veh/h		1915			2230			269				486
Approach Delay, s/veh		43.1			65.6			65.1				163.5
Approach LOS		D			E			E				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	20.5	10.2	68.8	8.5	26.9	12.0	67.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	21.5	12.5	57.5	7.5	24.5	7.5	62.5				
Max Q Clear Time (g_c+I1), s	12.5	15.5	6.4	48.6	5.1	17.5	9.5	64.5				
Green Ext Time (p_c), s	0.0	0.5	0.1	6.8	0.0	0.7	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			66.5									
HCM 6th LOS			E									

Timings

39: Haven Av. & Ontario Ranch Rd.

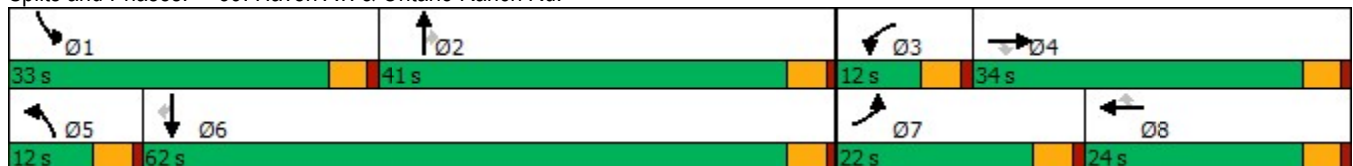
01/11/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	1605	51	107	1369	183	101	350	175	446	437	217
Future Volume (vph)	253	1605	51	107	1369	183	101	350	175	446	437	217
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.0	34.0	34.0	12.0	24.0	24.0	12.0	41.0	41.0	33.0	62.0	62.0
Total Split (%)	18.3%	28.3%	28.3%	10.0%	20.0%	20.0%	10.0%	34.2%	34.2%	27.5%	51.7%	51.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	17.6	29.7	29.7	7.4	19.6	19.6	7.5	28.1	28.1	28.6	49.2	49.2
Actuated g/C Ratio	0.16	0.27	0.27	0.07	0.18	0.18	0.07	0.25	0.25	0.26	0.44	0.44
v/c Ratio	1.08	1.32	0.11	0.59	1.36	0.46	1.01	0.83	0.37	1.17	0.59	0.30
Control Delay	124.1	185.0	0.5	65.3	204.5	9.9	143.0	55.8	7.7	135.8	27.1	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	124.1	185.0	0.5	65.3	204.5	9.9	143.0	55.8	7.7	135.8	27.1	3.3
LOS	F	F	A	E	F	A	F	E	A	F	C	A
Approach Delay		172.0			174.1			56.5			66.5	
Approach LOS		F			F			E			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 111.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.36
 Intersection Signal Delay: 137.1
 Intersection LOS: F
 Intersection Capacity Utilization 99.0%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	1605	51	107	1369	183	101	350	175	446	437	217
Future Volume (veh/h)	253	1605	51	107	1369	183	101	350	175	446	437	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	272	1726	44	115	1472	145	109	376	137	480	470	210
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	259	1389	431	163	1102	272	111	428	362	421	773	653
Arrive On Green	0.16	0.28	0.28	0.06	0.18	0.18	0.07	0.24	0.24	0.26	0.43	0.43
Sat Flow, veh/h	1619	4914	1524	2956	6192	1525	1619	1800	1523	1619	1800	1520
Grp Volume(v), veh/h	272	1726	44	115	1472	145	109	376	137	480	470	210
Grp Sat Flow(s),veh/h/ln	1619	1638	1524	1478	1548	1525	1619	1800	1523	1619	1800	1520
Q Serve(g_s), s	17.5	31.0	2.3	4.2	19.5	9.5	7.4	22.0	8.3	28.5	22.1	10.0
Cycle Q Clear(g_c), s	17.5	31.0	2.3	4.2	19.5	9.5	7.4	22.0	8.3	28.5	22.1	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	1389	431	163	1102	272	111	428	362	421	773	653
V/C Ratio(X)	1.05	1.24	0.10	0.71	1.34	0.53	0.98	0.88	0.38	1.14	0.61	0.32
Avail Cap(c_a), veh/h	259	1389	431	202	1102	272	111	600	508	421	945	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	39.3	29.0	50.9	45.0	40.9	51.0	40.2	35.0	40.5	24.1	20.7
Incr Delay (d2), s/veh	70.2	115.5	0.1	8.1	157.2	2.0	80.0	10.6	0.7	87.8	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	26.5	0.8	1.7	19.1	3.5	5.4	10.6	3.0	21.1	8.9	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	116.2	154.8	29.1	59.0	202.3	42.9	131.0	50.8	35.6	128.3	24.9	21.0
LnGrp LOS	F	F	C	E	F	D	F	D	D	F	C	C
Approach Vol, veh/h		2042			1732			622			1160	
Approach Delay, s/veh		146.9			179.4			61.5			67.0	
Approach LOS		F			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.0	30.6	10.5	35.5	12.0	51.6	22.0	24.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.5	36.5	7.5	29.5	7.5	57.5	17.5	19.5				
Max Q Clear Time (g_c+I1), s	30.5	24.0	6.2	33.0	9.4	24.1	19.5	21.5				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.0	3.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				130.8								
HCM 6th LOS				F								

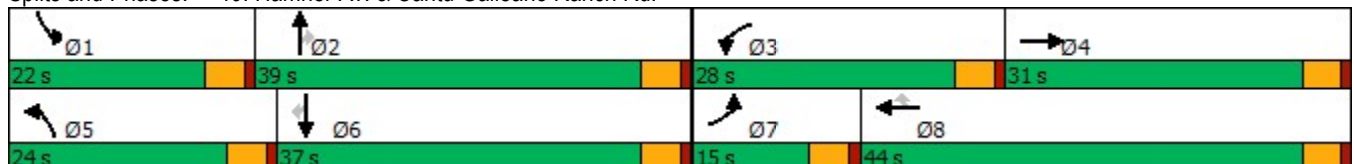
Timings
40: Hamner Av. & Cantu Galleano Ranch Rd.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	835	1637	291	1504	379	309	794	376	377	225	511	
Future Volume (vph)	835	1637	291	1504	379	309	794	376	377	225	511	
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4	3	8		5	2		1	6		
Permitted Phases					8			2			6	
Detector Phase	7	4	3	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	15.0	31.0	28.0	44.0	44.0	24.0	39.0	39.0	22.0	37.0	37.0	
Total Split (%)	12.5%	25.8%	23.3%	36.7%	36.7%	20.0%	32.5%	32.5%	18.3%	30.8%	30.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	10.5	35.1	15.1	39.7	39.7	15.5	28.7	28.7	16.2	29.5	29.5	
Actuated g/C Ratio	0.09	0.31	0.13	0.35	0.35	0.14	0.25	0.25	0.14	0.26	0.26	
v/c Ratio	2.68	0.90	0.65	1.24	0.55	0.67	0.63	0.62	0.78	0.25	0.93	
Control Delay	783.1	45.4	53.9	147.9	15.4	54.4	39.7	13.2	59.4	34.0	49.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	783.1	45.4	53.9	147.9	15.4	54.4	39.7	13.2	59.4	34.0	49.9	
LOS	F	D	D	F	B	D	D	B	E	C	D	
Approach Delay		284.9		112.2			36.0			49.9		
Approach LOS		F		F			D			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.2
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.68
 Intersection Signal Delay: 147.9
 Intersection LOS: F
 Intersection Capacity Utilization 106.5%
 ICU Level of Service G
 Analysis Period (min) 15

























Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
40: Hamner Av. & Cantu Galleano Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	835	1637	101	291	1504	379	309	794	376	377	225	511
Future Volume (veh/h)	835	1637	101	291	1504	379	309	794	376	377	225	511
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	870	1705	49	303	1567	329	322	827	309	393	234	491
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	2189	63	381	1259	561	396	1394	433	460	1036	462
Arrive On Green	0.09	0.33	0.33	0.11	0.35	0.35	0.11	0.27	0.27	0.13	0.29	0.29
Sat Flow, veh/h	3510	6579	189	3510	3610	1610	3510	5187	1610	3510	3610	1610
Grp Volume(v), veh/h	870	1270	484	303	1567	329	322	827	309	393	234	491
Grp Sat Flow(s),veh/h/ln	1755	1634	1866	1755	1805	1610	1755	1729	1610	1755	1805	1610
Q Serve(g_s), s	10.5	26.4	26.4	9.5	39.5	18.9	10.1	15.7	19.7	12.4	5.6	32.5
Cycle Q Clear(g_c), s	10.5	26.4	26.4	9.5	39.5	18.9	10.1	15.7	19.7	12.4	5.6	32.5
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	1631	621	381	1259	561	396	1394	433	460	1036	462
V/C Ratio(X)	2.67	0.78	0.78	0.80	1.24	0.59	0.81	0.59	0.71	0.85	0.23	1.06
Avail Cap(c_a), veh/h	325	1631	621	728	1259	561	604	1580	490	542	1036	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	34.0	34.0	49.3	36.9	30.2	49.1	36.0	37.5	48.2	30.8	40.4
Incr Delay (d2), s/veh	762.0	2.5	6.3	3.8	117.1	1.6	5.0	0.5	4.2	11.1	0.1	59.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	38.8	10.1	12.2	4.2	36.4	7.1	4.5	6.4	7.8	5.9	2.3	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	813.4	36.5	40.3	53.1	153.9	31.8	54.1	36.5	41.7	59.3	30.9	100.0
LnGrp LOS	F	D	D	D	F	C	D	D	D	E	C	F
Approach Vol, veh/h		2624			2199			1458			1118	
Approach Delay, s/veh		294.8			121.8			41.5			71.2	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	34.9	16.8	42.2	17.3	37.0	15.0	44.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	34.5	23.5	26.5	19.5	32.5	10.5	39.5				
Max Q Clear Time (g_c+I1), s	14.4	21.7	11.5	28.4	12.1	34.5	12.5	41.5				
Green Ext Time (p_c), s	0.4	5.0	0.8	0.0	0.6	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				159.7								
HCM 6th LOS				F								

Timings

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/17/2023

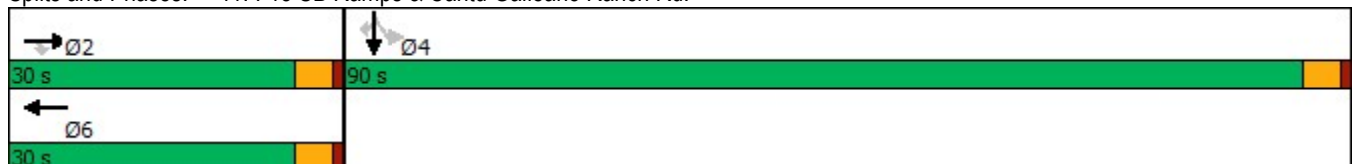


Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑	↔	↑
Traffic Volume (vph)	1564	373	867	430	322	0	1824
Future Volume (vph)	1564	373	867	430	322	0	1824
Turn Type	NA	Perm	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		2		Free	4		4
Detector Phase	2	2	6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0		90.0	90.0	90.0
Total Split (%)	25.0%	25.0%	25.0%		75.0%	75.0%	75.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min		None	None	None
Act Effct Green (s)	25.5	25.5	25.5	118.4	83.9	83.9	83.9
Actuated g/C Ratio	0.22	0.22	0.22	1.00	0.71	0.71	0.71
v/c Ratio	1.54	0.73	1.22	0.17	0.26	0.97	0.94
Control Delay	280.2	23.0	152.8	0.1	6.8	38.6	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	280.2	23.0	152.8	0.1	6.8	38.6	31.8
LOS	F	C	F	A	A	D	C
Approach Delay	230.6		102.2			31.4	
Approach LOS	F		F			C	

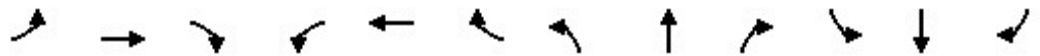
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.4
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.54
 Intersection Signal Delay: 120.2
 Intersection LOS: F
 Intersection Capacity Utilization 106.8%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑	↗↗				↘	↕	↗
Traffic Volume (veh/h)	0	1564	373	0	867	430	0	0	0	322	0	1824
Future Volume (veh/h)	0	1564	373	0	867	430	0	0	0	322	0	1824
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1719	0	0	953	0				236	0	1801
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1569		0	1092					1069	0	1902
Arrive On Green	0.00	0.30	0.00	0.00	0.30	0.00				0.89	0.00	0.89
Sat Flow, veh/h	0	5358	1610	0	3705	2834				1810	0	3220
Grp Volume(v), veh/h	0	1719	0	0	953	0				236	0	1801
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1805	1417				1810	0	1610
Q Serve(g_s), s	0.0	25.5	0.0	0.0	21.1	0.0				1.6	0.0	33.4
Cycle Q Clear(g_c), s	0.0	25.5	0.0	0.0	21.1	0.0				1.6	0.0	33.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1569		0	1092					1069	0	1902
V/C Ratio(X)	0.00	1.10		0.00	0.87					0.22	0.00	0.95
Avail Cap(c_a), veh/h	0	1569		0	1092					1836	0	3267
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.50	1.50	1.50
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.4	0.0	0.0	27.9	0.0				2.1	0.0	3.9
Incr Delay (d2), s/veh	0.0	53.5	0.0	0.0	7.9	0.0				0.1	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.0	0.0	0.0	9.2	0.0				0.4	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	82.9	0.0	0.0	35.8	0.0				2.2	0.0	8.1
LnGrp LOS	A	F		A	D					A	A	A
Approach Vol, veh/h		1719	A		953	A					2037	
Approach Delay, s/veh		82.9			35.8						7.4	
Approach LOS		F			D						A	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		30.0		54.3		30.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		25.5		85.5		25.5						
Max Q Clear Time (g_c+I1), s		27.5		35.4		23.1						
Green Ext Time (p_c), s		0.0		14.4		1.3						

Intersection Summary

HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

42: I-15 NB Ramps & Cantu Galleano Ranch Rd.

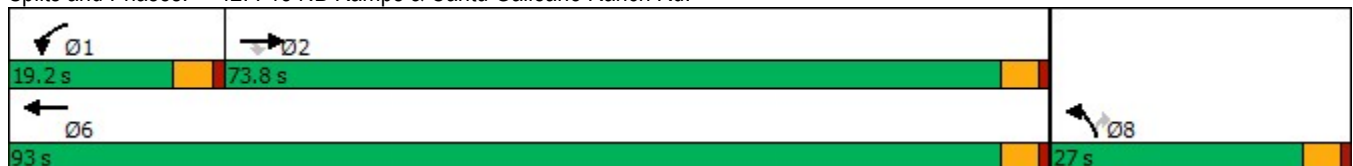
01/12/2023

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑↑	↘↙	↑
Traffic Volume (vph)	576	1169	281	531	649	544
Future Volume (vph)	576	1169	281	531	649	544
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	73.8	73.8	19.2	93.0	27.0	27.0
Total Split (%)	61.5%	61.5%	16.0%	77.5%	22.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	66.5	66.5	13.4	84.4	22.6	22.6
Actuated g/C Ratio	0.57	0.57	0.12	0.73	0.19	0.19
v/c Ratio	0.18	0.98	0.69	0.13	1.17	0.61
Control Delay	12.0	33.4	59.1	4.8	133.2	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	33.4	59.1	4.8	133.2	8.9
LOS	B	C	E	A	F	A
Approach Delay	26.3			23.6	94.1	
Approach LOS	C			C	F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 116	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 47.3	Intersection LOS: D
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↵↵	↑↑↑	↵↵↵	↑
Traffic Volume (veh/h)	576	1169	281	531	649	544
Future Volume (veh/h)	576	1169	281	531	649	544
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	588	627	287	542	662	300
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2646	747	404	3639	854	380
Arrive On Green	0.46	0.46	0.11	0.64	0.24	0.24
Sat Flow, veh/h	5700	1610	3619	5700	3619	1610
Grp Volume(v), veh/h	588	627	287	542	662	300
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	4.4	24.5	5.5	2.7	12.3	12.5
Cycle Q Clear(g_c), s	4.4	24.5	5.5	2.7	12.3	12.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2646	747	404	3639	854	380
V/C Ratio(X)	0.22	0.84	0.71	0.15	0.78	0.79
Avail Cap(c_a), veh/h	5512	1557	742	7039	1136	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	16.8	30.7	5.2	25.6	25.7
Incr Delay (d2), s/veh	0.0	2.6	2.3	0.0	2.5	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.4	2.3	0.6	5.0	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.5	19.5	33.1	5.2	28.1	31.8
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	1215			829	962	
Approach Delay, s/veh	15.6			14.8	29.2	
Approach LOS	B			B	C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.5	37.8			50.3	21.4
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	14.7	69.3			88.5	22.5
Max Q Clear Time (g_c+I1), s	7.5	26.5			4.7	14.5
Green Ext Time (p_c), s	0.5	6.8			3.5	2.4

Intersection Summary

HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	845	7	421	1000	1389	1710	532
Future Volume (vph)	845	7	421	1000	1389	1710	532
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	35.0	82.0	47.0	47.0
Total Split (%)	31.7%	31.7%	31.7%	29.2%	68.3%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effect Green (s)	33.5	33.5	33.5	30.5	77.5	42.5	42.5
Actuated g/C Ratio	0.28	0.28	0.28	0.25	0.65	0.35	0.35
v/c Ratio	0.96	0.99	0.82	2.23	0.61	1.37	0.71
Control Delay	74.7	83.8	50.1	583.1	13.8	202.1	19.9
Queue Delay	0.0	0.0	0.0	0.0	3.5	0.0	0.0
Total Delay	74.7	83.8	50.1	583.1	17.3	202.1	19.9
LOS	E	F	D	F	B	F	B
Approach Delay		70.5			254.1	158.8	
Approach LOS		E			F	F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.23
 Intersection Signal Delay: 178.3
 Intersection LOS: F
 Intersection Capacity Utilization 152.3%
 ICU Level of Service H
 Analysis Period (min) 15

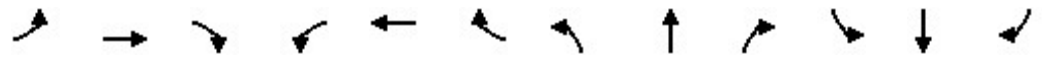
Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶	↶	↶	↶		↶	↶
Traffic Volume (veh/h)	0	0	0	845	7	421	1000	1389	0	0	1710	532
Future Volume (veh/h)	0	0	0	845	7	421	1000	1389	0	0	1710	532
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				953	0	190	1020	1417	0	0	1745	353
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1005	0	447	461	2337	0	0	1281	572
Arrive On Green				0.28	0.00	0.28	0.25	0.65	0.00	0.00	0.35	0.35
Sat Flow, veh/h				3619	0	1610	1810	3705	0	0	3705	1610
Grp Volume(v), veh/h				953	0	190	1020	1417	0	0	1745	353
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1805	0	0	1805	1610
Q Serve(g_s), s				30.9	0.0	11.6	30.5	27.3	0.0	0.0	42.5	21.7
Cycle Q Clear(g_c), s				30.9	0.0	11.6	30.5	27.3	0.0	0.0	42.5	21.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1005	0	447	461	2337	0	0	1281	572
V/C Ratio(X)				0.95	0.00	0.43	2.21	0.61	0.00	0.00	1.36	0.62
Avail Cap(c_a), veh/h				1013	0	450	461	2337	0	0	1281	572
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				42.4	0.0	35.4	44.6	12.3	0.0	0.0	38.6	31.9
Incr Delay (d2), s/veh				17.2	0.0	0.6	552.8	0.5	0.0	0.0	168.0	2.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.6	0.0	4.5	84.0	9.9	0.0	0.0	47.9	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				59.6	0.0	36.1	597.5	12.7	0.0	0.0	206.6	33.9
LnGrp LOS				E	A	D	F	B	A	A	F	C
Approach Vol, veh/h					1143			2437			2098	
Approach Delay, s/veh					55.7			257.5			177.5	
Approach LOS					E			F			F	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		82.0			35.0	47.0		37.7				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		77.5			30.5	42.5		33.5				
Max Q Clear Time (g_c+I1), s		29.3			32.5	44.5		32.9				
Green Ext Time (p_c), s		14.6			0.0	0.0		0.3				

Intersection Summary

HCM 6th Ctrl Delay	187.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

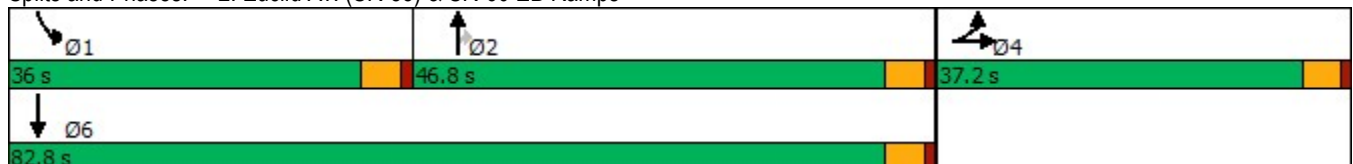


Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	335	6	1756	748	409	1895
Future Volume (vph)	335	6	1756	748	409	1895
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	37.2	37.2	46.8	46.8	36.0	82.8
Total Split (%)	31.0%	31.0%	39.0%	39.0%	30.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	32.7	32.7	42.3	42.3	30.2	77.0
Actuated g/C Ratio	0.28	0.28	0.36	0.36	0.25	0.65
v/c Ratio	0.67	1.50	1.42	0.95	0.93	0.84
Control Delay	46.5	267.5	225.8	39.5	71.5	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	47.0
Total Delay	46.5	267.5	225.8	39.5	71.5	67.6
LOS	D	F	F	D	E	E
Approach Delay		196.0	170.2			68.3
Approach LOS		F	F			E

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.50	
Intersection Signal Delay: 133.4	Intersection LOS: F
Intersection Capacity Utilization 152.3%	ICU Level of Service H
Analysis Period (min) 15	




















Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	335	6	591	0	0	0	0	1756	748	409	1895	0
Future Volume (veh/h)	335	6	591	0	0	0	0	1756	748	409	1895	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	349	6	542				0	1829	652	426	1974	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	501	5	442				0	1293	561	453	2335	0
Arrive On Green	0.28	0.28	0.28				0.00	0.36	0.36	0.25	0.65	0.00
Sat Flow, veh/h	1810	18	1595				0	3705	1567	1810	3705	0
Grp Volume(v), veh/h	349	0	548				0	1829	652	426	1974	0
Grp Sat Flow(s),veh/h/ln	1810	0	1613				0	1805	1567	1810	1805	0
Q Serve(g_s), s	20.4	0.0	32.7				0.0	42.3	42.3	27.2	50.3	0.0
Cycle Q Clear(g_c), s	20.4	0.0	32.7				0.0	42.3	42.3	27.2	50.3	0.0
Prop In Lane	1.00		0.99				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	501	0	447				0	1293	561	453	2335	0
V/C Ratio(X)	0.70	0.00	1.23				0.00	1.41	1.16	0.94	0.85	0.00
Avail Cap(c_a), veh/h	501	0	447				0	1293	561	483	2394	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.3	0.0	42.7				0.0	37.9	37.9	43.4	16.2	0.0
Incr Delay (d2), s/veh	4.2	0.0	120.6				0.0	191.1	91.0	25.8	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.0	27.4				0.0	52.2	29.7	15.1	18.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.0	163.3				0.0	229.0	128.9	69.2	19.2	0.0
LnGrp LOS	D	A	F				A	F	F	E	B	A
Approach Vol, veh/h		897						2481			2400	
Approach Delay, s/veh		116.3						202.7			28.1	
Approach LOS		F						F			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	34.1	46.8	37.2	80.9								
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), s	31.5	42.3	32.7	78.3								
Max Q Clear Time (g_c+I1), s	29.2	44.3	34.7	52.3								
Green Ext Time (p_c), s	0.3	0.0	0.0	17.8								
Intersection Summary												
HCM 6th Ctrl Delay			116.7									
HCM 6th LOS			F									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings

3: Euclid Av. (SR-83) & Walnut Av.

01/12/2023

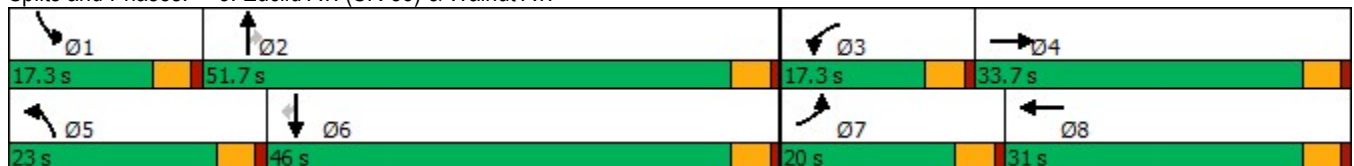


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕	↙	↕	↙	↕	↗	↙↕	↕↗	↗
Traffic Volume (vph)	174	573	122	423	161	2067	98	306	1653	198
Future Volume (vph)	174	573	122	423	161	2067	98	306	1653	198
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	33.7	17.3	31.0	23.0	51.7	51.7	17.3	46.0	46.0
Total Split (%)	16.7%	28.1%	14.4%	25.8%	19.2%	43.1%	43.1%	14.4%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	15.2	29.2	12.2	26.2	16.3	47.2	47.2	12.8	43.8	43.8
Actuated g/C Ratio	0.13	0.24	0.10	0.22	0.14	0.40	0.40	0.11	0.37	0.37
v/c Ratio	0.90	1.02	0.78	0.83	0.77	1.02	0.16	0.99	0.88	0.33
Control Delay	92.5	75.1	82.8	49.1	72.6	60.4	6.1	100.6	42.1	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.5	75.1	82.8	49.1	72.6	60.4	6.1	100.6	42.1	11.6
LOS	F	E	F	D	E	E	A	F	D	B
Approach Delay		78.0		54.5		59.0			47.6	
Approach LOS		E		D		E			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 119.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 57.7	Intersection LOS: E
Intersection Capacity Utilization 101.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 3: Euclid Av. (SR-83) & Walnut Av.



HCM 6th Signalized Intersection Summary
 3: Euclid Av. (SR-83) & Walnut Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	573	296	122	423	210	161	2067	98	306	1653	198
Future Volume (veh/h)	174	573	296	122	423	210	161	2067	98	306	1653	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	183	603	165	128	445	116	169	2176	56	322	1740	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	207	655	179	152	569	147	195	2175	614	333	2114	597
Arrive On Green	0.13	0.24	0.24	0.09	0.21	0.21	0.12	0.40	0.40	0.11	0.39	0.39
Sat Flow, veh/h	1619	2723	743	1619	2757	713	1619	5400	1524	3048	5400	1524
Grp Volume(v), veh/h	183	398	370	128	289	272	169	2176	56	322	1740	108
Grp Sat Flow(s),veh/h/ln	1619	1800	1666	1619	1800	1669	1619	1800	1524	1524	1800	1524
Q Serve(g_s), s	13.0	25.3	25.4	9.1	17.8	18.1	12.0	47.2	2.7	12.3	33.9	5.4
Cycle Q Clear(g_c), s	13.0	25.3	25.4	9.1	17.8	18.1	12.0	47.2	2.7	12.3	33.9	5.4
Prop In Lane	1.00		0.45	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	433	401	152	372	345	195	2175	614	333	2114	597
V/C Ratio(X)	0.88	0.92	0.92	0.84	0.78	0.79	0.87	1.00	0.09	0.97	0.82	0.18
Avail Cap(c_a), veh/h	214	448	415	177	407	377	256	2175	614	333	2114	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	43.4	43.4	52.3	44.0	44.1	50.6	35.0	21.7	52.0	32.0	23.4
Incr Delay (d2), s/veh	31.6	23.6	25.5	26.3	8.6	9.9	20.8	19.4	0.1	40.5	2.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	13.7	12.9	4.7	8.6	8.2	5.9	23.5	0.9	6.5	14.7	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.8	67.0	68.9	78.6	52.5	54.0	71.5	54.4	21.8	92.5	34.8	23.5
LnGrp LOS	F	E	E	E	D	D	E	F	C	F	C	C
Approach Vol, veh/h		951			689			2401			2170	
Approach Delay, s/veh		70.6			57.9			54.9			42.8	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.3	51.7	15.5	32.7	18.6	50.4	19.5	28.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.8	47.2	12.8	29.2	18.5	41.5	15.5	26.5				
Max Q Clear Time (g_c+I1), s	14.3	49.2	11.1	27.4	14.0	35.9	15.0	20.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.2	4.5	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay			53.4									
HCM 6th LOS			D									

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

01/11/2023

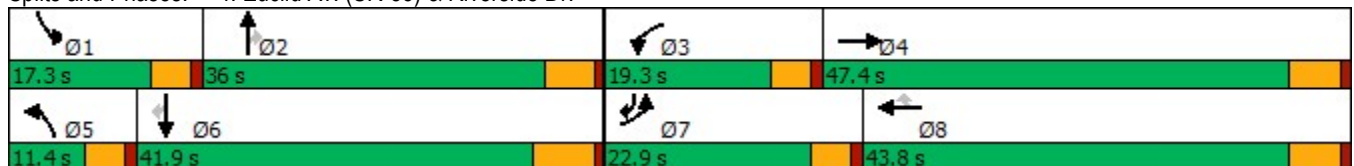


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	158	973	185	697	83	294	1991	439	125	1510	429
Future Volume (vph)	158	973	185	697	83	294	1991	439	125	1510	429
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2		1	6	7
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	22.9	47.4	19.3	43.8	43.8	11.4	36.0	36.0	17.3	41.9	22.9
Total Split (%)	19.1%	39.5%	16.1%	36.5%	36.5%	9.5%	30.0%	30.0%	14.4%	34.9%	19.1%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	15.2	41.6	14.7	41.1	41.1	6.8	31.6	31.6	11.7	35.4	57.1
Actuated g/C Ratio	0.13	0.35	0.12	0.34	0.34	0.06	0.26	0.26	0.10	0.30	0.48
v/c Ratio	0.78	1.87	0.95	0.60	0.14	3.26	2.23	0.82	0.80	1.51	0.57
Control Delay	75.6	422.9	104.9	35.9	0.5	1064.5	583.0	38.1	87.0	267.9	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.6	422.9	104.9	35.9	0.5	1064.5	583.0	38.1	87.0	267.9	21.6
LOS	E	F	F	D	A	F	F	D	F	F	C
Approach Delay		380.5		46.1			547.2			205.8	
Approach LOS		F		D			F			F	

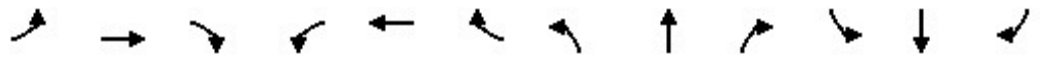
Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.26	
Intersection Signal Delay: 348.0	Intersection LOS: F
Intersection Capacity Utilization 158.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
 4: Euclid Av. (SR-83) & Riverside Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	973	164	185	697	83	294	1991	439	125	1510	429
Future Volume (veh/h)	158	973	164	185	697	83	294	1991	439	125	1510	429
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	160	983	135	187	704	45	297	2011	380	126	1525	334
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	537	74	198	1215	533	92	888	396	149	1009	624
Arrive On Green	0.11	0.35	0.35	0.12	0.36	0.36	0.06	0.26	0.26	0.09	0.30	0.30
Sat Flow, veh/h	1619	1549	213	1619	3420	1502	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	160	0	1118	187	704	45	297	2011	380	126	1525	334
Grp Sat Flow(s),veh/h/ln	1619	0	1762	1619	1710	1502	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	11.7	0.0	41.6	13.8	20.1	2.4	6.8	31.2	29.5	9.2	35.4	19.9
Cycle Q Clear(g_c), s	11.7	0.0	41.6	13.8	20.1	2.4	6.8	31.2	29.5	9.2	35.4	19.9
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	0	611	198	1215	533	92	888	396	149	1009	624
V/C Ratio(X)	0.87	0.00	1.83	0.94	0.58	0.08	3.24	2.27	0.96	0.85	1.51	0.54
Avail Cap(c_a), veh/h	247	0	611	198	1215	533	92	888	396	171	1009	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	0.0	39.2	52.2	31.4	25.7	56.6	44.4	43.8	53.6	42.3	26.8
Incr Delay (d2), s/veh	17.4	0.0	380.2	47.2	0.7	0.1	1034.4	572.9	34.7	24.9	235.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	81.5	8.0	8.1	0.8	29.0	83.0	14.5	4.7	47.4	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.7	0.0	419.4	99.5	32.1	25.8	1091.0	617.3	78.5	78.6	277.7	27.7
LnGrp LOS	E	A	F	F	C	C	F	F	E	E	F	C
Approach Vol, veh/h		1278			936			2688			1985	
Approach Delay, s/veh		375.6			45.3			593.5			223.0	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	37.7	19.3	47.4	11.4	41.9	18.3	48.4				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	12.7	* 31	14.7	41.6	6.8	35.4	18.3	38.0				
Max Q Clear Time (g_c+I1), s	11.2	33.2	15.8	43.6	8.8	37.4	13.7	22.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	4.1				

Intersection Summary

HCM 6th Ctrl Delay	371.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Euclid Av. (SR-83) & Chino Av.

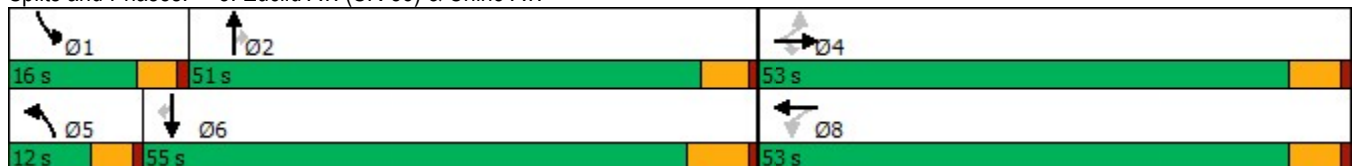


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	153	684	91	165	406	79	2215	262	111	1561	181
Future Volume (vph)	153	684	91	165	406	79	2215	262	111	1561	181
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	53.0	53.0	53.0	53.0	53.0	12.0	51.0	51.0	16.0	55.0	55.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	44.2%	10.0%	42.5%	42.5%	13.3%	45.8%	45.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8		5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	47.2	47.2	47.2		47.2	7.3	46.4	46.4	10.7	48.5	48.5
Actuated g/C Ratio	0.39	0.39	0.39		0.39	0.06	0.39	0.39	0.09	0.40	0.40
v/c Ratio	0.77	1.00	0.15		10.36	0.83	1.72	0.43	0.80	1.16	0.27
Control Delay	57.5	69.6	8.2		4247.2	108.3	356.1	22.5	89.3	115.6	9.8
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	69.6	8.2		4247.2	108.3	356.1	22.5	89.3	115.6	9.8
LOS	E	E	A		F	F	F	C	F	F	A
Approach Delay		61.5			4247.2		314.3			103.7	
Approach LOS		E			F		F			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 10.36
 Intersection Signal Delay: 663.0
 Intersection LOS: F
 Intersection Capacity Utilization 167.4%
 ICU Level of Service H
 Analysis Period (min) 15

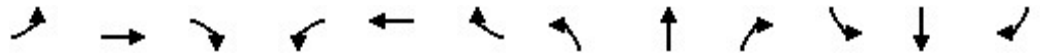
Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
 5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	684	91	165	406	122	79	2215	262	111	1561	181
Future Volume (veh/h)	153	684	91	165	406	122	79	2215	262	111	1561	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	158	705	74	170	419	120	81	2284	208	114	1609	155
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	225	708	600	38	22	5	100	1305	582	136	1382	617
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.06	0.38	0.38	0.08	0.40	0.40
Sat Flow, veh/h	787	1800	1525	2	56	12	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	158	705	74	709	0	0	81	2284	208	114	1609	155
Grp Sat Flow(s),veh/h/ln	787	1800	1525	70	0	0	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	0.0	46.9	3.7	0.3	0.0	0.0	5.9	45.8	11.7	8.3	48.5	8.1
Cycle Q Clear(g_c), s	44.1	46.9	3.7	47.2	0.0	0.0	5.9	45.8	11.7	8.3	48.5	8.1
Prop In Lane	1.00		1.00	0.24		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	708	600	65	0	0	100	1305	582	136	1382	617
V/C Ratio(X)	0.70	1.00	0.12	10.98	0.00	0.00	0.81	1.75	0.36	0.84	1.16	0.25
Avail Cap(c_a), veh/h	225	708	600	65	0	0	100	1305	582	154	1382	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	36.3	23.2	42.8	0.0	0.0	55.6	37.1	26.6	54.1	35.7	23.7
Incr Delay (d2), s/veh	9.4	32.7	0.1	4523.1	0.0	0.0	35.7	340.6	1.7	26.1	82.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	25.7	1.3	83.0	0.0	0.0	3.3	79.3	4.3	4.2	34.1	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	69.0	23.3	4565.9	0.0	0.0	91.3	377.7	28.3	80.2	117.8	24.7
LnGrp LOS	D	E	C	F	A	A	F	F	C	F	F	C
Approach Vol, veh/h		937			709			2573			1878	
Approach Delay, s/veh		61.3			4565.9			340.5			107.8	
Approach LOS		E			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	52.3		53.0	12.0	55.0		53.0				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 46		47.2	7.4	48.5		47.2				
Max Q Clear Time (g_c+I1), s	10.3	47.8		48.9	7.9	50.5		49.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	717.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
6: Euclid Av. (SR-83) & Schaefer Av.

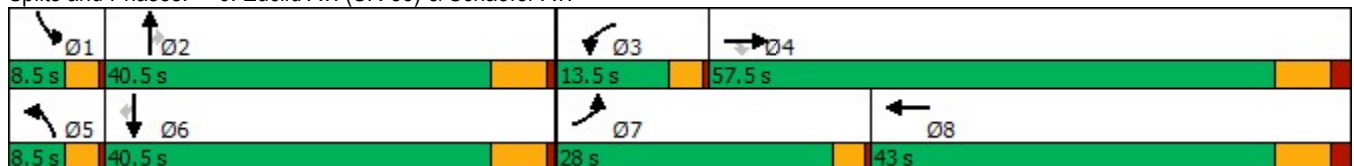


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	404	334	173	172	265	134	1995	65	89	1581	186
Future Volume (vph)	404	334	173	172	265	134	1995	65	89	1581	186
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0
Total Split (s)	28.0	57.5	57.5	13.5	43.0	8.5	40.5	40.5	8.5	40.5	40.5
Total Split (%)	23.3%	47.9%	47.9%	11.3%	35.8%	7.1%	33.8%	33.8%	7.1%	33.8%	33.8%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	24.5	49.3	49.3	10.0	34.8	5.0	34.5	34.5	5.0	34.5	34.5
Actuated g/C Ratio	0.21	0.41	0.41	0.08	0.29	0.04	0.29	0.29	0.04	0.29	0.29
v/c Ratio	1.25	0.46	0.25	1.31	0.96	2.03	2.07	0.12	1.35	1.64	0.36
Control Delay	175.5	27.5	8.6	224.2	70.0	544.7	510.3	0.5	275.3	323.0	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	175.5	27.5	8.6	224.2	70.0	544.7	510.3	0.5	275.3	323.0	13.7
LOS	F	C	A	F	E	F	F	A	F	F	B
Approach Delay		89.6			110.7		497.3			289.7	
Approach LOS		F			F		F			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.07	
Intersection Signal Delay: 317.7	Intersection LOS: F
Intersection Capacity Utilization 134.8%	ICU Level of Service H
Analysis Period (min) 15	
























Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	404	334	173	172	265	213	134	1995	65	89	1581	186
Future Volume (veh/h)	404	334	173	172	265	213	134	1995	65	89	1581	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	416	344	113	177	273	214	138	2057	60	92	1630	147
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	331	758	642	135	280	220	67	983	439	67	983	428
Arrive On Green	0.20	0.42	0.42	0.08	0.30	0.30	0.04	0.29	0.29	0.04	0.29	0.29
Sat Flow, veh/h	1619	1800	1525	1619	935	733	1619	3420	1525	1619	3420	1490
Grp Volume(v), veh/h	416	344	113	177	0	487	138	2057	60	92	1630	147
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1667	1619	1710	1525	1619	1710	1490
Q Serve(g_s), s	24.5	16.4	5.6	10.0	0.0	34.7	5.0	34.5	3.5	5.0	34.5	9.4
Cycle Q Clear(g_c), s	24.5	16.4	5.6	10.0	0.0	34.7	5.0	34.5	3.5	5.0	34.5	9.4
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	331	758	642	135	0	500	67	983	439	67	983	428
V/C Ratio(X)	1.26	0.45	0.18	1.31	0.00	0.97	2.05	2.09	0.14	1.36	1.66	0.34
Avail Cap(c_a), veh/h	331	758	642	135	0	500	67	983	439	67	983	428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	24.9	21.7	55.0	0.0	41.5	57.5	42.7	31.7	57.5	42.7	33.8
Incr Delay (d2), s/veh	138.6	0.3	0.1	183.3	0.0	33.3	518.0	494.9	0.1	233.7	300.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.3	6.8	1.9	10.8	0.0	18.2	11.7	81.2	1.3	6.3	54.7	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	186.3	25.2	21.8	238.3	0.0	74.9	575.5	537.7	31.8	291.2	343.3	34.3
LnGrp LOS	F	C	C	F	A	E	F	F	C	F	F	C
Approach Vol, veh/h		873			664			2255			1869	
Approach Delay, s/veh		101.5			118.4			526.5			316.4	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	40.5	13.5	57.5	8.5	40.5	28.0	43.0				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	5.0	34.5	10.0	50.5	5.0	34.5	24.5	36.0				
Max Q Clear Time (g_c+I1), s	7.0	36.5	12.0	18.4	7.0	36.5	26.5	36.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	343.7											
HCM 6th LOS	F											

Timings

11: Euclid Av. (SR-83) & Edison Av.

01/11/2023

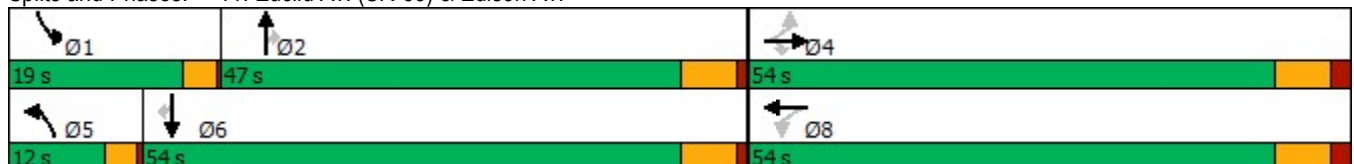


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	347	1358	236	149	726	227	1689	139	284	1214	238
Future Volume (vph)	347	1358	236	149	726	227	1689	139	284	1214	238
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	54.0	54.0	54.0	54.0	54.0	12.0	47.0	47.0	19.0	54.0	54.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	45.0%	10.0%	39.2%	39.2%	15.8%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	47.0	47.0	47.0	47.0	47.0	8.5	41.0	41.0	15.5	48.0	48.0
Actuated g/C Ratio	0.39	0.39	0.39	0.39	0.39	0.07	0.34	0.34	0.13	0.40	0.40
v/c Ratio	6.32	1.97	0.37	2.71	1.56	1.05	1.48	0.25	1.39	0.91	0.37
Control Delay	2441.1	464.3	17.2	838.2	287.1	127.7	249.7	10.9	243.1	44.6	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2441.1	464.3	17.2	838.2	287.1	127.7	249.7	10.9	243.1	44.6	18.9
LOS	F	F	B	F	F	F	F	B	F	D	B
Approach Delay		763.1			356.0		220.1			73.5	
Approach LOS		F			F		F			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 6.32	
Intersection Signal Delay: 359.0	Intersection LOS: F
Intersection Capacity Utilization 171.5%	ICU Level of Service H
Analysis Period (min) 15	

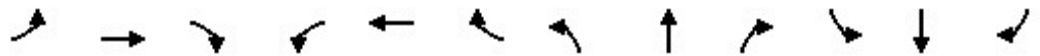
Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	347	1358	236	149	726	318	227	1689	139	284	1214	238
Future Volume (veh/h)	347	1358	236	149	726	318	227	1689	139	284	1214	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	354	1386	190	152	741	313	232	1723	132	290	1239	192
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	705	597	60	468	198	222	1168	509	209	1368	603
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.07	0.34	0.34	0.13	0.40	0.40
Sat Flow, veh/h	487	1800	1525	296	1196	505	3141	3420	1489	1619	3420	1506
Grp Volume(v), veh/h	354	1386	190	152	0	1054	232	1723	132	290	1239	192
Grp Sat Flow(s),veh/h/ln	487	1800	1525	296	0	1701	1570	1710	1489	1619	1710	1506
Q Serve(g_s), s	0.0	47.0	10.4	0.0	0.0	47.0	8.5	41.0	7.7	15.5	40.9	10.5
Cycle Q Clear(g_c), s	47.0	47.0	10.4	47.0	0.0	47.0	8.5	41.0	7.7	15.5	40.9	10.5
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	705	597	60	0	666	222	1169	509	209	1368	603
V/C Ratio(X)	5.90	1.97	0.32	2.53	0.00	1.58	1.04	1.47	0.26	1.39	0.91	0.32
Avail Cap(c_a), veh/h	60	705	597	60	0	666	222	1169	509	209	1368	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.0	36.5	25.4	60.0	0.0	36.5	55.7	39.5	28.5	52.2	33.9	24.8
Incr Delay (d2), s/veh	2240.5	439.8	0.3	736.4	0.0	269.1	72.0	218.2	0.3	200.8	8.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	39.1	105.5	3.7	14.1	0.0	68.1	5.5	51.3	2.6	17.7	17.2	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2300.5	476.3	25.7	796.4	0.0	305.6	127.7	257.7	28.8	253.0	42.8	25.1
LnGrp LOS	F	F	C	F	A	F	F	F	C	F	D	C
Approach Vol, veh/h		1930			1206			2087			1721	
Approach Delay, s/veh		766.6			367.4			228.8			76.2	
Approach LOS		F			F			F			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	47.0		54.0	12.0	54.0		54.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	15.5	41.0		47.0	8.5	48.0		47.0				
Max Q Clear Time (g_c+I1), s	17.5	43.0		49.0	10.5	42.9		49.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	364.5
HCM 6th LOS	F

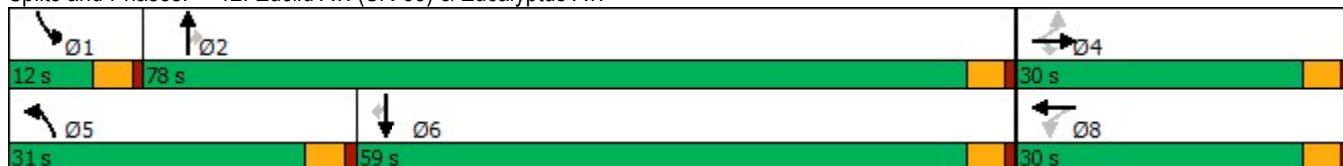
Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	48	166	234	46	196	131	1790	23	151	1859	83	
Future Volume (vph)	48	166	234	46	196	131	1790	23	151	1859	83	
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases		4			8	5	2		1	6		
Permitted Phases	4		4	8				2			6	
Detector Phase	4	4	4	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	31.0	78.0	78.0	12.0	59.0	59.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.8%	65.0%	65.0%	10.0%	49.2%	49.2%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	25.6	25.6	25.6	25.6	25.6	15.0	68.4	68.4	7.5	60.9	60.9	
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.13	0.59	0.59	0.07	0.53	0.53	
v/c Ratio	0.85	0.43	0.46	0.24	1.26	0.65	0.92	0.03	1.50	1.07	0.10	
Control Delay	129.3	43.9	8.0	43.0	168.7	62.2	29.2	0.3	303.9	70.1	2.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	129.3	43.9	8.0	43.0	168.7	62.2	29.2	0.3	303.9	70.1	2.9	
LOS	F	D	A	D	F	E	C	A	F	E	A	
Approach Delay		34.3			157.9		31.1			84.3		
Approach LOS		C			F		C			F		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 115.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.50	
Intersection Signal Delay: 67.1	Intersection LOS: E
Intersection Capacity Utilization 111.7%	ICU Level of Service H
Analysis Period (min) 15	
























Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	166	234	46	196	298	131	1790	23	151	1859	83
Future Volume (veh/h)	48	166	234	46	196	298	131	1790	23	151	1859	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	50	173	149	48	204	307	136	1865	22	157	1936	75
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	398	338	196	144	216	163	2040	910	105	1918	855
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.10	0.60	0.60	0.07	0.56	0.56
Sat Flow, veh/h	808	1800	1525	961	648	976	1619	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	50	173	149	48	0	511	136	1865	22	157	1936	75
Grp Sat Flow(s),veh/h/ln	808	1800	1525	961	0	1624	1619	1710	1525	1619	1710	1524
Q Serve(g_s), s	0.0	9.5	9.7	5.2	0.0	25.5	9.5	55.8	0.7	7.5	64.6	2.6
Cycle Q Clear(g_c), s	25.5	9.5	9.7	14.8	0.0	25.5	9.5	55.8	0.7	7.5	64.6	2.6
Prop In Lane	1.00		1.00	1.00		0.60	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	398	338	196	0	359	163	2040	910	105	1918	855
V/C Ratio(X)	0.80	0.43	0.44	0.25	0.00	1.42	0.83	0.91	0.02	1.49	1.01	0.09
Avail Cap(c_a), veh/h	62	398	338	196	0	359	372	2182	973	105	1918	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.6	38.6	38.7	45.0	0.0	44.9	50.9	20.6	9.5	53.9	25.3	11.7
Incr Delay (d2), s/veh	50.7	0.7	0.9	0.6	0.0	205.3	10.5	6.3	0.0	263.8	22.9	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	2.3	4.2	3.6	1.2	0.0	30.4	4.2	20.0	0.2	10.6	28.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.3	39.4	39.6	45.7	0.0	250.2	61.4	26.9	9.5	317.7	48.2	11.7
LnGrp LOS	F	D	D	D	A	F	E	C	A	F	F	B
Approach Vol, veh/h		372			559			2023			2168	
Approach Delay, s/veh		48.7			232.6			29.0			66.4	
Approach LOS		D			F			C			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	73.2		30.0	16.1	69.1		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	73.5		25.5	26.5	54.5		25.5				
Max Q Clear Time (g_c+I1), s	9.5	57.8		27.5	11.5	66.6		27.5				
Green Ext Time (p_c), s	0.0	11.0		0.0	0.3	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				68.5								
HCM 6th LOS				E								

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

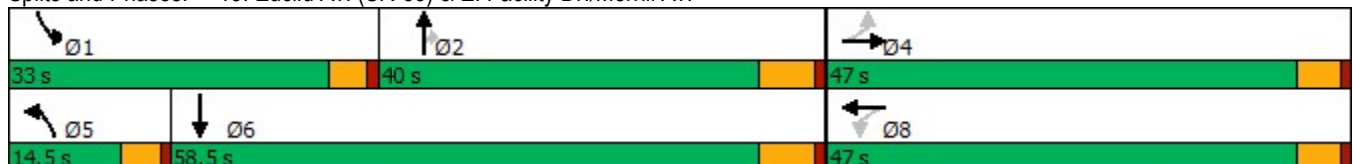


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕		↕	↖	↗	↗	↖	↕
Traffic Volume (vph)	4	22	702	0	3	1288	456	418	2010
Future Volume (vph)	4	22	702	0	3	1288	456	418	2010
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	28.0	28.0	14.5	28.0
Total Split (s)	47.0	47.0	47.0	47.0	14.5	40.0	40.0	33.0	58.5
Total Split (%)	39.2%	39.2%	39.2%	39.2%	12.1%	33.3%	33.3%	27.5%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		42.0		42.0	10.0	34.0	34.0	28.5	64.1
Actuated g/C Ratio		0.35		0.35	0.08	0.28	0.28	0.24	0.53
v/c Ratio		0.08		2.52	0.02	1.37	0.92	1.13	1.14
Control Delay		17.9		708.7	51.0	208.1	54.8	126.8	98.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		17.9		708.7	51.0	208.1	54.8	126.8	98.9
LOS		B		F	D	F	D	F	F
Approach Delay		17.9		708.7		167.8			103.7
Approach LOS		B		F		F			F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.52	
Intersection Signal Delay: 268.6	Intersection LOS: F
Intersection Capacity Utilization 169.2%	ICU Level of Service H
Analysis Period (min) 15	

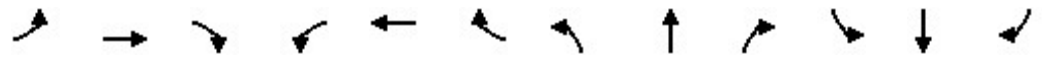
Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕	↗	↗	↕	↕
Traffic Volume (veh/h)	4	22	18	702	0	637	3	1288	456	418	2010	12
Future Volume (veh/h)	4	22	18	702	0	637	3	1288	456	418	2010	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	4	23	15	724	0	628	3	1328	436	431	2072	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	343	209	313	0	231	13	969	423	385	1790	9
Arrive On Green	0.35	0.35	0.35	0.35	0.00	0.35	0.01	0.28	0.28	0.24	0.51	0.51
Sat Flow, veh/h	96	979	597	762	0	661	1619	3420	1493	1619	3490	17
Grp Volume(v), veh/h	42	0	0	1352	0	0	3	1328	436	431	1014	1068
Grp Sat Flow(s),veh/h/ln	1671	0	0	1423	0	0	1619	1710	1493	1619	1710	1797
Q Serve(g_s), s	0.0	0.0	0.0	40.0	0.0	0.0	0.2	34.0	34.0	28.5	61.5	61.5
Cycle Q Clear(g_c), s	2.0	0.0	0.0	42.0	0.0	0.0	0.2	34.0	34.0	28.5	61.5	61.5
Prop In Lane	0.10		0.36	0.54		0.46	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	618	0	0	544	0	0	13	969	423	385	877	922
V/C Ratio(X)	0.07	0.00	0.00	2.48	0.00	0.00	0.23	1.37	1.03	1.12	1.16	1.16
Avail Cap(c_a), veh/h	618	0	0	544	0	0	135	969	423	385	877	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	0.0	0.0	40.6	0.0	0.0	59.2	43.0	43.0	45.8	29.2	29.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	673.3	0.0	0.0	3.4	173.3	51.9	82.9	83.2	83.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	117.5	0.0	0.0	0.1	36.8	17.8	19.6	42.3	44.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	0.0	0.0	713.9	0.0	0.0	62.6	216.3	94.9	128.6	112.5	112.7
LnGrp LOS	C	A	A	F	A	A	E	F	F	F	F	F
Approach Vol, veh/h		42		1352				1767			2513	
Approach Delay, s/veh		26.0		713.9				186.1			115.3	
Approach LOS		C		F				F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.0	40.0		47.0	5.5	67.5		47.0				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	28.5	34.0		42.0	10.0	52.5		42.0				
Max Q Clear Time (g_c+I1), s	30.5	36.0		4.0	2.2	63.5		44.0				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	279.3
HCM 6th LOS	F

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

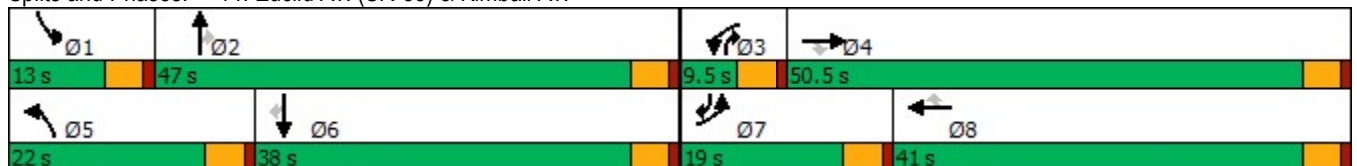
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	563	1040	82	95	501	264	98	987	214	1016	1231	547
Future Volume (vph)	563	1040	82	95	501	264	98	987	214	1016	1231	547
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	9.5
Total Split (s)	19.0	50.5	50.5	9.5	41.0	41.0	22.0	47.0	9.5	13.0	38.0	19.0
Total Split (%)	15.8%	42.1%	42.1%	7.9%	34.2%	34.2%	18.3%	39.2%	7.9%	10.8%	31.7%	15.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	14.7	39.9	39.9	5.1	30.3	30.3	12.2	38.7	48.3	8.6	35.0	49.7
Actuated g/C Ratio	0.13	0.36	0.36	0.05	0.27	0.27	0.11	0.35	0.44	0.08	0.32	0.45
v/c Ratio	1.47	0.86	0.13	1.31	0.54	0.49	0.56	0.84	0.30	4.53	1.16	0.70
Control Delay	259.1	40.8	1.1	254.4	36.5	14.6	60.5	41.2	12.9	1612.3	116.9	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	259.1	40.8	1.1	254.4	36.5	14.6	60.5	41.2	12.9	1612.3	116.9	20.1
LOS	F	D	A	F	D	B	E	D	B	F	F	C
Approach Delay		111.8			53.9			38.0			641.9	
Approach LOS		F			D			D			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 110.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 4.53	
Intersection Signal Delay: 313.0	Intersection LOS: F
Intersection Capacity Utilization 114.4%	ICU Level of Service H
Analysis Period (min) 15	

























Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	563	1040	82	95	501	264	98	987	214	1016	1231	547
Future Volume (veh/h)	563	1040	82	95	501	264	98	987	214	1016	1231	547
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	574	1061	72	97	511	198	100	1007	176	1037	1256	516
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	404	1237	552	76	931	415	124	1168	593	237	1180	728
Arrive On Green	0.14	0.36	0.36	0.05	0.27	0.27	0.08	0.34	0.34	0.08	0.35	0.35
Sat Flow, veh/h	2956	3420	1525	1619	3420	1525	1619	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	574	1061	72	97	511	198	100	1007	176	1037	1256	516
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1619	1710	1525	1619	1710	1525	1478	1710	1506
Q Serve(g_s), s	14.5	30.5	3.4	5.0	13.6	11.5	6.5	29.2	8.5	8.5	36.6	28.7
Cycle Q Clear(g_c), s	14.5	30.5	3.4	5.0	13.6	11.5	6.5	29.2	8.5	8.5	36.6	28.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	404	1237	552	76	931	415	124	1168	593	237	1180	728
V/C Ratio(X)	1.42	0.86	0.13	1.27	0.55	0.48	0.81	0.86	0.30	4.38	1.06	0.71
Avail Cap(c_a), veh/h	404	1482	661	76	1176	524	267	1369	682	237	1180	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	31.3	22.7	50.6	33.0	32.3	48.2	32.6	22.4	48.8	34.8	21.7
Incr Delay (d2), s/veh	203.8	4.5	0.1	192.6	0.5	0.8	11.6	5.2	0.3	1531.5	45.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.5	12.5	1.2	6.0	5.4	4.2	2.9	11.9	2.9	53.3	21.2	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	249.6	35.9	22.8	243.2	33.6	33.2	59.8	37.8	22.7	1580.3	80.0	24.9
LnGrp LOS	F	D	C	F	C	C	E	D	C	F	F	C
Approach Vol, veh/h		1707			806			1283			2809	
Approach Delay, s/veh		107.2			58.7			37.5			623.7	
Approach LOS		F			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	40.8	9.5	42.9	12.6	41.1	19.0	33.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	42.5	5.0	46.0	17.5	33.5	14.5	36.5				
Max Q Clear Time (g_c+I1), s	10.5	31.2	7.0	32.5	8.5	38.6	16.5	15.6				
Green Ext Time (p_c), s	0.0	5.1	0.0	5.9	0.1	0.0	0.0	3.7				
Intersection Summary												
HCM 6th Ctrl Delay			307.4									
HCM 6th LOS			F									

Intersection

Intersection Delay, s/veh 45.4

Intersection LOS E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	64	461	55	24	192	16	59	190	28	19	121	22
Future Vol, veh/h	64	461	55	24	192	16	59	190	28	19	121	22
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	68	490	59	26	204	17	63	202	30	20	129	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	78.3	16	19.2	14.6
HCM LOS	F	C	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	11%	10%	12%
Vol Thru, %	69%	79%	83%	75%
Vol Right, %	10%	9%	7%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	277	580	232	162
LT Vol	59	64	24	19
Through Vol	190	461	192	121
RT Vol	28	55	16	22
Lane Flow Rate	295	617	247	172
Geometry Grp	1	1	1	1
Degree of Util (X)	0.567	1.059	0.463	0.348
Departure Headway (Hd)	7.21	6.18	7.041	7.6
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	504	592	516	476
Service Time	5.21	4.18	5.041	5.6
HCM Lane V/C Ratio	0.585	1.042	0.479	0.361
HCM Control Delay	19.2	78.3	16	14.6
HCM Lane LOS	C	F	C	B
HCM 95th-tile Q	3.5	17.5	2.4	1.5

Intersection

Intersection Delay, s/v~~4~~60.5

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	72	1934	218	28	817	19	73	205	59	22	199	37
Future Vol, veh/h	72	1934	218	28	817	19	73	205	59	22	199	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	78	2102	237	30	888	21	79	223	64	24	216	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	2157.4	611.6	98.2	74.7
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	3%	3%	9%
Vol Thru, %	61%	87%	95%	77%
Vol Right, %	18%	10%	2%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	337	2224	864	258
LT Vol	73	72	28	22
Through Vol	205	1934	817	199
RT Vol	59	218	19	37
Lane Flow Rate	366	2417	939	280
Geometry Grp	1	1	1	1
Degree of Util (X)	0.888	5.732	2.239	0.714
Departure Headway (Hd)	22.424	11.334	18.851	25.297
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	165	363	207	146
Service Time	20.424	9.334	16.851	23.297
HCM Lane V/C Ratio	2.218	6.658	4.536	1.918
HCM Control Delay	98.2	2157.4	611.6	74.7
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	6.3	191.4	34.3	4.1

Intersection

Intersection Delay, s/veh 367.8

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	131	253	166	7	122	91	43	690	55	132	474	77
Future Vol, veh/h	131	253	166	7	122	91	43	690	55	132	474	77
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	144	278	182	8	134	100	47	758	60	145	521	85
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	243.2	45.7	517.6	399
HCM LOS	F	E	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	24%	3%	19%
Vol Thru, %	88%	46%	55%	69%
Vol Right, %	7%	30%	41%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	788	550	220	683
LT Vol	43	131	7	132
Through Vol	690	253	122	474
RT Vol	55	166	91	77
Lane Flow Rate	866	604	242	751
Geometry Grp	1	1	1	1
Degree of Util (X)	2.068	1.427	0.628	1.793
Departure Headway (Hd)	11.914	12.572	17.295	12.627
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	312	296	213	293
Service Time	9.914	10.572	15.295	10.627
HCM Lane V/C Ratio	2.776	2.041	1.136	2.563
HCM Control Delay	517.6	243.2	45.7	399
HCM Lane LOS	F	F	E	F
HCM 95th-tile Q	45.5	22.2	3.7	33.9

Intersection

Intersection Delay, s/vd **648.9**

Intersection LOS **F**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	109	1895	181	27	880	55	482	652	166	150	403	112
Future Vol, veh/h	109	1895	181	27	880	55	482	652	166	150	403	112
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	117	2038	195	29	946	59	518	701	178	161	433	120
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	2441.1	964	1343.9	633.1
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %		37%	5%	3%
Vol Thru, %		50%	87%	91%
Vol Right, %		13%	8%	6%
Sign Control		Stop	Stop	Stop
Traffic Vol by Lane		1300	2185	962
LT Vol		482	109	27
Through Vol		652	1895	880
RT Vol		166	181	55
Lane Flow Rate		1398	2349	1034
Geometry Grp		1	1	1
Degree of Util (X)		3.726	6.237	2.75
Departure Headway (Hd)		49.692	37.568	72.53
Convergence, Y/N		Yes	Yes	Yes
Cap		98	141	62
Service Time		47.692	35.568	70.53
HCM Lane V/C Ratio		14.265	16.66	16.677
HCM Control Delay		1343.9	2441.1	964
HCM Lane LOS		F	F	F
HCM 95th-tile Q		28.3	66.1	14.4

Intersection

Intersection Delay, s/v⁴761.1

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	2200	28	267	912	284	1	121	754	191	143	21
Future Vol, veh/h	23	2200	28	267	912	284	1	121	754	191	143	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	2391	30	290	991	309	1	132	820	208	155	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	2544.1	1531.1	730.2	288.3
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	1%	18%	54%
Vol Thru, %	14%	98%	62%	40%
Vol Right, %	86%	1%	19%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	876	2251	1463	355
LT Vol	1	23	267	191
Through Vol	121	2200	912	143
RT Vol	754	28	284	21
Lane Flow Rate	952	2447	1590	386
Geometry Grp	1	1	1	1
Degree of Util (X)	2.398	6.509	4.197	1.036
Departure Headway (Hd)	38.229	28.653	39.444	81.764
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	105	171	111	50
Service Time	36.229	26.653	37.444	79.764
HCM Lane V/C Ratio	9.067	14.31	14.324	7.72
HCM Control Delay	730.2	2544.1	1531.1	288.3
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	20.6	89.9	40.1	4.2

Intersection												
Int Delay, s/veh	86.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	2463	57	72	1950	54	24	12	124	63	21	16
Future Vol, veh/h	35	2463	57	72	1950	54	24	12	124	63	21	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	2677	62	78	2120	59	26	13	135	68	23	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2179	0	0	2739	0	0	5110	5119	2708	5164	5121	2150
Stage 1	-	-	-	-	-	-	2784	2784	-	2306	2306	-
Stage 2	-	-	-	-	-	-	2326	2335	-	2858	2815	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	248	-	-	149	-	-	0	0	~28	0	0	62
Stage 1	-	-	-	-	-	-	27	41	-	~52	74	-
Stage 2	-	-	-	-	-	-	50	71	-	~24	40	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	248	-	-	149	-	-	0	0	~28	-	0	62
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-	-	0	-
Stage 1	-	-	-	-	-	-	27	41	-	~52	74	-
Stage 2	-	-	-	-	-	-	~25	71	-	-	40	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.8	\$ 2623	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	28	248	-	-	149	-	-	-
HCM Lane V/C Ratio	6.211	0.153	-	-	0.525	-	-	-
HCM Control Delay (s)	\$ 2623	22.1	0	-	53.2	0	-	-
HCM Lane LOS	F	C	A	-	F	A	-	-
HCM 95th %tile Q(veh)	21.3	0.5	-	-	2.6	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	14.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	2541	85	204	1900	36	94	31	272	127	61	16
Future Vol, veh/h	12	2541	85	204	1900	36	94	31	272	127	61	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	2762	92	222	2065	39	102	34	296	138	66	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2104	0	0	2854	0	0	5404	5382	2808	5528	5409	2085
Stage 1	-	-	-	-	-	-	2834	2834	-	2529	2529	-
Stage 2	-	-	-	-	-	-	2570	2548	-	2999	2880	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	265	-	-	~ 134	-	-	0	0	~ 24	0	0	67
Stage 1	-	-	-	-	-	-	~ 25	39	-	~ 38	~ 56	-
Stage 2	-	-	-	-	-	-	~ 36	55	-	~ 20	~ 37	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	265	-	-	~ 134	-	-	0	~ 24	-	0	67	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	-	-	0	-	-
Stage 1	-	-	-	-	-	-	~ 25	39	-	~ 38	0	-
Stage 2	-	-	-	-	-	-	0	-	-	~ 37	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	36.6		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	265	-	-	~ 134	-	-	-
HCM Lane V/C Ratio	-	0.049	-	-	1.655	-	-	-
HCM Control Delay (s)	-	19.3	0	-	\$ 383.4	0	-	-
HCM Lane LOS	-	C	A	-	F	A	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-	16.1	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

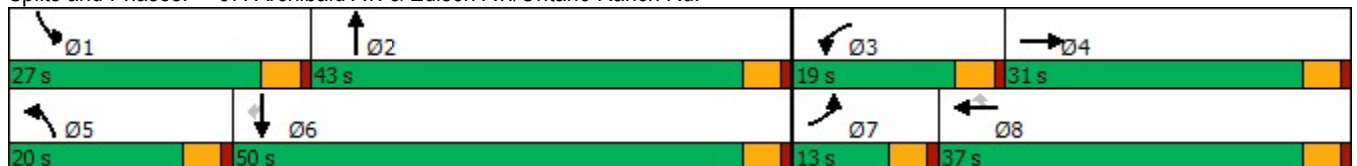
01/11/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	1795	811	575	1270	157	474	1261	669	236	1060	255
Future Volume (vph)	350	1795	811	575	1270	157	474	1261	669	236	1060	255
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	13.0	31.0		19.0	37.0	37.0	20.0	43.0		27.0	50.0	50.0
Total Split (%)	10.8%	25.8%		15.8%	30.8%	30.8%	16.7%	35.8%		22.5%	41.7%	41.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	8.5	26.5	118.4	14.5	32.5	32.5	15.5	38.5	118.4	20.9	43.9	43.9
Actuated g/C Ratio	0.07	0.22	1.00	0.12	0.27	0.27	0.13	0.33	1.00	0.18	0.37	0.37
v/c Ratio	1.69	2.34	0.56	1.63	2.71	0.32	2.36	1.13	0.46	0.87	0.84	0.41
Control Delay	363.1	632.1	1.5	327.7	794.5	10.6	653.5	108.6	1.0	76.8	40.6	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	363.1	632.1	1.5	327.7	794.5	10.6	653.5	108.6	1.0	76.8	40.6	15.0
LOS	F	F	A	F	F	B	F	F	A	E	D	B
Approach Delay		427.2			599.1			186.1			41.9	
Approach LOS		F			F			F			D	






























Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.71	
Intersection Signal Delay: 333.7	Intersection LOS: F
Intersection Capacity Utilization 157.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 				 			 	
Traffic Volume (veh/h)	350	1795	811	575	1270	157	474	1261	669	236	1060	255
Future Volume (veh/h)	350	1795	811	575	1270	157	474	1261	669	236	1060	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	368	1889	0	605	1337	123	499	1327	0	248	1116	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	813		377	499	422	214	1181		274	1314	557
Arrive On Green	0.07	0.23	0.00	0.12	0.28	0.28	0.13	0.33	0.00	0.17	0.36	0.36
Sat Flow, veh/h	3048	3600	1525	3048	1800	1524	1619	3600	1525	1619	3600	1525
Grp Volume(v), veh/h	368	1889	0	605	1337	123	499	1327	0	248	1116	249
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1800	1524	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	8.5	26.5	0.0	14.5	32.5	7.4	15.5	38.5	0.0	17.6	33.5	14.5
Cycle Q Clear(g_c), s	8.5	26.5	0.0	14.5	32.5	7.4	15.5	38.5	0.0	17.6	33.5	14.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	813		377	499	422	214	1181		274	1314	557
V/C Ratio(X)	1.67	2.32		1.61	2.68	0.29	2.33	1.12		0.91	0.85	0.45
Avail Cap(c_a), veh/h	221	813		377	499	422	214	1181		311	1396	592
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	45.4	0.0	51.4	42.4	33.4	50.9	39.4	0.0	47.8	34.3	28.3
Incr Delay (d2), s/veh	319.1	599.2	0.0	284.9	762.3	0.4	614.1	67.0	0.0	26.7	4.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	78.9	0.0	20.2	119.2	2.7	42.5	26.7	0.0	8.8	14.4	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	373.5	644.6	0.0	336.3	804.7	33.7	665.0	106.4	0.0	74.6	39.2	28.8
LnGrp LOS	F	F		F	F	C	F	F		E	D	C
Approach Vol, veh/h		2257	A		2065			1826	A		1613	
Approach Delay, s/veh		600.4			621.5			259.0			43.1	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.3	43.0	19.0	31.0	20.0	47.3	13.0	37.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	22.5	38.5	14.5	26.5	15.5	45.5	8.5	32.5				
Max Q Clear Time (g_c+I1), s	19.6	40.5	16.5	28.5	17.5	35.5	10.5	34.5				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.0	0.0	5.3	0.0	0.0				

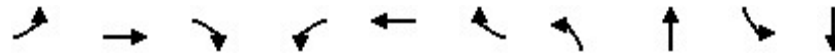
Intersection Summary

HCM 6th Ctrl Delay	409.9
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
38: S Turner Av. & Ontario Ranch Rd.

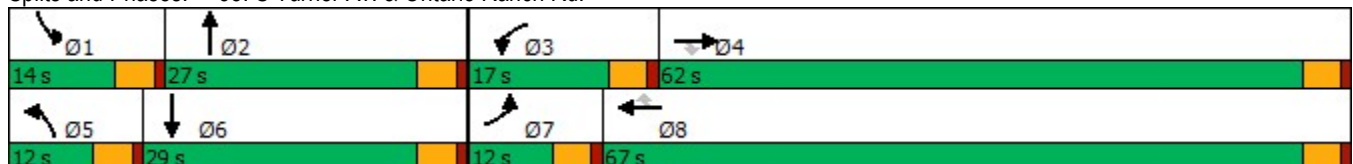


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑	↘	↗
Traffic Volume (vph)	156	2326	53	66	2043	153	19	21	160	46
Future Volume (vph)	156	2326	53	66	2043	153	19	21	160	46
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	12.0	62.0	62.0	17.0	67.0	67.0	12.0	27.0	14.0	29.0
Total Split (%)	10.0%	51.7%	51.7%	14.2%	55.8%	55.8%	10.0%	22.5%	11.7%	24.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.5	63.0	63.0	9.3	62.6	62.6	6.5	8.9	9.5	18.3
Actuated g/C Ratio	0.07	0.59	0.59	0.09	0.59	0.59	0.06	0.08	0.09	0.17
v/c Ratio	1.32	1.17	0.06	0.45	1.04	0.16	0.18	0.33	1.07	0.36
Control Delay	230.4	106.5	0.1	55.9	52.6	3.1	52.8	27.8	138.1	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	230.4	106.5	0.1	55.9	52.6	3.1	52.8	27.8	138.1	26.2
LOS	F	F	A	E	D	A	D	C	F	C
Approach Delay		111.9			49.4			34.2		91.0
Approach LOS		F			D			C		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.32
 Intersection Signal Delay: 82.2
 Intersection LOS: F
 Intersection Capacity Utilization 95.2%
 ICU Level of Service F
 Analysis Period (min) 15























Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

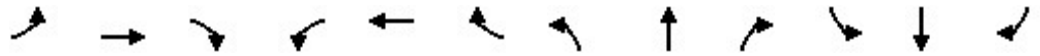
01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	2326	53	66	2043	153	19	21	33	160	46	71
Future Volume (veh/h)	156	2326	53	66	2043	153	19	21	33	160	46	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	168	2501	52	71	2197	162	20	23	23	172	49	74
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	2281	1017	92	2201	982	38	43	43	168	82	124
Arrive On Green	0.07	0.63	0.63	0.05	0.61	0.61	0.02	0.05	0.05	0.09	0.12	0.12
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	872	872	1810	683	1031
Grp Volume(v), veh/h	168	2501	52	71	2197	162	20	0	46	172	0	123
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	0	1743	1810	0	1714
Q Serve(g_s), s	7.5	64.8	1.3	4.0	62.2	4.5	1.1	0.0	2.6	9.5	0.0	7.0
Cycle Q Clear(g_c), s	7.5	64.8	1.3	4.0	62.2	4.5	1.1	0.0	2.6	9.5	0.0	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		0.60
Lane Grp Cap(c), veh/h	132	2281	1017	92	2201	982	38	0	85	168	0	206
V/C Ratio(X)	1.27	1.10	0.05	0.77	1.00	0.17	0.52	0.00	0.54	1.03	0.00	0.60
Avail Cap(c_a), veh/h	132	2281	1017	221	2201	982	132	0	383	168	0	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.5	18.9	7.2	48.0	19.9	8.7	49.7	0.0	47.6	46.5	0.0	42.7
Incr Delay (d2), s/veh	167.4	51.0	0.0	12.5	18.7	0.1	10.6	0.0	5.3	76.4	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	37.6	0.4	2.1	26.9	1.4	0.6	0.0	1.2	7.7	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	214.9	69.9	7.2	60.5	38.6	8.8	60.2	0.0	52.9	122.9	0.0	45.5
LnGrp LOS	F	F	A	E	D	A	E	A	D	F	A	D
Approach Vol, veh/h		2721			2430			66			295	
Approach Delay, s/veh		77.6			37.3			55.1			90.6	
Approach LOS		E			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	9.5	9.7	69.3	6.7	16.8	12.0	67.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	22.5	12.5	57.5	7.5	24.5	7.5	62.5				
Max Q Clear Time (g_c+I1), s	11.5	4.6	6.0	66.8	3.1	9.0	9.5	64.2				
Green Ext Time (p_c), s	0.0	0.1	0.1	0.0	0.0	0.5	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			60.3									
HCM 6th LOS			E									

Timings

39: Haven Av. & Ontario Ranch Rd.

01/11/2023

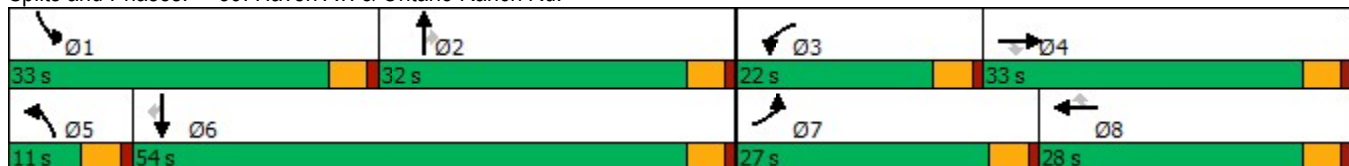


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (vph)	455	1884	91	268	1879	277	85	407	116	257	441	173
Future Volume (vph)	455	1884	91	268	1879	277	85	407	116	257	441	173
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	27.0	33.0	33.0	22.0	28.0	28.0	11.0	32.0	32.0	33.0	54.0	54.0
Total Split (%)	22.5%	27.5%	27.5%	18.3%	23.3%	23.3%	9.2%	26.7%	26.7%	27.5%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	22.5	30.7	30.7	15.4	23.5	23.5	6.5	27.5	27.5	23.6	44.7	44.7
Actuated g/C Ratio	0.20	0.27	0.27	0.13	0.20	0.20	0.06	0.24	0.24	0.20	0.39	0.39
v/c Ratio	1.55	1.55	0.19	0.73	1.60	0.56	1.00	1.02	0.25	0.83	0.68	0.27
Control Delay	296.7	281.6	3.2	60.0	305.0	9.1	151.0	92.9	2.8	65.5	34.9	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	296.7	281.6	3.2	60.0	305.0	9.1	151.0	92.9	2.8	65.5	34.9	4.2
LOS	F	F	A	E	F	A	F	F	A	E	C	A
Approach Delay		274.0			244.1			83.8			37.8	
Approach LOS		F			F			F			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.60
 Intersection Signal Delay: 211.8
 Intersection LOS: F
 Intersection Capacity Utilization 110.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	455	1884	91	268	1879	277	85	407	116	257	441	173
Future Volume (veh/h)	455	1884	91	268	1879	277	85	407	116	257	441	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	489	2026	83	288	2020	230	91	438	91	276	474	162
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	323	1431	444	345	1290	312	93	439	372	305	675	570
Arrive On Green	0.20	0.29	0.29	0.12	0.21	0.21	0.06	0.24	0.24	0.19	0.37	0.37
Sat Flow, veh/h	1619	4914	1525	2956	6192	1496	1619	1800	1524	1619	1800	1519
Grp Volume(v), veh/h	489	2026	83	288	2020	230	91	438	91	276	474	162
Grp Sat Flow(s),veh/h/ln	1619	1638	1525	1478	1548	1496	1619	1800	1524	1619	1800	1519
Q Serve(g_s), s	22.5	32.8	4.6	10.8	23.5	16.2	6.3	27.4	5.4	18.8	25.2	8.4
Cycle Q Clear(g_c), s	22.5	32.8	4.6	10.8	23.5	16.2	6.3	27.4	5.4	18.8	25.2	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	1431	444	345	1290	312	93	439	372	305	675	570
V/C Ratio(X)	1.51	1.42	0.19	0.84	1.57	0.74	0.98	1.00	0.24	0.90	0.70	0.28
Avail Cap(c_a), veh/h	323	1431	444	459	1290	312	93	439	372	409	790	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	40.0	30.0	48.7	44.6	41.8	53.1	42.6	34.3	44.7	29.9	24.7
Incr Delay (d2), s/veh	246.6	191.1	0.2	9.7	258.3	8.9	84.8	42.4	0.3	18.9	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.7	37.7	1.6	4.2	31.6	6.4	4.7	16.8	1.9	8.9	10.7	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	291.7	231.1	30.2	58.5	302.9	50.6	137.8	85.0	34.6	63.6	32.2	24.9
LnGrp LOS	F	F	C	E	F	D	F	F	C	E	C	C
Approach Vol, veh/h		2598			2538			620			912	
Approach Delay, s/veh		236.1			252.3			85.3			40.4	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.8	32.0	17.7	37.3	11.0	46.8	27.0	28.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.5	27.5	17.5	28.5	6.5	49.5	22.5	23.5				
Max Q Clear Time (g_c+I1), s	20.8	29.4	12.8	34.8	8.3	27.2	24.5	25.5				
Green Ext Time (p_c), s	0.5	0.0	0.4	0.0	0.0	3.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			201.5									
HCM 6th LOS			F									

Timings

40: Hamner Av. & Cantu Galleano Ranch Rd.

01/11/2023

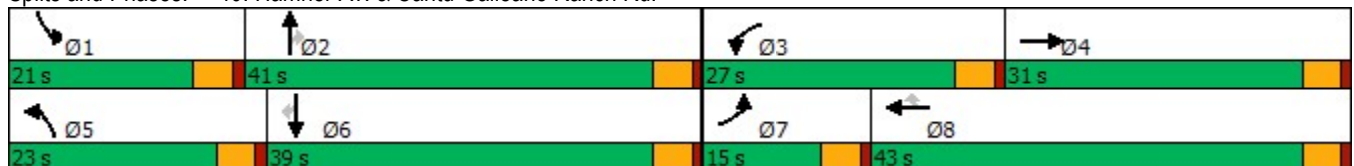


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	908	1638	451	1771	354	362	439	356	641	836	763
Future Volume (vph)	908	1638	451	1771	354	362	439	356	641	836	763
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	31.0	27.0	43.0	43.0	23.0	41.0	41.0	21.0	39.0	39.0
Total Split (%)	12.5%	25.8%	22.5%	35.8%	35.8%	19.2%	34.2%	34.2%	17.5%	32.5%	32.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	10.5	28.9	20.2	38.5	38.5	16.9	34.9	34.9	16.5	34.5	34.5
Actuated g/C Ratio	0.09	0.24	0.17	0.33	0.33	0.14	0.29	0.29	0.14	0.29	0.29
v/c Ratio	3.08	1.35	0.80	1.59	0.57	0.77	0.30	0.53	1.38	0.84	1.31
Control Delay	964.2	199.0	57.8	298.4	20.2	59.7	32.9	9.0	223.7	47.8	180.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	964.2	199.0	57.8	298.4	20.2	59.7	32.9	9.0	223.7	47.8	180.5
LOS	F	F	E	F	C	E	C	A	F	D	F
Approach Delay		435.1		218.0			33.9			143.4	
Approach LOS		F		F			C			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 3.08
 Intersection Signal Delay: 247.0
 Intersection LOS: F
 Intersection Capacity Utilization 123.3%
 ICU Level of Service H
 Analysis Period (min) 15

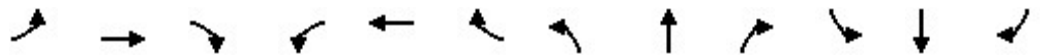
Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
40: Hamner Av. & Cantu Galleano Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	908	1638	398	451	1771	354	362	439	356	641	836	763
Future Volume (veh/h)	908	1638	398	451	1771	354	362	439	356	641	836	763
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	956	1724	362	475	1864	307	381	462	291	675	880	762
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	317	1444	303	548	1194	533	449	1466	455	498	1070	477
Arrive On Green	0.09	0.26	0.26	0.16	0.33	0.33	0.13	0.28	0.28	0.14	0.30	0.30
Sat Flow, veh/h	3510	5452	1144	3510	3610	1610	3510	5187	1610	3510	3610	1610
Grp Volume(v), veh/h	956	1550	536	475	1864	307	381	462	291	675	880	762
Grp Sat Flow(s),veh/h/ln	1755	1634	1694	1755	1805	1610	1755	1729	1610	1755	1805	1610
Q Serve(g_s), s	10.5	30.8	30.8	15.4	38.5	18.3	12.4	8.2	18.4	16.5	26.4	34.5
Cycle Q Clear(g_c), s	10.5	30.8	30.8	15.4	38.5	18.3	12.4	8.2	18.4	16.5	26.4	34.5
Prop In Lane	1.00		0.68	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	1298	449	548	1194	533	449	1466	455	498	1070	477
V/C Ratio(X)	3.02	1.19	1.19	0.87	1.56	0.58	0.85	0.32	0.64	1.36	0.82	1.60
Avail Cap(c_a), veh/h	317	1298	449	679	1194	533	558	1627	505	498	1070	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	42.8	42.8	47.9	38.9	32.2	49.6	32.9	36.6	49.9	38.1	40.9
Incr Delay (d2), s/veh	916.8	95.1	107.6	9.7	256.5	1.5	9.9	0.1	2.3	173.1	5.3	278.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.7	23.1	25.5	7.1	58.3	6.9	5.8	3.3	7.1	18.9	11.8	49.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	969.7	137.9	150.4	57.6	295.5	33.7	59.5	33.0	38.9	223.0	43.4	319.1
LnGrp LOS	F	F	F	E	F	C	E	C	D	F	D	F
Approach Vol, veh/h		3042			2646			1134			2317	
Approach Delay, s/veh		401.5			222.4			43.4			186.4	
Approach LOS		F			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	37.4	22.7	35.3	19.4	39.0	15.0	43.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	36.5	22.5	26.5	18.5	34.5	10.5	38.5				
Max Q Clear Time (g_c+I1), s	18.5	20.4	17.4	32.8	14.4	36.5	12.5	40.5				
Green Ext Time (p_c), s	0.0	3.4	0.8	0.0	0.5	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	250.7											
HCM 6th LOS	F											

Timings

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/12/2023

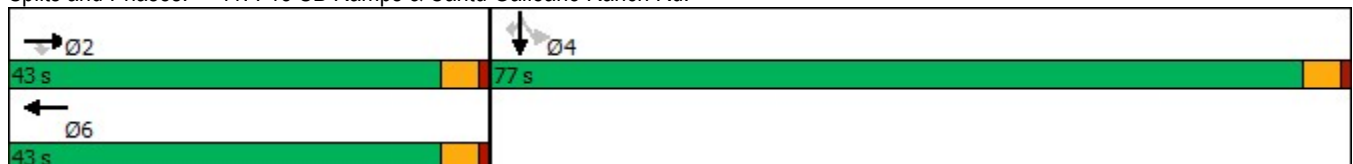


Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑	↔	↑
Traffic Volume (vph)	2146	400	1246	580	365	1	1669
Future Volume (vph)	2146	400	1246	580	365	1	1669
Turn Type	NA	Perm	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		2		Free	4		4
Detector Phase	2	2	6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	43.0	43.0	43.0		77.0	77.0	77.0
Total Split (%)	35.8%	35.8%	35.8%		64.2%	64.2%	64.2%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min		None	None	None
Act Effct Green (s)	38.5	38.5	38.5	120.0	72.5	72.5	72.5
Actuated g/C Ratio	0.32	0.32	0.32	1.00	0.60	0.60	0.60
v/c Ratio	1.37	0.62	1.15	0.22	0.34	1.02	0.97
Control Delay	204.8	18.2	113.6	0.2	12.9	59.2	46.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	204.8	18.2	113.6	0.2	12.9	59.2	46.9
LOS	F	B	F	A	B	E	D
Approach Delay	175.4		77.6			46.6	
Approach LOS	F		E			D	

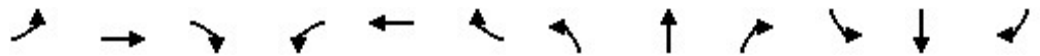
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.37
 Intersection Signal Delay: 106.6
 Intersection LOS: F
 Intersection Capacity Utilization 110.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑	↗↗				↘	↕	↗
Traffic Volume (veh/h)	0	2146	400	0	1246	580	0	0	0	365	1	1669
Future Volume (veh/h)	0	2146	400	0	1246	580	0	0	0	365	1	1669
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2283	0	0	1326	0				259	0	1330
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2186		0	1521					869	0	1546
Arrive On Green	0.00	0.42	0.00	0.00	0.42	0.00				0.48	0.00	0.48
Sat Flow, veh/h	0	5358	1610	0	3705	2834				1810	0	3220
Grp Volume(v), veh/h	0	2283	0	0	1326	0				259	0	1330
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1805	1417				1810	0	1610
Q Serve(g_s), s	0.0	38.5	0.0	0.0	30.7	0.0				7.9	0.0	33.4
Cycle Q Clear(g_c), s	0.0	38.5	0.0	0.0	30.7	0.0				7.9	0.0	33.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2186		0	1521					869	0	1546
V/C Ratio(X)	0.00	1.04		0.00	0.87					0.30	0.00	0.86
Avail Cap(c_a), veh/h	0	2186		0	1521					1436	0	2555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.4	0.0	0.0	24.2	0.0				14.4	0.0	21.0
Incr Delay (d2), s/veh	0.0	32.1	0.0	0.0	5.8	0.0				0.2	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.9	0.0	0.0	12.4	0.0				3.0	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	58.5	0.0	0.0	30.0	0.0				14.6	0.0	22.8
LnGrp LOS	A	F		A	C					B	A	C
Approach Vol, veh/h		2283	A		1326	A					1589	
Approach Delay, s/veh		58.5			30.0						21.4	
Approach LOS		E			C						C	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		43.0		48.4		43.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		38.5		72.5		38.5						
Max Q Clear Time (g_c+I1), s		40.5		35.4		32.7						
Green Ext Time (p_c), s		0.0		8.5		3.7						

Intersection Summary

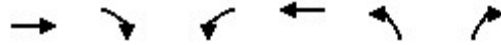
HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

42: I-15 NB Ramps & Cantu Galleano Ranch Rd.

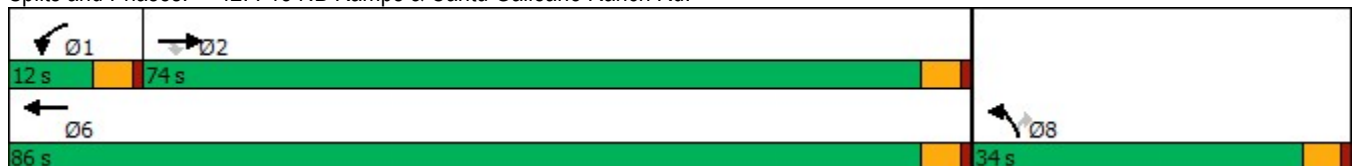


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	↑
Traffic Volume (vph)	913	1600	265	759	1035	186
Future Volume (vph)	913	1600	265	759	1035	186
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	74.0	74.0	12.0	86.0	34.0	34.0
Total Split (%)	61.7%	61.7%	10.0%	71.7%	28.3%	28.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	69.5	69.5	7.5	81.5	29.5	29.5
Actuated g/C Ratio	0.58	0.58	0.06	0.68	0.25	0.25
v/c Ratio	0.29	1.28	1.23	0.20	1.24	0.35
Control Delay	13.0	148.0	181.2	7.3	154.5	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	148.0	181.2	7.3	154.5	11.2
LOS	B	F	F	A	F	B
Approach Delay	99.0			52.3	134.8	
Approach LOS	F			D	F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay: 98.1	Intersection LOS: F
Intersection Capacity Utilization 114.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↓	↑↑↑	↑↓	↑
Traffic Volume (veh/h)	913	1600	265	759	1035	186
Future Volume (veh/h)	913	1600	265	759	1035	186
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	951	855	276	791	1078	100
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3151	890	240	3757	945	421
Arrive On Green	0.80	0.80	0.10	0.95	0.38	0.38
Sat Flow, veh/h	5700	1610	3619	5700	3619	1610
Grp Volume(v), veh/h	951	855	276	791	1078	100
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	5.1	52.0	7.5	1.0	29.5	4.8
Cycle Q Clear(g_c), s	5.1	52.0	7.5	1.0	29.5	4.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3151	890	240	3757	945	421
V/C Ratio(X)	0.30	0.96	1.15	0.21	1.14	0.24
Avail Cap(c_a), veh/h	3508	991	240	4114	945	421
HCM Platoon Ratio	1.44	1.44	1.44	1.44	1.44	1.44
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.7	10.4	51.1	1.0	35.2	27.5
Incr Delay (d2), s/veh	0.1	18.8	103.9	0.0	76.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	9.8	6.6	0.3	20.9	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.7	29.2	155.0	1.0	111.2	27.8
LnGrp LOS	A	C	F	A	F	C
Approach Vol, veh/h	1806			1067	1178	
Approach Delay, s/veh	16.9			40.9	104.1	
Approach LOS	B			D	F	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.0	66.9			78.9	34.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	7.5	69.5			81.5	29.5
Max Q Clear Time (g_c+I1), s	9.5	54.0			3.0	31.5
Green Ext Time (p_c), s	0.0	8.5			5.4	0.0

Intersection Summary

HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

**APPENDIX 7.2: HORIZON YEAR (2050) WITH PROJECT CONDITIONS
INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps



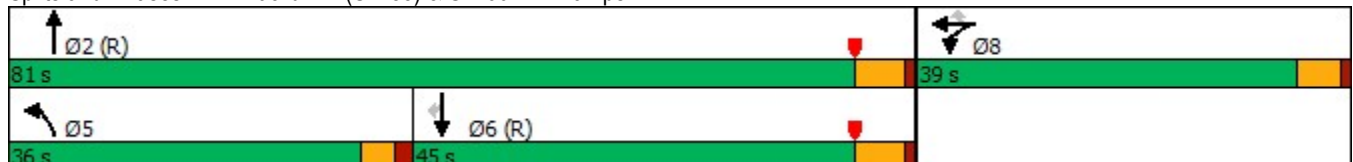
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	894	8	447	665	1668	1400	426
Future Volume (vph)	894	8	447	665	1668	1400	426
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	5.0	10.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	9.5	22.5	22.5	22.5
Total Split (s)	39.0	39.0	39.0	36.0	81.0	45.0	45.0
Total Split (%)	32.5%	32.5%	32.5%	30.0%	67.5%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.5	5.5	5.5	5.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	34.0	34.0	34.0	31.5	75.5	39.5	39.5
Actuated g/C Ratio	0.28	0.28	0.28	0.26	0.63	0.33	0.33
v/c Ratio	1.05	1.10	0.90	1.51	0.79	1.27	0.63
Control Delay	96.5	111.2	58.7	269.7	19.5	161.9	16.7
Queue Delay	18.9	1.7	0.0	0.0	27.6	0.0	0.0
Total Delay	115.4	112.9	58.7	269.7	47.0	161.9	16.7
LOS	F	F	E	F	D	F	B
Approach Delay		97.6			110.5	128.0	
Approach LOS		F			F	F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.51
 Intersection Signal Delay: 113.2
 Intersection Capacity Utilization 180.5%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

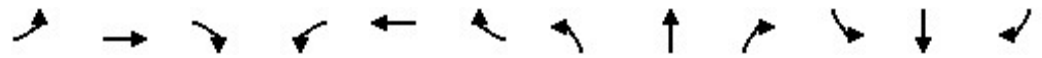
Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↔	↗	↖	↕			↕	↗
Traffic Volume (veh/h)	0	0	0	894	8	447	665	1668	0	0	1400	426
Future Volume (veh/h)	0	0	0	894	8	447	665	1668	0	0	1400	426
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				1061	0	210	715	1794	0	0	1505	291
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1025	0	456	475	2271	0	0	1188	530
Arrive On Green				0.28	0.00	0.28	0.52	1.00	0.00	0.00	0.33	0.33
Sat Flow, veh/h				3619	0	1610	1810	3705	0	0	3705	1610
Grp Volume(v), veh/h				1061	0	210	715	1794	0	0	1505	291
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1805	0	0	1805	1610
Q Serve(g_s), s				34.0	0.0	12.9	31.5	0.0	0.0	0.0	39.5	17.8
Cycle Q Clear(g_c), s				34.0	0.0	12.9	31.5	0.0	0.0	0.0	39.5	17.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1025	0	456	475	2271	0	0	1188	530
V/C Ratio(X)				1.03	0.00	0.46	1.51	0.79	0.00	0.00	1.27	0.55
Avail Cap(c_a), veh/h				1025	0	456	475	2271	0	0	1188	530
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.09	0.09	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				43.0	0.0	35.4	28.5	0.0	0.0	0.0	40.2	33.0
Incr Delay (d2), s/veh				37.5	0.0	0.3	228.4	0.3	0.0	0.0	126.7	4.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				19.9	0.0	4.9	39.3	0.1	0.0	0.0	37.8	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				80.5	0.0	35.7	256.9	0.3	0.0	0.0	167.0	37.0
LnGrp LOS				F	A	D	F	A	A	A	F	D
Approach Vol, veh/h					1271			2509			1796	
Approach Delay, s/veh					73.1			73.4			145.9	
Approach LOS					E			E			F	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		81.0			36.0	45.0		39.0				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		75.5			31.5	39.5		34.0				
Max Q Clear Time (g_c+I1), s		2.0			33.5	41.5		36.0				
Green Ext Time (p_c), s		38.7			0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	96.7
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps



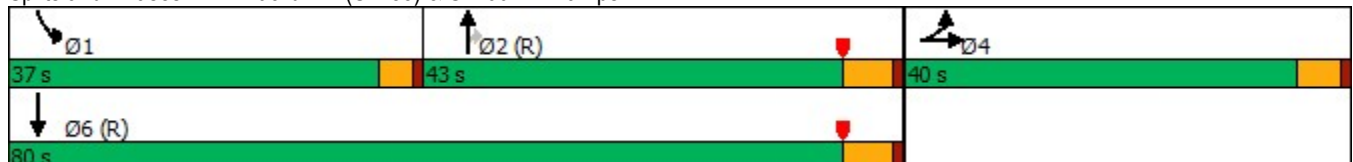
Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	539	0	1462	946	452	1561
Future Volume (vph)	539	0	1462	946	452	1561
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.0	11.0	22.5	22.5	9.0	22.5
Total Split (s)	40.0	40.0	43.0	43.0	37.0	80.0
Total Split (%)	33.3%	33.3%	35.8%	35.8%	30.8%	66.7%
Yellow Time (s)	4.0	4.0	4.5	4.5	3.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.5	5.5	4.0	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	35.0	35.0	38.2	38.2	32.3	74.5
Actuated g/C Ratio	0.29	0.29	0.32	0.32	0.27	0.62
v/c Ratio	1.00	2.49	1.31	1.09	0.96	0.72
Control Delay	83.2	695.1	180.5	72.7	62.0	18.8
Queue Delay	40.1	6.8	0.2	0.0	4.8	18.8
Total Delay	123.4	702.0	180.7	72.7	66.8	37.6
LOS	F	F	F	E	E	D
Approach Delay		534.1	138.3			44.1
Approach LOS		F	F			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.49
 Intersection Signal Delay: 215.8
 Intersection Capacity Utilization 180.5%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	539	0	1132	0	0	0	0	1462	946	452	1561	0
Future Volume (veh/h)	539	0	1132	0	0	0	0	1462	946	452	1561	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	556	0	1088				0	1507	780	466	1609	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	528	0	470				0	1160	503	482	2241	0
Arrive On Green	0.29	0.00	0.29				0.00	0.32	0.32	0.53	1.00	0.00
Sat Flow, veh/h	1810	0	1610				0	3705	1566	1810	3705	0
Grp Volume(v), veh/h	556	0	1088				0	1507	780	466	1609	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1566	1810	1805	0
Q Serve(g_s), s	35.0	0.0	35.0				0.0	38.6	38.6	29.8	0.0	0.0
Cycle Q Clear(g_c), s	35.0	0.0	35.0				0.0	38.6	38.6	29.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	528	0	470				0	1160	503	482	2241	0
V/C Ratio(X)	1.05	0.00	2.32				0.00	1.30	1.55	0.97	0.72	0.00
Avail Cap(c_a), veh/h	528	0	470				0	1160	503	498	2241	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.15	0.15	0.09	0.09	0.00
Uniform Delay (d), s/veh	42.5	0.0	42.5				0.0	40.7	40.7	27.6	0.0	0.0
Incr Delay (d2), s/veh	54.0	0.0	599.2				0.0	135.5	248.8	6.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.9	0.0	91.4				0.0	38.3	49.1	9.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.5	0.0	641.7				0.0	176.2	289.5	33.8	0.2	0.0
LnGrp LOS	F	A	F				A	F	F	C	A	A
Approach Vol, veh/h		1644						2287			2075	
Approach Delay, s/veh		457.3						214.9			7.7	
Approach LOS		F						F			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	35.9	44.1	40.0	80.0								
Change Period (Y+Rc), s	4.0	5.5	5.0	5.5								
Max Green Setting (Gmax), s	33.0	37.5	35.0	74.5								
Max Q Clear Time (g_c+I1), s	31.8	40.6	37.0	2.0								
Green Ext Time (p_c), s	0.1	0.0	0.0	31.5								

Intersection Summary

HCM 6th Ctrl Delay	209.7
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
3: Euclid Av. (SR-83) & Walnut Av.

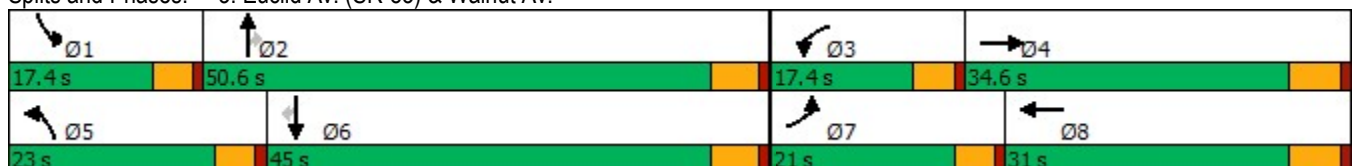


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	115	328	163	450	136	1885	62	216	2261	69
Future Volume (vph)	115	328	163	450	136	1885	62	216	2261	69
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	29.8	9.6	29.8	9.6	27.4	27.4	9.6	29.4	29.4
Total Split (s)	21.0	34.6	17.4	31.0	23.0	50.6	50.6	17.4	45.0	45.0
Total Split (%)	17.5%	28.8%	14.5%	25.8%	19.2%	42.2%	42.2%	14.5%	37.5%	37.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	12.2	23.1	12.9	23.7	13.7	45.4	45.4	11.5	43.2	43.2
Actuated g/C Ratio	0.11	0.20	0.11	0.21	0.12	0.40	0.40	0.10	0.38	0.38
v/c Ratio	0.68	0.70	0.92	0.87	0.72	0.90	0.10	0.72	1.13	0.11
Control Delay	69.3	36.9	100.0	53.1	68.7	39.5	1.1	64.3	100.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.3	36.9	100.0	53.1	68.7	39.5	1.1	64.3	100.7	0.3
LOS	E	D	F	D	E	D	A	E	F	A
Approach Delay		42.6		62.6		40.2			94.9	
Approach LOS		D		E		D			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 113.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay: 66.3	Intersection LOS: E
Intersection Capacity Utilization 98.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Euclid Av. (SR-83) & Walnut Av.



HCM 6th Signalized Intersection Summary
 3: Euclid Av. (SR-83) & Walnut Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	328	210	163	450	188	136	1885	62	216	2261	69
Future Volume (veh/h)	115	328	210	163	450	188	136	1885	62	216	2261	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	119	338	113	168	464	101	140	1943	38	223	2331	45
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	433	142	194	567	123	167	2312	653	280	2251	635
Arrive On Green	0.09	0.17	0.17	0.12	0.20	0.20	0.10	0.43	0.43	0.09	0.42	0.42
Sat Flow, veh/h	1619	2594	852	1619	2867	620	1619	5400	1524	3048	5400	1524
Grp Volume(v), veh/h	119	233	218	168	290	275	140	1943	38	223	2331	45
Grp Sat Flow(s),veh/h/ln	1619	1800	1647	1619	1800	1686	1619	1800	1524	1524	1800	1524
Q Serve(g_s), s	7.6	13.1	13.4	10.8	16.3	16.5	9.0	33.9	1.5	7.6	44.0	1.9
Cycle Q Clear(g_c), s	7.6	13.1	13.4	10.8	16.3	16.5	9.0	33.9	1.5	7.6	44.0	1.9
Prop In Lane	1.00		0.52	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	300	275	194	356	334	167	2312	653	280	2251	635
V/C Ratio(X)	0.83	0.77	0.79	0.86	0.81	0.82	0.84	0.84	0.06	0.80	1.04	0.07
Avail Cap(c_a), veh/h	252	491	449	196	430	403	282	2312	653	370	2251	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.3	42.1	42.2	45.6	40.5	40.6	46.5	27.0	17.7	47.0	30.8	18.5
Incr Delay (d2), s/veh	4.5	4.3	5.2	29.4	9.8	11.1	4.3	3.9	0.2	6.4	28.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	5.9	5.6	5.8	7.9	7.6	3.7	14.4	0.5	3.1	23.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	46.3	47.4	75.0	50.3	51.7	50.8	30.9	17.9	53.4	59.7	18.7
LnGrp LOS	D	D	D	E	D	D	D	C	B	D	F	B
Approach Vol, veh/h		570			733			2121			2599	
Approach Delay, s/veh		47.9			56.5			31.9			58.4	
Approach LOS		D			E			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	50.6	17.3	23.4	15.5	49.4	14.0	26.7				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	12.8	45.2	12.8	28.8	18.4	39.6	16.4	25.2				
Max Q Clear Time (g_c+I1), s	9.6	35.9	12.8	15.4	11.0	46.0	9.6	18.5				
Green Ext Time (p_c), s	0.1	7.4	0.0	2.0	0.1	0.0	0.1	1.7				

Intersection Summary

HCM 6th Ctrl Delay	47.9
HCM 6th LOS	D

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

01/11/2023

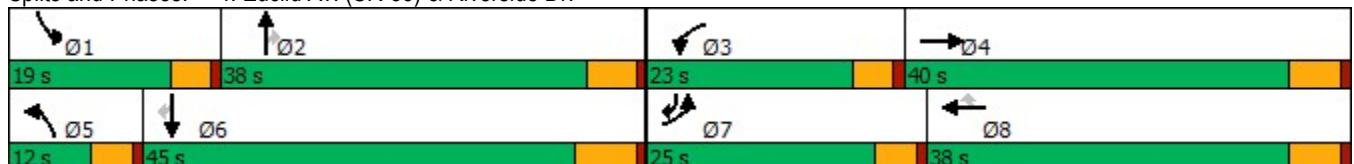


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	203	811	268	556	118	236	1636	326	267	2161	164
Future Volume (vph)	203	811	268	556	118	236	1636	326	267	2161	164
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2		1	6	7
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	25.0	40.0	23.0	38.0	38.0	12.0	38.0	38.0	19.0	45.0	25.0
Total Split (%)	20.8%	33.3%	19.2%	31.7%	31.7%	10.0%	31.7%	31.7%	15.8%	37.5%	20.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	18.2	34.2	18.4	34.4	34.4	7.4	32.6	32.6	14.4	38.5	63.2
Actuated g/C Ratio	0.15	0.28	0.15	0.29	0.29	0.06	0.27	0.27	0.12	0.32	0.53
v/c Ratio	0.84	2.08	1.11	0.58	0.22	2.43	1.80	0.62	1.41	2.01	0.20
Control Delay	78.0	519.0	135.3	40.0	3.1	699.0	391.1	23.4	251.0	482.8	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.0	519.0	135.3	40.0	3.1	699.0	391.1	23.4	251.0	482.8	8.9
LOS	E	F	F	D	A	F	F	C	F	F	A
Approach Delay		446.3		62.5			369.6			429.1	
Approach LOS		F		E			F			F	
























Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.43	
Intersection Signal Delay: 363.8	Intersection LOS: F
Intersection Capacity Utilization 171.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
 4: Euclid Av. (SR-83) & Riverside Dr.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	811	216	268	556	118	236	1636	326	267	2161	164
Future Volume (veh/h)	203	811	216	268	556	118	236	1636	326	267	2161	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	207	828	193	273	567	68	241	1669	291	272	2205	112
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	398	93	246	997	438	99	921	411	193	1118	717
Arrive On Green	0.14	0.28	0.28	0.15	0.29	0.29	0.06	0.27	0.27	0.12	0.33	0.33
Sat Flow, veh/h	1619	1408	328	1619	3420	1503	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	207	0	1021	273	567	68	241	1669	291	272	2205	112
Grp Sat Flow(s),veh/h/ln	1619	0	1736	1619	1710	1503	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	15.2	0.0	34.2	18.4	17.0	4.1	7.4	32.6	20.9	14.4	39.6	5.1
Cycle Q Clear(g_c), s	15.2	0.0	34.2	18.4	17.0	4.1	7.4	32.6	20.9	14.4	39.6	5.1
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	0	490	246	997	438	99	921	411	193	1118	717
V/C Ratio(X)	0.90	0.00	2.08	1.11	0.57	0.16	2.44	1.81	0.71	1.41	1.97	0.16
Avail Cap(c_a), veh/h	273	0	490	246	997	438	99	921	411	193	1118	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	0.0	43.5	51.3	36.4	31.8	56.9	44.3	40.0	53.4	40.8	18.4
Incr Delay (d2), s/veh	24.5	0.0	494.2	90.0	0.8	0.2	675.7	370.1	5.6	213.6	440.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	81.3	13.4	7.0	1.5	21.5	60.3	8.2	17.2	84.4	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	0.0	537.6	141.3	37.2	32.0	732.5	414.3	45.5	267.0	481.2	18.5
LnGrp LOS	E	A	F	F	D	C	F	F	D	F	F	B
Approach Vol, veh/h		1228			908			2201			2589	
Approach Delay, s/veh		459.7			68.1			400.4			438.7	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	39.1	23.0	40.0	12.0	46.1	21.9	41.1				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	14.4	* 33	18.4	34.2	7.4	38.5	20.4	32.2				
Max Q Clear Time (g_c+I1), s	16.4	34.6	20.4	36.2	9.4	41.6	17.2	19.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	3.0				
Intersection Summary												
HCM 6th Ctrl Delay			381.7									
HCM 6th LOS			F									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

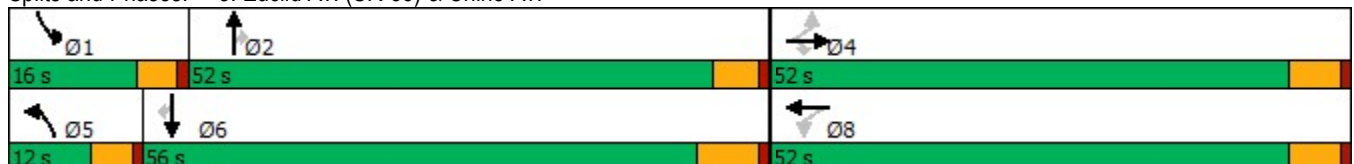
Timings
5: Euclid Av. (SR-83) & Chino Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	143	285	92	131	379	78	2085	213	124	2334	154	
Future Volume (vph)	143	285	92	131	379	78	2085	213	124	2334	154	
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases		4			8	5	2		1	6		
Permitted Phases	4		4	8				2			6	
Detector Phase	4	4	4	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5	
Total Split (s)	52.0	52.0	52.0	52.0	52.0	12.0	52.0	52.0	16.0	56.0	56.0	
Total Split (%)	43.3%	43.3%	43.3%	43.3%	43.3%	10.0%	43.3%	43.3%	13.3%	46.7%	46.7%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	5.8	5.8		5.8	4.6	5.2	5.2	4.6	6.5	6.5	
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max	
Act Effct Green (s)	46.2	46.2	46.2		46.2	7.3	47.1	47.1	11.0	49.5	49.5	
Actuated g/C Ratio	0.39	0.39	0.39		0.39	0.06	0.39	0.39	0.09	0.41	0.41	
v/c Ratio	0.90	0.43	0.15		1.62	0.83	1.62	0.35	0.87	1.72	0.24	
Control Delay	85.6	29.6	5.2		317.0	108.3	309.6	19.4	99.9	354.9	13.6	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	85.6	29.6	5.2		317.0	108.3	309.6	19.4	99.9	354.9	13.6	
LOS	F	C	A		F	F	F	B	F	F	B	
Approach Delay		40.7			317.0		277.0			322.7		
Approach LOS		D			F		F			F		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.72
 Intersection Signal Delay: 281.2
 Intersection Capacity Utilization 151.7%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H























Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
 5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	285	92	131	379	238	78	2085	213	124	2334	154
Future Volume (veh/h)	143	285	92	131	379	238	78	2085	213	124	2334	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	149	297	75	136	395	247	81	2172	182	129	2431	123
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	183	686	581	102	224	136	99	1320	589	152	1432	639
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.06	0.39	0.39	0.09	0.42	0.42
Sat Flow, veh/h	716	1800	1525	177	588	356	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	149	297	75	778	0	0	81	2172	182	129	2431	123
Grp Sat Flow(s),veh/h/ln	716	1800	1525	1121	0	0	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	0.0	14.8	3.9	31.4	0.0	0.0	6.0	46.8	10.1	9.5	50.8	6.2
Cycle Q Clear(g_c), s	46.2	14.8	3.9	46.2	0.0	0.0	6.0	46.8	10.1	9.5	50.8	6.2
Prop In Lane	1.00		1.00	0.17		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	686	581	462	0	0	99	1320	589	152	1432	639
V/C Ratio(X)	0.81	0.43	0.13	1.68	0.00	0.00	0.82	1.65	0.31	0.85	1.70	0.19
Avail Cap(c_a), veh/h	183	686	581	462	0	0	99	1320	589	152	1432	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	27.8	24.4	43.6	0.0	0.0	56.3	37.2	26.0	54.1	35.3	22.3
Incr Delay (d2), s/veh	23.7	0.4	0.1	317.2	0.0	0.0	37.8	294.0	1.4	32.6	317.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	6.2	1.4	54.4	0.0	0.0	3.4	71.8	3.7	5.1	82.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	28.3	24.5	360.8	0.0	0.0	94.1	331.2	27.3	86.7	352.4	23.0
LnGrp LOS	E	C	C	F	A	A	F	F	C	F	F	C
Approach Vol, veh/h		521			778			2435			2683	
Approach Delay, s/veh		38.3			360.8			300.6			324.5	
Approach LOS		D			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	53.3		52.0	12.0	57.3		52.0				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 47		46.2	7.4	49.5		46.2				
Max Q Clear Time (g_c+I1), s	11.5	48.8		48.2	8.0	52.8		48.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	296.6											
HCM 6th LOS	F											
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

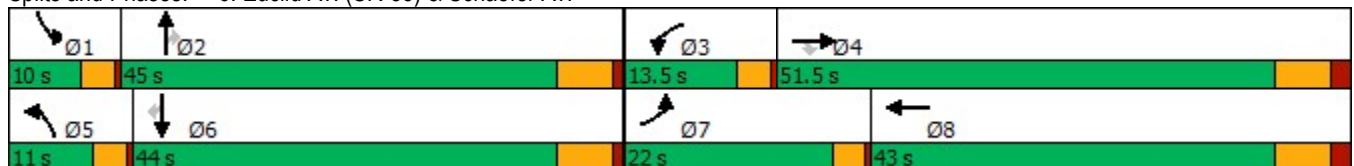
Timings
6: Euclid Av. (SR-83) & Schaefer Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	425	179	181	4	28	139	1995	85	142	2271	188	
Future Volume (vph)	425	179	181	4	28	139	1995	85	142	2271	188	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0	
Total Split (s)	22.0	51.5	51.5	13.5	43.0	11.0	45.0	45.0	10.0	44.0	44.0	
Total Split (%)	18.3%	42.9%	42.9%	11.3%	35.8%	9.2%	37.5%	37.5%	8.3%	36.7%	36.7%	
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	19.0	25.5	25.5	10.3	10.7	7.7	40.0	40.0	6.7	39.0	39.0	
Actuated g/C Ratio	0.21	0.28	0.28	0.11	0.12	0.08	0.44	0.44	0.07	0.43	0.43	
v/c Ratio	1.32	0.37	0.34	0.02	0.21	1.07	1.38	0.12	1.25	1.62	0.27	
Control Delay	195.0	27.9	5.4	44.5	27.1	140.6	202.1	1.8	206.6	304.9	9.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	195.0	27.9	5.4	44.5	27.1	140.6	202.1	1.8	206.6	304.9	9.5	
LOS	F	C	A	D	C	F	F	A	F	F	A	
Approach Delay		113.2			28.5		190.6			278.2		
Approach LOS		F			C		F			F		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 91.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.62	
Intersection Signal Delay: 218.8	Intersection LOS: F
Intersection Capacity Utilization 122.0%	ICU Level of Service H
Analysis Period (min) 15	
























Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	425	179	181	4	28	16	139	1995	85	142	2271	188
Future Volume (veh/h)	425	179	181	4	28	16	139	1995	85	142	2271	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	443	186	152	4	29	14	145	2078	89	148	2366	159
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	337	456	387	17	64	31	136	1499	668	118	1460	651
Arrive On Green	0.21	0.25	0.25	0.01	0.06	0.06	0.08	0.44	0.44	0.07	0.43	0.43
Sat Flow, veh/h	1619	1800	1525	1619	1147	554	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	443	186	152	4	0	43	145	2078	89	148	2366	159
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1700	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	18.5	7.7	7.4	0.2	0.0	2.2	7.5	39.0	3.1	6.5	38.0	5.9
Cycle Q Clear(g_c), s	18.5	7.7	7.4	0.2	0.0	2.2	7.5	39.0	3.1	6.5	38.0	5.9
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	337	456	387	17	0	96	136	1499	668	118	1460	651
V/C Ratio(X)	1.32	0.41	0.39	0.23	0.00	0.45	1.06	1.39	0.13	1.25	1.62	0.24
Avail Cap(c_a), veh/h	337	900	763	182	0	688	136	1499	668	118	1460	651
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	27.7	27.5	43.7	0.0	40.7	40.7	25.0	14.9	41.2	25.5	16.3
Incr Delay (d2), s/veh	161.9	0.4	0.5	2.6	0.0	2.4	94.8	178.2	0.1	165.1	282.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.9	3.1	2.6	0.1	0.0	0.9	6.4	50.3	1.0	7.8	70.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	197.2	28.1	28.0	46.2	0.0	43.1	135.5	203.2	15.0	206.4	307.8	16.5
LnGrp LOS	F	C	C	D	A	D	F	F	B	F	F	B
Approach Vol, veh/h		781			47			2312			2673	
Approach Delay, s/veh		124.0			43.4			191.7			284.9	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	45.0	4.4	29.6	11.0	44.0	22.0	12.0				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	6.5	39.0	10.0	44.5	7.5	38.0	18.5	36.0				
Max Q Clear Time (g_c+I1), s	8.5	41.0	2.2	9.7	9.5	40.0	20.5	4.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay	224.2											
HCM 6th LOS	F											

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	4	1293	10	0	2322
Future Vol, veh/h	0	4	1293	10	0	2322
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	1405	11	0	2524

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	708	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	382	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	382	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	382
HCM Lane V/C Ratio	-	-	0.011
HCM Control Delay (s)	-	-	14.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	12	1292	37	0	2322
Future Vol, veh/h	0	12	1292	37	0	2322
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	13	1404	40	0	2524

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	722	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	374	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	374	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	374
HCM Lane V/C Ratio	-	-	0.035
HCM Control Delay (s)	-	-	15
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	13	1315	33	0	2322
Future Vol, veh/h	0	13	1315	33	0	2322
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	14	1429	36	0	2524

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	733	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	368	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	368	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	368
HCM Lane V/C Ratio	-	-	0.038
HCM Control Delay (s)	-	-	15.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	61	1287	69	0	2322
Future Vol, veh/h	0	61	1287	69	0	2322
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	66	1399	75	0	2524

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	737	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	365	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	365	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	365
HCM Lane V/C Ratio	-	-	0.182
HCM Control Delay (s)	-	-	17
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7

Timings

11: Euclid Av. (SR-83) & Edison Av.

01/11/2023

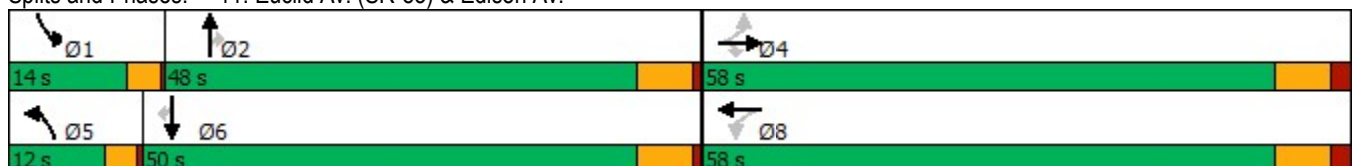


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	432	865	220	415	893	179	1173	191	589	1682	278
Future Volume (vph)	432	865	220	415	893	179	1173	191	589	1682	278
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	58.0	58.0	58.0	58.0	58.0	12.0	48.0	48.0	14.0	50.0	50.0
Total Split (%)	48.3%	48.3%	48.3%	48.3%	48.3%	10.0%	40.0%	40.0%	11.7%	41.7%	41.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	51.0	51.0	51.0	51.0	51.0	8.5	42.0	42.0	10.5	44.0	44.0
Actuated g/C Ratio	0.42	0.42	0.42	0.42	0.42	0.07	0.35	0.35	0.09	0.37	0.37
v/c Ratio	7.95	1.17	0.31	7.64	2.27	0.84	1.01	0.35	4.30	1.38	0.48
Control Delay	3169.4	121.4	9.5	3033.2	597.6	85.2	67.6	20.5	1517.3	209.2	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3169.4	121.4	9.5	3033.2	597.6	85.2	67.6	20.5	1517.3	209.2	25.1
LOS	F	F	A	F	F	F	E	C	F	F	C
Approach Delay		972.4			1095.7		63.8			491.2	
Approach LOS		F			F		E			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 7.95	
Intersection Signal Delay: 661.1	Intersection LOS: F
Intersection Capacity Utilization 213.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	865	220	415	893	722	179	1173	191	589	1682	278
Future Volume (veh/h)	432	865	220	415	893	722	179	1173	191	589	1682	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	445	892	191	428	921	734	185	1209	190	607	1734	252
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	765	648	60	394	314	222	1197	532	142	1254	559
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.07	0.35	0.35	0.09	0.37	0.37
Sat Flow, veh/h	274	1800	1524	473	927	739	3141	3420	1521	1619	3420	1524
Grp Volume(v), veh/h	445	892	191	428	0	1655	185	1209	190	607	1734	252
Grp Sat Flow(s),veh/h/ln	274	1800	1524	473	0	1665	1570	1710	1521	1619	1710	1524
Q Serve(g_s), s	0.0	51.0	9.9	0.0	0.0	51.0	7.0	42.0	11.1	10.5	44.0	15.1
Cycle Q Clear(g_c), s	51.0	51.0	9.9	51.0	0.0	51.0	7.0	42.0	11.1	10.5	44.0	15.1
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	765	648	60	0	708	222	1197	532	142	1254	559
V/C Ratio(X)	7.42	1.17	0.29	7.13	0.00	2.34	0.83	1.01	0.36	4.28	1.38	0.45
Avail Cap(c_a), veh/h	60	765	648	60	0	708	222	1197	532	142	1254	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.0	34.5	22.7	60.0	0.0	34.5	55.0	39.0	29.0	54.8	38.0	28.8
Incr Delay (d2), s/veh	2921.8	88.6	0.3	2794.5	0.0	606.7	21.5	28.5	0.4	1494.5	177.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	50.5	39.6	3.5	48.4	0.0	138.5	3.3	21.0	3.9	62.9	47.8	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2981.8	123.1	22.9	2854.5	0.0	641.2	76.5	67.5	29.4	1549.3	215.3	29.4
LnGrp LOS	F	F	C	F	A	F	E	F	C	F	F	C
Approach Vol, veh/h		1528			2083			1584			2593	
Approach Delay, s/veh		943.1			1096.0			64.0			509.5	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	48.0		58.0	12.0	50.0		58.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	10.5	42.0		51.0	8.5	44.0		51.0				
Max Q Clear Time (g_c+I1), s	12.5	44.0		53.0	9.0	46.0		53.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	660.8											
HCM 6th LOS	F											

Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

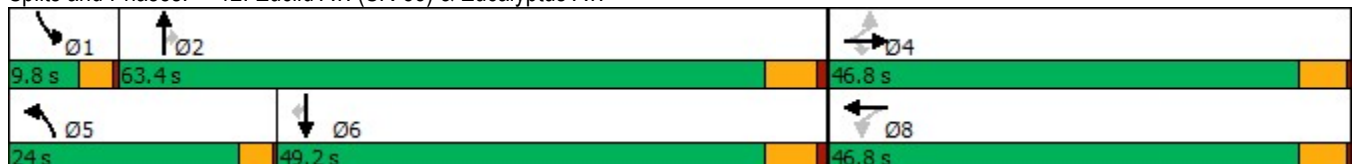


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	78	204	186	41	183	186	1214	142	288	1824	43
Future Volume (vph)	78	204	186	41	183	186	1214	142	288	1824	43
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.8	46.8	46.8	46.8	46.8	8.5	30.7	30.7	8.5	37.7	37.7
Total Split (s)	46.8	46.8	46.8	46.8	46.8	24.0	63.4	63.4	9.8	49.2	49.2
Total Split (%)	39.0%	39.0%	39.0%	39.0%	39.0%	20.0%	52.8%	52.8%	8.2%	41.0%	41.0%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	3.0	4.7	4.7	3.0	4.7	4.7
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8	4.8	3.5	5.7	5.7	3.5	5.7	5.7
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	23.1	23.1	23.1	23.1	23.1	16.3	54.1	54.1	6.4	44.3	44.3
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.24	0.17	0.55	0.55	0.07	0.45	0.45
v/c Ratio	0.71	0.52	0.39	0.23	0.75	0.75	0.69	0.18	2.95	1.27	0.06
Control Delay	66.5	36.6	6.4	32.9	43.0	58.3	19.8	9.1	917.3	152.5	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	36.6	6.4	32.9	43.0	58.3	19.8	9.1	917.3	152.5	1.7
LOS	E	D	A	C	D	E	B	A	F	F	A
Approach Delay		29.6			41.8		23.4			251.8	
Approach LOS		C			D		C			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 97.9	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.95	
Intersection Signal Delay: 134.8	Intersection LOS: F
Intersection Capacity Utilization 103.0%	ICU Level of Service G
Analysis Period (min) 15	

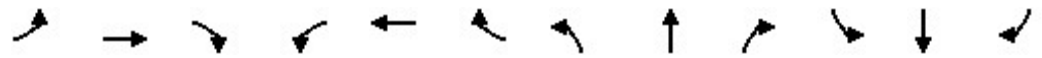
Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	204	186	41	183	112	186	1214	142	288	1824	43
Future Volume (veh/h)	78	204	186	41	183	112	186	1214	142	288	1824	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	84	219	115	44	197	114	200	1305	151	310	1961	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	186	504	427	244	299	173	230	1765	787	102	1495	666
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.14	0.52	0.52	0.06	0.44	0.44
Sat Flow, veh/h	971	1800	1525	951	1070	619	1619	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	84	219	115	44	0	311	200	1305	151	310	1961	34
Grp Sat Flow(s),veh/h/ln	971	1800	1525	951	0	1689	1619	1710	1525	1619	1710	1524
Q Serve(g_s), s	8.3	9.9	5.8	4.0	0.0	16.2	12.0	29.7	5.3	6.3	43.5	1.3
Cycle Q Clear(g_c), s	24.5	9.9	5.8	13.9	0.0	16.2	12.0	29.7	5.3	6.3	43.5	1.3
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	504	427	244	0	473	230	1765	787	102	1495	666
V/C Ratio(X)	0.45	0.43	0.27	0.18	0.00	0.66	0.87	0.74	0.19	3.02	1.31	0.05
Avail Cap(c_a), veh/h	324	760	644	379	0	713	334	1983	884	102	1495	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	29.4	27.9	35.1	0.0	31.6	41.8	18.8	12.9	46.6	28.0	16.1
Incr Delay (d2), s/veh	1.3	0.4	0.2	0.3	0.0	1.2	13.7	1.3	0.1	936.5	145.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.2	2.1	0.9	0.0	6.4	5.4	10.2	1.6	29.1	45.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	29.8	28.2	35.3	0.0	32.8	55.4	20.2	13.0	983.1	173.2	16.2
LnGrp LOS	D	C	C	D	A	C	E	C	B	F	F	B
Approach Vol, veh/h		418			355			1656			2305	
Approach Delay, s/veh		32.2			33.1			23.8			279.8	
Approach LOS		C			C			C			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	57.1		32.6	17.7	49.2		32.6				
Change Period (Y+Rc), s	3.5	5.7		4.8	3.5	5.7		4.8				
Max Green Setting (Gmax), s	6.3	57.7		42.0	20.5	43.5		42.0				
Max Q Clear Time (g_c+I1), s	8.3	31.7		26.5	14.0	45.5		18.2				
Green Ext Time (p_c), s	0.0	10.1		1.4	0.2	0.0		1.5				

Intersection Summary

HCM 6th Ctrl Delay	149.9
HCM 6th LOS	F

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

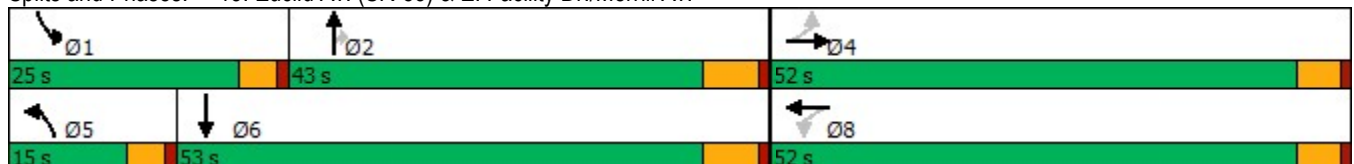


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	8	5	405	60	41	1545	629	646	1472
Future Volume (vph)	8	5	405	60	41	1545	629	646	1472
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	28.0	28.0	14.5	28.0
Total Split (s)	52.0	52.0	52.0	52.0	15.0	43.0	43.0	25.0	53.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	12.5%	35.8%	35.8%	20.8%	44.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		47.0		47.0	10.1	37.0	37.0	20.5	50.3
Actuated g/C Ratio		0.39		0.39	0.08	0.31	0.31	0.17	0.42
v/c Ratio		0.03		1.43	0.33	1.56	1.17	2.50	1.15
Control Delay		19.3		231.0	58.6	287.4	122.4	707.3	108.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		19.3		231.0	58.6	287.4	122.4	707.3	108.8
LOS		B		F	E	F	F	F	F
Approach Delay		19.3		231.0		236.3			285.8
Approach LOS		B		F		F			F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.50	
Intersection Signal Delay: 255.7	Intersection LOS: F
Intersection Capacity Utilization 150.9%	ICU Level of Service H
Analysis Period (min) 15	

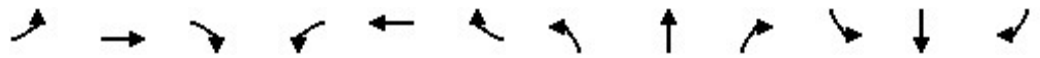
Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↕	↗	↗	↕	↕
Traffic Volume (veh/h)	8	5	4	405	60	297	41	1545	629	646	1472	67
Future Volume (veh/h)	8	5	4	405	60	297	41	1545	629	646	1472	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	9	5	2	431	64	292	44	1644	654	687	1566	55
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	165	61	357	46	211	104	1054	470	277	1399	49
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.06	0.31	0.31	0.17	0.42	0.42
Sat Flow, veh/h	668	422	156	793	118	537	1619	3420	1525	1619	3371	118
Grp Volume(v), veh/h	16	0	0	787	0	0	44	1644	654	687	792	829
Grp Sat Flow(s),veh/h/ln	1247	0	0	1449	0	0	1619	1710	1525	1619	1710	1779
Q Serve(g_s), s	0.0	0.0	0.0	46.3	0.0	0.0	3.1	37.0	37.0	20.5	49.8	49.8
Cycle Q Clear(g_c), s	0.7	0.0	0.0	47.0	0.0	0.0	3.1	37.0	37.0	20.5	49.8	49.8
Prop In Lane	0.56		0.12	0.55		0.37	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	535	0	0	614	0	0	104	1055	470	277	710	738
V/C Ratio(X)	0.03	0.00	0.00	1.28	0.00	0.00	0.42	1.56	1.39	2.48	1.12	1.12
Avail Cap(c_a), veh/h	535	0	0	614	0	0	142	1055	470	277	710	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	0.0	38.2	0.0	0.0	54.0	41.5	41.5	49.7	35.1	35.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	139.1	0.0	0.0	1.0	256.2	188.4	678.5	70.5	72.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	41.3	0.0	0.0	1.3	52.0	37.6	60.0	32.7	34.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.0	0.0	177.3	0.0	0.0	55.0	297.7	229.9	728.2	105.6	107.2
LnGrp LOS	C	A	A	F	A	A	E	F	F	F	F	F
Approach Vol, veh/h		16			787			2342			2308	
Approach Delay, s/veh		22.4			177.3			274.2			291.5	
Approach LOS		C			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	43.0		52.0	12.2	55.8		52.0				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	20.5	37.0		47.0	10.5	47.0		47.0				
Max Q Clear Time (g_c+I1), s	22.5	39.0		2.7	5.1	51.8		49.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	266.8											
HCM 6th LOS	F											

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

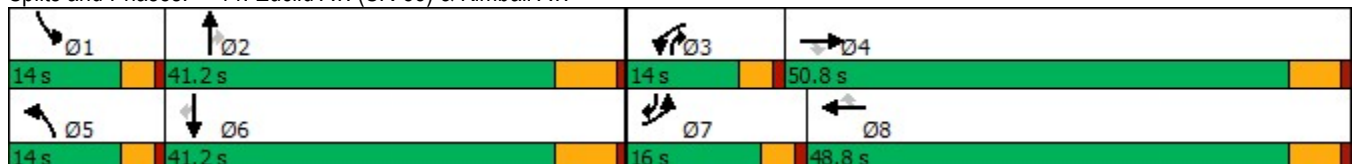
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	360	349	67	124	1184	819	91	1230	74	231	1022	501
Future Volume (vph)	360	349	67	124	1184	819	91	1230	74	231	1022	501
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	14.0	49.5	49.5	14.0	47.8	47.8	14.0	36.0	14.0	9.0	33.0	14.0
Total Split (s)	16.0	50.8	50.8	14.0	48.8	48.8	14.0	41.2	14.0	14.0	41.2	16.0
Total Split (%)	13.3%	42.3%	42.3%	11.7%	40.7%	40.7%	11.7%	34.3%	11.7%	11.7%	34.3%	13.3%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8	4.8	3.0	5.5	3.0	3.0	5.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.8	5.8	4.0	5.8	5.8	4.0	6.5	4.0	4.0	6.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	12.0	45.0	45.0	10.0	43.0	43.0	10.0	34.7	51.2	10.0	34.7	49.2
Actuated g/C Ratio	0.10	0.38	0.38	0.08	0.36	0.36	0.08	0.29	0.43	0.08	0.29	0.41
v/c Ratio	1.26	0.28	0.11	0.96	1.00	1.25	0.70	1.28	0.11	0.97	1.07	0.79
Control Delay	186.1	27.0	1.9	121.8	63.6	150.0	80.7	171.5	4.9	105.7	89.3	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	186.1	27.0	1.9	121.8	63.6	150.0	80.7	171.5	4.9	105.7	89.3	34.2
LOS	F	C	A	F	E	F	F	F	A	F	F	C
Approach Delay		98.6			100.3			156.8			75.7	
Approach LOS		F			F			F			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay: 106.0	Intersection LOS: F
Intersection Capacity Utilization 115.2%	ICU Level of Service H
Analysis Period (min) 15	

























Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	349	67	124	1184	819	91	1230	74	231	1022	501
Future Volume (veh/h)	360	349	67	124	1184	819	91	1230	74	231	1022	501
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	371	360	59	128	1221	666	94	1268	62	238	1054	465
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	1283	572	135	1226	547	129	989	568	246	1001	593
Arrive On Green	0.10	0.38	0.38	0.08	0.36	0.36	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	2956	3420	1525	1619	3420	1525	1619	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	371	360	59	128	1221	666	94	1268	62	238	1054	465
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1619	1710	1525	1619	1710	1525	1478	1710	1506
Q Serve(g_s), s	12.0	8.8	3.0	9.4	42.8	43.0	6.8	34.7	3.2	9.6	35.1	32.5
Cycle Q Clear(g_c), s	12.0	8.8	3.0	9.4	42.8	43.0	6.8	34.7	3.2	9.6	35.1	32.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	1283	572	135	1226	547	129	989	568	246	1001	593
V/C Ratio(X)	1.25	0.28	0.10	0.95	1.00	1.22	0.73	1.28	0.11	0.97	1.05	0.78
Avail Cap(c_a), veh/h	296	1283	572	135	1226	547	135	989	568	246	1001	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	26.2	24.4	54.7	38.4	38.5	53.9	42.6	24.6	54.8	42.4	32.0
Incr Delay (d2), s/veh	139.4	0.1	0.1	61.2	24.8	114.1	14.8	134.8	0.1	47.5	43.3	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	3.5	1.1	6.0	21.1	32.5	3.2	32.2	1.1	5.1	19.9	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	193.4	26.3	24.5	115.9	63.2	152.6	68.7	177.4	24.7	102.3	85.7	39.2
LnGrp LOS	F	C	C	F	E	F	E	F	C	F	F	D
Approach Vol, veh/h		790			2015			1424			1757	
Approach Delay, s/veh		104.6			96.1			163.6			75.7	
Approach LOS		F			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	41.2	14.0	50.8	13.6	41.6	16.0	48.8				
Change Period (Y+Rc), s	4.0	6.5	4.0	5.8	4.0	6.5	4.0	5.8				
Max Green Setting (Gmax), s	10.0	34.7	10.0	45.0	10.0	34.7	12.0	43.0				
Max Q Clear Time (g_c+I1), s	11.6	36.7	11.4	10.8	8.8	37.1	14.0	45.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	107.3											
HCM 6th LOS	F											

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	214	7	0	48	0	2
Future Vol, veh/h	214	7	0	48	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	233	8	0	52	0	2

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	237
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	807
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	807
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	807	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	9.5	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	203	13	3	41	6	3
Future Vol, veh/h	203	13	3	41	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	221	14	3	45	7	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	235	0	279
Stage 1	-	-	-	-	228
Stage 2	-	-	-	-	51
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1344	-	715
Stage 1	-	-	-	-	815
Stage 2	-	-	-	-	977
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1344	-	714
Mov Cap-2 Maneuver	-	-	-	-	718
Stage 1	-	-	-	-	815
Stage 2	-	-	-	-	975

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	748	-	-	1344	-
HCM Lane V/C Ratio	0.013	-	-	0.002	-
HCM Control Delay (s)	9.9	-	-	7.7	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	199	7	0	45	0	2
Future Vol, veh/h	199	7	0	45	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	216	8	0	49	0	2

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	220
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	825
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	825
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	825	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	9.4	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	902	908	116	0	102
Future Vol, veh/h	0	902	908	116	0	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	980	987	126	0	111

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1050
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.2
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.3
Pot Cap-1 Maneuver	0	-	- 0 278
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 278
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	26.3
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	278
HCM Lane V/C Ratio	-	-	-	0.399
HCM Control Delay (s)	-	-	-	26.3
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	1.8

Intersection						
Int Delay, s/veh	71.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	212	691	926	87	190	98
Future Vol, veh/h	212	691	926	87	190	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	230	751	1007	95	207	107

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1102	0	-	0	2266 1055
Stage 1	-	-	-	-	1055 -
Stage 2	-	-	-	-	1211 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	641	-	-	-	~ 45 277
Stage 1	-	-	-	-	338 -
Stage 2	-	-	-	-	285 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	641	-	-	-	~ 29 277
Mov Cap-2 Maneuver	-	-	-	-	~ 125 -
Stage 1	-	-	-	-	217 -
Stage 2	-	-	-	-	285 -

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	\$ 535.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	641	-	-	-	154
HCM Lane V/C Ratio	0.359	-	-	-	2.033
HCM Control Delay (s)	13.7	-	-	-	\$ 535.3
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	1.6	-	-	-	24.6

Notes
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	880	990	3	0	23
Future Vol, veh/h	0	880	990	3	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	957	1076	3	0	25

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1078
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.2
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.3
Pot Cap-1 Maneuver	0	-	- 0 268
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 268
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	268
HCM Lane V/C Ratio	-	-	-	0.093
HCM Control Delay (s)	-	-	-	19.8
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.3

Timings
21: Sultana Av. & Schaefer Av.

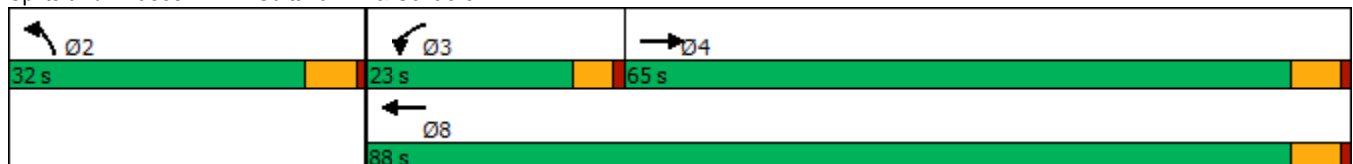


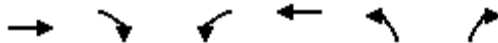
Lane Group	EBT	WBL	WBT	NBL
Lane Configurations	↻	↻	↻	↻
Traffic Volume (vph)	185	17	41	3
Future Volume (vph)	185	17	41	3
Turn Type	NA	Prot	NA	Prot
Protected Phases	4	3	8	2
Permitted Phases				
Detector Phase	4	3	8	2
Switch Phase				
Minimum Initial (s)	10.0	5.0	10.0	10.0
Minimum Split (s)	22.5	9.6	15.5	27.5
Total Split (s)	65.0	23.0	88.0	32.0
Total Split (%)	54.2%	19.2%	73.3%	26.7%
Yellow Time (s)	4.5	3.6	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.6	5.5	5.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	None	Min
Act Effct Green (s)	11.7	5.5	13.1	13.2
Actuated g/C Ratio	0.31	0.14	0.34	0.35
v/c Ratio	0.37	0.07	0.07	0.01
Control Delay	13.5	19.0	8.5	9.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	13.5	19.0	8.5	9.8
LOS	B	B	A	A
Approach Delay	13.5		11.5	9.8
Approach LOS	B		B	A

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 38	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 31.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Sultana Av. & Schaefer Av.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→		←	→	←	→
Traffic Volume (veh/h)	185	15	17	41	3	1
Future Volume (veh/h)	185	15	17	41	3	1
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	201	16	18	45	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	451	36	41	781	300	100
Arrive On Green	0.26	0.26	0.02	0.41	0.28	0.28
Sat Flow, veh/h	1737	138	1810	1900	1069	356
Grp Volume(v), veh/h	0	217	18	45	5	0
Grp Sat Flow(s),veh/h/ln	0	1875	1810	1900	1782	0
Q Serve(g_s), s	0.0	3.5	0.4	0.5	0.1	0.0
Cycle Q Clear(g_c), s	0.0	3.5	0.4	0.5	0.1	0.0
Prop In Lane		0.07	1.00		0.60	0.20
Lane Grp Cap(c), veh/h	0	486	41	781	500	0
V/C Ratio(X)	0.00	0.45	0.43	0.06	0.01	0.00
Avail Cap(c_a), veh/h	0	3128	933	4394	1324	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	11.1	17.2	6.3	9.3	0.0
Incr Delay (d2), s/veh	0.0	0.6	2.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	11.7	19.8	6.4	9.3	0.0
LnGrp LOS	A	B	B	A	A	A
Approach Vol, veh/h	217			63	5	
Approach Delay, s/veh	11.7			10.2	9.3	
Approach LOS	B			B	A	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.5	5.4	14.8		20.2
Change Period (Y+Rc), s		5.5	4.6	5.5		5.5
Max Green Setting (Gmax), s		26.5	18.4	59.5		82.5
Max Q Clear Time (g_c+I1), s		2.1	2.4	5.5		2.5
Green Ext Time (p_c), s		0.0	0.0	1.2		0.2

Intersection Summary

HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	10	13	3	14	18
Future Vol, veh/h	2	10	13	3	14	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	11	14	3	15	20

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	56	25	35	0	0
Stage 1	25	-	-	-	-
Stage 2	31	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	957	1057	1589	-	-
Stage 1	1003	-	-	-	-
Stage 2	997	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	948	1057	1589	-	-
Mov Cap-2 Maneuver	887	-	-	-	-
Stage 1	994	-	-	-	-
Stage 2	997	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	5.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1589	-	1024	-	-
HCM Lane V/C Ratio	0.009	-	0.013	-	-
HCM Control Delay (s)	7.3	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	5	14	19	5
Future Vol, veh/h	2	2	5	14	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	2	5	15	21	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	49	24	26	0	0
Stage 1	24	-	-	-	-
Stage 2	25	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	965	1058	1601	-	-
Stage 1	1004	-	-	-	-
Stage 2	1003	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	962	1058	1601	-	-
Mov Cap-2 Maneuver	896	-	-	-	-
Stage 1	1001	-	-	-	-
Stage 2	1003	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1601	-	970	-	-
HCM Lane V/C Ratio	0.003	-	0.004	-	-
HCM Control Delay (s)	7.3	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	5	18	16	5
Future Vol, veh/h	1	3	5	18	16	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	3	5	20	17	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	50	20	22	0	0
Stage 1	20	-	-	-	-
Stage 2	30	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	964	1064	1607	-	-
Stage 1	1008	-	-	-	-
Stage 2	998	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	961	1064	1607	-	-
Mov Cap-2 Maneuver	896	-	-	-	-
Stage 1	1005	-	-	-	-
Stage 2	998	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	1016	-	-
HCM Lane V/C Ratio	0.003	-	0.004	-	-
HCM Control Delay (s)	7.2	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	12	23	19	0
Future Vol, veh/h	0	3	12	23	19	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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	3	13	25	21	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	72	21	21	0	0
Stage 1	21	-	-	-	-
Stage 2	51	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	937	1062	1608	-	-
Stage 1	1007	-	-	-	-
Stage 2	977	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	930	1062	1608	-	-
Mov Cap-2 Maneuver	874	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	977	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	2.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1608	-	1062	-	-
HCM Lane V/C Ratio	0.008	-	0.003	-	-
HCM Control Delay (s)	7.3	-	8.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	31	35	20	2
Future Vol, veh/h	0	19	31	35	20	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	21	34	38	22	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	129	23	24	0	0
Stage 1	23	-	-	-	-
Stage 2	106	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	870	1060	1604	-	-
Stage 1	1005	-	-	-	-
Stage 2	923	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	852	1060	1604	-	-
Mov Cap-2 Maneuver	820	-	-	-	-
Stage 1	984	-	-	-	-
Stage 2	923	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	3.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1604	-	1060	-	-
HCM Lane V/C Ratio	0.021	-	0.019	-	-
HCM Control Delay (s)	7.3	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	6	66	39	0
Future Vol, veh/h	0	11	6	66	39	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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	12	7	72	42	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	128	42	42	0	0
Stage 1	42	-	-	-	-
Stage 2	86	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	871	1034	1580	-	-
Stage 1	986	-	-	-	-
Stage 2	942	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	868	1034	1580	-	-
Mov Cap-2 Maneuver	833	-	-	-	-
Stage 1	982	-	-	-	-
Stage 2	942	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1580	-	1034	-	-
HCM Lane V/C Ratio	0.004	-	0.012	-	-
HCM Control Delay (s)	7.3	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

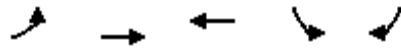
Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	28	11	72	50	0
Future Vol, veh/h	0	28	11	72	50	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	30	12	78	54	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	156	54	54	0	0
Stage 1	54	-	-	-	-
Stage 2	102	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	840	1019	1564	-	-
Stage 1	974	-	-	-	-
Stage 2	927	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	833	1019	1564	-	-
Mov Cap-2 Maneuver	811	-	-	-	-
Stage 1	966	-	-	-	-
Stage 2	927	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1564	-	1019	-	-
HCM Lane V/C Ratio	0.008	-	0.03	-	-
HCM Control Delay (s)	7.3	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Timings
29: Edison Av. & Sultana Av.



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↗	↖	↖	↗
Traffic Volume (vph)	2	878	982	68	11
Future Volume (vph)	2	878	982	68	11
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.8	22.8	27.8	27.8
Total Split (s)	9.6	90.6	81.0	29.4	29.4
Total Split (%)	8.0%	75.5%	67.5%	24.5%	24.5%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	Min	Min
Act Effect Green (s)	5.2	64.4	62.9	12.3	12.3
Actuated g/C Ratio	0.06	0.73	0.71	0.14	0.14
v/c Ratio	0.02	0.69	0.86	0.30	0.05
Control Delay	49.0	10.1	19.4	41.2	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	49.0	10.1	19.4	41.2	19.5
LOS	D	B	B	D	B
Approach Delay		10.2	19.4	38.2	
Approach LOS		B	B	D	

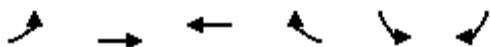
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 88.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 16.2
 Intersection LOS: B
 Intersection Capacity Utilization 74.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 29: Edison Av. & Sultana Av.



HCM 6th Signalized Intersection Summary
29: Edison Av. & Sultana Av.



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↶		↶	↷	
Traffic Volume (veh/h)	2	878	982	80	68	11	
Future Volume (veh/h)	2	878	982	80	68	11	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	2	954	1067	87	74	12	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	5	1402	1178	96	219	195	
Arrive On Green	0.00	0.74	0.68	0.68	0.12	0.12	
Sat Flow, veh/h	1810	1900	1733	141	1810	1610	
Grp Volume(v), veh/h	2	954	0	1154	74	12	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1875	1810	1610	
Q Serve(g_s), s	0.1	21.8	0.0	42.3	3.1	0.5	
Cycle Q Clear(g_c), s	0.1	21.8	0.0	42.3	3.1	0.5	
Prop In Lane	1.00			0.08	1.00	1.00	
Lane Grp Cap(c), veh/h	5	1402	0	1274	219	195	
V/C Ratio(X)	0.41	0.68	0.00	0.91	0.34	0.06	
Avail Cap(c_a), veh/h	110	1953	0	1709	518	461	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	41.1	5.7	0.0	11.0	33.2	32.1	
Incr Delay (d2), s/veh	18.9	0.6	0.0	5.9	0.9	0.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.1	4.9	0.0	13.5	1.3	0.5	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	59.9	6.3	0.0	16.9	34.1	32.2	
LnGrp LOS	E	A	A	B	C	C	
Approach Vol, veh/h		956	1154		86		
Approach Delay, s/veh		6.4	16.9		33.8		
Approach LOS		A	B		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				66.7	15.8	4.8	61.9
Change Period (Y+Rc), s				5.8	5.8	4.6	5.8
Max Green Setting (Gmax), s				84.8	23.6	5.0	75.2
Max Q Clear Time (g_c+11), s				23.8	5.1	2.1	44.3
Green Ext Time (p_c), s				8.8	0.2	0.0	11.7

Intersection Summary

HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	21.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	152	23	28	401	19	36	157	30	21	146	60
Future Vol, veh/h	22	152	23	28	401	19	36	157	30	21	146	60
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	167	25	31	441	21	40	173	33	23	160	66
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14	31.6	15.4	15.2
HCM LOS	B	D	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	11%	6%	9%
Vol Thru, %	70%	77%	90%	64%
Vol Right, %	13%	12%	4%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	223	197	448	227
LT Vol	36	22	28	21
Through Vol	157	152	401	146
RT Vol	30	23	19	60
Lane Flow Rate	245	216	492	249
Geometry Grp	1	1	1	1
Degree of Util (X)	0.457	0.397	0.826	0.459
Departure Headway (Hd)	6.714	6.603	6.043	6.617
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	534	541	596	541
Service Time	4.792	4.686	4.106	4.695
HCM Lane V/C Ratio	0.459	0.399	0.826	0.46
HCM Control Delay	15.4	14	31.6	15.2
HCM Lane LOS	C	B	D	C
HCM 95th-tile Q	2.4	1.9	8.5	2.4

Intersection												
Intersection Delay, s/v	14.6											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	64	1404	137	21	1768	36	163	207	38	12	147	64
Future Vol, veh/h	64	1404	137	21	1768	36	163	207	38	12	147	64
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	77	1692	165	25	2130	43	196	249	46	14	177	77
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	1722.4	2018.2	206.9	110.9
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	4%	1%	5%
Vol Thru, %	51%	87%	97%	66%
Vol Right, %	9%	9%	2%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	408	1605	1825	223
LT Vol	163	64	21	12
Through Vol	207	1404	1768	147
RT Vol	38	137	36	64
Lane Flow Rate	492	1934	2199	269
Geometry Grp	1	1	1	1
Degree of Util (X)	1.209	4.719	5.386	0.704
Departure Headway (Hd)	26.955	20.378	18.761	41.662
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	143	213	220	91
Service Time	24.955	18.378	16.761	39.662
HCM Lane V/C Ratio	3.441	9.08	9.995	2.956
HCM Control Delay	206.9	1722.4	2018.2	110.9
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	9.7	85.8	108.8	3.4

Intersection

Intersection Delay, s/veh 258.1

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	128	41	51	313	64	54	634	23	58	531	69
Future Vol, veh/h	52	128	41	51	313	64	54	634	23	58	531	69
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	54	133	43	53	326	67	56	660	24	60	553	72
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	35.9	98.6	372.1	313.2
HCM LOS	E	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	24%	12%	9%
Vol Thru, %	89%	58%	73%	81%
Vol Right, %	3%	19%	15%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	711	221	428	658
LT Vol	54	52	51	58
Through Vol	634	128	313	531
RT Vol	23	41	64	69
Lane Flow Rate	741	230	446	685
Geometry Grp	1	1	1	1
Degree of Util (X)	1.748	0.609	1.044	1.61
Departure Headway (Hd)	10.178	13.677	11.507	10.433
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	363	267	321	356
Service Time	8.178	11.677	9.507	8.433
HCM Lane V/C Ratio	2.041	0.861	1.389	1.924
HCM Control Delay	372.1	35.9	98.6	313.2
HCM Lane LOS	F	E	F	F
HCM 95th-tile Q	39	3.6	12	32.7

Intersection

Intersection Delay, s/vd **27.6**
Intersection LOS **F**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	240	1487	453	99	1677	103	174	385	22	62	518	100
Future Vol, veh/h	240	1487	453	99	1677	103	174	385	22	62	518	100
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	255	1582	482	105	1784	110	185	410	23	66	551	106
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	2386.9	2037.6	502.1	586.5
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	11%	5%	9%
Vol Thru, %	66%	68%	89%	76%
Vol Right, %	4%	21%	5%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	581	2180	1879	680
LT Vol	174	240	99	62
Through Vol	385	1487	1677	518
RT Vol	22	453	103	100
Lane Flow Rate	618	2319	1999	723
Geometry Grp	1	1	1	1
Degree of Util (X)	1.654	6.117	5.317	1.914
Departure Headway (Hd)	74.408	37.373	41.789	64.747
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	56	139	120	65
Service Time	72.408	35.373	39.789	62.747
HCM Lane V/C Ratio	11.036	16.683	16.658	11.123
HCM Control Delay	502.1	2386.9	2037.6	586.5
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	7.8	65	49.9	10.2

Intersection												
Intersection Delay, s/veh ² 128												
Intersection LOS F												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	59	1599	85	285	2312	157	54	173	105	204	274	47
Future Vol, veh/h	59	1599	85	285	2312	157	54	173	105	204	274	47
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	61	1666	89	297	2408	164	56	180	109	213	285	49
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	1739.6	2950.2	199.4	323.6
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	3%	10%	39%
Vol Thru, %	52%	92%	84%	52%
Vol Right, %	32%	5%	6%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	332	1743	2754	525
LT Vol	54	59	285	204
Through Vol	173	1599	2312	274
RT Vol	105	85	157	47
Lane Flow Rate	346	1816	2869	547
Geometry Grp	1	1	1	1
Degree of Util (X)	0.907	4.707	7.444	1.425
Departure Headway (Hd)	59.77	30.521	22.087	39.441
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	66	145	201	98
Service Time	57.77	28.521	20.087	37.441
HCM Lane V/C Ratio	5.242	12.524	14.274	5.582
HCM Control Delay	199.4	1739.6	2950.2	323.6
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	4.2	58.2	134.7	9.8

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	1634	57	301	2310	41	77	164	121	64	92	17
Future Vol, veh/h	35	1634	57	301	2310	41	77	164	121	64	92	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	1776	62	327	2511	45	84	178	132	70	100	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2556	0	0	1838	0	0	5130	5093	1807	5226	5102	2534
Stage 1	-	-	-	-	-	-	1883	1883	-	3188	3188	-
Stage 2	-	-	-	-	-	-	3247	3210	-	2038	1914	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	176	-	-	336	-	-	0	~ 1	~ 99	0	~ 1	36
Stage 1	-	-	-	-	-	-	92	~ 121	-	~ 15	~ 25	-
Stage 2	-	-	-	-	-	-	~ 14	~ 24	-	75	117	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	176	-	-	336	-	-	-	~ 1	~ 99	-	~ 1	36
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 1	-	-	~ 1	-
Stage 1	-	-	-	-	-	-	92	~ 121	-	~ 15	~ 25	-
Stage 2	-	-	-	-	-	-	-	~ 24	-	~ 12	117	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	8.9		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	176	-	-	336	-	-	-
HCM Lane V/C Ratio	-	0.216	-	-	0.974	-	-	-
HCM Control Delay (s)	-	31	0	-	78.6	0	-	-
HCM Lane LOS	-	D	A	-	F	A	-	-
HCM 95th %tile Q(veh)	-	0.8	-	-	10.5	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	1754	61	318	2286	42	82	182	139	64	92	14
Future Vol, veh/h	37	1754	61	318	2286	42	82	182	139	64	92	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	1907	66	346	2485	46	89	198	151	70	100	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2531	0	0	1973	0	0	5278	5243	1940	5395	5253	2508
Stage 1	-	-	-	-	-	-	2020	2020	-	3200	3200	-
Stage 2	-	-	-	-	-	-	3258	3223	-	2195	2053	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	180	-	-	~ 298	-	-	0	0	~ 83	0	0	37
Stage 1	-	-	-	-	-	-	~ 77	~ 103	-	~ 15	~ 25	-
Stage 2	-	-	-	-	-	-	~ 14	~ 24	-	~ 60	~ 99	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	180	-	-	~ 298	-	-	0	~ 83	-	0	0	37
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	-	-	0	-	-
Stage 1	-	-	-	-	-	-	~ 77	~ 103	-	~ 15	0	-
Stage 2	-	-	-	-	-	-	0	-	~ 45	~ 99	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	16.9		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	180	-	-	~ 298	-	-	-
HCM Lane V/C Ratio	-	0.223	-	-	1.16	-	-	-
HCM Control Delay (s)	-	30.7	0	-	140.2	0	-	-
HCM Lane LOS	-	D	A	-	F	A	-	-
HCM 95th %tile Q(veh)	-	0.8	-	-	14.7	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

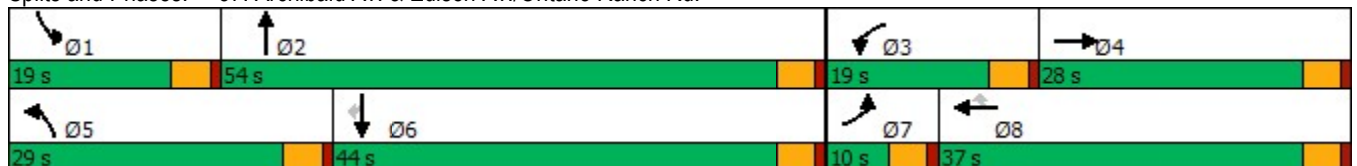
01/11/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	785	212	603	1323	132	518	1386	933	169	957	303
Future Volume (vph)	116	785	212	603	1323	132	518	1386	933	169	957	303
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	10.0	28.0		19.0	37.0	37.0	29.0	54.0		19.0	44.0	44.0
Total Split (%)	8.3%	23.3%		15.8%	30.8%	30.8%	24.2%	45.0%		15.8%	36.7%	36.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	5.5	23.5	120.0	14.5	32.5	32.5	24.5	49.5	120.0	14.5	39.5	39.5
Actuated g/C Ratio	0.05	0.20	1.00	0.12	0.27	0.27	0.20	0.41	1.00	0.12	0.33	0.33
v/c Ratio	0.91	1.22	0.15	1.81	2.99	0.29	1.73	1.03	0.68	0.95	0.89	0.55
Control Delay	113.4	154.4	0.2	404.6	917.3	8.2	371.3	65.3	2.5	106.4	48.6	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	113.4	154.4	0.2	404.6	917.3	8.2	371.3	65.3	2.5	106.4	48.6	18.5
LOS	F	F	A	F	F	A	F	E	A	F	D	B
Approach Delay		120.8			708.8			100.5			49.1	
Approach LOS		F			F			F			D	

























Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.99
 Intersection Signal Delay: 262.0
 Intersection LOS: F
 Intersection Capacity Utilization 152.7%
 ICU Level of Service H
 Analysis Period (min) 15

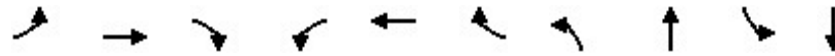
Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	785	212	603	1323	132	518	1386	933	169	957	303
Future Volume (veh/h)	116	785	212	603	1323	132	518	1386	933	169	957	303
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	127	863	0	663	1454	122	569	1523	0	186	1052	322
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	705		368	488	408	331	1485		196	1185	491
Arrive On Green	0.05	0.20	0.00	0.12	0.27	0.27	0.20	0.41	0.00	0.12	0.33	0.33
Sat Flow, veh/h	3048	3600	1525	3048	1800	1506	1619	3600	1525	1619	3600	1491
Grp Volume(v), veh/h	127	863	0	663	1454	122	569	1523	0	186	1052	322
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1800	1506	1619	1800	1525	1619	1800	1491
Q Serve(g_s), s	5.0	23.5	0.0	14.5	32.5	7.7	24.5	49.5	0.0	13.7	33.2	22.2
Cycle Q Clear(g_c), s	5.0	23.5	0.0	14.5	32.5	7.7	24.5	49.5	0.0	13.7	33.2	22.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	705		368	488	408	331	1485		196	1185	491
V/C Ratio(X)	0.91	1.22		1.80	2.98	0.30	1.72	1.03		0.95	0.89	0.66
Avail Cap(c_a), veh/h	140	705		368	488	408	331	1485		196	1185	491
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	48.3	0.0	52.8	43.8	34.7	47.7	35.2	0.0	52.4	38.1	34.4
Incr Delay (d2), s/veh	49.8	113.3	0.0	370.9	897.7	0.4	337.1	30.1	0.0	50.2	8.5	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	21.2	0.0	24.3	135.3	2.8	40.3	25.9	0.0	8.0	15.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.9	161.5	0.0	423.6	941.4	35.1	384.9	65.4	0.0	102.6	46.6	37.6
LnGrp LOS	F	F		F	F	D	F	F		F	D	D
Approach Vol, veh/h		990	A		2239			2092	A		1560	
Approach Delay, s/veh		154.5			738.7			152.3			51.4	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	54.0	19.0	28.0	29.0	44.0	10.0	37.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	49.5	14.5	23.5	24.5	39.5	5.5	32.5				
Max Q Clear Time (g_c+I1), s	15.7	51.5	16.5	25.5	26.5	35.2	7.0	34.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	320.5											
HCM 6th LOS	F											
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
38: S Turner Av. & Ontario Ranch Rd.

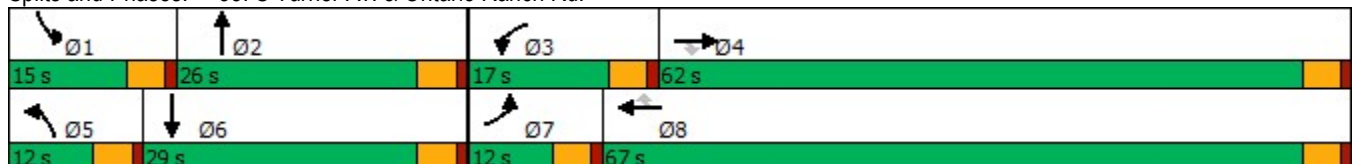


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↗	↘	↗
Traffic Volume (vph)	148	1670	18	63	2033	50	44	157	215	86
Future Volume (vph)	148	1670	18	63	2033	50	44	157	215	86
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	12.0	62.0	62.0	17.0	67.0	67.0	12.0	26.0	15.0	29.0
Total Split (%)	10.0%	51.7%	51.7%	14.2%	55.8%	55.8%	10.0%	21.7%	12.5%	24.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.5	62.7	62.7	9.6	62.6	62.6	7.0	17.7	10.5	23.3
Actuated g/C Ratio	0.06	0.54	0.54	0.08	0.54	0.54	0.06	0.15	0.09	0.20
v/c Ratio	1.41	0.95	0.02	0.47	1.16	0.06	0.45	0.76	1.48	0.65
Control Delay	270.1	39.6	0.1	61.7	106.6	0.8	67.3	62.6	280.1	41.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	270.1	39.6	0.1	61.7	106.6	0.8	67.3	62.6	280.1	41.3
LOS	F	D	A	E	F	A	E	E	F	D
Approach Delay		57.7			102.8			63.5		156.4
Approach LOS		E			F			E		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.48
 Intersection Signal Delay: 88.1
 Intersection LOS: F
 Intersection Capacity Utilization 102.1%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	1670	18	63	2033	50	44	157	41	215	86	145
Future Volume (veh/h)	148	1670	18	63	2033	50	44	157	41	215	86	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	164	1856	20	70	2259	56	49	174	46	239	96	161
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	2027	904	91	1971	879	63	202	53	166	125	210
Arrive On Green	0.07	0.56	0.56	0.05	0.55	0.55	0.04	0.14	0.14	0.09	0.20	0.20
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	1448	383	1810	638	1070
Grp Volume(v), veh/h	164	1856	20	70	2259	56	49	0	220	239	0	257
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	0	1831	1810	0	1707
Q Serve(g_s), s	7.5	53.1	0.6	4.4	62.5	1.9	3.1	0.0	13.5	10.5	0.0	16.3
Cycle Q Clear(g_c), s	7.5	53.1	0.6	4.4	62.5	1.9	3.1	0.0	13.5	10.5	0.0	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.63
Lane Grp Cap(c), veh/h	119	2027	904	91	1971	879	63	0	255	166	0	335
V/C Ratio(X)	1.38	0.92	0.02	0.77	1.15	0.06	0.77	0.00	0.86	1.44	0.00	0.77
Avail Cap(c_a), veh/h	119	2027	904	198	1971	879	119	0	344	166	0	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.5	22.7	11.1	53.7	26.0	12.2	54.8	0.0	48.2	52.0	0.0	43.5
Incr Delay (d2), s/veh	216.2	7.1	0.0	12.9	72.2	0.0	17.7	0.0	15.3	228.6	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	21.8	0.2	2.3	43.4	0.6	1.7	0.0	7.0	15.2	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	269.6	29.7	11.2	66.6	98.2	12.2	72.4	0.0	63.5	280.6	0.0	52.3
LnGrp LOS	F	C	B	E	F	B	E	A	E	F	A	D
Approach Vol, veh/h		2040			2385			269				496
Approach Delay, s/veh		48.8			95.3			65.1				162.3
Approach LOS		D			F			E				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	20.5	10.2	68.8	8.5	26.9	12.0	67.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	21.5	12.5	57.5	7.5	24.5	7.5	62.5				
Max Q Clear Time (g_c+I1), s	12.5	15.5	6.4	55.1	5.1	18.3	9.5	64.5				
Green Ext Time (p_c), s	0.0	0.5	0.1	2.1	0.0	0.7	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				81.9								
HCM 6th LOS				F								

Timings

39: Haven Av. & Ontario Ranch Rd.

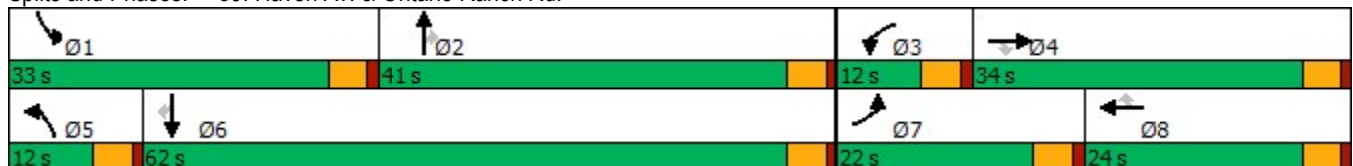
01/11/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	1704	51	107	1498	183	101	350	175	446	437	226
Future Volume (vph)	260	1704	51	107	1498	183	101	350	175	446	437	226
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.0	34.0	34.0	12.0	24.0	24.0	12.0	41.0	41.0	33.0	62.0	62.0
Total Split (%)	18.3%	28.3%	28.3%	10.0%	20.0%	20.0%	10.0%	34.2%	34.2%	27.5%	51.7%	51.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	17.6	29.7	29.7	7.4	19.6	19.6	7.5	28.1	28.1	28.6	49.2	49.2
Actuated g/C Ratio	0.16	0.27	0.27	0.07	0.18	0.18	0.07	0.25	0.25	0.26	0.44	0.44
v/c Ratio	1.11	1.40	0.11	0.59	1.49	0.46	1.01	0.83	0.37	1.17	0.59	0.31
Control Delay	133.2	219.3	0.5	65.3	258.7	9.9	143.0	55.8	7.7	135.8	27.1	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	133.2	219.3	0.5	65.3	258.7	9.9	143.0	55.8	7.7	135.8	27.1	3.3
LOS	F	F	A	E	F	A	F	E	A	F	C	A
Approach Delay		202.6			221.6			56.5			66.0	
Approach LOS		F			F			E			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 111.9
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.49
 Intersection Signal Delay: 164.9
 Intersection LOS: F
 Intersection Capacity Utilization 101.1%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	1704	51	107	1498	183	101	350	175	446	437	226
Future Volume (veh/h)	260	1704	51	107	1498	183	101	350	175	446	437	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	280	1832	44	115	1611	145	109	376	137	480	470	220
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	259	1389	431	163	1102	272	111	428	362	421	773	653
Arrive On Green	0.16	0.28	0.28	0.06	0.18	0.18	0.07	0.24	0.24	0.26	0.43	0.43
Sat Flow, veh/h	1619	4914	1524	2956	6192	1525	1619	1800	1523	1619	1800	1520
Grp Volume(v), veh/h	280	1832	44	115	1611	145	109	376	137	480	470	220
Grp Sat Flow(s),veh/h/ln	1619	1638	1524	1478	1548	1525	1619	1800	1523	1619	1800	1520
Q Serve(g_s), s	17.5	31.0	2.3	4.2	19.5	9.5	7.4	22.0	8.3	28.5	22.1	10.6
Cycle Q Clear(g_c), s	17.5	31.0	2.3	4.2	19.5	9.5	7.4	22.0	8.3	28.5	22.1	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	1389	431	163	1102	272	111	428	362	421	773	653
V/C Ratio(X)	1.08	1.32	0.10	0.71	1.46	0.53	0.98	0.88	0.38	1.14	0.61	0.34
Avail Cap(c_a), veh/h	259	1389	431	202	1102	272	111	600	508	421	945	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	39.3	29.0	50.9	45.0	40.9	51.0	40.2	35.0	40.5	24.1	20.8
Incr Delay (d2), s/veh	79.7	148.7	0.1	8.1	212.8	2.0	80.0	10.6	0.7	87.8	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	30.8	0.8	1.7	23.3	3.5	5.4	10.6	3.0	21.1	8.9	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.7	188.0	29.1	59.0	257.8	42.9	131.0	50.8	35.6	128.3	24.9	21.1
LnGrp LOS	F	F	C	E	F	D	F	D	D	F	C	C
Approach Vol, veh/h		2156			1871			622			1170	
Approach Delay, s/veh		176.7			228.9			61.5			66.6	
Approach LOS		F			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.0	30.6	10.5	35.5	12.0	51.6	22.0	24.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.5	36.5	7.5	29.5	7.5	57.5	17.5	19.5				
Max Q Clear Time (g_c+I1), s	30.5	24.0	6.2	33.0	9.4	24.1	19.5	21.5				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.0	3.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			159.0									
HCM 6th LOS			F									

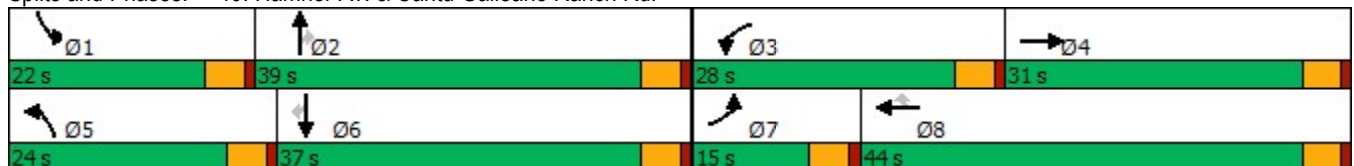
Timings
40: Hamner Av. & Cantu Galleano Ranch Rd.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	852	1703	291	1599	379	324	794	376	377	225	530	
Future Volume (vph)	852	1703	291	1599	379	324	794	376	377	225	530	
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4	3	8		5	2		1	6		
Permitted Phases					8			2			6	
Detector Phase	7	4	3	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	15.0	31.0	28.0	44.0	44.0	24.0	39.0	39.0	22.0	37.0	37.0	
Total Split (%)	12.5%	25.8%	23.3%	36.7%	36.7%	20.0%	32.5%	32.5%	18.3%	30.8%	30.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	10.5	34.9	15.2	39.6	39.6	16.0	30.6	30.6	16.3	30.9	30.9	
Actuated g/C Ratio	0.09	0.30	0.13	0.34	0.34	0.14	0.27	0.27	0.14	0.27	0.27	
v/c Ratio	2.77	0.96	0.65	1.34	0.56	0.69	0.60	0.60	0.79	0.24	0.95	
Control Delay	828.0	53.5	54.7	191.6	16.9	55.4	38.9	12.8	60.6	34.0	54.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	828.0	53.5	54.7	191.6	16.9	55.4	38.9	12.8	60.6	34.0	54.2	
LOS	F	D	D	F	B	E	D	B	E	C	D	
Approach Delay		300.6		144.8			35.9			52.3		
Approach LOS		F		F			D			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.77
 Intersection Signal Delay: 164.5
 Intersection LOS: F
 Intersection Capacity Utilization 109.6%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
40: Hamner Av. & Cantu Galleano Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	852	1703	117	291	1599	379	324	794	376	377	225	530
Future Volume (veh/h)	852	1703	117	291	1599	379	324	794	376	377	225	530
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	888	1774	66	303	1666	329	338	827	309	393	234	511
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	324	2155	80	381	1252	559	412	1410	438	459	1031	460
Arrive On Green	0.09	0.33	0.33	0.11	0.35	0.35	0.12	0.27	0.27	0.13	0.29	0.29
Sat Flow, veh/h	3510	6516	242	3510	3610	1610	3510	5187	1610	3510	3610	1610
Grp Volume(v), veh/h	888	1335	505	303	1666	329	338	827	309	393	234	511
Grp Sat Flow(s),veh/h/ln	1755	1634	1856	1755	1805	1610	1755	1729	1610	1755	1805	1610
Q Serve(g_s), s	10.5	28.5	28.5	9.6	39.5	19.1	10.7	15.7	19.7	12.5	5.6	32.5
Cycle Q Clear(g_c), s	10.5	28.5	28.5	9.6	39.5	19.1	10.7	15.7	19.7	12.5	5.6	32.5
Prop In Lane	1.00		0.13	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	1621	614	381	1252	559	412	1410	438	459	1031	460
V/C Ratio(X)	2.74	0.82	0.82	0.80	1.33	0.59	0.82	0.59	0.71	0.86	0.23	1.11
Avail Cap(c_a), veh/h	324	1621	614	725	1252	559	601	1572	488	540	1031	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	35.0	35.0	49.5	37.2	30.5	49.1	35.9	37.4	48.4	31.1	40.7
Incr Delay (d2), s/veh	792.9	3.6	8.9	3.8	154.2	1.6	5.9	0.5	4.1	11.3	0.1	76.0
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	40.1	11.0	13.4	4.2	42.8	7.1	4.8	6.4	7.8	6.0	2.4	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	844.6	38.6	43.9	53.3	191.3	32.1	54.9	36.4	41.4	59.7	31.2	116.7
LnGrp LOS	F	D	D	D	F	C	D	D	D	E	C	F
Approach Vol, veh/h		2728			2298			1474			1138	
Approach Delay, s/veh		302.0			150.3			41.7			79.5	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.4	35.4	16.8	42.2	17.9	37.0	15.0	44.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	34.5	23.5	26.5	19.5	32.5	10.5	39.5				
Max Q Clear Time (g_c+I1), s	14.5	21.7	11.6	30.5	12.7	34.5	12.5	41.5				
Green Ext Time (p_c), s	0.4	5.0	0.8	0.0	0.6	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	173.0
HCM 6th LOS	F

Timings

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/17/2023

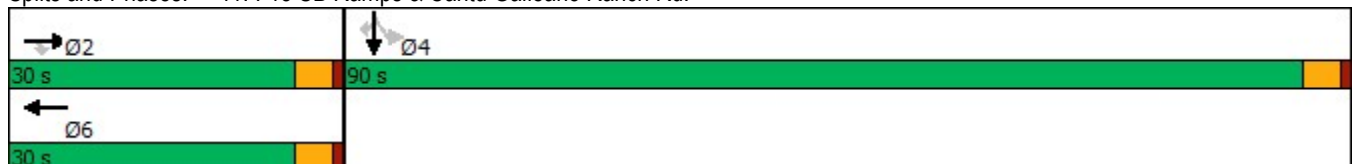


Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑	↔	↑
Traffic Volume (vph)	1600	403	916	430	322	0	1870
Future Volume (vph)	1600	403	916	430	322	0	1870
Turn Type	NA	Perm	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		2		Free	4		4
Detector Phase	2	2	6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0		90.0	90.0	90.0
Total Split (%)	25.0%	25.0%	25.0%		75.0%	75.0%	75.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min		None	None	None
Act Effct Green (s)	25.5	25.5	25.5	120.0	85.5	85.5	85.5
Actuated g/C Ratio	0.21	0.21	0.21	1.00	0.71	0.71	0.71
v/c Ratio	1.60	0.78	1.31	0.17	0.26	0.99	0.96
Control Delay	304.8	25.8	188.3	0.1	6.7	42.9	35.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	304.8	25.8	188.3	0.1	6.7	42.9	35.0
LOS	F	C	F	A	A	D	D
Approach Delay	248.6		128.2			34.7	
Approach LOS	F		F			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.60
 Intersection Signal Delay: 134.7
 Intersection Capacity Utilization 110.0%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑	↗↗				↘	↕	↗
Traffic Volume (veh/h)	0	1600	403	0	916	430	0	0	0	322	0	1870
Future Volume (veh/h)	0	1600	403	0	916	430	0	0	0	322	0	1870
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1758	0	0	1007	0				236	0	1852
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1525		0	1061					1090	0	1939
Arrive On Green	0.00	0.29	0.00	0.00	0.29	0.00				0.90	0.00	0.90
Sat Flow, veh/h	0	5358	1610	0	3705	2834				1810	0	3220
Grp Volume(v), veh/h	0	1758	0	0	1007	0				236	0	1852
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1805	1417				1810	0	1610
Q Serve(g_s), s	0.0	25.5	0.0	0.0	23.7	0.0				1.4	0.0	35.1
Cycle Q Clear(g_c), s	0.0	25.5	0.0	0.0	23.7	0.0				1.4	0.0	35.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1525		0	1061					1090	0	1939
V/C Ratio(X)	0.00	1.15		0.00	0.95					0.22	0.00	0.95
Avail Cap(c_a), veh/h	0	1525		0	1061					1784	0	3175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.50	1.50	1.50
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.6	0.0	0.0	30.0	0.0				1.7	0.0	3.4
Incr Delay (d2), s/veh	0.0	76.7	0.0	0.0	16.7	0.0				0.1	0.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.2	0.0	0.0	11.5	0.0				0.4	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	107.3	0.0	0.0	46.7	0.0				1.8	0.0	8.8
LnGrp LOS	A	F		A	D					A	A	A
Approach Vol, veh/h		1758	A		1007	A					2088	
Approach Delay, s/veh		107.3			46.7						8.0	
Approach LOS		F			D						A	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		30.0		56.7		30.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		25.5		85.5		25.5						
Max Q Clear Time (g_c+I1), s		27.5		37.1		25.7						
Green Ext Time (p_c), s		0.0		15.1		0.0						

Intersection Summary

HCM 6th Ctrl Delay	52.0
HCM 6th LOS	D

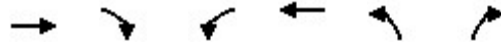
Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

42: I-15 NB Ramps & Cantu Galleano Ranch Rd.

01/12/2023

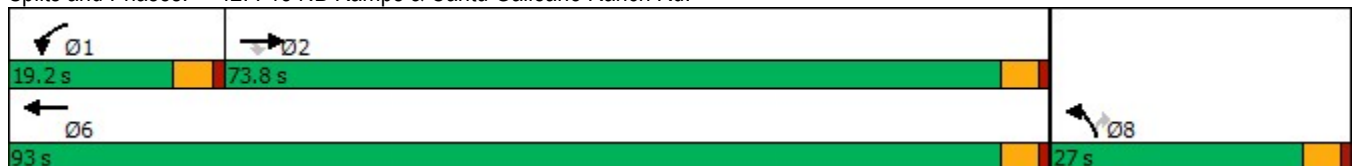


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	↑
Traffic Volume (vph)	583	1198	281	540	689	544
Future Volume (vph)	583	1198	281	540	689	544
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	73.8	73.8	19.2	93.0	27.0	27.0
Total Split (%)	61.5%	61.5%	16.0%	77.5%	22.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	69.3	69.3	13.6	87.4	22.5	22.5
Actuated g/C Ratio	0.58	0.58	0.11	0.74	0.19	0.19
v/c Ratio	0.18	1.00	0.70	0.13	1.25	0.63
Control Delay	11.8	37.6	60.3	4.7	165.1	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	37.6	60.3	4.7	165.1	9.2
LOS	B	D	E	A	F	A
Approach Delay	29.2			23.7	116.2	
Approach LOS	C			C	F	

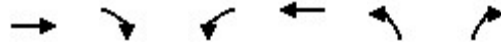
Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 56.0	Intersection LOS: E
Intersection Capacity Utilization 89.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↔	↑↑↑	↔	↑
Traffic Volume (veh/h)	583	1198	281	540	689	544
Future Volume (veh/h)	583	1198	281	540	689	544
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	595	635	287	551	703	300
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2661	752	399	3636	871	388
Arrive On Green	0.47	0.47	0.11	0.64	0.24	0.24
Sat Flow, veh/h	5700	1610	3619	5700	3619	1610
Grp Volume(v), veh/h	595	635	287	551	703	300
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	4.6	25.8	5.7	2.9	13.6	12.9
Cycle Q Clear(g_c), s	4.6	25.8	5.7	2.9	13.6	12.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2661	752	399	3636	871	388
V/C Ratio(X)	0.22	0.84	0.72	0.15	0.81	0.77
Avail Cap(c_a), veh/h	5325	1504	717	6800	1098	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	17.4	31.9	5.4	26.5	26.3
Incr Delay (d2), s/veh	0.0	2.7	2.4	0.0	3.6	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.9	2.4	0.7	5.7	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.8	20.1	34.3	5.4	30.1	32.2
LnGrp LOS	B	C	C	A	C	C
Approach Vol, veh/h	1230			838	1003	
Approach Delay, s/veh	16.1			15.3	30.8	
Approach LOS	B			B	C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.7	39.1			51.8	22.4
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	14.7	69.3			88.5	22.5
Max Q Clear Time (g_c+I1), s	7.7	27.8			4.9	15.6
Green Ext Time (p_c), s	0.5	6.9			3.5	2.3

Intersection Summary

HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	874	7	421	1042	1396	1717	532
Future Volume (vph)	874	7	421	1042	1396	1717	532
Turn Type	Split	NA	Perm	Prot	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8				6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	38.0	38.0	38.0	35.0	82.0	47.0	47.0
Total Split (%)	31.7%	31.7%	31.7%	29.2%	68.3%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	33.5	33.5	33.5	30.5	77.5	42.5	42.5
Actuated g/C Ratio	0.28	0.28	0.28	0.25	0.65	0.35	0.35
v/c Ratio	0.99	1.02	0.83	2.32	0.61	1.37	0.71
Control Delay	82.2	91.0	50.4	624.3	13.8	204.4	20.0
Queue Delay	0.0	0.0	0.0	0.0	3.7	0.0	0.0
Total Delay	82.2	91.0	50.4	624.3	17.5	204.4	20.0
LOS	F	F	D	F	B	F	B
Approach Delay		76.0			276.8	160.8	
Approach LOS		E			F	F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.32	
Intersection Signal Delay: 189.6	Intersection LOS: F
Intersection Capacity Utilization 156.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶	↶	↶	↶		↶	↶
Traffic Volume (veh/h)	0	0	0	874	7	421	1042	1396	0	0	1717	532
Future Volume (veh/h)	0	0	0	874	7	421	1042	1396	0	0	1717	532
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				983	0	190	1063	1424	0	0	1752	353
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1010	0	450	460	2331	0	0	1279	570
Arrive On Green				0.28	0.00	0.28	0.25	0.65	0.00	0.00	0.35	0.35
Sat Flow, veh/h				3619	0	1610	1810	3705	0	0	3705	1610
Grp Volume(v), veh/h				983	0	190	1063	1424	0	0	1752	353
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1805	0	0	1805	1610
Q Serve(g_s), s				32.3	0.0	11.6	30.5	27.7	0.0	0.0	42.5	21.8
Cycle Q Clear(g_c), s				32.3	0.0	11.6	30.5	27.7	0.0	0.0	42.5	21.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1010	0	450	460	2331	0	0	1279	570
V/C Ratio(X)				0.97	0.00	0.42	2.31	0.61	0.00	0.00	1.37	0.62
Avail Cap(c_a), veh/h				1010	0	450	460	2331	0	0	1279	570
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				42.8	0.0	35.3	44.7	12.4	0.0	0.0	38.8	32.1
Incr Delay (d2), s/veh				21.9	0.0	0.6	596.9	0.5	0.0	0.0	171.7	2.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				16.9	0.0	4.5	89.5	10.1	0.0	0.0	48.5	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				64.7	0.0	36.0	641.6	12.9	0.0	0.0	210.4	34.1
LnGrp LOS				E	A	D	F	B	A	A	F	C
Approach Vol, veh/h					1173			2487			2105	
Approach Delay, s/veh					60.1			281.6			180.9	
Approach LOS					E			F			F	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		82.0			35.0	47.0		38.0				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		77.5			30.5	42.5		33.5				
Max Q Clear Time (g_c+I1), s		29.7			32.5	44.5		34.3				
Green Ext Time (p_c), s		14.7			0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	199.8
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

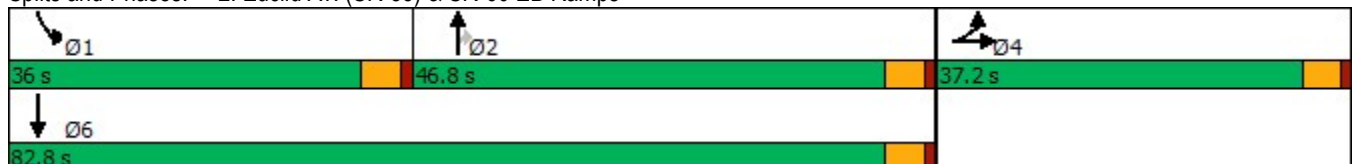


Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	335	6	1806	778	409	1930
Future Volume (vph)	335	6	1806	778	409	1930
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	37.2	37.2	46.8	46.8	36.0	82.8
Total Split (%)	31.0%	31.0%	39.0%	39.0%	30.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	32.7	32.7	42.3	42.3	30.2	77.0
Actuated g/C Ratio	0.28	0.28	0.36	0.36	0.25	0.65
v/c Ratio	0.67	1.61	1.46	0.98	0.93	0.86
Control Delay	46.5	314.5	243.1	46.9	71.5	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	46.9
Total Delay	46.5	314.5	243.1	46.9	71.5	68.3
LOS	D	F	F	D	E	E
Approach Delay		231.8	184.1			68.8
Approach LOS		F	F			E

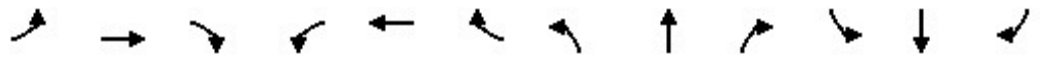
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.7
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.61
 Intersection Signal Delay: 146.3
 Intersection Capacity Utilization 156.0%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	335	6	636	0	0	0	0	1806	778	409	1930	0
Future Volume (veh/h)	335	6	636	0	0	0	0	1806	778	409	1930	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	349	6	588				0	1881	683	426	2010	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	501	5	442				0	1293	561	453	2335	0
Arrive On Green	0.28	0.28	0.28				0.00	0.36	0.36	0.25	0.65	0.00
Sat Flow, veh/h	1810	16	1596				0	3705	1567	1810	3705	0
Grp Volume(v), veh/h	349	0	594				0	1881	683	426	2010	0
Grp Sat Flow(s),veh/h/ln	1810	0	1613				0	1805	1567	1810	1805	0
Q Serve(g_s), s	20.4	0.0	32.7				0.0	42.3	42.3	27.2	52.4	0.0
Cycle Q Clear(g_c), s	20.4	0.0	32.7				0.0	42.3	42.3	27.2	52.4	0.0
Prop In Lane	1.00		0.99				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	501	0	447				0	1293	561	453	2335	0
V/C Ratio(X)	0.70	0.00	1.33				0.00	1.45	1.22	0.94	0.86	0.00
Avail Cap(c_a), veh/h	501	0	447				0	1293	561	483	2394	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.3	0.0	42.7				0.0	37.9	37.9	43.4	16.6	0.0
Incr Delay (d2), s/veh	4.2	0.0	163.4				0.0	209.0	112.9	25.8	3.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.0	32.7				0.0	55.4	33.1	15.1	19.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.0	206.1				0.0	246.9	150.8	69.2	20.0	0.0
LnGrp LOS	D	A	F				A	F	F	E	B	A
Approach Vol, veh/h		943						2564			2436	
Approach Delay, s/veh		145.5						221.3			28.6	
Approach LOS		F						F			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	34.1	46.8	37.2	80.9								
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), s	31.5	42.3	32.7	78.3								
Max Q Clear Time (g_c+I1), s	29.2	44.3	34.7	54.4								
Green Ext Time (p_c), s	0.3	0.0	0.0	17.1								

Intersection Summary

HCM 6th Ctrl Delay	130.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
3: Euclid Av. (SR-83) & Walnut Av.

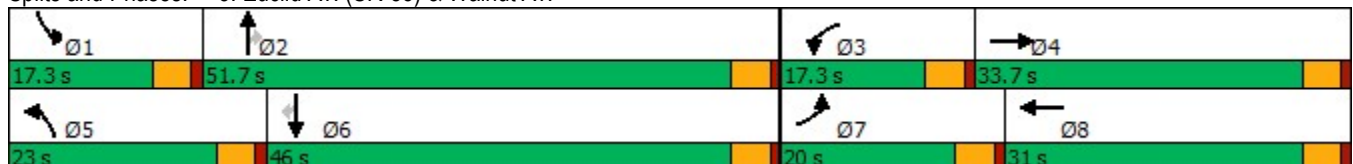


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖↗	↕	↗
Traffic Volume (vph)	174	573	125	423	170	2147	101	306	1733	198
Future Volume (vph)	174	573	125	423	170	2147	101	306	1733	198
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	33.7	17.3	31.0	23.0	51.7	51.7	17.3	46.0	46.0
Total Split (%)	16.7%	28.1%	14.4%	25.8%	19.2%	43.1%	43.1%	14.4%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	15.2	29.2	12.2	26.2	16.7	47.2	47.2	12.8	43.3	43.3
Actuated g/C Ratio	0.13	0.24	0.10	0.22	0.14	0.40	0.40	0.11	0.36	0.36
v/c Ratio	0.89	1.02	0.80	0.83	0.80	1.06	0.16	0.99	0.93	0.33
Control Delay	92.3	76.7	85.3	49.1	74.4	72.7	6.4	100.8	46.9	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.3	76.7	85.3	49.1	74.4	72.7	6.4	100.8	46.9	11.9
LOS	F	E	F	D	E	E	A	F	D	B
Approach Delay		79.3		55.1		70.1			51.2	
Approach LOS		E		E		E			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 119.4	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 63.3	Intersection LOS: E
Intersection Capacity Utilization 103.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 3: Euclid Av. (SR-83) & Walnut Av.



HCM 6th Signalized Intersection Summary
 3: Euclid Av. (SR-83) & Walnut Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	573	304	125	423	210	170	2147	101	306	1733	198
Future Volume (veh/h)	174	573	304	125	423	210	170	2147	101	306	1733	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	183	603	162	132	445	110	179	2260	53	322	1824	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	207	654	175	155	579	142	204	2172	613	332	2080	587
Arrive On Green	0.15	0.29	0.29	0.12	0.25	0.25	0.15	0.48	0.48	0.13	0.46	0.46
Sat Flow, veh/h	1619	2735	733	1619	2790	684	1619	5400	1524	3048	5400	1524
Grp Volume(v), veh/h	183	396	369	132	286	269	179	2260	53	322	1824	104
Grp Sat Flow(s),veh/h/ln	1619	1800	1668	1619	1800	1675	1619	1800	1524	1524	1800	1524
Q Serve(g_s), s	13.0	25.0	25.2	9.4	17.3	17.6	12.7	47.2	2.2	12.3	35.8	4.7
Cycle Q Clear(g_c), s	13.0	25.0	25.2	9.4	17.3	17.6	12.7	47.2	2.2	12.3	35.8	4.7
Prop In Lane	1.00		0.44	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	431	399	155	374	348	204	2172	613	332	2080	587
V/C Ratio(X)	0.89	0.92	0.92	0.85	0.76	0.77	0.88	1.04	0.09	0.97	0.88	0.18
Avail Cap(c_a), veh/h	214	448	415	177	407	378	255	2172	613	332	2080	587
HCM Platoon Ratio	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	40.7	40.8	51.1	41.4	41.5	48.9	30.3	18.7	50.8	29.0	20.7
Incr Delay (d2), s/veh	32.1	23.8	25.7	27.9	7.8	9.0	23.4	30.8	0.1	40.8	4.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	13.1	12.4	4.8	7.9	7.6	6.2	24.2	0.8	6.4	14.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.9	64.6	66.5	79.0	49.2	50.5	72.3	61.1	18.8	91.6	33.6	20.8
LnGrp LOS	F	E	E	E	D	D	E	F	B	F	C	C
Approach Vol, veh/h		948			687			2492			2250	
Approach Delay, s/veh		68.5			55.4			61.0			41.3	
Approach LOS		E			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.3	51.7	15.8	32.6	19.3	49.7	19.5	28.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.8	47.2	12.8	29.2	18.5	41.5	15.5	26.5				
Max Q Clear Time (g_c+I1), s	14.3	49.2	11.4	27.2	14.7	37.8	15.0	19.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.2	3.1	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay			54.6									
HCM 6th LOS			D									

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

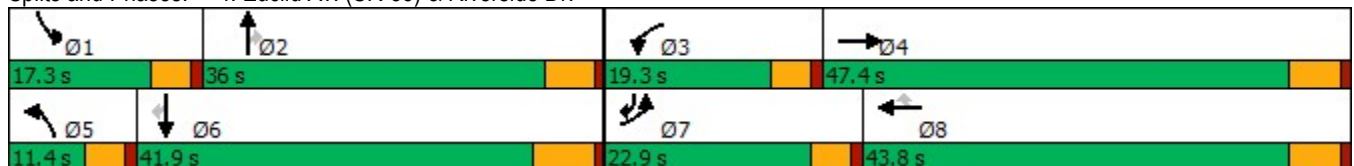
01/11/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	158	973	188	697	83	303	2082	442	125	1602	429
Future Volume (vph)	158	973	188	697	83	303	2082	442	125	1602	429
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2		1	6	7
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	22.9	47.4	19.3	43.8	43.8	11.4	36.0	36.0	17.3	41.9	22.9
Total Split (%)	19.1%	39.5%	16.1%	36.5%	36.5%	9.5%	30.0%	30.0%	14.4%	34.9%	19.1%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	15.2	41.6	14.7	41.1	41.1	6.8	31.6	31.6	11.7	35.4	57.1
Actuated g/C Ratio	0.13	0.35	0.12	0.34	0.34	0.06	0.26	0.26	0.10	0.30	0.48
v/c Ratio	0.78	1.88	0.96	0.60	0.14	3.36	2.34	0.84	0.80	1.61	0.57
Control Delay	75.6	428.6	108.4	35.9	0.5	1108.2	628.0	40.1	87.0	307.5	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.6	428.6	108.4	35.9	0.5	1108.2	628.0	40.1	87.0	307.5	21.6
LOS	E	F	F	D	A	F	F	D	F	F	C
Approach Delay		385.7		47.0			587.6			237.9	
Approach LOS		F		D			F			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 3.36
 Intersection Signal Delay: 375.2
 Intersection LOS: F
 Intersection Capacity Utilization 162.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
4: Euclid Av. (SR-83) & Riverside Dr.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	973	172	188	697	83	303	2082	442	125	1602	429
Future Volume (veh/h)	158	973	172	188	697	83	303	2082	442	125	1602	429
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	160	983	143	190	704	45	306	2103	383	126	1618	334
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	533	77	198	1215	533	92	888	396	149	1009	624
Arrive On Green	0.11	0.35	0.35	0.12	0.36	0.36	0.06	0.26	0.26	0.09	0.30	0.30
Sat Flow, veh/h	1619	1536	223	1619	3420	1502	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	160	0	1126	190	704	45	306	2103	383	126	1618	334
Grp Sat Flow(s),veh/h/ln	1619	0	1760	1619	1710	1502	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	11.7	0.0	41.6	14.0	20.1	2.4	6.8	31.2	29.8	9.2	35.4	19.9
Cycle Q Clear(g_c), s	11.7	0.0	41.6	14.0	20.1	2.4	6.8	31.2	29.8	9.2	35.4	19.9
Prop In Lane	1.00		0.13	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	0	610	198	1215	533	92	888	396	149	1009	624
V/C Ratio(X)	0.87	0.00	1.85	0.96	0.58	0.08	3.34	2.37	0.97	0.85	1.60	0.54
Avail Cap(c_a), veh/h	247	0	610	198	1215	533	92	888	396	171	1009	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	0.0	39.2	52.3	31.4	25.7	56.6	44.4	43.9	53.6	42.3	26.8
Incr Delay (d2), s/veh	17.4	0.0	386.9	51.4	0.7	0.1	1078.2	619.4	36.6	24.9	276.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	82.6	8.4	8.1	0.8	30.1	88.8	14.8	4.7	53.1	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.7	0.0	426.1	103.7	32.1	25.8	1134.8	663.8	80.5	78.6	318.6	27.7
LnGrp LOS	E	A	F	F	C	C	F	F	F	E	F	C
Approach Vol, veh/h		1286			939			2792			2078	
Approach Delay, s/veh		381.8			46.3			635.4			257.3	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	37.7	19.3	47.4	11.4	41.9	18.3	48.4				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	12.7	* 31	14.7	41.6	6.8	35.4	18.3	38.0				
Max Q Clear Time (g_c+I1), s	11.2	33.2	16.0	43.6	8.8	37.4	13.7	22.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	4.1				

Intersection Summary

HCM 6th Ctrl Delay	400.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Euclid Av. (SR-83) & Chino Av.

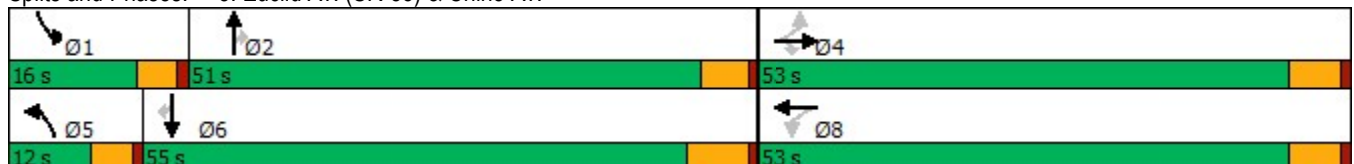


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	153	684	99	165	406	86	2318	262	111	1664	181
Future Volume (vph)	153	684	99	165	406	86	2318	262	111	1664	181
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	53.0	53.0	53.0	53.0	53.0	12.0	51.0	51.0	16.0	55.0	55.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	44.2%	10.0%	42.5%	42.5%	13.3%	45.8%	45.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8		5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	47.2	47.2	47.2		47.2	7.4	46.5	46.5	10.7	48.5	48.5
Actuated g/C Ratio	0.39	0.39	0.39		0.39	0.06	0.39	0.39	0.09	0.40	0.40
v/c Ratio	0.77	1.00	0.16		10.36	0.90	1.80	0.43	0.80	1.24	0.27
Control Delay	57.6	69.7	8.2		4247.2	122.5	390.5	22.5	89.3	147.4	10.6
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	69.7	8.2		4247.2	122.5	390.5	22.5	89.3	147.4	10.6
LOS	E	E	A		F	F	F	C	F	F	B
Approach Delay		61.2			4247.2		345.6			131.4	
Approach LOS		E			F		F			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 10.36	
Intersection Signal Delay: 668.9	Intersection LOS: F
Intersection Capacity Utilization 170.4%	ICU Level of Service H
Analysis Period (min) 15	

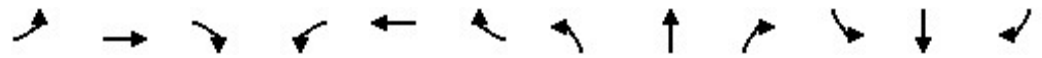
Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
 5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	684	99	165	406	122	86	2318	262	111	1664	181
Future Volume (veh/h)	153	684	99	165	406	122	86	2318	262	111	1664	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	158	705	82	170	419	120	89	2390	208	114	1715	155
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	225	708	600	38	22	5	100	1305	582	136	1382	617
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.06	0.38	0.38	0.08	0.40	0.40
Sat Flow, veh/h	787	1800	1525	2	56	12	1619	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	158	705	82	709	0	0	89	2390	208	114	1715	155
Grp Sat Flow(s),veh/h/ln	787	1800	1525	70	0	0	1619	1710	1525	1619	1710	1525
Q Serve(g_s), s	0.0	46.9	4.1	0.3	0.0	0.0	6.6	45.8	11.7	8.3	48.5	8.1
Cycle Q Clear(g_c), s	44.1	46.9	4.1	47.2	0.0	0.0	6.6	45.8	11.7	8.3	48.5	8.1
Prop In Lane	1.00		1.00	0.24		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	708	600	65	0	0	100	1305	582	136	1382	617
V/C Ratio(X)	0.70	1.00	0.14	10.99	0.00	0.00	0.89	1.83	0.36	0.84	1.24	0.25
Avail Cap(c_a), veh/h	225	708	600	65	0	0	100	1305	582	154	1382	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	36.3	23.3	42.8	0.0	0.0	55.9	37.1	26.6	54.1	35.8	23.7
Incr Delay (d2), s/veh	9.4	32.7	0.1	4524.0	0.0	0.0	55.5	377.0	1.7	26.1	114.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	25.7	1.5	83.0	0.0	0.0	4.1	85.9	4.3	4.2	40.4	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	69.0	23.4	4566.8	0.0	0.0	111.4	414.1	28.3	80.2	150.4	24.7
LnGrp LOS	D	E	C	F	A	A	F	F	C	F	F	C
Approach Vol, veh/h		945			709			2687			1984	
Approach Delay, s/veh		61.0			4566.8			374.2			136.5	
Approach LOS		E			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	52.3		53.0	12.0	55.0		53.0				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	11.4	* 46		47.2	7.4	48.5		47.2				
Max Q Clear Time (g_c+I1), s	10.3	47.8		48.9	8.6	50.5		49.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	722.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

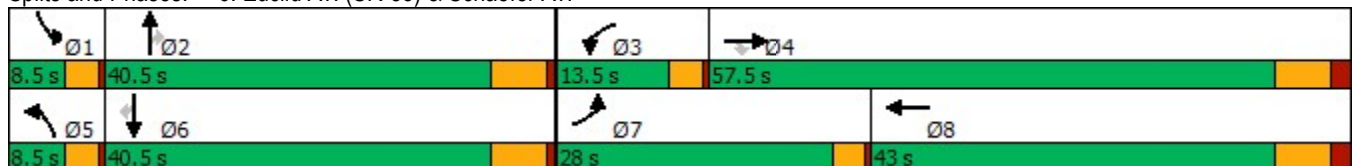
Timings
6: Euclid Av. (SR-83) & Schaefer Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	404	335	180	175	270	185	2090	65	117	1664	186	
Future Volume (vph)	404	335	180	175	270	185	2090	65	117	1664	186	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0	
Total Split (s)	28.0	57.5	57.5	13.5	43.0	8.5	40.5	40.5	8.5	40.5	40.5	
Total Split (%)	23.3%	47.9%	47.9%	11.3%	35.8%	7.1%	33.8%	33.8%	7.1%	33.8%	33.8%	
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	24.5	50.5	50.5	10.0	36.0	5.0	34.5	34.5	5.0	34.5	34.5	
Actuated g/C Ratio	0.20	0.42	0.42	0.08	0.30	0.04	0.29	0.29	0.04	0.29	0.29	
v/c Ratio	1.26	0.46	0.26	1.34	0.98	2.85	2.19	0.13	1.81	1.74	0.37	
Control Delay	180.9	27.3	9.2	237.9	73.3	893.1	563.6	0.5	447.7	368.0	13.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	180.9	27.3	9.2	237.9	73.3	893.1	563.6	0.5	447.7	368.0	13.7	
LOS	F	C	A	F	E	F	F	A	F	F	B	
Approach Delay		91.2			116.0		574.1			339.2		
Approach LOS		F			F		F			F		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.85
 Intersection Signal Delay: 368.4
 Intersection Capacity Utilization 140.5%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H
























Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	404	335	180	175	270	228	185	2090	65	117	1664	186
Future Volume (veh/h)	404	335	180	175	270	228	185	2090	65	117	1664	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	416	345	121	180	278	229	191	2155	60	121	1715	147
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	331	758	642	135	274	225	67	983	439	67	983	428
Arrive On Green	0.20	0.42	0.42	0.08	0.30	0.30	0.04	0.29	0.29	0.04	0.29	0.29
Sat Flow, veh/h	1619	1800	1525	1619	912	752	1619	3420	1525	1619	3420	1490
Grp Volume(v), veh/h	416	345	121	180	0	507	191	2155	60	121	1715	147
Grp Sat Flow(s),veh/h/ln	1619	1800	1525	1619	0	1664	1619	1710	1525	1619	1710	1490
Q Serve(g_s), s	24.5	16.5	6.0	10.0	0.0	36.0	5.0	34.5	3.5	5.0	34.5	9.4
Cycle Q Clear(g_c), s	24.5	16.5	6.0	10.0	0.0	36.0	5.0	34.5	3.5	5.0	34.5	9.4
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	331	758	642	135	0	499	67	983	439	67	983	428
V/C Ratio(X)	1.26	0.46	0.19	1.33	0.00	1.02	2.83	2.19	0.14	1.79	1.74	0.34
Avail Cap(c_a), veh/h	331	758	642	135	0	499	67	983	439	67	983	428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	24.9	21.9	55.0	0.0	42.0	57.5	42.7	31.7	57.5	42.7	33.8
Incr Delay (d2), s/veh	138.6	0.3	0.1	192.1	0.0	44.3	863.5	539.6	0.1	409.7	339.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.3	6.8	2.1	11.2	0.0	20.2	18.1	87.3	1.3	9.6	59.9	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	186.3	25.2	22.0	247.1	0.0	86.3	921.0	582.4	31.8	467.2	381.9	34.3
LnGrp LOS	F	C	C	F	A	F	F	F	C	F	F	C
Approach Vol, veh/h		882			687			2406			1983	
Approach Delay, s/veh		100.8			128.4			595.5			361.3	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	40.5	13.5	57.5	8.5	40.5	28.0	43.0				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	5.0	34.5	10.0	50.5	5.0	34.5	24.5	36.0				
Max Q Clear Time (g_c+I1), s	7.0	36.5	12.0	18.5	7.0	36.5	26.5	38.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			390.5									
HCM 6th LOS			F									

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	11	2023	5	0	1696
Future Vol, veh/h	0	11	2023	5	0	1696
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	12	2199	5	0	1843

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	1102	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	210	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	210	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	210
HCM Lane V/C Ratio	-	-	0.057
HCM Control Delay (s)	-	-	23.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.2

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	37	1990	14	0	1696
Future Vol, veh/h	0	37	1990	14	0	1696
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	40	2163	15	0	1843

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	1089	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	214	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	214	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	214
HCM Lane V/C Ratio	-	-	0.188
HCM Control Delay (s)	-	-	25.7
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	0.7

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	35	1970	17	0	1696
Future Vol, veh/h	0	35	1970	17	0	1696
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	38	2141	18	0	1843

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	1080	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	217	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	217	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	217
HCM Lane V/C Ratio	-	-	0.175
HCM Control Delay (s)	-	-	25.1
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	0.6

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	45	1942	48	0	1696
Future Vol, veh/h	0	45	1942	48	0	1696
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	49	2111	52	0	1843

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	1082	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	216	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	216	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	216
HCM Lane V/C Ratio	-	-	0.226
HCM Control Delay (s)	-	-	26.5
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	0.8

Timings
11: Euclid Av. (SR-83) & Edison Av.

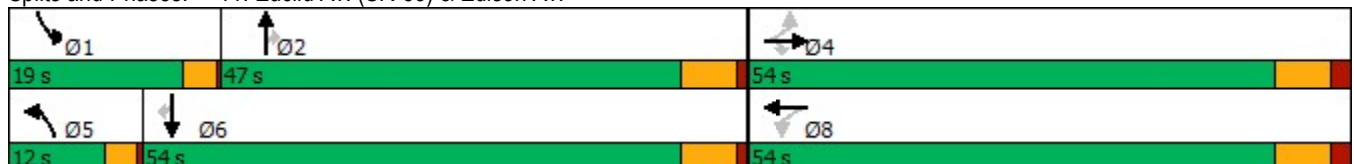


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	352	1372	236	194	736	227	1727	163	390	1231	254
Future Volume (vph)	352	1372	236	194	736	227	1727	163	390	1231	254
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	54.0	54.0	54.0	54.0	54.0	12.0	47.0	47.0	19.0	54.0	54.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	45.0%	10.0%	39.2%	39.2%	15.8%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	47.0	47.0	47.0	47.0	47.0	8.5	41.0	41.0	15.5	48.0	48.0
Actuated g/C Ratio	0.39	0.39	0.39	0.39	0.39	0.07	0.34	0.34	0.13	0.40	0.40
v/c Ratio	6.41	1.99	0.37	3.54	1.67	1.05	1.51	0.29	1.91	0.92	0.40
Control Delay	2481.1	473.0	17.3	1199.3	333.5	127.7	264.1	13.3	457.7	45.9	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2481.1	473.0	17.3	1199.3	333.5	127.7	264.1	13.3	457.7	45.9	20.2
LOS	F	F	B	F	F	F	F	B	F	D	C
Approach Delay		778.5			462.1		230.2			128.1	
Approach LOS		F			F		F			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 6.41	
Intersection Signal Delay: 393.6	Intersection LOS: F
Intersection Capacity Utilization 182.8%	ICU Level of Service H
Analysis Period (min) 15	

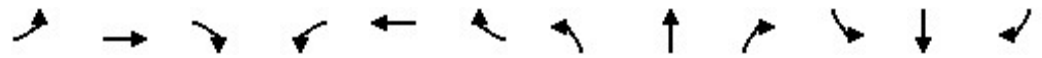
Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	352	1372	236	194	736	376	227	1727	163	390	1231	254
Future Volume (veh/h)	352	1372	236	194	736	376	227	1727	163	390	1231	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	359	1400	190	198	751	373	232	1762	156	398	1256	208
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	705	597	60	442	220	222	1168	509	209	1368	603
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.07	0.34	0.34	0.13	0.40	0.40
Sat Flow, veh/h	455	1800	1525	292	1129	561	3141	3420	1489	1619	3420	1506
Grp Volume(v), veh/h	359	1400	190	198	0	1124	232	1762	156	398	1256	208
Grp Sat Flow(s),veh/h/ln	455	1800	1525	292	0	1690	1570	1710	1489	1619	1710	1506
Q Serve(g_s), s	0.0	47.0	10.4	0.0	0.0	47.0	8.5	41.0	9.2	15.5	41.8	11.5
Cycle Q Clear(g_c), s	47.0	47.0	10.4	47.0	0.0	47.0	8.5	41.0	9.2	15.5	41.8	11.5
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	705	597	60	0	662	222	1169	509	209	1368	603
V/C Ratio(X)	5.98	1.99	0.32	3.30	0.00	1.70	1.04	1.51	0.31	1.90	0.92	0.35
Avail Cap(c_a), veh/h	60	705	597	60	0	662	222	1169	509	209	1368	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.0	36.5	25.4	60.0	0.0	36.5	55.7	39.5	29.0	52.2	34.1	25.1
Incr Delay (d2), s/veh	2278.0	448.7	0.3	1076.4	0.0	320.6	72.0	233.0	0.3	423.8	10.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	39.7	107.2	3.7	19.7	0.0	77.1	5.5	53.7	3.2	30.6	17.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2338.0	485.2	25.7	1136.4	0.0	357.1	127.7	272.5	29.4	476.1	44.2	25.4
LnGrp LOS	F	F	C	F	A	F	F	F	C	F	D	C
Approach Vol, veh/h		1949			1322			2150			1862	
Approach Delay, s/veh		781.7			473.8			239.3			134.4	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	47.0		54.0	12.0	54.0		54.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	15.5	41.0		47.0	8.5	48.0		47.0				
Max Q Clear Time (g_c+I1), s	17.5	43.0		49.0	10.5	43.8		49.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	2.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	400.2
HCM 6th LOS	F

Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	59	166	234	46	196	131	1842	23	151	1911	93	
Future Volume (vph)	59	166	234	46	196	131	1842	23	151	1911	93	
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases		4			8	5	2		1	6		
Permitted Phases	4		4	8				2			6	
Detector Phase	4	4	4	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	31.0	78.0	78.0	12.0	59.0	59.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.8%	65.0%	65.0%	10.0%	49.2%	49.2%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min	
Act Effct Green (s)	25.6	25.6	25.6	25.6	25.6	15.1	70.2	70.2	7.5	62.6	62.6	
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.13	0.60	0.60	0.06	0.54	0.54	
v/c Ratio	1.05	0.44	0.46	0.25	1.28	0.65	0.93	0.03	1.52	1.09	0.11	
Control Delay	183.6	44.6	8.1	43.5	176.4	63.0	31.0	0.3	315.0	76.5	3.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	183.6	44.6	8.1	43.5	176.4	63.0	31.0	0.3	315.0	76.5	3.6	
LOS	F	D	A	D	F	E	C	A	F	E	A	
Approach Delay		43.7			165.0		32.7			90.0		
Approach LOS		D			F		C			F		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 116.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.52	
Intersection Signal Delay: 71.5	Intersection LOS: E
Intersection Capacity Utilization 113.2%	ICU Level of Service H
Analysis Period (min) 15	
























Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	166	234	46	196	298	131	1842	23	151	1911	93
Future Volume (veh/h)	59	166	234	46	196	298	131	1842	23	151	1911	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	61	173	149	48	204	307	136	1919	22	157	1991	86
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	392	332	191	141	213	163	2061	919	104	1937	863
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.10	0.60	0.60	0.06	0.57	0.57
Sat Flow, veh/h	808	1800	1525	961	648	976	1619	3420	1525	1619	3420	1524
Grp Volume(v), veh/h	61	173	149	48	0	511	136	1919	22	157	1991	86
Grp Sat Flow(s),veh/h/ln	808	1800	1525	961	0	1624	1619	1710	1525	1619	1710	1524
Q Serve(g_s), s	0.0	9.7	9.9	5.3	0.0	25.5	9.7	59.4	0.7	7.5	66.3	3.0
Cycle Q Clear(g_c), s	25.5	9.7	9.9	15.1	0.0	25.5	9.7	59.4	0.7	7.5	66.3	3.0
Prop In Lane	1.00		1.00	1.00		0.60	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	392	332	191	0	354	163	2061	919	104	1937	863
V/C Ratio(X)	0.99	0.44	0.45	0.25	0.00	1.44	0.84	0.93	0.02	1.51	1.03	0.10
Avail Cap(c_a), veh/h	62	392	332	191	0	354	367	2147	958	104	1937	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	39.6	39.7	46.1	0.0	45.8	51.7	21.0	9.4	54.8	25.4	11.7
Incr Delay (d2), s/veh	111.7	0.8	0.9	0.7	0.0	215.2	10.6	7.8	0.0	274.2	28.0	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	3.7	4.3	3.7	1.3	0.0	31.0	4.2	21.7	0.2	10.8	30.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	170.2	40.4	40.6	46.8	0.0	261.0	62.3	28.9	9.4	329.0	53.4	11.7
LnGrp LOS	F	D	D	D	A	F	E	C	A	F	F	B
Approach Vol, veh/h		383			559			2077			2234	
Approach Delay, s/veh		61.2			242.6			30.9			71.1	
Approach LOS		E			F			C			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	75.1		30.0	16.3	70.8		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	73.5		25.5	26.5	54.5		25.5				
Max Q Clear Time (g_c+I1), s	9.5	61.4		27.5	11.7	68.3		27.5				
Green Ext Time (p_c), s	0.0	9.1		0.0	0.3	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				72.7								
HCM 6th LOS				E								

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

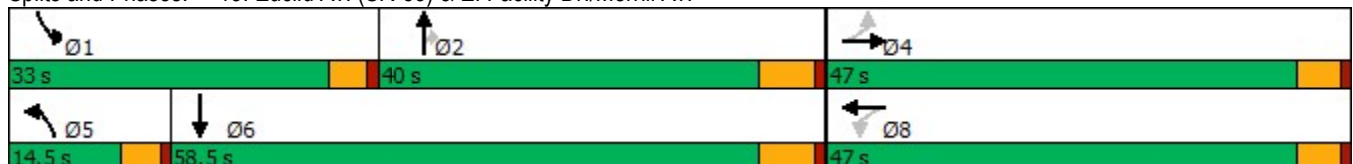


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	4	22	702	0	3	1340	456	418	2062
Future Volume (vph)	4	22	702	0	3	1340	456	418	2062
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	28.0	28.0	14.5	28.0
Total Split (s)	47.0	47.0	47.0	47.0	14.5	40.0	40.0	33.0	58.5
Total Split (%)	39.2%	39.2%	39.2%	39.2%	12.1%	33.3%	33.3%	27.5%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effect Green (s)		42.0		42.0	10.0	34.0	34.0	28.5	64.1
Actuated g/C Ratio		0.35		0.35	0.08	0.28	0.28	0.24	0.53
v/c Ratio		0.08		2.52	0.02	1.43	0.92	1.13	1.17
Control Delay		17.9		708.7	51.0	231.1	56.5	126.8	111.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		17.9		708.7	51.0	231.1	56.5	126.8	111.2
LOS		B		F	D	F	E	F	F
Approach Delay		17.9		708.7		186.6			113.8
Approach LOS		B		F		F			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.52
 Intersection Signal Delay: 276.5
 Intersection LOS: F
 Intersection Capacity Utilization 170.7%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕	↗	↗	↕	↕
Traffic Volume (veh/h)	4	22	18	702	0	637	3	1340	456	418	2062	12
Future Volume (veh/h)	4	22	18	702	0	637	3	1340	456	418	2062	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	4	23	15	724	0	628	3	1381	436	431	2126	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	343	209	313	0	231	13	969	423	385	1790	8
Arrive On Green	0.35	0.35	0.35	0.35	0.00	0.35	0.01	0.28	0.28	0.24	0.51	0.51
Sat Flow, veh/h	96	979	597	762	0	661	1619	3420	1493	1619	3491	16
Grp Volume(v), veh/h	42	0	0	1352	0	0	3	1381	436	431	1041	1095
Grp Sat Flow(s),veh/h/ln	1671	0	0	1423	0	0	1619	1710	1493	1619	1710	1797
Q Serve(g_s), s	0.0	0.0	0.0	40.0	0.0	0.0	0.2	34.0	34.0	28.5	61.5	61.5
Cycle Q Clear(g_c), s	2.0	0.0	0.0	42.0	0.0	0.0	0.2	34.0	34.0	28.5	61.5	61.5
Prop In Lane	0.10		0.36	0.54		0.46	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	618	0	0	544	0	0	13	969	423	385	877	922
V/C Ratio(X)	0.07	0.00	0.00	2.48	0.00	0.00	0.23	1.43	1.03	1.12	1.19	1.19
Avail Cap(c_a), veh/h	618	0	0	544	0	0	135	969	423	385	877	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	0.0	0.0	40.6	0.0	0.0	59.2	43.0	43.0	45.8	29.2	29.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	673.3	0.0	0.0	3.4	197.4	51.9	82.9	95.4	95.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	117.5	0.0	0.0	0.1	40.0	17.8	19.6	45.3	47.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	0.0	0.0	713.9	0.0	0.0	62.6	240.4	94.9	128.6	124.6	124.9
LnGrp LOS	C	A	A	F	A	A	E	F	F	F	F	F
Approach Vol, veh/h		42		1352				1820			2567	
Approach Delay, s/veh		26.0		713.9				205.2			125.4	
Approach LOS		C		F				F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.0	40.0		47.0	5.5	67.5		47.0				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	28.5	34.0		42.0	10.0	52.5		42.0				
Max Q Clear Time (g_c+I1), s	30.5	36.0		4.0	2.2	63.5		44.0				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	0.0		0.0				

Intersection Summary

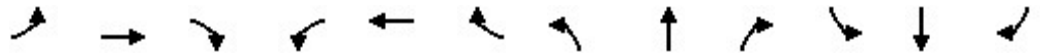
HCM 6th Ctrl Delay	287.5
HCM 6th LOS	F

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

01/11/2023

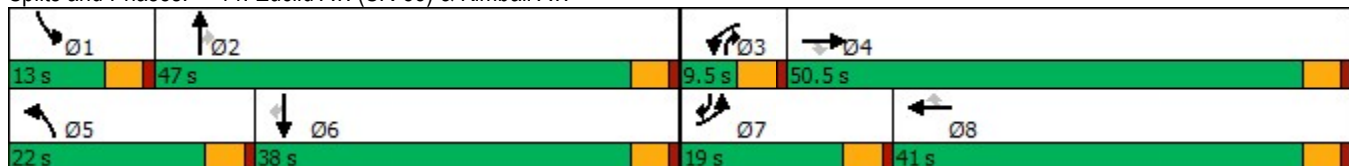


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↗	↖	↕	↗	↖	↕	↗	↖↗	↕	↗
Traffic Volume (vph)	580	1040	82	95	501	274	98	1012	214	1024	1257	565
Future Volume (vph)	580	1040	82	95	501	274	98	1012	214	1024	1257	565
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	9.5
Total Split (s)	19.0	50.5	50.5	9.5	41.0	41.0	22.0	47.0	9.5	13.0	38.0	19.0
Total Split (%)	15.8%	42.1%	42.1%	7.9%	34.2%	34.2%	18.3%	39.2%	7.9%	10.8%	31.7%	15.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	14.7	40.1	40.1	5.1	30.5	30.5	12.2	39.0	48.6	8.6	35.4	50.0
Actuated g/C Ratio	0.13	0.36	0.36	0.05	0.28	0.28	0.11	0.35	0.44	0.08	0.32	0.45
v/c Ratio	1.52	0.86	0.13	1.33	0.54	0.51	0.56	0.86	0.30	4.58	1.18	0.72
Control Delay	281.5	41.0	1.1	257.3	36.6	15.8	60.8	42.4	12.9	1638.8	124.4	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	281.5	41.0	1.1	257.3	36.6	15.8	60.8	42.4	12.9	1638.8	124.4	21.3
LOS	F	D	A	F	D	B	E	D	B	F	F	C
Approach Delay		121.1			54.2			39.0			648.7	
Approach LOS		F			D			D			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 110.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 4.58
 Intersection Signal Delay: 319.1
 Intersection LOS: F
 Intersection Capacity Utilization 115.4%
 ICU Level of Service H
 Analysis Period (min) 15































Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 	 	
Traffic Volume (veh/h)	580	1040	82	95	501	274	98	1012	214	1024	1257	565
Future Volume (veh/h)	580	1040	82	95	501	274	98	1012	214	1024	1257	565
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	592	1061	72	97	511	209	100	1033	176	1045	1283	535
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	399	1233	550	75	930	415	124	1185	599	234	1194	732
Arrive On Green	0.13	0.36	0.36	0.05	0.27	0.27	0.08	0.35	0.35	0.08	0.35	0.35
Sat Flow, veh/h	2956	3420	1525	1619	3420	1525	1619	3420	1525	2956	3420	1506
Grp Volume(v), veh/h	592	1061	72	97	511	209	100	1033	176	1045	1283	535
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1619	1710	1525	1619	1710	1525	1478	1710	1506
Q Serve(g_s), s	14.5	30.9	3.4	5.0	13.7	12.4	6.5	30.4	8.5	8.5	37.5	30.6
Cycle Q Clear(g_c), s	14.5	30.9	3.4	5.0	13.7	12.4	6.5	30.4	8.5	8.5	37.5	30.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	399	1233	550	75	930	415	124	1185	599	234	1194	732
V/C Ratio(X)	1.48	0.86	0.13	1.29	0.55	0.50	0.81	0.87	0.29	4.47	1.07	0.73
Avail Cap(c_a), veh/h	399	1464	653	75	1161	518	264	1352	674	234	1194	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	31.9	23.1	51.2	33.5	33.0	48.9	32.9	22.4	49.5	35.0	22.2
Incr Delay (d2), s/veh	231.0	4.8	0.1	199.1	0.5	0.9	11.6	5.9	0.3	1571.3	48.6	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	12.8	1.2	6.1	5.5	4.5	2.9	12.4	2.9	54.0	22.2	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	277.5	36.6	23.2	250.4	34.0	33.9	60.5	38.8	22.7	1620.8	83.6	26.0
LnGrp LOS	F	D	C	F	C	C	E	D	C	F	F	C
Approach Vol, veh/h		1725			817			1309			2863	
Approach Delay, s/veh		118.7			59.7			38.3			633.9	
Approach LOS		F			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	41.7	9.5	43.2	12.7	42.0	19.0	33.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	42.5	5.0	46.0	17.5	33.5	14.5	36.5				
Max Q Clear Time (g_c+I1), s	10.5	32.4	7.0	32.9	8.5	39.5	16.5	15.7				
Green Ext Time (p_c), s	0.0	4.8	0.0	5.8	0.1	0.0	0.0	3.7				
Intersection Summary												
HCM 6th Ctrl Delay			315.5									
HCM 6th LOS			F									

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	480	2	0	241	0	6
Future Vol, veh/h	480	2	0	241	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	522	2	0	262	0	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	523
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	558
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	558
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	558	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-
HCM Control Delay (s)	11.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	475	11	1	228	13	6
Future Vol, veh/h	475	11	1	228	13	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	516	12	1	248	14	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	528	0	772
Stage 1	-	-	-	-	522
Stage 2	-	-	-	-	250
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1049	-	371
Stage 1	-	-	-	-	599
Stage 2	-	-	-	-	796
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1049	-	371
Mov Cap-2 Maneuver	-	-	-	-	474
Stage 1	-	-	-	-	599
Stage 2	-	-	-	-	795

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	498	-	-	1049	-
HCM Lane V/C Ratio	0.041	-	-	0.001	-
HCM Control Delay (s)	12.5	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	479	2	0	229	0	6
Future Vol, veh/h	479	2	0	229	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	521	2	0	249	0	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	522
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	559
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	559
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	559	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-
HCM Control Delay (s)	11.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	980	877	82	0	75
Future Vol, veh/h	0	980	877	82	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1065	953	89	0	82

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	299
HCM Lane V/C Ratio	-	-	-	0.273
HCM Control Delay (s)	-	-	-	21.5
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.1

Intersection						
Int Delay, s/veh	26					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	188	793	890	68	138	68
Future Vol, veh/h	188	793	890	68	138	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	204	862	967	74	150	74

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1041	0	-	0	2274 1004
Stage 1	-	-	-	-	1004 -
Stage 2	-	-	-	-	1270 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	676	-	-	-	~ 45 296
Stage 1	-	-	-	-	357 -
Stage 2	-	-	-	-	267 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	676	-	-	-	~ 31 296
Mov Cap-2 Maneuver	-	-	-	-	~ 132 -
Stage 1	-	-	-	-	249 -
Stage 2	-	-	-	-	267 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	258.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	676	-	-	-	162
HCM Lane V/C Ratio	0.302	-	-	-	1.382
HCM Control Delay (s)	12.6	-	-	-	258.9
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	1.3	-	-	-	13.8

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

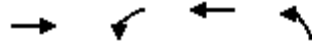
Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	930	944	9	0	13
Future Vol, veh/h	0	930	944	9	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1011	1026	10	0	14

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1031
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.2
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.3
Pot Cap-1 Maneuver	0	-	- 0 286
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 286
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	286
HCM Lane V/C Ratio	-	-	-	0.049
HCM Control Delay (s)	-	-	-	18.2
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.2

Timings
21: Sultana Av. & Schaefer Av.



Lane Group	EBT	WBL	WBT	NBL
Lane Configurations	→	↶	→	↷
Traffic Volume (vph)	468	5	220	9
Future Volume (vph)	468	5	220	9
Turn Type	NA	Prot	NA	Prot
Protected Phases	4	3	8	2
Permitted Phases				
Detector Phase	4	3	8	2
Switch Phase				
Minimum Initial (s)	10.0	5.0	10.0	10.0
Minimum Split (s)	22.5	9.6	15.5	27.5
Total Split (s)	77.0	12.0	89.0	31.0
Total Split (%)	64.2%	10.0%	74.2%	25.8%
Yellow Time (s)	4.5	3.6	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.6	5.5	5.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	None	Min
Act Effect Green (s)	17.4	5.6	18.5	12.4
Actuated g/C Ratio	0.40	0.13	0.43	0.29
v/c Ratio	0.69	0.02	0.29	0.03
Control Delay	16.7	24.6	8.6	13.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	16.7	24.6	8.6	13.7
LOS	B	C	A	B
Approach Delay	16.7		8.9	13.7
Approach LOS	B		A	B

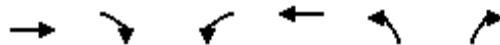
Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 43.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 14.3	Intersection LOS: B
Intersection Capacity Utilization 43.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Sultana Av. & Schaefer Av.



HCM 6th Signalized Intersection Summary
21: Sultana Av. & Schaefer Av.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	468	18	5	220	9	3
Future Volume (veh/h)	468	18	5	220	9	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	509	20	5	239	10	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	680	27	12	936	305	92
Arrive On Green	0.37	0.37	0.01	0.49	0.24	0.24
Sat Flow, veh/h	1816	71	1810	1900	1263	379
Grp Volume(v), veh/h	0	529	5	239	14	0
Grp Sat Flow(s),veh/h/ln	0	1887	1810	1900	1769	0
Q Serve(g_s), s	0.0	10.1	0.1	3.0	0.3	0.0
Cycle Q Clear(g_c), s	0.0	10.1	0.1	3.0	0.3	0.0
Prop In Lane		0.04	1.00		0.71	0.21
Lane Grp Cap(c), veh/h	0	707	12	936	427	0
V/C Ratio(X)	0.00	0.75	0.41	0.26	0.03	0.00
Avail Cap(c_a), veh/h	0	3261	324	3835	1090	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	11.2	20.5	6.1	12.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	8.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.0	0.1	0.7	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	12.9	28.4	6.2	12.0	0.0
LnGrp LOS	A	B	C	A	B	A
Approach Vol, veh/h	529			244	14	
Approach Delay, s/veh	12.9			6.7	12.0	
Approach LOS	B			A	B	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.5	4.9	21.0		25.9
Change Period (Y+Rc), s		5.5	4.6	5.5		5.5
Max Green Setting (Gmax), s		25.5	7.4	71.5		83.5
Max Q Clear Time (g_c+I1), s		2.3	2.1	12.1		5.0
Green Ext Time (p_c), s		0.0	0.0	3.4		1.3
Intersection Summary						
HCM 6th Ctrl Delay			10.9			
HCM 6th LOS			B			
Notes						
User approved volume balancing among the lanes for turning movement.						

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	28	4	8	12	11
Future Vol, veh/h	4	28	4	8	12	11
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	30	4	9	13	12

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	36	19	25	0	0
Stage 1	19	-	-	-	-
Stage 2	17	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	982	1065	1603	-	-
Stage 1	1009	-	-	-	-
Stage 2	1011	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	980	1065	1603	-	-
Mov Cap-2 Maneuver	908	-	-	-	-
Stage 1	1007	-	-	-	-
Stage 2	1011	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	2.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	1042	-	-
HCM Lane V/C Ratio	0.003	-	0.033	-	-
HCM Control Delay (s)	7.3	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	6	1	7	36	3
Future Vol, veh/h	5	6	1	7	36	3
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	7	1	8	39	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	51	41	42	0	0
Stage 1	41	-	-	-	-
Stage 2	10	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	963	1036	1580	-	-
Stage 1	987	-	-	-	-
Stage 2	1018	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	962	1036	1580	-	-
Mov Cap-2 Maneuver	893	-	-	-	-
Stage 1	986	-	-	-	-
Stage 2	1018	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1580	-	966	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Control Delay (s)	7.3	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	7	1	5	39	3
Future Vol, veh/h	3	7	1	5	39	3
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	8	1	5	42	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	51	44	45	0	0
Stage 1	44	-	-	-	-
Stage 2	7	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	963	1032	1576	-	-
Stage 1	984	-	-	-	-
Stage 2	1021	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	962	1032	1576	-	-
Mov Cap-2 Maneuver	892	-	-	-	-
Stage 1	983	-	-	-	-
Stage 2	1021	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1576	-	986	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Control Delay (s)	7.3	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	3	7	46	0
Future Vol, veh/h	0	11	3	7	46	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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	12	3	8	50	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	64	50	50	0	-	0
Stage 1	50	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	947	1024	1570	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	945	1024	1570	-	-	-
Mov Cap-2 Maneuver	882	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	2.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1570	-	1024	-	-
HCM Lane V/C Ratio	0.002	-	0.012	-	-
HCM Control Delay (s)	7.3	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	14	10	55	2
Future Vol, veh/h	0	38	14	10	55	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	41	15	11	60	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	102	61	62	0	0
Stage 1	61	-	-	-	-
Stage 2	41	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	901	1010	1554	-	-
Stage 1	967	-	-	-	-
Stage 2	987	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	892	1010	1554	-	-
Mov Cap-2 Maneuver	849	-	-	-	-
Stage 1	957	-	-	-	-
Stage 2	987	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1554	-	1010	-	-
HCM Lane V/C Ratio	0.01	-	0.041	-	-
HCM Control Delay (s)	7.3	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	18	24	93	0
Future Vol, veh/h	0	7	18	24	93	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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	20	26	101	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	167	101	101	0	0
Stage 1	101	-	-	-	-
Stage 2	66	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	828	960	1504	-	-
Stage 1	928	-	-	-	-
Stage 2	962	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	817	960	1504	-	-
Mov Cap-2 Maneuver	799	-	-	-	-
Stage 1	916	-	-	-	-
Stage 2	962	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1504	-	960	-	-
HCM Lane V/C Ratio	0.013	-	0.008	-	-
HCM Control Delay (s)	7.4	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

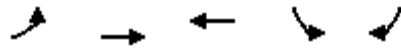
Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	17	29	42	100	0
Future Vol, veh/h	0	17	29	42	100	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	18	32	46	109	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	219	109	109	0	0
Stage 1	109	-	-	-	-
Stage 2	110	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	774	950	1494	-	-
Stage 1	921	-	-	-	-
Stage 2	920	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	758	950	1494	-	-
Mov Cap-2 Maneuver	761	-	-	-	-
Stage 1	902	-	-	-	-
Stage 2	920	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1494	-	950	-	-
HCM Lane V/C Ratio	0.021	-	0.019	-	-
HCM Control Delay (s)	7.5	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Timings
29: Edison Av. & Sultana Av.



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↗	↔	↘	↙
Traffic Volume (vph)	6	924	942	105	12
Future Volume (vph)	6	924	942	105	12
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	10.8	22.8	27.8	27.8
Total Split (s)	9.6	91.6	82.0	28.4	28.4
Total Split (%)	8.0%	76.3%	68.3%	23.7%	23.7%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	5.5	53.9	52.7	12.3	12.3
Actuated g/C Ratio	0.07	0.68	0.67	0.16	0.16
v/c Ratio	0.06	0.77	0.87	0.41	0.05
Control Delay	48.0	13.2	20.6	39.7	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	13.2	20.6	39.7	18.7
LOS	D	B	C	D	B
Approach Delay		13.5	20.6	37.5	
Approach LOS		B	C	D	

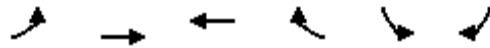
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 78.9
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 18.4
 Intersection LOS: B
 Intersection Capacity Utilization 69.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 29: Edison Av. & Sultana Av.



HCM 6th Signalized Intersection Summary
 29: Edison Av. & Sultana Av.



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	6	924	942	65	105	12	
Future Volume (veh/h)	6	924	942	65	105	12	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	7	1004	1024	71	114	13	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	16	1405	1166	81	169	151	
Arrive On Green	0.01	0.74	0.66	0.66	0.09	0.09	
Sat Flow, veh/h	1810	1900	1756	122	1810	1610	
Grp Volume(v), veh/h	7	1004	0	1095	114	13	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1878	1810	1610	
Q Serve(g_s), s	0.3	20.3	0.0	32.6	4.2	0.5	
Cycle Q Clear(g_c), s	0.3	20.3	0.0	32.6	4.2	0.5	
Prop In Lane	1.00			0.06	1.00	1.00	
Lane Grp Cap(c), veh/h	16	1405	0	1247	169	151	
V/C Ratio(X)	0.43	0.71	0.00	0.88	0.67	0.09	
Avail Cap(c_a), veh/h	130	2350	0	2063	589	524	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	34.2	5.0	0.0	9.4	30.4	28.7	
Incr Delay (d2), s/veh	6.3	0.7	0.0	2.6	4.6	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.1	3.4	0.0	8.6	1.9	0.5	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	40.5	5.7	0.0	12.0	35.0	29.0	
LnGrp LOS	D	A	A	B	D	C	
Approach Vol, veh/h		1011	1095		127		
Approach Delay, s/veh		5.9	12.0		34.4		
Approach LOS		A	B		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				57.1	12.3	5.2	51.9
Change Period (Y+Rc), s				5.8	5.8	4.6	5.8
Max Green Setting (Gmax), s				85.8	22.6	5.0	76.2
Max Q Clear Time (g_c+I1), s				22.3	6.2	2.3	34.6
Green Ext Time (p_c), s				9.8	0.3	0.0	11.5
Intersection Summary							
HCM 6th Ctrl Delay			10.5				
HCM 6th LOS			B				

Intersection	
Intersection Delay, s/veh	51.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	475	55	24	196	16	59	193	28	19	124	23
Future Vol, veh/h	67	475	55	24	196	16	59	193	28	19	124	23
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	71	505	59	26	209	17	63	205	30	20	132	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	90.8	16.6	20.1	15.1
HCM LOS	F	C	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	11%	10%	11%
Vol Thru, %	69%	80%	83%	75%
Vol Right, %	10%	9%	7%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	280	597	236	166
LT Vol	59	67	24	19
Through Vol	193	475	196	124
RT Vol	28	55	16	23
Lane Flow Rate	298	635	251	177
Geometry Grp	1	1	1	1
Degree of Util (X)	0.582	1.097	0.48	0.361
Departure Headway (Hd)	7.34	6.22	7.168	7.744
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	494	584	507	468
Service Time	5.34	4.264	5.168	5.744
HCM Lane V/C Ratio	0.603	1.087	0.495	0.378
HCM Control Delay	20.1	90.8	16.6	15.1
HCM Lane LOS	C	F	C	C
HCM 95th-tile Q	3.7	19.3	2.6	1.6

Intersection												
Intersection Delay, s/veh	649											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	75	2121	218	28	982	19	73	205	59	22	199	40
Future Vol, veh/h	75	2121	218	28	982	19	73	205	59	22	199	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	82	2305	237	30	1067	21	79	223	64	24	216	43
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	2392	808.5	106	83.2
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	3%	3%	8%
Vol Thru, %	61%	88%	95%	76%
Vol Right, %	18%	9%	2%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	337	2414	1029	261
LT Vol	73	75	28	22
Through Vol	205	2121	982	199
RT Vol	59	218	19	40
Lane Flow Rate	366	2624	1118	284
Geometry Grp	1	1	1	1
Degree of Util (X)	0.892	6.249	2.677	0.723
Departure Headway (Hd)	24.746	12.336	20.076	28.228
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	150	341	201	130
Service Time	22.746	10.336	18.076	26.228
HCM Lane V/C Ratio	2.44	7.695	5.562	2.185
HCM Control Delay	106	2392	808.5	83.2
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	6.1	195	41.9	4.1

Intersection

Intersection Delay, s/veh 83.1
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	144	255	166	7	122	91	43	700	55	132	488	81
Future Vol, veh/h	144	255	166	7	122	91	43	700	55	132	488	81
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	158	280	182	8	134	100	47	769	60	145	536	89
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	260.3	46.9	530.2	420.1
HCM LOS	F	E	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %		5%	25%	3%	19%
Vol Thru, %		88%	45%	55%	70%
Vol Right, %		7%	29%	41%	12%
Sign Control		Stop	Stop	Stop	Stop
Traffic Vol by Lane		798	565	220	701
LT Vol		43	144	7	132
Through Vol		700	255	122	488
RT Vol		55	166	91	81
Lane Flow Rate		877	621	242	770
Geometry Grp		1	1	1	1
Degree of Util (X)		2.095	1.467	0.628	1.84
Departure Headway (Hd)		12.173	12.732	17.834	12.842
Convergence, Y/N		Yes	Yes	Yes	Yes
Cap		307	292	205	293
Service Time		10.173	10.732	15.834	10.842
HCM Lane V/C Ratio		2.857	2.127	1.18	2.628
HCM Control Delay		530.2	260.3	46.9	420.1
HCM Lane LOS		F	F	E	F
HCM 95th-tile Q		45.6	23.2	3.6	35

Intersection

Intersection Delay, s/v ~~48~~ 16.3

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	119	2056	197	27	1021	55	492	652	166	150	403	126
Future Vol, veh/h	119	2056	197	27	1021	55	492	652	166	150	403	126
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	128	2211	212	29	1098	59	529	701	178	161	433	135
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	2690.9	1156.1	1375.2	684.6
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	5%	2%	22%
Vol Thru, %	50%	87%	93%	59%
Vol Right, %	13%	8%	5%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1310	2372	1103	679
LT Vol	492	119	27	150
Through Vol	652	2056	1021	403
RT Vol	166	197	55	126
Lane Flow Rate	1409	2551	1186	730
Geometry Grp	1	1	1	1
Degree of Util (X)	3.755	6.771	3.153	1.933
Departure Headway (Hd)	57.963	42.289	79.355	104.418
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	85	128	59	44
Service Time	55.963	40.289	77.355	102.418
HCM Lane V/C Ratio	16.576	19.93	20.102	16.591
HCM Control Delay	1375.2	2690.9	1156.1	684.6
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	24.9	64.7	15.6	7.4

Intersection

Intersection Delay, s/v ~~49~~ 37.9

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	2360	30	267	1053	284	1	121	754	191	143	21
Future Vol, veh/h	23	2360	30	267	1053	284	1	121	754	191	143	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	2565	33	290	1145	309	1	132	820	208	155	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	2758.4	1718.5	738.9	310.5
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	1%	17%	54%
Vol Thru, %	14%	98%	66%	40%
Vol Right, %	86%	1%	18%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	876	2413	1604	355
LT Vol	1	23	267	191
Through Vol	121	2360	1053	143
RT Vol	754	30	284	21
Lane Flow Rate	952	2623	1743	386
Geometry Grp	1	1	1	1
Degree of Util (X)	2.398	6.977	4.605	1.036
Departure Headway (Hd)	41.791	30.572	41.652	92.071
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	105	157	105	46
Service Time	39.791	28.572	39.652	90.071
HCM Lane V/C Ratio	9.067	16.707	16.6	8.391
HCM Control Delay	738.9	2758.4	1718.5	310.5
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	19.1	91.4	42.5	4

Intersection												
Int Delay, s/veh	107.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	2621	57	72	2090	54	24	12	124	63	21	16
Future Vol, veh/h	37	2621	57	72	2090	54	24	12	124	63	21	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	2849	62	78	2272	59	26	13	135	68	23	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2331	0	0	2911	0	0	5438	5447	2880	5492	5449	2302
Stage 1	-	-	-	-	-	-	2960	2960	-	2458	2458	-
Stage 2	-	-	-	-	-	-	2478	2487	-	3034	2991	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	216	-	-	127	-	-	0	0	~22	0	0	50
Stage 1	-	-	-	-	-	-	~21	33	-	~42	62	-
Stage 2	-	-	-	-	-	-	41	59	-	~19	32	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	216	-	-	127	-	-	0	0	~22	-	0	50
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~21	33	-	~42	62	-
Stage 2	-	-	-	-	-	-	~17	59	-	-	32	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	2.3	\$ 3453.2	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	22	216	-	-	127	-	-	-
HCM Lane V/C Ratio	7.905	0.186	-	-	0.616	-	-	-
HCM Control Delay (s)	\$ 3453.2	25.4	0	-	70.8	0	-	-
HCM Lane LOS	F	D	A	-	F	A	-	-
HCM 95th %tile Q(veh)	22	0.7	-	-	3.2	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	18.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	2699	85	204	2040	36	94	31	272	127	61	16
Future Vol, veh/h	12	2699	85	204	2040	36	94	31	272	127	61	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	2934	92	222	2217	39	102	34	296	138	66	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2256	0	0	3026	0	0	5728	5706	2980	5852	5733	2237
Stage 1	-	-	-	-	-	-	3006	3006	-	2681	2681	-
Stage 2	-	-	-	-	-	-	2722	2700	-	3171	3052	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	231	-	-	~ 114	-	-	0	0	~ 19	0	0	54
Stage 1	-	-	-	-	-	-	~ 19	~ 32	-	~ 31	~ 47	-
Stage 2	-	-	-	-	-	-	~ 29	46	-	~ 15	~ 30	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	231	-	-	~ 114	-	-	0	~ 19	-	0	54	
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	-	-	0	-	
Stage 1	-	-	-	-	-	-	~ 19	~ 32	-	~ 31	0	-
Stage 2	-	-	-	-	-	-	0	-	~ 12	~ 30	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	46.4		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	231	-	-	~ 114	-	-	-
HCM Lane V/C Ratio	-	0.056	-	-	1.945	-	-	-
HCM Control Delay (s)	-	21.5	0	-	\$ 519.1	0	-	-
HCM Lane LOS	-	C	A	-	F	A	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-	18.1	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

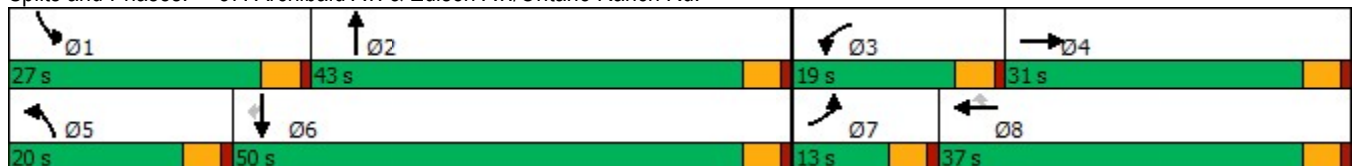
01/11/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	367	1920	828	575	1379	157	490	1261	669	236	1060	271
Future Volume (vph)	367	1920	828	575	1379	157	490	1261	669	236	1060	271
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	13.0	31.0		19.0	37.0	37.0	20.0	43.0		27.0	50.0	50.0
Total Split (%)	10.8%	25.8%		15.8%	30.8%	30.8%	16.7%	35.8%		22.5%	41.7%	41.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Act Effct Green (s)	8.5	26.5	118.4	14.5	32.5	32.5	15.5	38.5	118.4	20.9	43.9	43.9
Actuated g/C Ratio	0.07	0.22	1.00	0.12	0.27	0.27	0.13	0.33	1.00	0.18	0.37	0.37
v/c Ratio	1.77	2.51	0.57	1.63	2.94	0.32	2.45	1.13	0.46	0.87	0.84	0.44
Control Delay	397.8	704.3	1.5	327.7	897.7	10.6	688.7	108.6	1.0	76.8	40.6	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	397.8	704.3	1.5	327.7	897.7	10.6	688.7	108.6	1.0	76.8	40.6	16.2
LOS	F	F	A	F	F	B	F	F	A	E	D	B
Approach Delay		481.3			676.6			196.4			41.9	
Approach LOS		F			F			F			D	

























Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.94
 Intersection Signal Delay: 376.5
 Intersection LOS: F
 Intersection Capacity Utilization 165.3%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	1920	828	575	1379	157	490	1261	669	236	1060	271
Future Volume (veh/h)	367	1920	828	575	1379	157	490	1261	669	236	1060	271
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	386	2021	0	605	1452	123	516	1327	0	248	1116	266
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	813		377	499	422	214	1181		274	1314	557
Arrive On Green	0.07	0.23	0.00	0.12	0.28	0.28	0.13	0.33	0.00	0.17	0.36	0.36
Sat Flow, veh/h	3048	3600	1525	3048	1800	1524	1619	3600	1525	1619	3600	1525
Grp Volume(v), veh/h	386	2021	0	605	1452	123	516	1327	0	248	1116	266
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1800	1524	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	8.5	26.5	0.0	14.5	32.5	7.4	15.5	38.5	0.0	17.6	33.5	15.7
Cycle Q Clear(g_c), s	8.5	26.5	0.0	14.5	32.5	7.4	15.5	38.5	0.0	17.6	33.5	15.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	813		377	499	422	214	1181		274	1314	557
V/C Ratio(X)	1.75	2.49		1.61	2.91	0.29	2.41	1.12		0.91	0.85	0.48
Avail Cap(c_a), veh/h	221	813		377	499	422	214	1181		311	1396	592
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	45.4	0.0	51.4	42.4	33.4	50.9	39.4	0.0	47.8	34.3	28.7
Incr Delay (d2), s/veh	354.7	672.1	0.0	284.9	865.8	0.4	649.6	67.0	0.0	26.7	4.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	87.2	0.0	20.2	133.6	2.7	44.6	26.7	0.0	8.8	14.4	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	409.1	717.5	0.0	336.3	908.2	33.7	700.5	106.4	0.0	74.6	39.2	29.3
LnGrp LOS	F	F		F	F	C	F	F		E	D	C
Approach Vol, veh/h		2407	A		2180			1843	A		1630	
Approach Delay, s/veh		668.0			700.2			272.7			43.0	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.3	43.0	19.0	31.0	20.0	47.3	13.0	37.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	22.5	38.5	14.5	26.5	15.5	45.5	8.5	32.5				
Max Q Clear Time (g_c+I1), s	19.6	40.5	16.5	28.5	17.5	35.5	10.5	34.5				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.0	0.0	5.4	0.0	0.0				

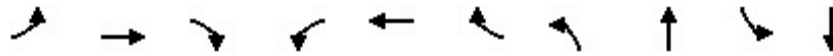
Intersection Summary

HCM 6th Ctrl Delay	459.9
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
38: S Turner Av. & Ontario Ranch Rd.

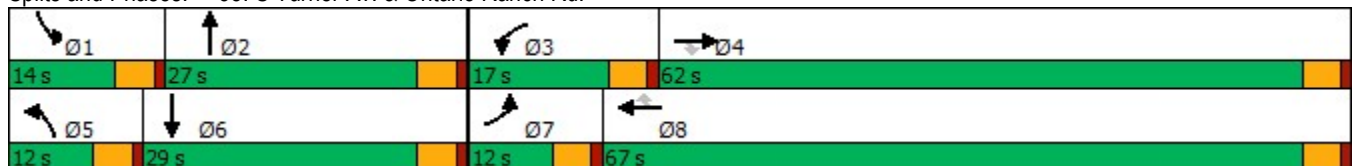


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↑	↗	↙	↑↑	↗	↙	↑	↙	↗
Traffic Volume (vph)	163	2444	53	66	2145	153	19	21	160	46
Future Volume (vph)	163	2444	53	66	2145	153	19	21	160	46
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	12.0	62.0	62.0	17.0	67.0	67.0	12.0	27.0	14.0	29.0
Total Split (%)	10.0%	51.7%	51.7%	14.2%	55.8%	55.8%	10.0%	22.5%	11.7%	24.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.5	63.0	63.0	9.3	62.6	62.6	6.5	8.9	9.5	18.4
Actuated g/C Ratio	0.07	0.59	0.59	0.09	0.59	0.59	0.06	0.08	0.09	0.17
v/c Ratio	1.38	1.23	0.06	0.45	1.09	0.16	0.18	0.33	1.07	0.38
Control Delay	250.9	132.3	0.1	55.9	71.4	3.4	52.8	27.7	138.6	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	250.9	132.3	0.1	55.9	71.4	3.4	52.8	27.7	138.6	25.4
LOS	F	F	A	E	E	A	D	C	F	C
Approach Delay		136.9			66.5			34.2		89.2
Approach LOS		F			E			C		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.38
 Intersection Signal Delay: 102.1
 Intersection LOS: F
 Intersection Capacity Utilization 98.8%
 ICU Level of Service F
 Analysis Period (min) 15

























Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	2444	53	66	2145	153	19	21	33	160	46	78
Future Volume (veh/h)	163	2444	53	66	2145	153	19	21	33	160	46	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	175	2628	52	71	2306	162	20	23	23	172	49	82
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	2281	1017	92	2201	982	38	43	43	168	77	129
Arrive On Green	0.07	0.63	0.63	0.05	0.61	0.61	0.02	0.05	0.05	0.09	0.12	0.12
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	872	872	1810	639	1069
Grp Volume(v), veh/h	175	2628	52	71	2306	162	20	0	46	172	0	131
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	0	1743	1810	0	1708
Q Serve(g_s), s	7.5	64.8	1.3	4.0	62.5	4.5	1.1	0.0	2.6	9.5	0.0	7.5
Cycle Q Clear(g_c), s	7.5	64.8	1.3	4.0	62.5	4.5	1.1	0.0	2.6	9.5	0.0	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		0.63
Lane Grp Cap(c), veh/h	132	2281	1017	92	2201	982	38	0	85	168	0	205
V/C Ratio(X)	1.32	1.15	0.05	0.77	1.05	0.17	0.52	0.00	0.54	1.03	0.00	0.64
Avail Cap(c_a), veh/h	132	2281	1017	221	2201	982	132	0	383	168	0	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.5	18.9	7.2	48.0	20.0	8.7	49.7	0.0	47.6	46.5	0.0	43.0
Incr Delay (d2), s/veh	187.8	74.0	0.0	12.5	33.1	0.1	10.6	0.0	5.3	76.4	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	44.9	0.4	2.1	31.4	1.4	0.6	0.0	1.2	7.7	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	235.3	92.8	7.2	60.5	53.1	8.8	60.2	0.0	52.9	122.9	0.0	46.2
LnGrp LOS	F	F	A	E	F	A	E	A	D	F	A	D
Approach Vol, veh/h		2855			2539			66				303
Approach Delay, s/veh		100.0			50.5			55.1				89.7
Approach LOS		F			D			E				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	9.5	9.7	69.3	6.7	16.8	12.0	67.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	22.5	12.5	57.5	7.5	24.5	7.5	62.5				
Max Q Clear Time (g_c+I1), s	11.5	4.6	6.0	66.8	3.1	9.5	9.5	64.5				
Green Ext Time (p_c), s	0.0	0.1	0.1	0.0	0.0	0.5	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				77.1								
HCM 6th LOS				E								

Timings

39: Haven Av. & Ontario Ranch Rd.

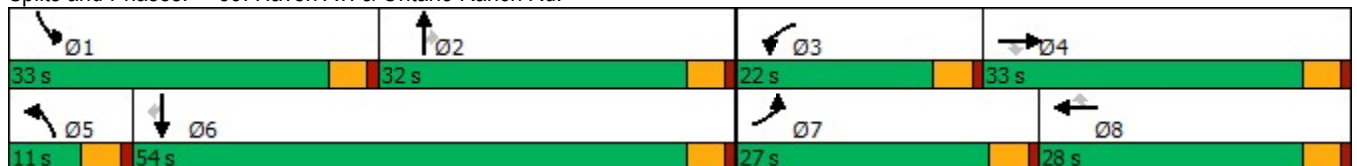
01/11/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	462	1995	91	268	1975	277	85	407	116	257	441	180
Future Volume (vph)	462	1995	91	268	1975	277	85	407	116	257	441	180
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	27.0	33.0	33.0	22.0	28.0	28.0	11.0	32.0	32.0	33.0	54.0	54.0
Total Split (%)	22.5%	27.5%	27.5%	18.3%	23.3%	23.3%	9.2%	26.7%	26.7%	27.5%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	22.5	30.7	30.7	15.4	23.5	23.5	6.5	27.5	27.5	23.6	44.7	44.7
Actuated g/C Ratio	0.20	0.27	0.27	0.13	0.20	0.20	0.06	0.24	0.24	0.20	0.39	0.39
v/c Ratio	1.58	1.64	0.19	0.73	1.68	0.56	1.00	1.02	0.25	0.83	0.68	0.28
Control Delay	307.3	320.9	3.2	60.0	340.4	9.7	151.0	92.9	2.8	65.5	34.9	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	307.3	320.9	3.2	60.0	340.4	9.7	151.0	92.9	2.8	65.5	34.9	4.2
LOS	F	F	A	E	F	A	F	F	A	E	C	A
Approach Delay		307.0			274.2			83.8			37.5	
Approach LOS		F			F			F			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.68
 Intersection Signal Delay: 237.6
 Intersection LOS: F
 Intersection Capacity Utilization 112.3%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	462	1995	91	268	1975	277	85	407	116	257	441	180
Future Volume (veh/h)	462	1995	91	268	1975	277	85	407	116	257	441	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	497	2145	83	288	2124	230	91	438	91	276	474	170
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	323	1431	444	345	1290	312	93	439	372	305	675	570
Arrive On Green	0.20	0.29	0.29	0.12	0.21	0.21	0.06	0.24	0.24	0.19	0.37	0.37
Sat Flow, veh/h	1619	4914	1525	2956	6192	1496	1619	1800	1524	1619	1800	1519
Grp Volume(v), veh/h	497	2145	83	288	2124	230	91	438	91	276	474	170
Grp Sat Flow(s),veh/h/ln	1619	1638	1525	1478	1548	1496	1619	1800	1524	1619	1800	1519
Q Serve(g_s), s	22.5	32.8	4.6	10.8	23.5	16.2	6.3	27.4	5.4	18.8	25.2	8.9
Cycle Q Clear(g_c), s	22.5	32.8	4.6	10.8	23.5	16.2	6.3	27.4	5.4	18.8	25.2	8.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	1431	444	345	1290	312	93	439	372	305	675	570
V/C Ratio(X)	1.54	1.50	0.19	0.84	1.65	0.74	0.98	1.00	0.24	0.90	0.70	0.30
Avail Cap(c_a), veh/h	323	1431	444	459	1290	312	93	439	372	409	790	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	40.0	30.0	48.7	44.6	41.8	53.1	42.6	34.3	44.7	29.9	24.8
Incr Delay (d2), s/veh	257.3	228.1	0.2	9.7	294.3	8.9	84.8	42.4	0.3	18.9	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.7	42.6	1.6	4.2	34.8	6.4	4.7	16.8	1.9	8.9	10.7	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	302.5	268.0	30.2	58.5	338.9	50.6	137.8	85.0	34.6	63.6	32.2	25.1
LnGrp LOS	F	F	C	E	F	D	F	F	C	E	C	C
Approach Vol, veh/h		2725			2642			620			920	
Approach Delay, s/veh		267.1			283.2			85.3			40.3	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.8	32.0	17.7	37.3	11.0	46.8	27.0	28.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.5	27.5	17.5	28.5	6.5	49.5	22.5	23.5				
Max Q Clear Time (g_c+I1), s	20.8	29.4	12.8	34.8	8.3	27.2	24.5	25.5				
Green Ext Time (p_c), s	0.5	0.0	0.4	0.0	0.0	3.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	226.7											
HCM 6th LOS	F											

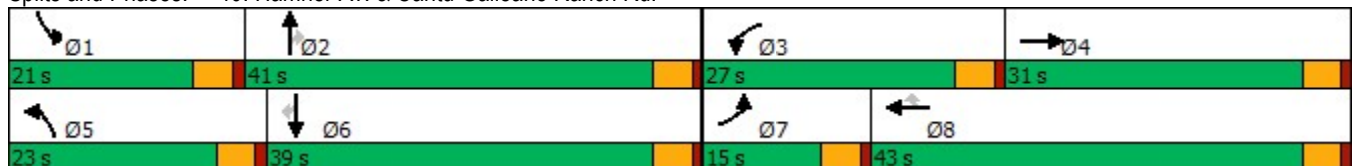
Timings
40: Hamner Av. & Cantu Galleano Ranch Rd.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	921	1725	451	1838	354	376	439	356	641	836	778
Future Volume (vph)	921	1725	451	1838	354	376	439	356	641	836	778
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	31.0	27.0	43.0	43.0	23.0	41.0	41.0	21.0	39.0	39.0
Total Split (%)	12.5%	25.8%	22.5%	35.8%	35.8%	19.2%	34.2%	34.2%	17.5%	32.5%	32.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	10.5	28.8	20.2	38.5	38.5	17.1	35.2	35.2	16.5	34.5	34.5
Actuated g/C Ratio	0.09	0.24	0.17	0.32	0.32	0.14	0.30	0.30	0.14	0.29	0.29
v/c Ratio	3.13	1.43	0.80	1.65	0.58	0.78	0.30	0.53	1.39	0.84	1.34
Control Delay	985.5	229.0	57.9	326.3	21.0	60.7	32.8	9.0	225.2	48.1	193.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	985.5	229.0	57.9	326.3	21.0	60.7	32.8	9.0	225.2	48.1	193.3
LOS	F	F	E	F	C	E	C	A	F	D	F
Approach Delay		457.1		239.6			34.5			148.5	
Approach LOS		F		F			C			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.13	
Intersection Signal Delay: 263.5	Intersection LOS: F
Intersection Capacity Utilization 125.9%	ICU Level of Service H
Analysis Period (min) 15	


































Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
40: Hamner Av. & Cantu Galleano Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/11/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	  		 	 	
Traffic Volume (veh/h)	921	1725	408	451	1838	354	376	439	356	641	836	778
Future Volume (veh/h)	921	1725	408	451	1838	354	376	439	356	641	836	778
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	969	1816	372	475	1935	307	396	462	291	675	880	778
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	315	1442	295	548	1189	530	463	1482	460	495	1065	475
Arrive On Green	0.09	0.26	0.26	0.16	0.33	0.33	0.13	0.29	0.29	0.14	0.30	0.30
Sat Flow, veh/h	3510	5479	1121	3510	3610	1610	3510	5187	1610	3510	3610	1610
Grp Volume(v), veh/h	969	1624	564	475	1935	307	396	462	291	675	880	778
Grp Sat Flow(s),veh/h/ln	1755	1634	1698	1755	1805	1610	1755	1729	1610	1755	1805	1610
Q Serve(g_s), s	10.5	30.8	30.8	15.4	38.5	18.5	12.9	8.2	18.4	16.5	26.6	34.5
Cycle Q Clear(g_c), s	10.5	30.8	30.8	15.4	38.5	18.5	12.9	8.2	18.4	16.5	26.6	34.5
Prop In Lane	1.00		0.66	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	1290	447	548	1189	530	463	1482	460	495	1065	475
V/C Ratio(X)	3.07	1.26	1.26	0.87	1.63	0.58	0.86	0.31	0.63	1.36	0.83	1.64
Avail Cap(c_a), veh/h	315	1290	447	676	1189	530	556	1620	503	495	1065	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	43.1	43.1	48.2	39.2	32.5	49.7	32.7	36.4	50.2	38.4	41.2
Incr Delay (d2), s/veh	941.3	123.1	134.6	9.9	286.3	1.6	10.9	0.1	2.3	175.7	5.5	296.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	45.6	26.3	28.8	7.2	63.0	7.0	6.1	3.3	7.1	19.0	11.9	51.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	994.5	166.2	177.7	58.0	325.5	34.1	60.6	32.9	38.7	225.9	43.9	337.4
LnGrp LOS	F	F	F	E	F	C	E	C	D	F	D	F
Approach Vol, veh/h		3157			2717			1149			2333	
Approach Delay, s/veh		422.5			245.8			43.9			194.4	
Approach LOS		F			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	37.9	22.7	35.3	19.9	39.0	15.0	43.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	36.5	22.5	26.5	18.5	34.5	10.5	38.5				
Max Q Clear Time (g_c+I1), s	18.5	20.4	17.4	32.8	14.9	36.5	12.5	40.5				
Green Ext Time (p_c), s	0.0	3.4	0.8	0.0	0.5	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				267.8								
HCM 6th LOS				F								

Timings

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/12/2023

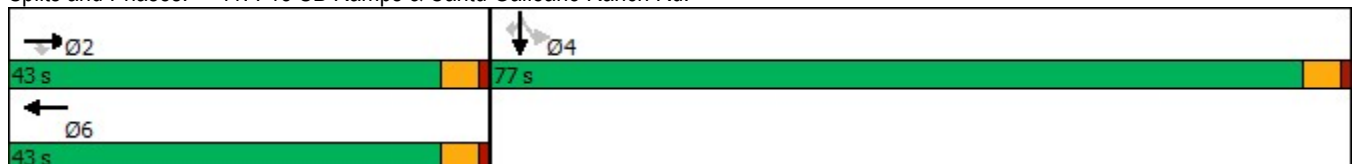


Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑	↔	↑
Traffic Volume (vph)	2197	436	1282	580	365	1	1699
Future Volume (vph)	2197	436	1282	580	365	1	1699
Turn Type	NA	Perm	NA	Free	Perm	NA	Perm
Protected Phases	2		6			4	
Permitted Phases		2		Free	4		4
Detector Phase	2	2	6		4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	43.0	43.0	43.0		77.0	77.0	77.0
Total Split (%)	35.8%	35.8%	35.8%		64.2%	64.2%	64.2%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min		None	None	None
Act Effct Green (s)	38.5	38.5	38.5	120.0	72.5	72.5	72.5
Actuated g/C Ratio	0.32	0.32	0.32	1.00	0.60	0.60	0.60
v/c Ratio	1.40	0.67	1.18	0.22	0.34	1.04	0.99
Control Delay	218.6	19.9	126.3	0.2	12.9	64.4	50.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	218.6	19.9	126.3	0.2	12.9	64.4	50.9
LOS	F	B	F	A	B	E	D
Approach Delay	185.7		87.0			50.6	
Approach LOS	F		F			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 115.2	Intersection LOS: F
Intersection Capacity Utilization 113.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 41: I-15 SB Ramps & Cantu Galleano Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑	↗↗				↘	↕	↗
Traffic Volume (veh/h)	0	2197	436	0	1282	580	0	0	0	365	1	1699
Future Volume (veh/h)	0	2197	436	0	1282	580	0	0	0	365	1	1699
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2337	0	0	1364	0				259	0	1361
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2148		0	1495					885	0	1575
Arrive On Green	0.00	0.41	0.00	0.00	0.41	0.00				0.49	0.00	0.49
Sat Flow, veh/h	0	5358	1610	0	3705	2834				1810	0	3220
Grp Volume(v), veh/h	0	2337	0	0	1364	0				259	0	1361
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1805	1417				1810	0	1610
Q Serve(g_s), s	0.0	38.5	0.0	0.0	33.1	0.0				7.9	0.0	34.8
Cycle Q Clear(g_c), s	0.0	38.5	0.0	0.0	33.1	0.0				7.9	0.0	34.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2148		0	1495					885	0	1575
V/C Ratio(X)	0.00	1.09		0.00	0.91					0.29	0.00	0.86
Avail Cap(c_a), veh/h	0	2148		0	1495					1411	0	2512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.2	0.0	0.0	25.6	0.0				14.2	0.0	21.0
Incr Delay (d2), s/veh	0.0	48.1	0.0	0.0	8.8	0.0				0.2	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	23.1	0.0	0.0	14.0	0.0				2.9	0.0	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	75.3	0.0	0.0	34.5	0.0				14.3	0.0	23.0
LnGrp LOS	A	F		A	C					B	A	C
Approach Vol, veh/h		2337	A		1364	A					1620	
Approach Delay, s/veh		75.3			34.5						21.6	
Approach LOS		E			C						C	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		43.0		50.0		43.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		38.5		72.5		38.5						
Max Q Clear Time (g_c+I1), s		40.5		36.8		35.1						
Green Ext Time (p_c), s		0.0		8.7		2.4						

Intersection Summary

HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

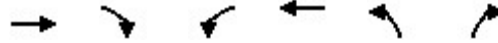
Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

42: I-15 NB Ramps & Cantu Galleano Ranch Rd.

01/12/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑↑	↑
Traffic Volume (vph)	920	1643	265	766	1065	186
Future Volume (vph)	920	1643	265	766	1065	186
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	73.0	73.0	12.0	85.0	35.0	35.0
Total Split (%)	60.8%	60.8%	10.0%	70.8%	29.2%	29.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	68.5	68.5	7.5	80.5	30.5	30.5
Actuated g/C Ratio	0.57	0.57	0.06	0.67	0.25	0.25
v/c Ratio	0.29	1.32	1.23	0.21	1.23	0.34
Control Delay	13.6	165.0	181.2	7.7	151.2	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.6	165.0	181.2	7.7	151.2	11.2
LOS	B	F	F	A	F	B
Approach Delay	110.6			52.3	132.4	
Approach LOS	F			D	F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 103.8	Intersection LOS: F
Intersection Capacity Utilization 116.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 42: I-15 NB Ramps & Cantu Galleano Ranch Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↓	↑↑↑	↑↓	↑
Traffic Volume (veh/h)	920	1643	265	766	1065	186
Future Volume (veh/h)	920	1643	265	766	1065	186
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	958	878	276	798	1109	100
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3190	901	232	3775	944	420
Arrive On Green	0.81	0.81	0.09	0.95	0.38	0.38
Sat Flow, veh/h	5700	1610	3619	5700	3619	1610
Grp Volume(v), veh/h	958	878	276	798	1109	100
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	5.0	57.6	7.5	0.9	30.5	5.0
Cycle Q Clear(g_c), s	5.0	57.6	7.5	0.9	30.5	5.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3190	901	232	3775	944	420
V/C Ratio(X)	0.30	0.97	1.19	0.21	1.18	0.24
Avail Cap(c_a), veh/h	3338	943	232	3923	944	420
HCM Platoon Ratio	1.44	1.44	1.44	1.44	1.44	1.44
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.5	10.6	53.1	0.9	36.5	28.6
Incr Delay (d2), s/veh	0.1	22.8	119.8	0.0	90.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	10.9	7.0	0.3	23.3	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.5	33.3	172.9	1.0	126.5	28.8
LnGrp LOS	A	C	F	A	F	C
Approach Vol, veh/h	1836			1074	1209	
Approach Delay, s/veh	18.8			45.2	118.5	
Approach LOS	B			D	F	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.0	70.0			82.0	35.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	7.5	68.5			80.5	30.5
Max Q Clear Time (g_c+I1), s	9.5	59.6			2.9	32.5
Green Ext Time (p_c), s	0.0	5.8			5.5	0.0

Intersection Summary

HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

**APPENDIX 7.3: HORIZON YEAR (2050) WITHOUT PROJECT
CONDITIONS TRAFFIC SIGNAL WARRANT OPERATIONS ANALYSIS
WORKSHEETS**

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>HY (2050) NP</u>
Jurisdiction: <u>City of Ontario</u>				<u>JB</u>		<u>DATE 01/11/23</u>
Major Street: <u>Edison Av.</u>				<u>JB</u>		<u>DATE 01/11/23</u>
Minor Street: <u>Vineyard Av.</u>					Critical Approach Speed (Major) <u>45 mph</u>	
					Critical Approach Speed (Minor) <u>25 mph</u>	
Major Street Approach Lanes =	<u>1</u>	lane		Minor Street Approach Lanes =	<u>1</u>	lane
Major Street Future ADT =	<u>55,962</u>	vpd		Minor Street Future ADT =	<u>1,807</u>	vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);			<input checked="" type="checkbox"/>	or	RURAL (R)	
In built up area of isolated community of < 10,000 population			<input type="checkbox"/>			

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
XX					
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 55,962	1 1,807	8,000	5,600 *	2,400	1,680 *
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
XX					
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 55,962	1 1,807	12,000	8,400 *	1,200	850 *
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
XX					
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>	<u>B</u>			
	100%	100%			

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>HY (2050) NP</u>
Jurisdiction: <u>City of Ontario</u>				<u>JB</u>		<u>DATE 01/11/23</u>
Major Street: <u>Edison Av.</u>				<u>JB</u>		<u>DATE 01/11/23</u>
Minor Street: <u>Hellman Av.</u>					Critical Approach Speed (Major) <u>45 mph</u>	
					Critical Approach Speed (Minor) <u>45 mph</u>	

Major Street Approach Lanes = 1 lane Minor Street Approach Lanes: 1 lane

Major Street Future ADT = 60,150 vpd Minor Street Future ADT = 7,198 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); or **RURAL (R)**

In built up area of isolated community of < 10,000 population

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	<u>Minimum Requirements</u>			
CONDITION A - Minimum Vehicular Volume		EADT			
<u>Satisfied</u>		<u>Vehicles Per Day on Major Street</u>		<u>Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)</u>	
XX		<u>(Total of Both Approaches)</u>		<u>(One Direction Only)</u>	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 60,150	1 7,198	8,000	5,600 *	2,400	1,680 *
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		<u>Vehicles Per Day on Major Street</u>		<u>Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)</u>	
<u>Satisfied</u>		<u>(Total of Both Approaches)</u>		<u>(One Direction Only)</u>	
XX		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 60,150	1 7,198	12,000	8,400 *	1,200	850 *
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		<u>2 CONDITIONS</u>		<u>2 CONDITIONS</u>	
<u>Satisfied</u>		80%		80%	
XX					
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	100%				
	<u>B</u>				
	100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



**APPENDIX 7.4: HORIZON YEAR (2050) WITH PROJECT CONDITIONS
TRAFFIC SIGNAL WARRANT OPERATIONS ANALYSIS WORKSHEETS**

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>HY (2050) WP</u>
Jurisdiction: <u>City of Ontario</u>				<u>JB</u>		<u>DATE 01/11/23</u>
Major Street: <u>Schaefer Av.</u>				<u>JB</u>		<u>DATE 01/11/23</u>
Minor Street: <u>Driveway 6</u>					Critical Approach Speed (Major) <u>45 mph</u>	
					Critical Approach Speed (Minor) <u>25 mph</u>	
Major Street Approach Lanes = <u>1</u>	lane	Minor Street Approach Lanes = <u>1</u>	lane			
Major Street Future ADT = <u>6,923</u>	vpd	Minor Street Future ADT = <u>130</u>	vpd			
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);	<input checked="" type="checkbox"/>	or	<input type="checkbox"/>			RURAL (R)
In built up area of isolated community of < 10,000 population	<input type="checkbox"/>					

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 6,923	1 130	8,000	5,600 *	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 6,923	1 130	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A				
	8%				
	B				
	15%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	HY (2050) WP
Jurisdiction: <u>City of Ontario</u>				CALC <u>JB</u>	DATE <u>01/11/23</u>
Major Street: <u>Edison Av.</u>				CHK <u>JB</u>	DATE <u>01/11/23</u>
Minor Street: <u>Driveway 9</u>				Critical Approach Speed (Major) <u>45</u> mph	
				Critical Approach Speed (Minor) <u>25</u> mph	

Major Street Approach Lanes = 1 lane Minor Street Approach Lanes: 1 lane

Major Street Future ADT = 13,413 vpd Minor Street Future ADT = 3,098 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); or **RURAL (R)**

In built up area of isolated community of < 10,000 population

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
XX					
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 13,413	1 3,098	8,000	5,600 *	2,400	1,680 *
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
XX					
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 13,413	1 3,098	12,000	8,400 *	1,200	850 *
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
XX					
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	100%				
	<u>B</u>				
	100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	HY (2050) WP	
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>	
Major Street: <u>Schaefer Av.</u>					Critical Approach Speed (Major)	<u>45</u> mph	
Minor Street: <u>Sultana Av.</u>					Critical Approach Speed (Minor)	<u>45</u> mph	
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes:	<u>1</u>	lane	
Major Street Future ADT =		<u>6,985</u>	vpd	Minor Street Future ADT =	<u>159</u>	vpd	
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>	
						or	RURAL (R)
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>	

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 6,985	1 159	8,000	5,600 *	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 6,985	1 159	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
No one condition satisfied, but following conditions fulfilled 80% of more	XX				
	A				
	9%				
	B				
	19%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	HY (2050) WP
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>
Major Street: <u>Sultana Av.</u>					Critical Approach Speed (Major) <u>45</u> mph	DATE <u>01/11/23</u>
Minor Street: <u>Driveway 11</u>					Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>1</u>	lane	Minor Street Approach Lanes = <u>1</u>	lane			
Major Street Future ADT = <u>360</u>	vpd	Minor Street Future ADT = <u>191</u>	vpd			
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);	<input checked="" type="checkbox"/>	or	<input type="checkbox"/>			RURAL (R)
In built up area of isolated community of < 10,000 population	<input type="checkbox"/>					

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
CONDITION A - Minimum Vehicular Volume		EADT			
<u>Satisfied</u>	XX <u>Not Satisfied</u>	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach		Urban	Rural	Urban	Rural
<u>Major Street</u>	<u>Minor Street</u>				
1 360	1 191	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	XX <u>Not Satisfied</u>				
Number of lanes for moving traffic on each approach		Urban	Rural	Urban	Rural
<u>Major Street</u>	<u>Minor Street</u>				
1 360	1 191	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	XX <u>Not Satisfied</u>	80%		80%	
No one condition satisfied, but following conditions fulfilled 80% of more	A 6%			B 4%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	<u>HY (2050) WP</u>	
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>	
Major Street: <u>Sultana Av.</u>					Critical Approach Speed (Major) <u>45</u> mph	DATE <u>01/11/23</u>	
Minor Street: <u>Driveway 12</u>					Critical Approach Speed (Minor) <u>25</u> mph		
Major Street Approach Lanes = <u>1</u>	lane	Minor Street Approach Lanes = <u>1</u>	lane				
Major Street Future ADT = <u>395</u>	vpd	Minor Street Future ADT = <u>64</u>	vpd				
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>	
						or	RURAL (R)
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>	

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 395	1 64	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 395	1 64	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A				
	4%				
	B				
	5%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	HY (2050) WP
Jurisdiction: <u>City of Ontario</u>				CALC <u>JB</u>	DATE <u>01/11/23</u>
Major Street: <u>Sultana Av.</u>				CHK <u>JB</u>	DATE <u>01/11/23</u>
Minor Street: <u>Driveway 13</u>				Critical Approach Speed (Major) <u>45</u> mph	
				Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>1</u>	lane	Minor Street Approach Lanes = <u>1</u>	lane		
Major Street Future ADT = <u>400</u>	vpd	Minor Street Future ADT = <u>64</u>	vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);	<input checked="" type="checkbox"/>	or	<input type="checkbox"/>		RURAL (R)
In built up area of isolated community of < 10,000 population	<input type="checkbox"/>				

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 400	1 64	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 400	1 64	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A				
	4%				
	B				
	5%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	HY (2050) WP	
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>	
Major Street: <u>Sultana Av.</u>					Critical Approach Speed (Major) <u>45</u> mph	DATE <u>01/11/23</u>	
Minor Street: <u>Driveway 14</u>					Critical Approach Speed (Minor) <u>25</u> mph		
Major Street Approach Lanes = <u>1</u>	lane	Minor Street Approach Lanes = <u>1</u>	lane				
Major Street Future ADT = <u>466</u>	vpd	Minor Street Future ADT = <u>58</u>	vpd				
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>	
						or	RURAL (R)
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>	

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 466	1 58	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 466	1 58	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A				
	3%				
	B				
	6%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	HY (2050) WP
Jurisdiction: <u>City of Ontario</u>				CALC <u>JB</u>	DATE <u>01/11/23</u>
Major Street: <u>Sultana Av.</u>				CHK <u>JB</u>	DATE <u>01/11/23</u>
Minor Street: <u>Driveway 15</u>				Critical Approach Speed (Major) <u>45</u> mph	
				Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>1</u>	lane	Minor Street Approach Lanes = <u>1</u>	lane		
Major Street Future ADT = <u>746</u>	vpd	Minor Street Future ADT = <u>244</u>	vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);				<input checked="" type="checkbox"/>	
				or	RURAL (R)
In built up area of isolated community of < 10,000 population				<input type="checkbox"/>	

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
	XX				
Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>				
1 746	1 244	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>				
1 746	1 244	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
No one condition satisfied, but following conditions fulfilled 80% of more	XX				
	A				
	13%				
	B				
	9%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	HY (2050) WP
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>
Major Street: <u>Sultana Av.</u>					Critical Approach Speed (Major) <u>45</u> mph	DATE <u>01/11/23</u>
Minor Street: <u>Driveway 16</u>					Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>1</u>	lane	Minor Street Approach Lanes = <u>1</u>	lane			
Major Street Future ADT = <u>1,119</u>	vpd	Minor Street Future ADT = <u>152</u>	vpd			
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);		<input checked="" type="checkbox"/>				
		or				RURAL (R)
In built up area of isolated community of < 10,000 population		<input type="checkbox"/>				

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	XX <u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 1,119</u>	<u>1 152</u>	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	XX <u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 1,119</u>	<u>1 152</u>	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	XX <u>Not Satisfied</u>				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A 9%			B 13%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>JB</u>	TRAFFIC CONDITIONS	HY (2050) WP	
Jurisdiction: <u>City of Ontario</u>				CHK <u>JB</u>		DATE <u>01/11/23</u>	
Major Street: <u>Sultana Av.</u>					Critical Approach Speed (Major) <u>45</u> mph	DATE <u>01/11/23</u>	
Minor Street: <u>Driveway 17</u>					Critical Approach Speed (Minor) <u>25</u> mph		
Major Street Approach Lanes =			<u>1</u>	lane	Minor Street Approach Lanes =	<u>1</u>	lane
Major Street Future ADT =			<u>1,574</u>	vpd	Minor Street Future ADT =	<u>304</u>	vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					<input checked="" type="checkbox"/>		
					or		RURAL (R)
In built up area of isolated community of < 10,000 population					<input type="checkbox"/>		

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 1,574</u>	<u>1 304</u>				
2 +	1	8,000	5,600	2,400	1,680
2 +	2 +	9,600	6,720	2,400	1,680
1	2 +	9,600	6,720	3,200	2,240
		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 1,574</u>	<u>1 304</u>				
2 +	1	12,000	8,400	1,200	850
2 +	2 +	14,400	10,080	1,200	850
1	2 +	14,400	10,080	1,600	1,120
		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A	B			
	18%	19%			

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



**APPENDIX 7.5: HORIZON YEAR (2050) WITHOUT PROJECT
CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS**

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	490	491	433	669	1786	1496	458
v/c Ratio	1.01	1.06	0.90	1.41	0.79	1.26	0.63
Control Delay	86.6	98.7	58.7	228.6	19.0	158.8	16.6
Queue Delay	22.8	16.8	0.0	0.0	23.1	0.0	0.0
Total Delay	109.5	115.5	58.7	228.6	42.0	158.8	16.6
Queue Length 50th (ft)	~406	~454	296	~717	370	~765	108
Queue Length 95th (ft)	#640	#690	#501	m#606	m310	#904	225
Internal Link Dist (ft)		1414			410	1540	
Turn Bay Length (ft)	360		360	285			
Base Capacity (vph)	485	465	480	473	2271	1188	723
Starvation Cap Reductn	0	0	0	0	553	0	0
Spillback Cap Reductn	31	30	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.08	1.13	0.90	1.41	1.04	1.26	0.63

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	500	1179	1455	945	466	1564
v/c Ratio	1.00	2.40	1.27	1.05	0.96	0.70
Control Delay	83.2	655.7	161.8	60.3	62.4	18.4
Queue Delay	39.0	5.9	0.1	0.0	4.8	11.8
Total Delay	122.3	661.5	161.9	60.3	67.2	30.2
Queue Length 50th (ft)	407	~1566	~755	~465	389	351
Queue Length 95th (ft)	#646	#1842	#894	#719	m335	m303
Internal Link Dist (ft)		1308	1081			410
Turn Bay Length (ft)	900					
Base Capacity (vph)	500	492	1150	899	496	2241
Starvation Cap Reductn	0	0	0	0	16	676
Spillback Cap Reductn	228	213	31	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.84	4.23	1.30	1.05	0.97	1.00

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1719	410	953	473	319	1017	1022
v/c Ratio	1.54	0.73	1.22	0.17	0.26	0.97	0.94
Control Delay	280.2	23.0	152.8	0.1	6.8	38.6	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	280.2	23.0	152.8	0.1	6.8	38.6	31.8
Queue Length 50th (ft)	~689	98	~483	0	82	702	628
Queue Length 95th (ft)	#786	222	#614	0	120	#1145	#1068
Internal Link Dist (ft)	1972		847			2051	
Turn Bay Length (ft)				180			
Base Capacity (vph)	1117	562	778	2842	1238	1069	1112
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.54	0.73	1.22	0.17	0.26	0.95	0.92

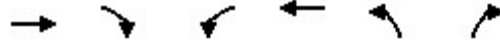
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	588	1193	287	542	834	383
v/c Ratio	0.20	0.98	0.71	0.14	1.21	0.64
Control Delay	12.2	33.5	60.2	4.8	148.0	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	33.5	60.2	4.8	148.0	9.8
Queue Length 50th (ft)	75	506	111	39	~410	0
Queue Length 95th (ft)	95	#965	158	50	#538	101
Internal Link Dist (ft)	847			2089	1664	
Turn Bay Length (ft)			255			
Base Capacity (vph)	3108	1239	444	3969	688	594
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.96	0.65	0.14	1.21	0.64

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	457	455	387	1020	1417	1745	543
v/c Ratio	0.96	0.99	0.82	2.23	0.61	1.37	0.71
Control Delay	74.7	83.8	50.1	583.1	13.8	202.1	19.9
Queue Delay	0.0	0.0	0.0	0.0	3.5	0.0	0.0
Total Delay	74.7	83.8	50.1	583.1	17.3	202.1	19.9
Queue Length 50th (ft)	366	383	255	~1274	311	~937	162
Queue Length 95th (ft)	#586	#626	#427	#1527	375	#1077	300
Internal Link Dist (ft)		1414			410	1540	
Turn Bay Length (ft)	360		360	285			
Base Capacity (vph)	478	458	470	458	2331	1278	767
Starvation Cap Reductn	0	0	0	0	799	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.99	0.82	2.23	0.92	1.37	0.71

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	314	657	1829	779	426	1974
v/c Ratio	0.67	1.50	1.42	0.95	0.93	0.84
Control Delay	46.5	267.5	225.8	39.5	71.5	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	47.0
Total Delay	46.5	267.5	225.8	39.5	71.5	67.6
Queue Length 50th (ft)	228	~741	~1011	331	320	569
Queue Length 95th (ft)	337	#986	#1151	#617	#506	683
Internal Link Dist (ft)		1308	1081			410
Turn Bay Length (ft)	900					
Base Capacity (vph)	472	439	1286	821	478	2382
Starvation Cap Reductn	0	0	0	0	0	592
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.67	1.50	1.42	0.95	0.89	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2283	426	1326	617	349	910	906
v/c Ratio	1.37	0.62	1.15	0.22	0.34	1.02	0.97
Control Delay	204.8	18.2	113.6	0.2	12.9	59.2	46.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	204.8	18.2	113.6	0.2	12.9	59.2	46.9
Queue Length 50th (ft)	~856	113	~633	0	132	~818	660
Queue Length 95th (ft)	#951	226	#772	0	193	#1096	#1004
Internal Link Dist (ft)	1972		847			2051	
Turn Bay Length (ft)				180			
Base Capacity (vph)	1664	686	1158	2842	1036	894	932
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.37	0.62	1.15	0.22	0.34	1.02	0.97

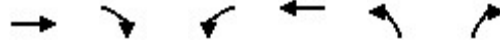
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	951	1667	276	791	1097	175
v/c Ratio	0.30	1.34	0.72	0.20	1.82	0.49
Control Delay	11.8	177.6	62.7	4.4	404.6	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	177.6	62.7	4.4	404.6	19.1
Queue Length 50th (ft)	124	~1480	107	55	~669	35
Queue Length 95th (ft)	149	#1750	154	68	#803	112
Internal Link Dist (ft)	847			2089	1664	
Turn Bay Length (ft)			255			
Base Capacity (vph)	3138	1240	408	3939	603	358
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	1.34	0.68	0.20	1.82	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

**APPENDIX 7.6: HORIZON YEAR (2050) WITH PROJECT CONDITIONS
OFF-RAMP QUEUING ANALYSIS WORKSHEETS**

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Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	509	509	433	715	1794	1505	458
v/c Ratio	1.05	1.10	0.90	1.51	0.79	1.27	0.63
Control Delay	96.5	111.2	58.7	269.7	19.5	161.9	16.7
Queue Delay	18.9	1.7	0.0	0.0	27.6	0.0	0.0
Total Delay	115.4	112.9	58.7	269.7	47.0	161.9	16.7
Queue Length 50th (ft)	~451	~489	296	~794	374	~772	109
Queue Length 95th (ft)	#675	#726	#501	m#653	m301	#912	227
Internal Link Dist (ft)		1414			410	1540	
Turn Bay Length (ft)	360		360	285			
Base Capacity (vph)	485	464	480	473	2271	1188	722
Starvation Cap Reductn	0	0	0	0	565	0	0
Spillback Cap Reductn	30	29	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	1.17	0.90	1.51	1.05	1.27	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	500	1223	1507	975	466	1609
v/c Ratio	1.00	2.49	1.31	1.09	0.96	0.72
Control Delay	83.2	695.1	180.5	72.7	62.0	18.8
Queue Delay	40.1	6.8	0.2	0.0	4.8	18.8
Total Delay	123.4	702.0	180.7	72.7	66.8	37.6
Queue Length 50th (ft)	407	~1642	~800	~516	389	366
Queue Length 95th (ft)	#646	#1920	#938	#771	m330	m309
Internal Link Dist (ft)		1308	1081			410
Turn Bay Length (ft)	900					
Base Capacity (vph)	500	492	1150	898	496	2241
Starvation Cap Reductn	0	0	0	0	16	671
Spillback Cap Reductn	250	233	47	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	2.00	4.72	1.37	1.09	0.97	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

41: I-15 SB Ramps & Cantu Galleano Ranch Rd.

01/17/2023



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1758	443	1007	473	319	1042	1048
v/c Ratio	1.60	0.78	1.31	0.17	0.26	0.99	0.96
Control Delay	304.8	25.8	188.3	0.1	6.7	42.9	35.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	304.8	25.8	188.3	0.1	6.7	42.9	35.0
Queue Length 50th (ft)	~712	115	~528	0	82	761	680
Queue Length 95th (ft)	#809	#250	#662	0	120	#1192	#1114
Internal Link Dist (ft)	1972		847			2051	
Turn Bay Length (ft)				180			
Base Capacity (vph)	1102	569	767	2842	1221	1054	1097
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.60	0.78	1.31	0.17	0.26	0.99	0.96

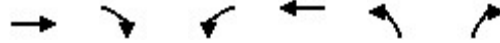
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	595	1222	287	551	864	394
v/c Ratio	0.20	1.00	0.72	0.14	1.29	0.66
Control Delay	12.0	37.7	61.5	4.8	181.6	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	37.7	61.5	4.8	181.6	10.1
Queue Length 50th (ft)	76	~589	111	39	~438	0
Queue Length 95th (ft)	97	#1012	158	51	#566	103
Internal Link Dist (ft)	847			2089	1664	
Turn Bay Length (ft)			255			
Base Capacity (vph)	3022	1224	432	3859	668	597
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	1.00	0.66	0.14	1.29	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	473	469	387	1063	1424	1752	543
v/c Ratio	0.99	1.02	0.83	2.32	0.61	1.37	0.71
Control Delay	82.2	91.0	50.4	624.3	13.8	204.4	20.0
Queue Delay	0.0	0.0	0.0	0.0	3.7	0.0	0.0
Total Delay	82.2	91.0	50.4	624.3	17.5	204.4	20.0
Queue Length 50th (ft)	384	~423	256	~1344	313	~944	162
Queue Length 95th (ft)	#614	#654	#428	#1598	378	#1083	301
Internal Link Dist (ft)		1414			410	1540	
Turn Bay Length (ft)	360		360	285			
Base Capacity (vph)	478	458	469	458	2331	1278	766
Starvation Cap Reductn	0	0	0	0	796	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	1.02	0.83	2.32	0.93	1.37	0.71

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	314	704	1881	810	426	2010
v/c Ratio	0.67	1.61	1.46	0.98	0.93	0.86
Control Delay	46.5	314.5	243.1	46.9	71.5	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	46.9
Total Delay	46.5	314.5	243.1	46.9	71.5	68.3
Queue Length 50th (ft)	228	~824	~1055	372	320	591
Queue Length 95th (ft)	337	#1074	#1195	#664	#506	712
Internal Link Dist (ft)		1308	1081			410
Turn Bay Length (ft)	900					
Base Capacity (vph)	472	438	1286	824	478	2382
Starvation Cap Reductn	0	0	0	0	0	577
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.67	1.61	1.46	0.98	0.89	1.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	2337	464	1364	617	349	925	922
v/c Ratio	1.40	0.67	1.18	0.22	0.34	1.04	0.99
Control Delay	218.6	19.9	126.3	0.2	12.9	64.4	50.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	218.6	19.9	126.3	0.2	12.9	64.4	50.9
Queue Length 50th (ft)	~888	133	~665	0	132	~847	689
Queue Length 95th (ft)	#982	256	#804	0	193	#1124	#1033
Internal Link Dist (ft)	1972		847			2051	
Turn Bay Length (ft)				180			
Base Capacity (vph)	1664	696	1158	2842	1036	893	932
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.40	0.67	1.18	0.22	0.34	1.04	0.99

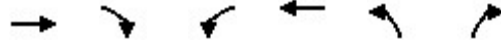
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	958	1711	276	798	1128	175
v/c Ratio	0.31	1.38	0.72	0.20	1.87	0.49
Control Delay	11.8	193.5	62.7	4.4	426.8	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	193.5	62.7	4.4	426.8	20.1
Queue Length 50th (ft)	125	~1552	107	56	~695	37
Queue Length 95th (ft)	150	#1822	154	69	#830	115
Internal Link Dist (ft)	847			2089	1664	
Turn Bay Length (ft)			255			
Base Capacity (vph)	3138	1240	408	3939	603	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	1.38	0.68	0.20	1.87	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

**APPENDIX 7.7: HORIZON YEAR (2050) WITHOUT PROJECT
CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS
WITH IMPROVEMENTS**

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Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps

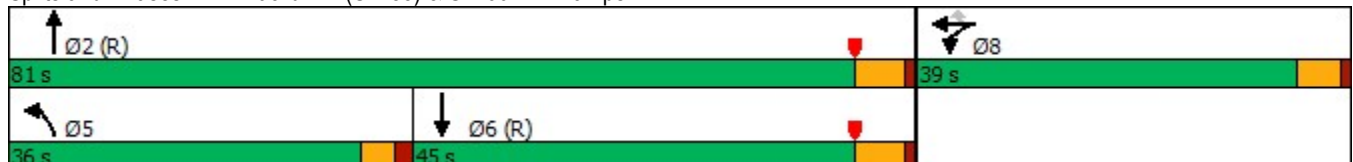


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations	↶	↷	↷	↶↷	↷↷↷	↷↷↷
Traffic Volume (vph)	859	8	447	622	1661	1391
Future Volume (vph)	859	8	447	622	1661	1391
Turn Type	Split	NA	Perm	Prot	NA	NA
Protected Phases	8	8		5	2	6
Permitted Phases			8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	5.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	9.5	22.5	22.5
Total Split (s)	39.0	39.0	39.0	36.0	81.0	45.0
Total Split (%)	32.5%	32.5%	32.5%	30.0%	67.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.5	5.5	5.5
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	33.7	33.7	33.7	26.4	75.8	44.9
Actuated g/C Ratio	0.28	0.28	0.28	0.22	0.63	0.37
v/c Ratio	0.97	0.97	0.91	0.84	0.50	0.93
Control Delay	75.8	75.7	59.9	63.1	10.8	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0
Total Delay	75.8	75.7	59.9	63.1	11.3	44.4
LOS	E	E	E	E	B	D
Approach Delay		70.9			25.4	44.4
Approach LOS		E			C	D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 42.8
 Intersection LOS: D
 Intersection Capacity Utilization 170.6%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/16/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙↗	↑↑↑			↑↑↑	↘
Traffic Volume (veh/h)	0	0	0	859	8	447	622	1661	0	0	1391	426
Future Volume (veh/h)	0	0	0	859	8	447	622	1661	0	0	1391	426
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				1024	0	210	669	1786	0	0	1496	291
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1025	0	456	726	3586	0	0	1814	352
Arrive On Green				0.28	0.00	0.28	0.40	1.00	0.00	0.00	0.39	0.39
Sat Flow, veh/h				3619	0	1610	3619	5700	0	0	4639	899
Grp Volume(v), veh/h				1024	0	210	669	1786	0	0	1224	563
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1900	0	0	1900	1738
Q Serve(g_s), s				33.9	0.0	12.9	21.1	0.0	0.0	0.0	34.7	35.0
Cycle Q Clear(g_c), s				33.9	0.0	12.9	21.1	0.0	0.0	0.0	34.7	35.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.52
Lane Grp Cap(c), veh/h				1025	0	456	726	3586	0	0	1486	680
V/C Ratio(X)				1.00	0.00	0.46	0.92	0.50	0.00	0.00	0.82	0.83
Avail Cap(c_a), veh/h				1025	0	456	950	3586	0	0	1486	680
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.19	0.19	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				43.0	0.0	35.4	35.0	0.0	0.0	0.0	32.8	32.9
Incr Delay (d2), s/veh				27.7	0.0	0.3	2.4	0.1	0.0	0.0	5.3	11.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				18.4	0.0	4.9	7.3	0.0	0.0	0.0	16.4	16.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				70.7	0.0	35.7	37.4	0.1	0.0	0.0	38.1	44.0
LnGrp LOS				E	A	D	D	A	A	A	D	D
Approach Vol, veh/h					1234			2455			1787	
Approach Delay, s/veh					64.8			10.3			40.0	
Approach LOS					E			B			D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		81.0			28.6	52.4		39.0				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		75.5			31.5	39.5		34.0				
Max Q Clear Time (g_c+I1), s		2.0			23.1	37.0		35.9				
Green Ext Time (p_c), s		34.9			1.0	2.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

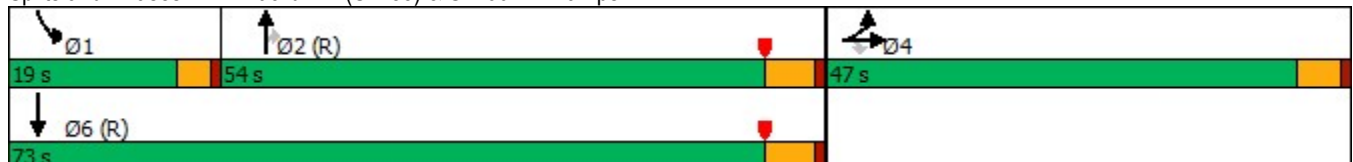


Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	539	0	1089	1411	917	452	1517
Future Volume (vph)	539	0	1089	1411	917	452	1517
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.0	11.0	11.0	22.5	22.5	9.0	22.5
Total Split (s)	47.0	47.0	47.0	54.0	54.0	19.0	73.0
Total Split (%)	39.2%	39.2%	39.2%	45.0%	45.0%	15.8%	60.8%
Yellow Time (s)	4.0	4.0	4.0	4.5	4.5	3.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.5	5.5	4.0	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	42.0	42.0	42.0	48.5	48.5	15.0	67.5
Actuated g/C Ratio	0.35	0.35	0.35	0.40	0.40	0.12	0.56
v/c Ratio	0.83	1.07	1.02	1.00	0.90	1.07	0.77
Control Delay	49.5	91.5	76.9	58.9	22.2	105.2	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	3.7
Total Delay	49.5	91.5	76.9	58.9	22.2	105.2	25.6
LOS	D	F	E	E	C	F	C
Approach Delay		73.9		44.5			43.9
Approach LOS		E		D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 52.4
 Intersection LOS: D
 Intersection Capacity Utilization 163.1%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	539	0	1089	0	0	0	0	1411	917	452	1517	0
Future Volume (veh/h)	539	0	1089	0	0	0	0	1411	917	452	1517	0
Initial Q (Qb), veh	0	0	0					0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00					1.00	0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	753	0	396				0	1455	533	466	1564	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	979	0	436				0	1746	767	439	2317	0
Arrive On Green	0.27	0.00	0.27				0.00	0.48	0.48	0.25	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	3705	1586	3510	3705	0
Grp Volume(v), veh/h	753	0	396				0	1455	533	466	1564	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1586	1755	1805	0
Q Serve(g_s), s	23.0	0.0	28.5				0.0	41.8	31.4	15.0	0.0	0.0
Cycle Q Clear(g_c), s	23.0	0.0	28.5				0.0	41.8	31.4	15.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	979	0	436				0	1746	767	439	2317	0
V/C Ratio(X)	0.77	0.00	0.91				0.00	0.83	0.69	1.06	0.67	0.00
Avail Cap(c_a), veh/h	1267	0	564				0	1746	767	439	2317	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.41	0.41	0.28	0.28	0.00
Uniform Delay (d), s/veh	40.3	0.0	42.3				0.0	26.8	24.1	45.0	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	14.0				0.0	2.1	2.2	41.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	0.0	12.6				0.0	17.4	11.6	7.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	0.0	56.3				0.0	28.9	26.3	86.2	0.5	0.0
LnGrp LOS	D	A	E				A	C	C	F	A	A
Approach Vol, veh/h		1149						1988			2030	
Approach Delay, s/veh		46.8						28.2			20.1	
Approach LOS		D						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	19.0	63.5	37.5	82.5								
Change Period (Y+Rc), s	4.0	5.5	5.0	5.5								
Max Green Setting (Gmax), s	15.0	48.5	42.0	67.5								
Max Q Clear Time (g_c+I1), s	17.0	43.8	30.5	2.0								
Green Ext Time (p_c), s	0.0	4.2	1.9	28.7								

Intersection Summary

HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

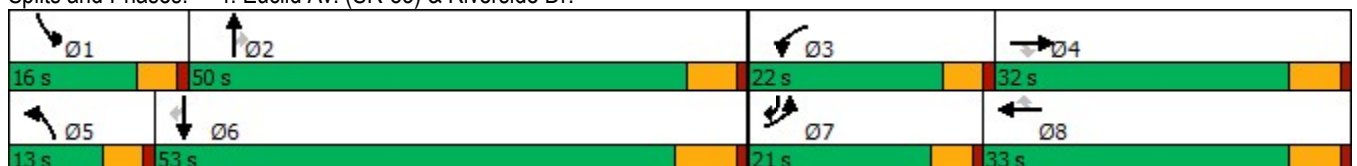
01/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	203	811	204	263	556	118	227	1543	322	267	2056	164
Future Volume (vph)	203	811	204	263	556	118	227	1543	322	267	2056	164
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	21.0	32.0	32.0	22.0	33.0	33.0	13.0	50.0	50.0	16.0	53.0	21.0
Total Split (%)	17.5%	26.7%	26.7%	18.3%	27.5%	27.5%	10.8%	41.7%	41.7%	13.3%	44.2%	17.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	16.3	26.2	26.2	17.4	27.3	27.3	8.4	44.6	44.6	11.4	46.5	69.3
Actuated g/C Ratio	0.14	0.22	0.22	0.14	0.23	0.23	0.07	0.37	0.37	0.10	0.39	0.58
v/c Ratio	0.95	1.11	0.46	1.15	0.73	0.28	1.06	0.86	0.44	0.92	1.10	0.18
Control Delay	100.0	110.8	15.1	149.5	49.3	8.3	130.4	40.8	6.1	88.6	89.8	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.0	110.8	15.1	149.5	49.3	8.3	130.4	40.8	6.1	88.6	89.8	7.5
LOS	F	F	B	F	D	A	F	D	A	F	F	A
Approach Delay		93.0			72.3			45.2			84.2	
Approach LOS		F			E			D			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.15
 Intersection Signal Delay: 72.0
 Intersection LOS: E
 Intersection Capacity Utilization 107.0%
 ICU Level of Service G
 Analysis Period (min) 15

























Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
4: Euclid Av. (SR-83) & Riverside Dr.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	811	204	263	556	118	227	1543	322	267	2056	164
Future Volume (veh/h)	203	811	204	263	556	118	227	1543	322	267	2056	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	207	828	106	268	567	68	232	1574	176	272	2098	90
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	747	329	235	775	340	220	1781	553	298	1904	800
Arrive On Green	0.14	0.22	0.22	0.14	0.23	0.23	0.07	0.36	0.36	0.09	0.39	0.39
Sat Flow, veh/h	1619	3420	1506	1619	3420	1502	3141	4914	1525	3141	4914	1525
Grp Volume(v), veh/h	207	828	106	268	567	68	232	1574	176	272	2098	90
Grp Sat Flow(s),veh/h/ln	1619	1710	1506	1619	1710	1502	1570	1638	1525	1570	1638	1525
Q Serve(g_s), s	15.2	26.2	7.1	17.4	18.4	4.4	8.4	36.1	10.0	10.3	46.5	3.6
Cycle Q Clear(g_c), s	15.2	26.2	7.1	17.4	18.4	4.4	8.4	36.1	10.0	10.3	46.5	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	747	329	235	775	340	220	1781	553	298	1904	800
V/C Ratio(X)	0.94	1.11	0.32	1.14	0.73	0.20	1.06	0.88	0.32	0.91	1.10	0.11
Avail Cap(c_a), veh/h	221	747	329	235	775	340	220	1826	567	298	1904	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	46.9	39.4	51.3	43.0	37.6	55.8	35.9	27.6	53.8	36.8	14.4
Incr Delay (d2), s/veh	42.3	67.0	0.6	102.2	3.6	0.3	76.0	5.4	0.3	29.8	54.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	17.7	2.6	13.5	7.9	1.6	5.5	14.2	3.6	5.2	27.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.6	113.9	40.0	153.5	46.6	37.9	131.8	41.3	27.9	83.6	91.2	14.5
LnGrp LOS	F	F	D	F	D	D	F	D	C	F	F	B
Approach Vol, veh/h		1141			903			1982			2460	
Approach Delay, s/veh		103.3			77.7			50.7			87.5	
Approach LOS		F			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	50.0	22.0	32.0	13.0	53.0	21.0	33.0				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	11.4	* 45	17.4	26.2	8.4	46.5	16.4	27.2				
Max Q Clear Time (g_c+I1), s	12.3	38.1	19.4	28.2	10.4	48.5	17.2	20.4				
Green Ext Time (p_c), s	0.0	4.8	0.0	0.0	0.0	0.0	0.0	2.0				

Intersection Summary

HCM 6th Ctrl Delay	77.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Euclid Av. (SR-83) & Chino Av.

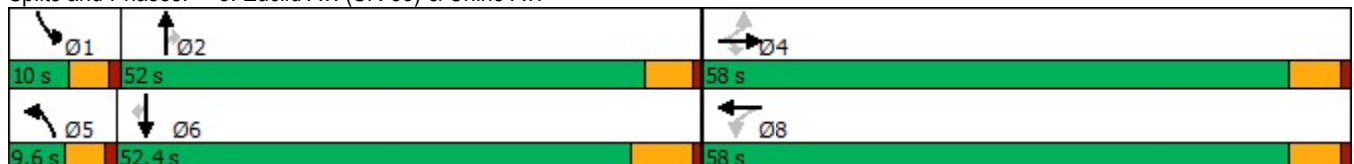


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	143	285	82	131	379	69	1979	213	124	2212	154
Future Volume (vph)	143	285	82	131	379	69	1979	213	124	2212	154
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	58.0	58.0	58.0	58.0	58.0	9.6	52.0	52.0	10.0	52.4	52.4
Total Split (%)	48.3%	48.3%	48.3%	48.3%	48.3%	8.0%	43.3%	43.3%	8.3%	43.7%	43.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	52.2	52.2	52.2	52.2	52.2	5.0	46.8	46.8	5.4	47.8	47.8
Actuated g/C Ratio	0.44	0.44	0.44	0.44	0.44	0.04	0.39	0.39	0.04	0.40	0.40
v/c Ratio	1.26	0.38	0.12	0.37	0.85	0.54	0.98	0.35	0.89	1.07	0.24
Control Delay	201.4	24.7	4.6	26.7	41.2	71.3	51.5	19.4	107.2	77.0	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	201.4	24.7	4.6	26.7	41.2	71.3	51.5	19.4	107.2	77.0	9.6
LOS	F	C	A	C	D	E	D	B	F	E	A
Approach Delay		71.1			38.7		49.1			74.4	
Approach LOS		E			D		D			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 60.1	Intersection LOS: E
Intersection Capacity Utilization 113.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	285	82	131	379	238	69	1979	213	124	2212	154
Future Volume (veh/h)	143	285	82	131	379	238	69	1979	213	124	2212	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	149	297	43	136	395	144	72	2061	113	129	2304	108
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	222	760	644	384	532	194	123	2113	597	146	2151	608
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.06	0.59	0.59	0.07	0.60	0.60
Sat Flow, veh/h	787	1800	1525	946	1259	459	3238	5400	1525	3238	5400	1525
Grp Volume(v), veh/h	149	297	43	136	0	539	72	2061	113	129	2304	108
Grp Sat Flow(s),veh/h/ln	787	1800	1525	946	0	1717	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	21.9	9.6	1.3	10.7	0.0	26.0	2.6	44.1	4.1	4.7	47.7	3.8
Cycle Q Clear(g_c), s	47.9	9.6	1.3	20.3	0.0	26.0	2.6	44.1	4.1	4.7	47.7	3.8
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	222	760	644	384	0	725	123	2113	597	146	2151	608
V/C Ratio(X)	0.67	0.39	0.07	0.35	0.00	0.74	0.59	0.98	0.19	0.88	1.07	0.18
Avail Cap(c_a), veh/h	233	785	666	397	0	749	135	2113	597	146	2151	608
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	14.4	12.9	19.4	0.0	17.4	55.5	24.2	15.9	55.4	24.1	15.2
Incr Delay (d2), s/veh	6.9	0.3	0.0	0.6	0.0	3.9	2.8	14.6	0.7	40.9	41.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	3.4	0.4	1.9	0.0	7.7	1.1	15.3	1.4	2.6	21.4	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	14.8	12.9	19.9	0.0	21.3	58.3	38.8	16.6	96.3	65.7	15.9
LnGrp LOS	D	B	B	B	A	C	E	D	B	F	F	B
Approach Vol, veh/h		489			675			2246			2541	
Approach Delay, s/veh		22.6			21.0			38.3			65.1	
Approach LOS		C			C			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	53.3		56.3	9.1	54.2		56.3				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	5.4	* 47		52.2	5.0	45.9		52.2				
Max Q Clear Time (g_c+I1), s	6.7	46.1		49.9	4.6	49.7		28.0				
Green Ext Time (p_c), s	0.0	0.6		0.6	0.0	0.0		4.1				

Intersection Summary

HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
6: Euclid Av. (SR-83) & Schaefer Av.

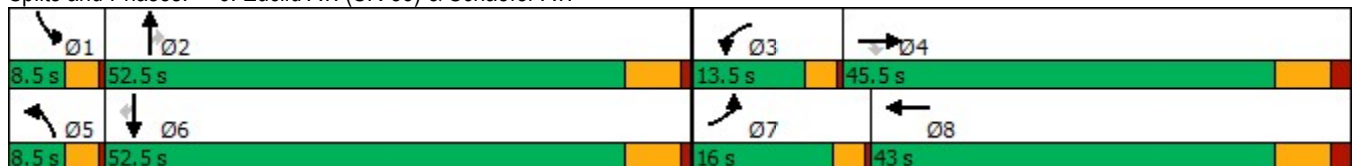


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↗	↖	↖	↖↗	↑↑↑	↗	↖↗	↑↑↑	↗
Traffic Volume (vph)	425	174	172	2	27	118	1887	85	107	2173	188
Future Volume (vph)	425	174	172	2	27	118	1887	85	107	2173	188
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0
Total Split (s)	16.0	45.5	45.5	13.5	43.0	8.5	52.5	52.5	8.5	52.5	52.5
Total Split (%)	13.3%	37.9%	37.9%	11.3%	35.8%	7.1%	43.8%	43.8%	7.1%	43.8%	43.8%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	13.3	19.8	19.8	10.2	10.7	5.1	47.6	47.6	5.1	47.6	47.6
Actuated g/C Ratio	0.15	0.22	0.22	0.11	0.12	0.06	0.52	0.52	0.06	0.52	0.52
v/c Ratio	0.98	0.47	0.38	0.01	0.18	0.70	0.77	0.11	0.63	0.89	0.23
Control Delay	78.7	34.5	6.9	44.5	30.4	67.6	22.9	3.8	62.8	27.3	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.7	34.5	6.9	44.5	30.4	67.6	22.9	3.8	62.8	27.3	9.3
LOS	E	C	A	D	C	E	C	A	E	C	A
Approach Delay		52.7			31.1		24.7			27.5	
Approach LOS		D			C		C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 91.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 30.0	Intersection LOS: C
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

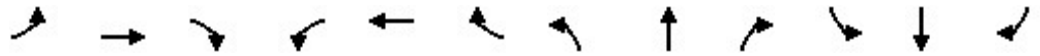
Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↔		↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	425	174	172	2	27	9	118	1887	85	107	2173	188
Future Volume (veh/h)	425	174	172	2	27	9	118	1887	85	107	2173	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	443	181	142	2	28	6	123	1966	89	111	2264	159
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	447	349	295	9	82	18	179	2555	793	168	2539	788
Arrive On Green	0.14	0.19	0.19	0.01	0.06	0.06	0.06	0.52	0.52	0.05	0.52	0.52
Sat Flow, veh/h	3141	1800	1525	1619	1437	308	3141	4914	1525	3141	4914	1525
Grp Volume(v), veh/h	443	181	142	2	0	34	123	1966	89	111	2264	159
Grp Sat Flow(s),veh/h/ln	1570	1800	1525	1619	0	1745	1570	1638	1525	1570	1638	1525
Q Serve(g_s), s	12.4	7.9	7.3	0.1	0.0	1.6	3.4	28.2	2.6	3.0	36.3	4.9
Cycle Q Clear(g_c), s	12.4	7.9	7.3	0.1	0.0	1.6	3.4	28.2	2.6	3.0	36.3	4.9
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	447	349	295	9	0	99	179	2555	793	168	2539	788
V/C Ratio(X)	0.99	0.52	0.48	0.23	0.00	0.34	0.69	0.77	0.11	0.66	0.89	0.20
Avail Cap(c_a), veh/h	447	788	668	184	0	714	179	2599	807	179	2599	807
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	31.8	31.5	43.5	0.0	39.9	40.7	16.9	10.8	40.8	19.0	11.5
Incr Delay (d2), s/veh	40.3	0.9	0.9	4.8	0.0	1.5	8.9	1.4	0.1	6.0	4.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	3.3	2.6	0.1	0.0	0.7	1.4	8.8	0.8	1.2	11.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.0	32.7	32.4	48.3	0.0	41.4	49.6	18.3	10.8	46.9	23.3	11.6
LnGrp LOS	E	C	C	D	A	D	D	B	B	D	C	B
Approach Vol, veh/h		766			36			2178			2534	
Approach Delay, s/veh		58.8			41.8			19.8			23.6	
Approach LOS		E			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	51.7	4.0	24.0	8.5	51.4	16.0	12.0				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	5.0	46.5	10.0	38.5	5.0	46.5	12.5	36.0				
Max Q Clear Time (g_c+I1), s	5.0	30.2	2.1	9.9	5.4	38.3	14.4	3.6				
Green Ext Time (p_c), s	0.0	11.5	0.0	1.0	0.0	7.1	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				27.1								
HCM 6th LOS				C								

Timings

11: Euclid Av. (SR-83) & Edison Av.

01/12/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	415	850	220	353	877	622	179	1111	172	478	1676	274
Future Volume (vph)	415	850	220	353	877	622	179	1111	172	478	1676	274
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	46.0	46.0	9.5	49.0	8.5	8.5	29.0	29.0	8.5	40.0	9.5
Total Split (s)	21.2	47.4	47.4	22.8	49.0	23.0	11.3	36.3	36.3	23.0	48.0	21.2
Total Split (%)	16.4%	36.6%	36.6%	17.6%	37.8%	17.8%	8.7%	28.0%	28.0%	17.8%	37.1%	16.4%
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	3.0	3.0	5.0	5.0	3.0	5.0	3.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	0.5	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	7.0	4.5	7.0	3.5	3.5	6.0	6.0	3.5	6.0	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	16.7	37.1	37.1	17.4	37.8	60.8	7.8	30.3	30.3	19.5	42.1	60.3
Actuated g/C Ratio	0.13	0.30	0.30	0.14	0.30	0.48	0.06	0.24	0.24	0.16	0.34	0.48
v/c Ratio	1.02	0.60	0.41	0.84	0.88	0.84	0.95	0.96	0.38	1.01	1.05	0.37
Control Delay	103.9	39.8	15.5	70.4	52.3	33.9	111.8	66.0	15.0	96.3	76.8	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.9	39.8	15.5	70.4	52.3	33.9	111.8	66.0	15.0	96.3	76.8	15.9
LOS	F	D	B	E	D	C	F	E	B	F	E	B
Approach Delay		54.1			49.6			65.6			73.8	
Approach LOS		D			D			E			E	

Intersection Summary

Cycle Length: 129.5

Actuated Cycle Length: 125.4

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 61.9

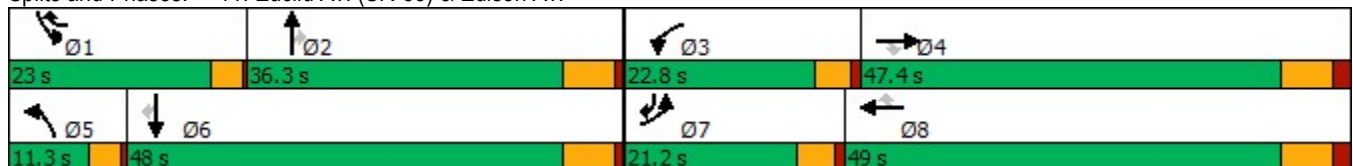
Intersection LOS: E

Intersection Capacity Utilization 97.5%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	415	850	220	353	877	622	179	1111	172	478	1676	274
Future Volume (veh/h)	415	850	220	353	877	622	179	1111	172	478	1676	274
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	428	876	124	364	904	383	185	1145	95	493	1728	148
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	417	1498	465	414	1039	699	195	1185	367	487	1642	712
Arrive On Green	0.13	0.30	0.30	0.13	0.30	0.30	0.06	0.24	0.24	0.16	0.33	0.33
Sat Flow, veh/h	3141	4914	1524	3141	3420	1521	3141	4914	1522	3141	4914	1524
Grp Volume(v), veh/h	428	876	124	364	904	383	185	1145	95	493	1728	148
Grp Sat Flow(s),veh/h/ln	1570	1638	1524	1570	1710	1521	1570	1638	1522	1570	1638	1524
Q Serve(g_s), s	16.7	19.0	7.7	14.3	31.4	22.9	7.4	29.0	6.4	19.5	42.0	7.2
Cycle Q Clear(g_c), s	16.7	19.0	7.7	14.3	31.4	22.9	7.4	29.0	6.4	19.5	42.0	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	417	1498	465	414	1039	699	195	1185	367	487	1642	712
V/C Ratio(X)	1.03	0.58	0.27	0.88	0.87	0.55	0.95	0.97	0.26	1.01	1.05	0.21
Avail Cap(c_a), veh/h	417	1579	490	457	1143	745	195	1185	367	487	1642	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	37.0	33.1	53.6	41.4	24.6	58.8	47.2	38.6	53.1	41.9	19.8
Incr Delay (d2), s/veh	50.8	0.5	0.3	16.5	7.0	0.7	49.4	18.6	0.4	43.7	37.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	7.4	2.8	6.5	13.7	8.0	4.2	13.2	2.4	10.3	21.5	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.3	37.5	33.4	70.0	48.4	25.3	108.2	65.8	39.0	96.8	79.3	19.9
LnGrp LOS	F	D	C	E	D	C	F	E	D	F	F	B
Approach Vol, veh/h		1428			1651			1425			2369	
Approach Delay, s/veh		57.4			47.8			69.5			79.2	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	36.3	21.1	45.3	11.3	48.0	21.2	45.2				
Change Period (Y+Rc), s	3.5	6.0	4.5	7.0	3.5	6.0	4.5	7.0				
Max Green Setting (Gmax), s	19.5	30.3	18.3	40.4	7.8	42.0	16.7	42.0				
Max Q Clear Time (g_c+I1), s	21.5	31.0	16.3	21.0	9.4	44.0	18.7	33.4				
Green Ext Time (p_c), s	0.0	0.0	0.3	5.9	0.0	0.0	0.0	4.5				
Intersection Summary												
HCM 6th Ctrl Delay				65.1								
HCM 6th LOS				E								

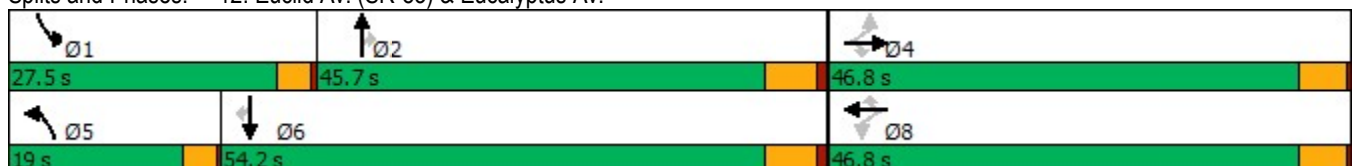
Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	175	180	41	174	112	186	1214	140	288	1824	43
Future Volume (vph)	78	175	180	41	174	112	186	1214	140	288	1824	43
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.8	46.8	46.8	46.8	46.8	46.8	8.5	30.7	30.7	8.5	37.7	37.7
Total Split (s)	46.8	46.8	46.8	46.8	46.8	46.8	19.0	45.7	45.7	27.5	54.2	54.2
Total Split (%)	39.0%	39.0%	39.0%	39.0%	39.0%	39.0%	15.8%	38.1%	38.1%	22.9%	45.2%	45.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	3.0	4.7	4.7	3.0	4.7	4.7
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.5	5.7	5.7	3.5	5.7	5.7
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	17.8	17.8	17.8	17.8	17.8	17.8	15.7	40.1	40.1	23.4	47.8	47.8
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19	0.19	0.16	0.42	0.42	0.25	0.50	0.50
v/c Ratio	0.55	0.56	0.44	0.15	0.56	0.31	0.75	0.63	0.22	0.79	0.80	0.06
Control Delay	47.7	41.1	7.5	31.9	41.0	7.7	59.6	25.4	11.8	51.1	24.6	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	41.1	7.5	31.9	41.0	7.7	59.6	25.4	11.8	51.1	24.6	5.5
LOS	D	D	A	C	D	A	E	C	B	D	C	A
Approach Delay		28.3			28.5			28.3			27.8	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 95.5	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

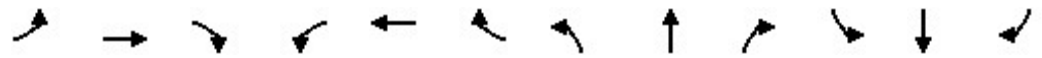
Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	175	180	41	174	112	186	1214	140	288	1824	43
Future Volume (veh/h)	78	175	180	41	174	112	186	1214	140	288	1824	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	84	188	109	44	187	114	200	1305	149	310	1961	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	381	322	389	381	322	232	2060	639	344	2400	744
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.14	0.42	0.42	0.21	0.49	0.49
Sat Flow, veh/h	980	1800	1525	1908	1800	1525	1619	4914	1525	1619	4914	1524
Grp Volume(v), veh/h	84	188	109	44	187	114	200	1305	149	310	1961	34
Grp Sat Flow(s),veh/h/ln	980	1800	1525	954	1800	1525	1619	1638	1525	1619	1638	1524
Q Serve(g_s), s	7.4	8.2	5.4	1.9	8.2	5.7	10.8	18.7	5.6	16.6	30.3	1.0
Cycle Q Clear(g_c), s	15.5	8.2	5.4	10.1	8.2	5.7	10.8	18.7	5.6	16.6	30.3	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	381	322	389	381	322	232	2060	639	344	2400	744
V/C Ratio(X)	0.42	0.49	0.34	0.11	0.49	0.35	0.86	0.63	0.23	0.90	0.82	0.05
Avail Cap(c_a), veh/h	453	848	719	885	848	719	281	2205	684	436	2673	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	31.0	29.9	35.4	30.9	30.0	37.3	20.5	16.7	34.2	19.4	11.9
Incr Delay (d2), s/veh	1.1	0.7	0.5	0.1	0.7	0.5	19.1	0.5	0.2	17.7	1.9	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	1.8	3.5	1.9	0.4	3.4	2.0	5.2	6.2	1.7	7.6	9.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	31.7	30.3	35.5	31.7	30.5	56.4	21.0	16.9	51.9	21.3	12.0
LnGrp LOS	D	C	C	D	C	C	E	C	B	D	C	B
Approach Vol, veh/h		381			345			1654			2305	
Approach Delay, s/veh		32.9			31.8			24.9			25.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.4	43.1		23.6	16.3	49.2		23.6				
Change Period (Y+Rc), s	3.5	5.7		4.8	3.5	5.7		4.8				
Max Green Setting (Gmax), s	24.0	40.0		42.0	15.5	48.5		42.0				
Max Q Clear Time (g_c+I1), s	18.6	20.7		17.5	12.8	32.3		12.1				
Green Ext Time (p_c), s	0.3	8.6		1.3	0.1	11.2		1.2				

Intersection Summary

HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

01/12/2023

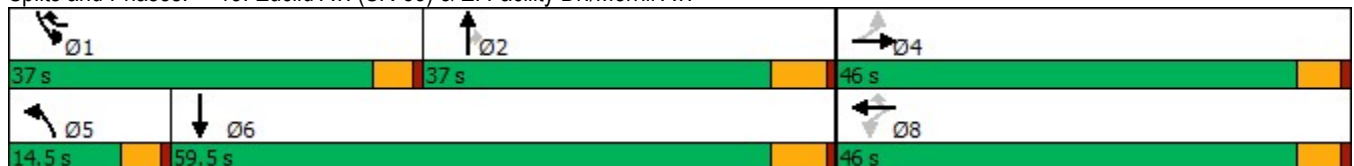


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖↗	↖	↗	↖	↑↑↑	↗	↖	↖↗↘
Traffic Volume (vph)	8	5	405	60	297	41	1479	629	646	1417
Future Volume (vph)	8	5	405	60	297	41	1479	629	646	1417
Turn Type	Perm	NA	Perm	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	1	5	2		1	6
Permitted Phases	4		8		8			2		
Detector Phase	4	4	8	8	1	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	14.5	28.0	28.0	14.5	28.0
Total Split (s)	46.0	46.0	46.0	46.0	37.0	14.5	37.0	37.0	37.0	59.5
Total Split (%)	38.3%	38.3%	38.3%	38.3%	30.8%	12.1%	30.8%	30.8%	30.8%	49.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.5	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	23.6	23.6	23.6	23.6	61.4	10.1	31.2	31.2	32.7	60.1
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.59	0.10	0.30	0.30	0.32	0.58
v/c Ratio	0.03	0.02	0.76	0.16	0.34	0.28	1.06	1.10	1.34	0.55
Control Delay	28.9	22.4	45.7	31.2	10.5	51.4	76.4	93.3	198.0	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	22.4	45.7	31.2	10.5	51.4	76.4	93.3	198.0	17.0
LOS	C	C	D	C	B	D	E	F	F	B
Approach Delay		25.6		30.8			80.9			71.9
Approach LOS		C		C			F			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.2
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.34
 Intersection Signal Delay: 69.4
 Intersection Capacity Utilization 102.7%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service G

Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



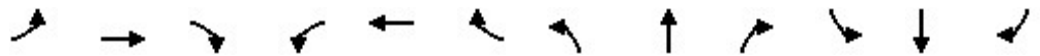
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖↗	↖	↗	↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	8	5	4	405	60	297	41	1479	629	646	1417	67
Future Volume (veh/h)	8	5	4	405	60	297	41	1479	629	646	1417	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	9	5	2	431	64	178	44	1573	403	687	1507	39
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	254	251	100	646	369	812	115	1533	476	530	2799	72
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.07	0.31	0.31	0.33	0.57	0.57
Sat Flow, veh/h	1034	1223	489	2484	1800	1525	1619	4914	1525	1619	4926	127
Grp Volume(v), veh/h	9	0	7	431	64	178	44	1573	403	687	1002	544
Grp Sat Flow(s),veh/h/ln	1034	0	1712	1242	1800	1525	1619	1638	1525	1619	1638	1777
Q Serve(g_s), s	0.7	0.0	0.3	16.7	2.9	6.1	2.6	31.0	24.5	32.5	18.9	18.9
Cycle Q Clear(g_c), s	3.6	0.0	0.3	17.0	2.9	6.1	2.6	31.0	24.5	32.5	18.9	18.9
Prop In Lane	1.00		0.29	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	254	0	351	646	369	812	115	1533	476	530	1862	1010
V/C Ratio(X)	0.04	0.00	0.02	0.67	0.17	0.22	0.38	1.03	0.85	1.30	0.54	0.54
Avail Cap(c_a), veh/h	469	0	706	1162	743	1128	163	1533	476	530	1862	1010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	0.0	31.5	38.3	32.6	12.3	44.1	34.2	32.0	33.4	13.3	13.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.1	0.0	0.8	29.9	13.3	147.3	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	4.8	1.2	1.8	1.0	15.4	10.0	33.1	5.8	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	31.5	38.8	32.6	12.4	44.9	64.0	45.3	180.7	13.7	13.9
LnGrp LOS	C	A	C	D	C	B	D	F	D	F	B	B
Approach Vol, veh/h		16			673			2020			2233	
Approach Delay, s/veh		33.0			31.2			59.9			65.1	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.0	37.0		25.4	11.5	62.5		25.4				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	32.5	31.0		41.0	10.0	53.5		41.0				
Max Q Clear Time (g_c+I1), s	34.5	33.0		5.6	4.6	20.9		19.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	11.5		1.4				
Intersection Summary												
HCM 6th Ctrl Delay			58.3									
HCM 6th LOS			E									

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

01/12/2023

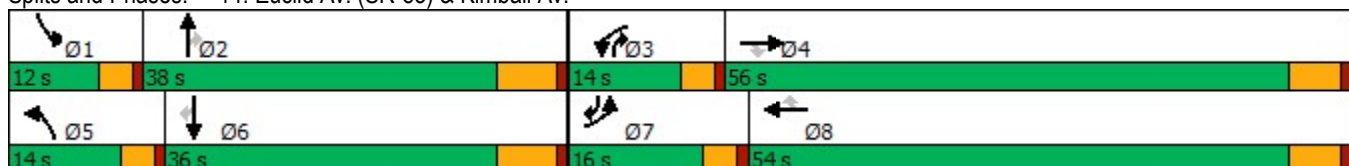


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↗	↖↗	↕	↗	↖	↕	↗	↖↗	↕	↗
Traffic Volume (vph)	337	349	67	124	1184	805	91	1201	74	218	998	483
Future Volume (vph)	337	349	67	124	1184	805	91	1201	74	218	998	483
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	14.0	49.5	49.5	14.0	47.8	47.8	14.0	36.0	14.0	9.0	33.0	14.0
Total Split (s)	16.0	56.0	56.0	14.0	54.0	54.0	14.0	38.0	14.0	12.0	36.0	16.0
Total Split (%)	13.3%	46.7%	46.7%	11.7%	45.0%	45.0%	11.7%	31.7%	11.7%	10.0%	30.0%	13.3%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8	4.8	3.0	5.5	3.0	3.0	5.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.8	5.8	4.0	5.8	5.8	4.0	6.5	4.0	4.0	6.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	12.0	50.2	50.2	10.0	48.2	48.2	10.0	31.5	48.0	8.0	29.5	44.0
Actuated g/C Ratio	0.10	0.42	0.42	0.08	0.40	0.40	0.08	0.26	0.40	0.07	0.25	0.37
v/c Ratio	1.18	0.25	0.10	0.49	0.89	1.14	0.70	0.96	0.12	1.15	0.85	0.84
Control Delay	157.1	23.3	1.6	59.4	42.8	107.4	80.7	61.1	5.4	159.1	51.1	41.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	157.1	23.3	1.6	59.4	42.8	107.4	80.7	61.1	5.4	159.1	51.1	41.7
LOS	F	C	A	E	D	F	F	E	A	F	D	D
Approach Delay		81.2			68.4			59.4			62.3	
Approach LOS		F			E			E			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 66.2
 Intersection LOS: E
 Intersection Capacity Utilization 102.1%
 ICU Level of Service G
 Analysis Period (min) 15


































Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

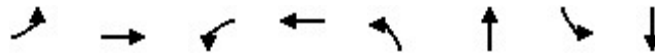
01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  		 	  	
Traffic Volume (veh/h)	337	349	67	124	1184	805	91	1201	74	218	998	483
Future Volume (veh/h)	337	349	67	124	1184	805	91	1201	74	218	998	483
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	347	360	59	128	1221	652	94	1238	62	225	1029	447
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	1435	640	258	1374	613	129	1290	526	197	1226	528
Arrive On Green	0.10	0.42	0.42	0.08	0.40	0.40	0.08	0.26	0.26	0.07	0.25	0.25
Sat Flow, veh/h	2956	3420	1525	3141	3420	1525	1619	4914	1525	2956	4914	1506
Grp Volume(v), veh/h	347	360	59	128	1221	652	94	1238	62	225	1029	447
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1570	1710	1525	1619	1638	1525	1478	1638	1506
Q Serve(g_s), s	12.0	8.2	2.8	4.7	39.9	48.2	6.8	29.8	3.3	8.0	23.9	29.9
Cycle Q Clear(g_c), s	12.0	8.2	2.8	4.7	39.9	48.2	6.8	29.8	3.3	8.0	23.9	29.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	1435	640	258	1374	613	129	1290	526	197	1226	528
V/C Ratio(X)	1.17	0.25	0.09	0.50	0.89	1.06	0.73	0.96	0.12	1.14	0.84	0.85
Avail Cap(c_a), veh/h	296	1435	640	262	1374	613	135	1290	526	197	1226	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	22.6	21.0	52.7	33.4	35.9	53.9	43.6	26.9	56.0	42.8	36.1
Incr Delay (d2), s/veh	108.0	0.1	0.1	0.5	7.3	54.6	14.8	16.5	0.1	107.4	5.5	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	3.2	1.0	1.8	16.9	26.1	3.2	13.3	1.2	5.8	9.7	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	162.0	22.7	21.1	53.2	40.7	90.5	68.7	60.1	27.0	163.4	48.3	48.6
LnGrp LOS	F	C	C	D	D	F	E	E	C	F	D	D
Approach Vol, veh/h		766			2001			1394			1701	
Approach Delay, s/veh		85.7			57.7			59.2			63.6	
Approach LOS		F			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	38.0	13.9	56.1	13.6	36.4	16.0	54.0				
Change Period (Y+Rc), s	4.0	6.5	4.0	5.8	4.0	6.5	4.0	5.8				
Max Green Setting (Gmax), s	8.0	31.5	10.0	50.2	10.0	29.5	12.0	48.2				
Max Q Clear Time (g_c+I1), s	10.0	31.8	6.7	10.2	8.8	31.9	14.0	50.2				
Green Ext Time (p_c), s	0.0	0.0	0.1	2.4	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				63.4								
HCM 6th LOS				E								

Timings

31: Bon View Av. & Edison Av.

01/12/2023

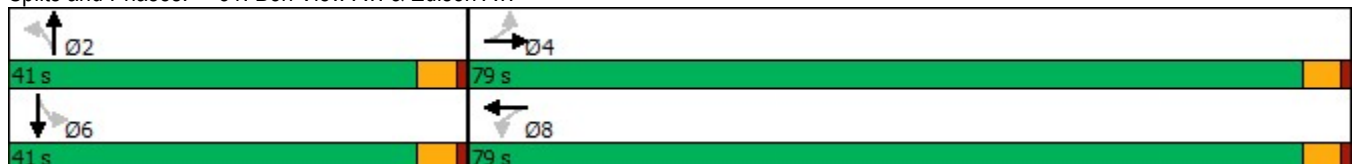


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕	↖	↕
Traffic Volume (vph)	60	1229	21	1543	163	207	12	147
Future Volume (vph)	60	1229	21	1543	163	207	12	147
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	79.0	79.0	79.0	79.0	41.0	41.0	41.0	41.0
Total Split (%)	65.8%	65.8%	65.8%	65.8%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	66.6	66.6	66.6	66.6	28.0	28.0	28.0	28.0
Actuated g/C Ratio	0.64	0.64	0.64	0.64	0.27	0.27	0.27	0.27
v/c Ratio	0.78	0.50	0.19	0.57	0.88	0.59	0.08	0.50
Control Delay	72.5	10.9	13.7	12.1	74.1	38.5	31.3	34.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.5	10.9	13.7	12.1	74.1	38.5	31.3	34.8
LOS	E	B	B	B	E	D	C	C
Approach Delay		13.5		12.1		52.7		34.6
Approach LOS		B		B		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 18.5
 Intersection LOS: B
 Intersection Capacity Utilization 70.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 31: Bon View Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 31: Bon View Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

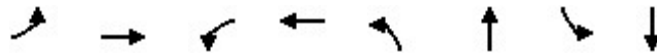


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖	↖	
Traffic Volume (veh/h)	60	1229	137	21	1543	36	163	207	38	12	147	59
Future Volume (veh/h)	60	1229	137	21	1543	36	163	207	38	12	147	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	1481	165	25	1859	43	196	249	46	14	177	71
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	2900	323	201	3194	74	289	475	88	256	392	157
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	241	4736	527	309	5216	121	1150	1560	288	1101	1290	517
Grp Volume(v), veh/h	72	1081	565	25	1232	670	196	0	295	14	0	248
Grp Sat Flow(s),veh/h/ln	241	1729	1805	309	1729	1878	1150	0	1848	1101	0	1807
Q Serve(g_s), s	27.8	19.1	19.1	5.4	23.2	23.2	17.9	0.0	14.3	1.2	0.0	12.0
Cycle Q Clear(g_c), s	51.0	19.1	19.1	24.4	23.2	23.2	29.9	0.0	14.3	15.4	0.0	12.0
Prop In Lane	1.00		0.29	1.00		0.06	1.00		0.16	1.00		0.29
Lane Grp Cap(c), veh/h	162	2118	1105	201	2118	1150	289	0	562	256	0	550
V/C Ratio(X)	0.44	0.51	0.51	0.12	0.58	0.58	0.68	0.00	0.52	0.05	0.00	0.45
Avail Cap(c_a), veh/h	181	2384	1244	225	2384	1295	328	0	624	293	0	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	11.8	11.8	18.7	12.6	12.6	42.4	0.0	31.1	37.5	0.0	30.3
Incr Delay (d2), s/veh	1.9	0.2	0.4	0.3	0.3	0.5	4.7	0.0	0.8	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	6.4	6.7	0.4	7.8	8.6	5.3	0.0	6.2	0.3	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	12.0	12.2	19.0	12.9	13.1	47.0	0.0	31.9	37.6	0.0	30.9
LnGrp LOS	C	B	B	B	B	B	D	A	C	D	A	C
Approach Vol, veh/h		1718			1927			491				262
Approach Delay, s/veh		12.8			13.1			37.9				31.3
Approach LOS		B			B			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.4		70.7		37.4		70.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		36.5		74.5		36.5		74.5				
Max Q Clear Time (g_c+I1), s		31.9		53.0		17.4		26.4				
Green Ext Time (p_c), s		1.0		13.2		1.2		20.9				
Intersection Summary												
HCM 6th Ctrl Delay				16.8								
HCM 6th LOS				B								

Timings

32: Grove Av. & Schaefer Av.

01/12/2023

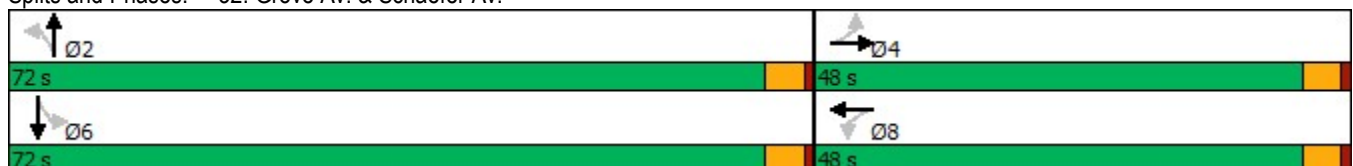


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	48	128	51	311	54	618	58	516
Future Volume (vph)	48	128	51	311	54	618	58	516
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	48.0	48.0	48.0	48.0	72.0	72.0	72.0	72.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	10.2	10.2	10.2	10.2	13.0	13.0	13.0	13.0
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.40	0.40	0.40	0.40
v/c Ratio	0.16	0.16	0.14	0.35	0.17	0.47	0.20	0.42
Control Delay	10.0	7.1	9.5	9.3	8.8	8.8	9.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	7.1	9.5	9.3	8.8	8.8	9.3	8.3
LOS	B	A	A	A	A	A	A	A
Approach Delay		7.7		9.3		8.8		8.4
Approach LOS		A		A		A		A

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 32.6
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 8.7
 Intersection Capacity Utilization 51.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

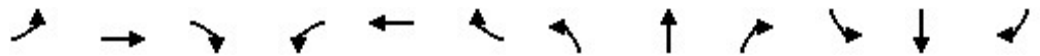
Splits and Phases: 32: Grove Av. & Schaefer Av.



HCM 6th Signalized Intersection Summary
32: Grove Av. & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	128	41	51	311	64	54	618	23	58	516	56
Future Volume (veh/h)	48	128	41	51	311	64	54	618	23	58	516	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	50	133	43	53	324	67	56	644	24	60	538	58
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	431	686	214	531	756	154	515	1458	54	487	1350	145
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1009	2709	844	1228	2986	610	835	3549	132	781	3288	353
Grp Volume(v), veh/h	50	87	89	53	194	197	56	327	341	60	295	301
Grp Sat Flow(s),veh/h/ln	1009	1805	1748	1228	1805	1790	835	1805	1876	781	1805	1836
Q Serve(g_s), s	1.2	1.0	1.1	1.0	2.4	2.5	1.4	3.5	3.5	1.6	3.1	3.1
Cycle Q Clear(g_c), s	3.6	1.0	1.1	2.0	2.4	2.5	4.5	3.5	3.5	5.1	3.1	3.1
Prop In Lane	1.00		0.48	1.00		0.34	1.00		0.07	1.00		0.19
Lane Grp Cap(c), veh/h	431	457	443	531	457	454	515	741	771	487	741	754
V/C Ratio(X)	0.12	0.19	0.20	0.10	0.42	0.43	0.11	0.44	0.44	0.12	0.40	0.40
Avail Cap(c_a), veh/h	1813	2931	2838	2213	2931	2907	2275	4547	4727	2134	4547	4626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	7.8	7.9	8.7	8.4	8.4	7.1	5.7	5.7	7.5	5.6	5.6
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.1	0.6	0.7	0.1	0.4	0.4	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.2	0.1	0.5	0.5	0.1	0.3	0.3	0.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	8.0	8.1	8.7	9.0	9.0	7.2	6.1	6.1	7.6	5.9	5.9
LnGrp LOS	B	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		226			444			724			656	
Approach Delay, s/veh		8.5			9.0			6.2			6.1	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.5		11.3		15.5		11.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		43.5		67.5		43.5				
Max Q Clear Time (g_c+I1), s		6.5		5.6		7.1		4.5				
Green Ext Time (p_c), s		4.3		1.2		3.9		2.4				
Intersection Summary												
HCM 6th Ctrl Delay				7.0								
HCM 6th LOS				A								

Timings
33: Grove Av. & Edison Av.

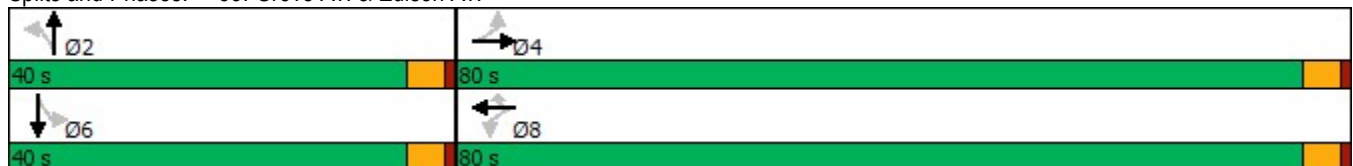


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↖	↕↕	↖	↕↕
Traffic Volume (vph)	224	1337	99	1482	103	159	385	62	518
Future Volume (vph)	224	1337	99	1482	103	159	385	62	518
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	80.0	80.0	80.0	80.0	80.0	40.0	40.0	40.0	40.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	75.5	75.5	75.5	75.5	75.5	35.5	35.5	35.5	35.5
Actuated g/C Ratio	0.63	0.63	0.63	0.63	0.63	0.30	0.30	0.30	0.30
v/c Ratio	1.58	0.57	1.04	0.46	0.11	1.31	0.41	0.32	0.61
Control Delay	311.5	13.0	128.0	12.2	1.9	220.0	34.9	38.3	38.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	311.5	13.0	128.0	12.2	1.9	220.0	34.9	38.3	38.2
LOS	F	B	F	B	A	F	C	D	D
Approach Delay		46.3		18.4			86.8		38.2
Approach LOS		D		B			F		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.58	
Intersection Signal Delay: 40.3	Intersection LOS: D
Intersection Capacity Utilization 86.9%	ICU Level of Service E
Analysis Period (min) 15	


























Splits and Phases: 33: Grove Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 33: Grove Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

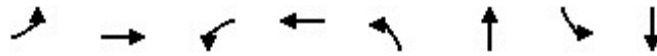
01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	224	1337	444	99	1482	103	159	385	22	62	518	85
Future Volume (veh/h)	224	1337	444	99	1482	103	159	385	22	62	518	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	238	1422	366	105	1577	57	169	410	12	66	551	53
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	193	2609	668	165	3398	960	172	1030	30	237	957	92
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	279	4147	1062	241	5400	1525	741	3480	102	877	3234	310
Grp Volume(v), veh/h	238	1234	554	105	1577	57	169	212	210	66	306	298
Grp Sat Flow(s),veh/h/ln	279	1800	1609	241	1800	1525	741	1800	1782	877	1800	1744
Q Serve(g_s), s	57.1	23.2	23.4	52.1	18.4	1.7	18.1	11.3	11.3	7.8	17.3	17.4
Cycle Q Clear(g_c), s	75.5	23.2	23.4	75.5	18.4	1.7	35.5	11.3	11.3	19.1	17.3	17.4
Prop In Lane	1.00		0.66	1.00		1.00	1.00		0.06	1.00		0.18
Lane Grp Cap(c), veh/h	193	2265	1012	165	3398	960	172	533	527	237	533	516
V/C Ratio(X)	1.23	0.54	0.55	0.64	0.46	0.06	0.98	0.40	0.40	0.28	0.57	0.58
Avail Cap(c_a), veh/h	193	2265	1012	165	3398	960	172	533	527	237	533	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	12.6	12.6	34.1	11.7	8.6	54.0	33.7	33.7	41.4	35.8	35.9
Incr Delay (d2), s/veh	141.3	0.3	0.6	8.0	0.1	0.0	63.7	0.5	0.5	0.6	1.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	8.3	7.6	3.2	6.5	0.5	8.0	4.8	4.8	1.7	7.5	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	181.6	12.8	13.2	42.0	11.8	8.6	117.7	34.2	34.2	42.0	37.4	37.5
LnGrp LOS	F	B	B	D	B	A	F	C	C	D	D	D
Approach Vol, veh/h		2026			1739			591			670	
Approach Delay, s/veh		32.8			13.5			58.1			37.9	
Approach LOS		C			B			E			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		80.0		40.0		80.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		75.5		35.5		75.5				
Max Q Clear Time (g_c+I1), s		37.5		77.5		21.1		77.5				
Green Ext Time (p_c), s		0.0		0.0		3.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				29.7								
HCM 6th LOS				C								

Timings

34: Walker Av, & Edison Av.

01/16/2023

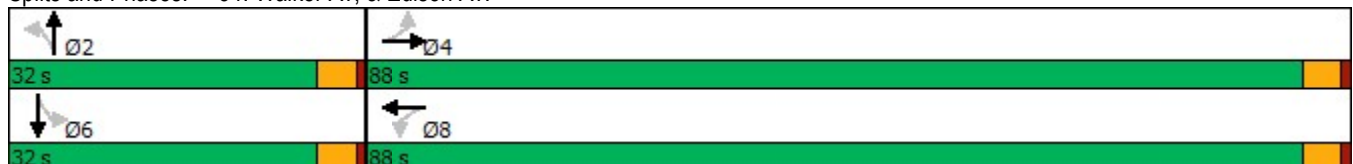


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	59	1450	285	2119	52	173	204	274
Future Volume (vph)	59	1450	285	2119	52	173	204	274
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	88.0	88.0	88.0	88.0	32.0	32.0	32.0	32.0
Total Split (%)	73.3%	73.3%	73.3%	73.3%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	83.5	83.5	83.5	83.5	27.5	27.5	27.5	27.5
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.23	0.23	0.23	0.23
v/c Ratio	0.69	0.30	1.43	0.45	0.56	0.67	1.61	0.77
Control Delay	54.9	7.1	239.8	8.3	65.5	47.4	340.2	55.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	7.1	239.8	8.3	65.5	47.4	340.2	55.9
LOS	D	A	F	A	E	D	F	E
Approach Delay		8.8		34.0		50.3		166.6
Approach LOS		A		C		D		F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.61	
Intersection Signal Delay: 41.0	Intersection LOS: D
Intersection Capacity Utilization 80.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 34: Walker Av, & Edison Av.



HCM 6th Signalized Intersection Summary
 34: Walker Av, & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/16/2023

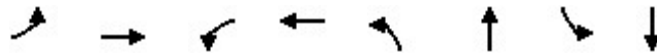


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1450	85	285	2119	157	52	173	105	204	274	47
Future Volume (veh/h)	59	1450	85	285	2119	157	52	173	105	204	274	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	1510	89	297	2207	164	54	180	109	212	285	49
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	4945	291	258	4863	361	123	254	154	148	362	62
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	152	7106	418	323	6988	518	1063	1108	671	1107	1580	272
Grp Volume(v), veh/h	61	1211	388	297	1799	572	54	0	289	212	0	334
Grp Sat Flow(s),veh/h/ln	152	1900	1825	323	1900	1807	1063	0	1779	1107	0	1851
Q Serve(g_s), s	35.9	9.8	9.9	73.6	16.8	16.9	6.0	0.0	17.9	9.6	0.0	20.4
Cycle Q Clear(g_c), s	52.8	9.8	9.9	83.5	16.8	16.9	26.4	0.0	17.9	27.5	0.0	20.4
Prop In Lane	1.00		0.23	1.00		0.29	1.00		0.38	1.00		0.15
Lane Grp Cap(c), veh/h	144	3966	1270	258	3966	1257	123	0	408	148	0	424
V/C Ratio(X)	0.42	0.31	0.31	1.15	0.45	0.45	0.44	0.00	0.71	1.43	0.00	0.79
Avail Cap(c_a), veh/h	144	3966	1270	258	3966	1257	123	0	408	148	0	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.9	7.0	7.1	31.7	8.1	8.1	55.9	0.0	42.6	57.2	0.0	43.5
Incr Delay (d2), s/veh	2.0	0.0	0.1	102.6	0.1	0.3	2.4	0.0	5.6	227.9	0.0	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.4	3.3	15.0	5.8	5.6	1.7	0.0	8.3	13.8	0.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	7.1	7.2	134.3	8.2	8.4	58.4	0.0	48.2	285.0	0.0	53.0
LnGrp LOS	C	A	A	F	A	A	E	A	D	F	A	D
Approach Vol, veh/h		1660			2668			343				546
Approach Delay, s/veh		7.7			22.3			49.8				143.1
Approach LOS		A			C			D				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		88.0		32.0		88.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		27.5		83.5		27.5		83.5				
Max Q Clear Time (g_c+I1), s		28.4		54.8		29.5		85.5				
Green Ext Time (p_c), s		0.0		16.1		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				32.1								
HCM 6th LOS				C								

Timings

35: Vineyard Av. & Edison Av.

01/12/2023

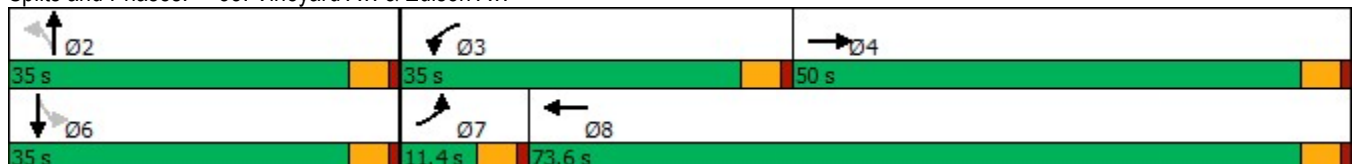


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↖	↑↑↑	↖	↑	↖	↑
Traffic Volume (vph)	35	1485	301	2118	77	164	64	92
Future Volume (vph)	35	1485	301	2118	77	164	64	92
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	9.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	11.4	50.0	35.0	73.6	35.0	35.0	35.0	35.0
Total Split (%)	9.5%	41.7%	29.2%	61.3%	29.2%	29.2%	29.2%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	6.3	37.5	22.0	58.6	20.4	20.4	20.4	20.4
Actuated g/C Ratio	0.07	0.40	0.23	0.62	0.22	0.22	0.22	0.22
v/c Ratio	0.32	0.82	0.78	0.73	0.31	0.76	0.67	0.29
Control Delay	57.1	30.6	49.9	16.1	37.9	46.4	68.5	34.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.1	30.6	49.9	16.1	37.9	46.4	68.5	34.1
LOS	E	C	D	B	D	D	E	C
Approach Delay		31.2		20.2		44.6		47.0
Approach LOS		C		C		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.6
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 26.9
 Intersection LOS: C
 Intersection Capacity Utilization 82.2%
 ICU Level of Service E
 Analysis Period (min) 15

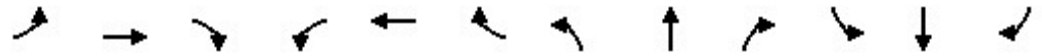
Splits and Phases: 35: Vineyard Av. & Edison Av.



HCM 6th Signalized Intersection Summary
35: Vineyard Av. & Edison Av.

Ontario Ranch Business Park (JN 13941)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↗	↑		↖	↑	
Traffic Volume (veh/h)	35	1485	57	301	2118	41	77	164	121	64	92	15
Future Volume (veh/h)	35	1485	57	301	2118	41	77	164	121	64	92	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	1614	62	327	2302	45	84	178	132	70	100	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	1984	76	368	2911	57	354	250	186	184	395	63
Arrive On Green	0.03	0.39	0.39	0.20	0.56	0.56	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	5126	197	1810	5237	102	1369	1013	751	1147	1598	256
Grp Volume(v), veh/h	38	1089	587	327	1518	829	84	0	310	70	0	116
Grp Sat Flow(s),veh/h/ln	1810	1729	1865	1810	1729	1882	1369	0	1765	1147	0	1854
Q Serve(g_s), s	1.8	23.9	24.0	14.9	29.5	29.7	4.5	0.0	13.6	5.0	0.0	4.3
Cycle Q Clear(g_c), s	1.8	23.9	24.0	14.9	29.5	29.7	8.7	0.0	13.6	18.7	0.0	4.3
Prop In Lane	1.00		0.11	1.00		0.05	1.00		0.43	1.00		0.14
Lane Grp Cap(c), veh/h	63	1339	722	368	1922	1046	354	0	436	184	0	458
V/C Ratio(X)	0.60	0.81	0.81	0.89	0.79	0.79	0.24	0.00	0.71	0.38	0.00	0.25
Avail Cap(c_a), veh/h	145	1847	996	647	2807	1528	505	0	631	311	0	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.4	23.3	23.3	32.9	14.9	15.0	29.2	0.0	29.2	37.8	0.0	25.7
Incr Delay (d2), s/veh	3.4	1.4	2.6	3.3	0.5	1.0	0.1	0.0	0.8	0.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.7	9.7	6.3	9.2	10.2	1.4	0.0	5.4	1.4	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	24.7	25.9	36.2	15.5	16.0	29.3	0.0	30.0	38.2	0.0	25.8
LnGrp LOS	D	C	C	D	B	B	C	A	C	D	A	C
Approach Vol, veh/h		1714			2674			394				186
Approach Delay, s/veh		25.5			18.2			29.9				30.5
Approach LOS		C			B			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.6	21.9	37.5		25.6	7.6	51.8				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		30.4	30.4	45.4		30.4	6.8	69.0				
Max Q Clear Time (g_c+I1), s		15.6	16.9	26.0		20.7	3.8	31.7				
Green Ext Time (p_c), s		1.0	0.4	6.9		0.3	0.0	14.6				
Intersection Summary												
HCM 6th Ctrl Delay				22.1								
HCM 6th LOS				C								

Timings
36: Hellman Av. & Edison Av.

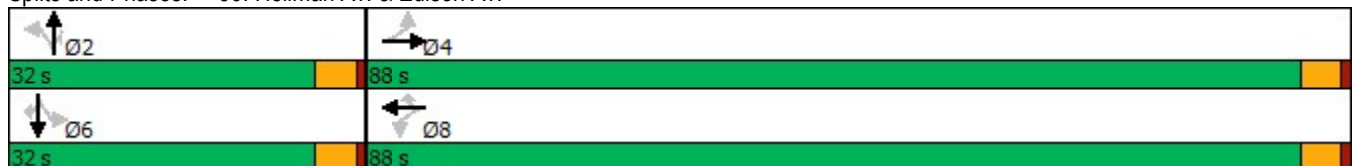


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	37	1605	318	2094	42	82	182	139	64	92	14
Future Volume (vph)	37	1605	318	2094	42	82	182	139	64	92	14
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8			2			6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	2	2	2	6	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	88.0	88.0	88.0	88.0	88.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	73.3%	73.3%	73.3%	73.3%	73.3%	26.7%	26.7%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	83.5	83.5	83.5	83.5	83.5	15.7	15.7	15.7	15.7	15.7	15.7
Actuated g/C Ratio	0.77	0.77	0.77	0.77	0.77	0.14	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.57	0.65	2.60	0.82	0.04	0.49	0.72	0.57	0.71	0.36	0.06
Control Delay	45.1	7.8	759.8	12.0	1.5	52.0	59.1	40.6	80.8	45.1	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	7.8	759.8	12.0	1.5	52.0	59.1	40.6	80.8	45.1	17.8
LOS	D	A	F	B	A	D	E	D	F	D	B
Approach Delay		8.6		108.8			51.3			56.4	
Approach LOS		A		F			D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.60
 Intersection Signal Delay: 65.9
 Intersection Capacity Utilization 93.0%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service F
























Splits and Phases: 36: Hellman Av. & Edison Av.



HCM 6th Signalized Intersection Summary
36: Hellman Av. & Edison Av.

Ontario Ranch Business Park (JN 13941)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1605	61	318	2094	42	82	182	139	64	92	14
Future Volume (veh/h)	37	1605	61	318	2094	42	82	182	139	64	92	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	1745	66	346	2276	46	89	198	151	70	100	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	114	2627	99	199	2673	1192	245	338	286	155	338	286
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	168	3547	134	278	3610	1610	1370	1900	1610	1106	1900	1610
Grp Volume(v), veh/h	40	884	927	346	2276	46	89	198	151	70	100	15
Grp Sat Flow(s),veh/h/ln	168	1805	1876	278	1805	1610	1370	1900	1610	1106	1900	1610
Q Serve(g_s), s	24.7	28.1	28.6	54.8	49.9	0.9	6.8	10.8	9.6	7.0	5.1	0.9
Cycle Q Clear(g_c), s	74.6	28.1	28.6	83.4	49.9	0.9	11.9	10.8	9.6	17.8	5.1	0.9
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	1336	1389	199	2673	1192	245	338	286	155	338	286
V/C Ratio(X)	0.35	0.66	0.67	1.74	0.85	0.04	0.36	0.59	0.53	0.45	0.30	0.05
Avail Cap(c_a), veh/h	114	1336	1389	199	2673	1192	335	462	392	227	462	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	7.4	7.5	37.7	10.3	3.9	45.4	42.5	42.0	50.6	40.2	38.4
Incr Delay (d2), s/veh	0.7	1.0	1.0	352.2	2.7	0.0	0.3	0.6	0.6	0.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.9	8.3	24.9	14.4	0.2	2.3	5.1	3.8	2.0	2.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	8.4	8.5	389.9	13.0	3.9	45.7	43.1	42.6	51.4	40.4	38.4
LnGrp LOS	D	A	A	F	B	A	D	D	D	D	D	D
Approach Vol, veh/h		1851			2668			438				185
Approach Delay, s/veh		9.1			61.7			43.4				44.4
Approach LOS		A			E			D				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.6		88.0		24.6		88.0				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		27.4		83.4		27.4		83.4				
Max Q Clear Time (g_c+I1), s		13.9		76.6		19.8		85.4				
Green Ext Time (p_c), s		1.0		4.6		0.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				40.6								
HCM 6th LOS				D								

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

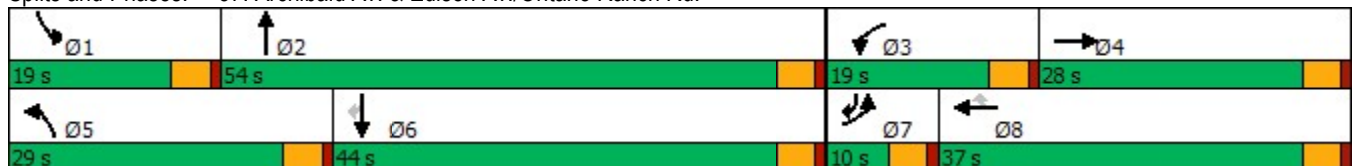
01/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	672	194	603	1175	132	496	1386	933	169	957	281
Future Volume (vph)	98	672	194	603	1175	132	496	1386	933	169	957	281
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	9.5
Total Split (s)	10.0	28.0		19.0	37.0	37.0	29.0	54.0		19.0	44.0	10.0
Total Split (%)	8.3%	23.3%		15.8%	30.8%	30.8%	24.2%	45.0%		15.8%	36.7%	8.3%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	None
Act Effct Green (s)	5.6	20.7	105.1	14.7	29.8	29.8	22.2	40.0	105.1	11.5	29.2	34.8
Actuated g/C Ratio	0.05	0.20	1.00	0.14	0.28	0.28	0.21	0.38	1.00	0.11	0.28	0.33
v/c Ratio	0.67	0.52	0.14	1.56	0.74	0.27	0.82	0.74	0.68	0.55	0.70	0.52
Control Delay	72.7	40.0	0.2	294.3	37.8	6.8	52.2	30.8	2.5	52.6	37.0	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.7	40.0	0.2	294.3	37.8	6.8	52.2	30.8	2.5	52.6	37.0	17.3
LOS	E	D	A	F	D	A	D	C	A	D	D	B
Approach Delay		35.3			116.7			25.2			35.0	
Approach LOS		D			F			C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.56	
Intersection Signal Delay: 53.1	Intersection LOS: D
Intersection Capacity Utilization 81.0%	ICU Level of Service D
Analysis Period (min) 15	

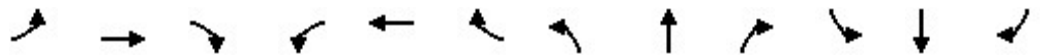
Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	98	672	194	603	1175	132	496	1386	933	169	957	281
Future Volume (veh/h)	98	672	194	603	1175	132	496	1386	933	169	957	281
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	108	738	0	663	1291	122	545	1523	0	186	1052	298
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	1304		465	1739	423	630	2138		255	1493	496
Arrive On Green	0.05	0.18	0.00	0.15	0.28	0.28	0.20	0.40	0.00	0.08	0.28	0.28
Sat Flow, veh/h	3048	7200	1525	3048	6192	1506	3141	5400	1525	3141	5400	1505
Grp Volume(v), veh/h	108	738	0	663	1291	122	545	1523	0	186	1052	298
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1548	1506	1570	1800	1525	1570	1800	1505
Q Serve(g_s), s	3.3	8.9	0.0	14.5	18.0	6.0	16.0	22.6	0.0	5.5	16.6	15.8
Cycle Q Clear(g_c), s	3.3	8.9	0.0	14.5	18.0	6.0	16.0	22.6	0.0	5.5	16.6	15.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	1304		465	1739	423	630	2138		255	1493	496
V/C Ratio(X)	0.67	0.57		1.43	0.74	0.29	0.86	0.71		0.73	0.70	0.60
Avail Cap(c_a), veh/h	176	1779		465	2116	515	809	2811		479	2243	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	35.5	0.0	40.3	31.1	26.8	36.8	24.2	0.0	42.7	30.9	26.7
Incr Delay (d2), s/veh	8.6	0.4	0.0	204.3	1.1	0.4	7.9	0.6	0.0	3.9	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.7	0.0	18.3	6.3	2.1	6.3	8.6	0.0	2.1	6.7	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	35.9	0.0	244.6	32.2	27.1	44.7	24.8	0.0	46.6	31.5	27.8
LnGrp LOS	D	D		F	C	C	D	C		D	C	C
Approach Vol, veh/h		846	A		2076			2068	A		1536	
Approach Delay, s/veh		38.1			99.7			30.0			32.6	
Approach LOS		D			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	42.1	19.0	21.7	23.6	30.8	9.5	31.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	49.5	14.5	23.5	24.5	39.5	5.5	32.5				
Max Q Clear Time (g_c+I1), s	7.5	24.6	16.5	10.9	18.0	18.6	5.3	20.0				
Green Ext Time (p_c), s	0.3	11.0	0.0	3.6	1.1	7.7	0.0	6.7				

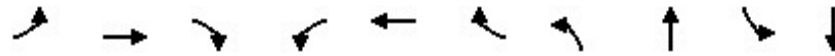
Intersection Summary

HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
38: S Turner Av. & Ontario Ranch Rd.

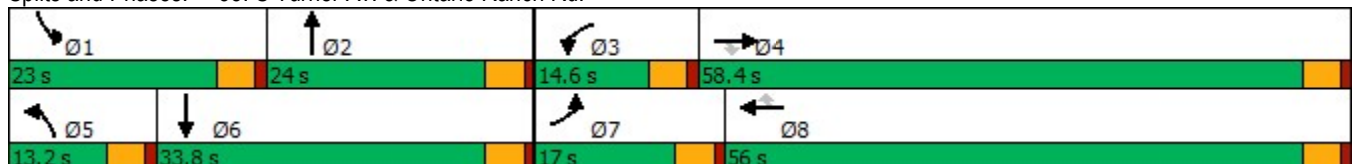


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↖	↗
Traffic Volume (vph)	141	1564	18	63	1894	50	44	157	215	86
Future Volume (vph)	141	1564	18	63	1894	50	44	157	215	86
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	17.0	58.4	58.4	14.6	56.0	56.0	13.2	24.0	23.0	33.8
Total Split (%)	14.2%	48.7%	48.7%	12.2%	46.7%	46.7%	11.0%	20.0%	19.2%	28.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	12.2	57.1	57.1	8.9	51.5	51.5	7.7	17.2	17.7	29.3
Actuated g/C Ratio	0.10	0.49	0.49	0.08	0.44	0.44	0.07	0.15	0.15	0.25
v/c Ratio	0.84	0.68	0.02	0.51	0.92	0.07	0.41	0.79	0.87	0.51
Control Delay	86.1	26.1	0.1	66.1	38.8	0.2	63.9	66.8	79.1	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.1	26.1	0.1	66.1	38.8	0.2	63.9	66.8	79.1	32.9
LOS	F	C	A	E	D	A	E	E	E	C
Approach Delay		30.7			38.7			66.2		55.7
Approach LOS		C			D			E		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.6
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 38.8
 Intersection LOS: D
 Intersection Capacity Utilization 82.1%
 ICU Level of Service E
 Analysis Period (min) 15

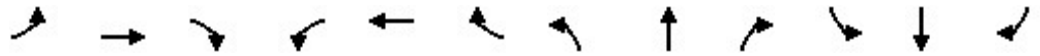
Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑		↖	↗	
Traffic Volume (veh/h)	141	1564	18	63	1894	50	44	157	41	215	86	136
Future Volume (veh/h)	141	1564	18	63	1894	50	44	157	41	215	86	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	157	1738	20	70	2104	56	49	174	46	239	96	151
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	186	2604	808	90	2331	724	64	201	53	269	168	264
Arrive On Green	0.10	0.50	0.50	0.05	0.45	0.45	0.04	0.14	0.14	0.15	0.25	0.25
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1448	383	1810	665	1046
Grp Volume(v), veh/h	157	1738	20	70	2104	56	49	0	220	239	0	247
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	0	1831	1810	0	1712
Q Serve(g_s), s	9.6	28.1	0.7	4.3	42.1	2.2	3.0	0.0	13.2	14.5	0.0	14.1
Cycle Q Clear(g_c), s	9.6	28.1	0.7	4.3	42.1	2.2	3.0	0.0	13.2	14.5	0.0	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.61
Lane Grp Cap(c), veh/h	186	2604	808	90	2331	724	64	0	254	269	0	432
V/C Ratio(X)	0.85	0.67	0.02	0.77	0.90	0.08	0.77	0.00	0.86	0.89	0.00	0.57
Avail Cap(c_a), veh/h	202	2604	808	163	2382	739	140	0	318	298	0	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.5	20.9	14.1	52.6	28.6	17.6	53.7	0.0	47.3	46.8	0.0	36.6
Incr Delay (d2), s/veh	25.4	0.7	0.0	13.0	5.2	0.0	17.6	0.0	18.0	24.7	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	10.6	0.2	2.2	17.2	0.8	1.6	0.0	7.1	8.2	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.8	21.6	14.1	65.7	33.8	17.7	71.3	0.0	65.3	71.6	0.0	38.3
LnGrp LOS	E	C	B	E	C	B	E	A	E	E	A	D
Approach Vol, veh/h		1915			2230			269			486	
Approach Delay, s/veh		25.9			34.4			66.4			54.7	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.2	20.1	10.1	60.8	8.4	32.8	16.0	54.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.5	19.5	10.1	53.9	8.7	29.3	12.5	51.5				
Max Q Clear Time (g_c+I1), s	16.5	15.2	6.3	30.1	5.0	16.1	11.6	44.1				
Green Ext Time (p_c), s	0.1	0.4	0.0	13.4	0.0	1.0	0.0	6.3				

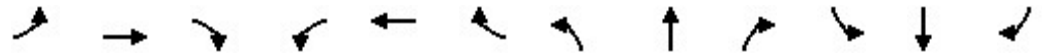
Intersection Summary

HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

Timings

39: Haven Av. & Ontario Ranch Rd.

01/12/2023

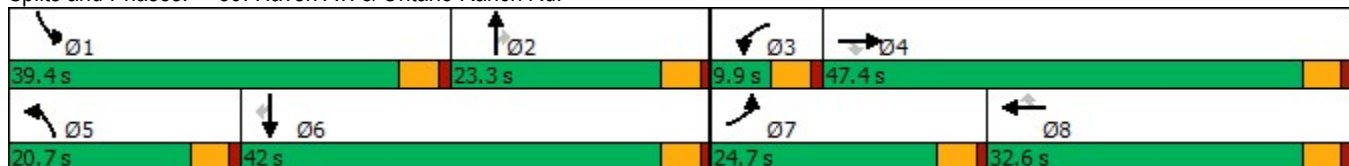


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (vph)	253	1605	51	107	1369	183	101	350	175	446	437	217
Future Volume (vph)	253	1605	51	107	1369	183	101	350	175	446	437	217
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	24.7	47.4	47.4	9.9	32.6	32.6	20.7	23.3	23.3	39.4	42.0	42.0
Total Split (%)	20.6%	39.5%	39.5%	8.3%	27.2%	27.2%	17.3%	19.4%	19.4%	32.8%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.2	42.9	42.9	5.4	28.1	28.1	12.8	17.1	17.1	34.9	39.3	39.3
Actuated g/C Ratio	0.17	0.36	0.36	0.05	0.24	0.24	0.11	0.14	0.14	0.29	0.33	0.33
v/c Ratio	0.99	0.97	0.09	0.86	1.00	0.38	0.63	0.76	0.51	1.01	0.41	0.36
Control Delay	101.6	52.7	0.3	103.8	69.2	7.5	66.3	59.3	13.1	85.8	32.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.6	52.7	0.3	103.8	69.2	7.5	66.3	59.3	13.1	85.8	32.5	5.5
LOS	F	D	A	F	E	A	E	E	B	F	C	A
Approach Delay		57.8			64.6			47.5			48.8	
Approach LOS		E			E			D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 56.8	Intersection LOS: E
Intersection Capacity Utilization 89.9%	ICU Level of Service E
Analysis Period (min) 15	
































Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

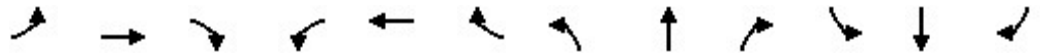
01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  			 			 	
Traffic Volume (veh/h)	253	1605	51	107	1369	183	101	350	175	446	437	217
Future Volume (veh/h)	253	1605	51	107	1369	183	101	350	175	446	437	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	272	1726	33	115	1472	122	109	376	102	480	470	125
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	280	1803	559	137	1488	367	133	460	205	483	1201	533
Arrive On Green	0.17	0.37	0.37	0.05	0.24	0.24	0.08	0.13	0.13	0.30	0.35	0.35
Sat Flow, veh/h	1619	4914	1524	2956	6192	1525	1619	3420	1522	1619	3420	1519
Grp Volume(v), veh/h	272	1726	33	115	1472	122	109	376	102	480	470	125
Grp Sat Flow(s),veh/h/ln	1619	1638	1524	1478	1548	1525	1619	1710	1522	1619	1710	1519
Q Serve(g_s), s	19.5	40.1	1.6	4.5	27.7	7.7	7.8	12.5	7.3	34.6	12.1	6.8
Cycle Q Clear(g_c), s	19.5	40.1	1.6	4.5	27.7	7.7	7.8	12.5	7.3	34.6	12.1	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	1803	559	137	1488	367	133	460	205	483	1201	533
V/C Ratio(X)	0.97	0.96	0.06	0.84	0.99	0.33	0.82	0.82	0.50	0.99	0.39	0.23
Avail Cap(c_a), veh/h	280	1803	559	137	1488	367	224	550	245	483	1201	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	36.1	24.0	55.3	44.3	36.7	52.8	49.2	46.9	40.9	28.5	26.8
Incr Delay (d2), s/veh	46.1	12.6	0.0	35.4	20.7	0.5	11.8	8.0	1.9	39.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	17.0	0.6	2.3	12.1	2.8	3.5	5.7	2.7	18.4	4.8	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.2	48.8	24.0	90.8	65.0	37.2	64.7	57.2	48.8	80.0	28.7	27.0
LnGrp LOS	F	D	C	F	E	D	E	E	D	F	C	C
Approach Vol, veh/h		2031			1709			587			1075	
Approach Delay, s/veh		54.5			64.8			57.1			51.5	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	39.4	20.2	9.9	47.4	14.1	45.6	24.7	32.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	34.9	18.8	5.4	42.9	16.2	37.5	20.2	28.1				
Max Q Clear Time (g_c+I1), s	36.6	14.5	6.5	42.1	9.8	14.1	21.5	29.7				
Green Ext Time (p_c), s	0.0	1.0	0.0	0.7	0.1	3.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				57.4								
HCM 6th LOS				E								

Timings

40: Hamner Av. & Cantu Galleano Ranch Rd.

01/12/2023

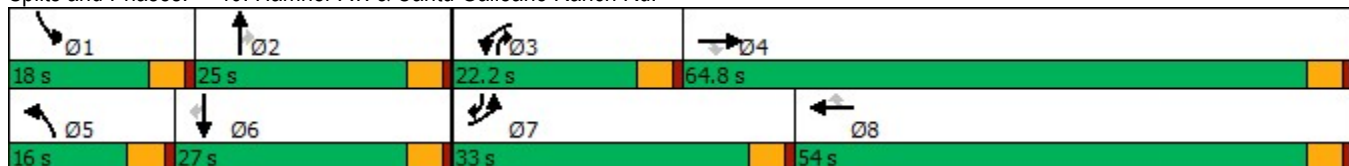


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	835	1637	101	291	1504	379	309	794	376	377	225	511
Future Volume (vph)	835	1637	101	291	1504	379	309	794	376	377	225	511
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	9.5
Total Split (s)	33.0	64.8	64.8	22.2	54.0	54.0	16.0	25.0	22.2	18.0	27.0	33.0
Total Split (%)	25.4%	49.8%	49.8%	17.1%	41.5%	41.5%	12.3%	19.2%	17.1%	13.8%	20.8%	25.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	28.6	53.3	53.3	14.9	39.6	39.6	11.5	20.3	39.7	13.6	22.3	55.4
Actuated g/C Ratio	0.24	0.44	0.44	0.12	0.33	0.33	0.10	0.17	0.33	0.11	0.19	0.46
v/c Ratio	1.01	0.51	0.14	0.68	0.63	0.58	0.93	0.86	0.66	0.97	0.22	0.69
Control Delay	79.6	24.6	4.1	59.0	34.9	16.7	88.0	59.2	33.0	90.6	43.3	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.6	24.6	4.1	59.0	34.9	16.7	88.0	59.2	33.0	90.6	43.3	29.9
LOS	E	C	A	E	C	B	F	E	C	F	D	C
Approach Delay		41.7			35.0			58.6			53.2	
Approach LOS		D			C			E			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 120.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 44.8
 Intersection LOS: D
 Intersection Capacity Utilization 86.7%
 ICU Level of Service E
 Analysis Period (min) 15

























Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
40: Hamner Av. & Cantu Galleano Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	835	1637	101	291	1504	379	309	794	376	377	225	511
Future Volume (veh/h)	835	1637	101	291	1504	379	309	794	376	377	225	511
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	870	1705	49	303	1567	329	322	827	309	393	234	491
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	884	3427	726	374	2358	499	357	1001	449	419	1099	704
Arrive On Green	0.24	0.45	0.45	0.10	0.31	0.31	0.10	0.18	0.18	0.12	0.19	0.19
Sat Flow, veh/h	3619	7600	1610	3619	7600	1610	3619	5700	1610	3619	5700	1610
Grp Volume(v), veh/h	870	1705	49	303	1567	329	322	827	309	393	234	491
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	27.9	18.5	2.0	9.6	20.9	20.7	10.3	16.3	20.0	12.6	4.0	22.5
Cycle Q Clear(g_c), s	27.9	18.5	2.0	9.6	20.9	20.7	10.3	16.3	20.0	12.6	4.0	22.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	884	3427	726	374	2358	499	357	1001	449	419	1099	704
V/C Ratio(X)	0.98	0.50	0.07	0.81	0.66	0.66	0.90	0.83	0.69	0.94	0.21	0.70
Avail Cap(c_a), veh/h	884	3927	832	549	3224	683	357	1001	449	419	1099	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	22.7	18.1	51.2	35.0	34.9	52.0	46.4	37.5	51.2	39.6	26.6
Incr Delay (d2), s/veh	26.4	0.1	0.0	5.7	0.3	1.5	25.2	5.8	4.4	29.0	0.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	7.6	0.7	4.4	9.1	7.8	5.7	7.9	7.9	7.2	1.8	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	22.8	18.2	56.9	35.3	36.4	77.3	52.2	41.9	80.2	39.7	29.6
LnGrp LOS	E	C	B	E	D	D	E	D	D	F	D	C
Approach Vol, veh/h		2624			2199			1458			1118	
Approach Delay, s/veh		38.4			38.4			55.5			49.5	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	25.0	16.6	57.1	16.0	27.0	33.0	40.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	20.5	17.7	60.3	11.5	22.5	28.5	49.5				
Max Q Clear Time (g_c+I1), s	14.6	22.0	11.6	20.5	12.3	24.5	29.9	22.9				
Green Ext Time (p_c), s	0.0	0.0	0.5	15.8	0.0	0.0	0.0	13.3				
Intersection Summary												
HCM 6th Ctrl Delay			43.5									
HCM 6th LOS			D									

Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps

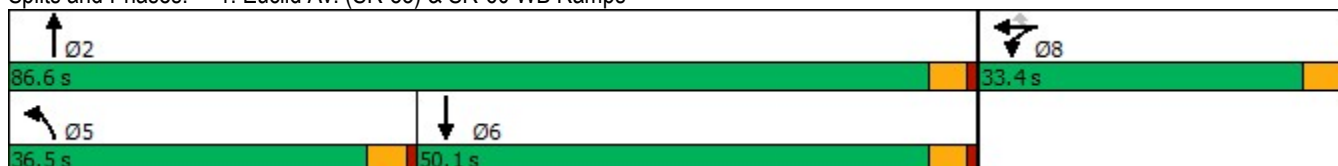


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations	↶	↷	↷	↶↷	↶↶↶	↶↶↶
Traffic Volume (vph)	845	7	421	1000	1389	1710
Future Volume (vph)	845	7	421	1000	1389	1710
Turn Type	Split	NA	Perm	Prot	NA	NA
Protected Phases	8	8		5	2	6
Permitted Phases			8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	33.4	33.4	33.4	36.5	86.6	50.1
Total Split (%)	27.8%	27.8%	27.8%	30.4%	72.2%	41.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	Min	Min
Act Effct Green (s)	28.9	28.9	28.9	32.0	82.1	45.6
Actuated g/C Ratio	0.24	0.24	0.24	0.27	0.68	0.38
v/c Ratio	1.05	1.05	0.92	1.06	0.36	1.07
Control Delay	102.0	100.4	64.7	88.8	8.3	77.1
Queue Delay	0.0	0.0	0.0	0.8	0.5	0.0
Total Delay	102.0	100.4	64.7	89.7	8.7	77.1
LOS	F	F	E	F	A	E
Approach Delay		90.4			42.6	77.1
Approach LOS		F			D	E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 66.0
 Intersection LOS: E
 Intersection Capacity Utilization 146.7%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/16/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↵	↵↵	↵	↵↵	↵↵↵			↵↵↵	
Traffic Volume (veh/h)	0	0	0	845	7	421	1000	1389	0	0	1710	532
Future Volume (veh/h)	0	0	0	845	7	421	1000	1389	0	0	1710	532
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				932	0	146	1020	1417	0	0	1745	288
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				872	0	388	966	3898	0	0	1813	297
Arrive On Green				0.36	0.00	0.36	0.40	1.00	0.00	0.00	0.57	0.57
Sat Flow, veh/h				3619	0	1610	3619	5700	0	0	4778	781
Grp Volume(v), veh/h				932	0	146	1020	1417	0	0	1385	648
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1900	0	0	1900	1759
Q Serve(g_s), s				28.9	0.0	8.0	32.0	0.0	0.0	0.0	41.5	42.6
Cycle Q Clear(g_c), s				28.9	0.0	8.0	32.0	0.0	0.0	0.0	41.5	42.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.44
Lane Grp Cap(c), veh/h				872	0	388	966	3898	0	0	1442	668
V/C Ratio(X)				1.07	0.00	0.38	1.06	0.36	0.00	0.00	0.96	0.97
Avail Cap(c_a), veh/h				872	0	388	966	3903	0	0	1445	669
HCM Platoon Ratio				1.50	1.50	1.50	1.50	1.50	1.00	1.00	1.50	1.50
Upstream Filter(l)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				38.3	0.0	31.6	36.0	0.0	0.0	0.0	25.0	25.2
Incr Delay (d2), s/veh				50.5	0.0	0.6	44.9	0.1	0.0	0.0	15.2	27.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				17.0	0.0	3.0	18.1	0.0	0.0	0.0	17.3	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				88.8	0.0	32.2	80.9	0.1	0.0	0.0	40.1	52.8
LnGrp LOS				F	A	C	F	A	A	A	D	D
Approach Vol, veh/h					1078			2437			2033	
Approach Delay, s/veh					81.1			33.9			44.2	
Approach LOS					F			C			D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		86.5			36.5	50.0		33.4				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		82.1			32.0	45.6		28.9				
Max Q Clear Time (g_c+I1), s		2.0			34.0	44.6		30.9				
Green Ext Time (p_c), s		14.6			0.0	0.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	46.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

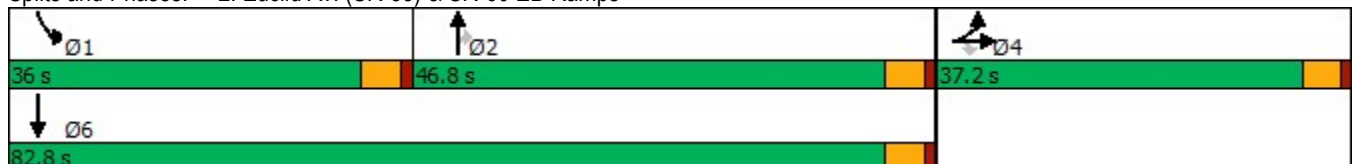


Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	335	6	591	1756	748	409	1895
Future Volume (vph)	335	6	591	1756	748	409	1895
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	37.2	37.2	37.2	46.8	46.8	36.0	82.8
Total Split (%)	31.0%	31.0%	31.0%	39.0%	39.0%	30.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effect Green (s)	27.8	27.8	27.8	47.9	47.9	18.7	71.2
Actuated g/C Ratio	0.26	0.26	0.26	0.44	0.44	0.17	0.66
v/c Ratio	0.71	0.83	0.75	1.14	0.84	0.70	0.83
Control Delay	47.3	55.5	43.0	102.9	22.7	49.9	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	3.6
Total Delay	47.3	55.5	43.0	102.9	22.7	49.9	22.3
LOS	D	E	D	F	C	D	C
Approach Delay		48.7		79.0			27.2
Approach LOS		D		E			C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 108.2	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 53.2	Intersection LOS: D
Intersection Capacity Utilization 139.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	335	6	591	0	0	0	0	1756	748	409	1895	0
Future Volume (veh/h)	335	6	591	0	0	0	0	1756	748	409	1895	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	235	0	669				0	1829	652	426	1974	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	447	0	796				0	1667	732	534	2383	0
Arrive On Green	0.25	0.00	0.25				0.00	0.46	0.46	0.15	0.66	0.00
Sat Flow, veh/h	1810	0	3220				0	3705	1586	3510	3705	0
Grp Volume(v), veh/h	235	0	669				0	1829	652	426	1974	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1586	1755	1805	0
Q Serve(g_s), s	10.9	0.0	19.1				0.0	44.8	36.5	11.4	39.8	0.0
Cycle Q Clear(g_c), s	10.9	0.0	19.1				0.0	44.8	36.5	11.4	39.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	447	0	796				0	1667	732	534	2383	0
V/C Ratio(X)	0.53	0.00	0.84				0.00	1.10	0.89	0.80	0.83	0.00
Avail Cap(c_a), veh/h	610	0	1086				0	1667	732	1140	2914	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.6	0.0	34.7				0.0	26.1	23.9	39.7	12.4	0.0
Incr Delay (d2), s/veh	1.0	0.0	4.5				0.0	53.8	13.1	2.8	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	7.6				0.0	29.8	15.0	4.9	13.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	0.0	39.2				0.0	79.9	36.9	42.5	14.1	0.0
LnGrp LOS	C	A	D				A	F	D	D	B	A
Approach Vol, veh/h		904						2481			2400	
Approach Delay, s/veh		37.4						68.6			19.2	
Approach LOS		D						E			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	19.2	49.3	28.5	68.5								
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), s	31.5	42.3	32.7	78.3								
Max Q Clear Time (g_c+I1), s	13.4	46.8	21.1	41.8								
Green Ext Time (p_c), s	1.4	0.0	2.8	22.2								

Intersection Summary

HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings

4: Euclid Av. (SR-83) & Riverside Dr.

01/12/2023

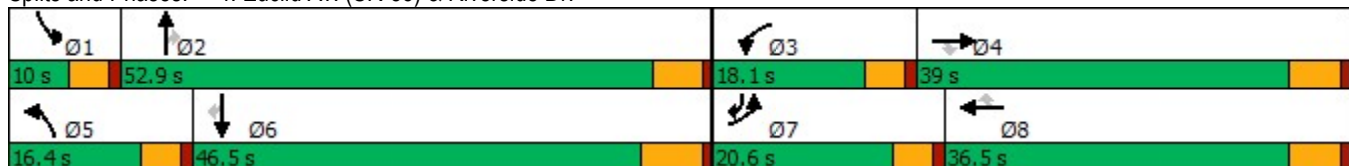


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↘	↗	↘	↘	↗	↘	↘	↗	↘
Traffic Volume (vph)	158	973	164	185	697	83	294	1991	439	125	1510	429
Future Volume (vph)	158	973	164	185	697	83	294	1991	439	125	1510	429
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	20.6	39.0	39.0	18.1	36.5	36.5	16.4	52.9	52.9	10.0	46.5	20.6
Total Split (%)	17.2%	32.5%	32.5%	15.1%	30.4%	30.4%	13.7%	44.1%	44.1%	8.3%	38.8%	17.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	14.5	33.2	33.2	13.5	32.2	32.2	11.8	47.5	47.5	5.4	40.0	61.0
Actuated g/C Ratio	0.12	0.28	0.28	0.11	0.27	0.27	0.10	0.40	0.40	0.04	0.33	0.51
v/c Ratio	0.82	1.04	0.31	1.03	0.77	0.16	0.96	1.03	0.56	0.90	0.93	0.52
Control Delay	82.3	82.4	7.7	128.0	47.4	0.7	97.1	65.7	11.3	110.4	49.9	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.3	82.4	7.7	128.0	47.4	0.7	97.1	65.7	11.3	110.4	49.9	16.6
LOS	F	F	A	F	D	A	F	E	B	F	D	B
Approach Delay		72.9			58.8			60.3			46.7	
Approach LOS		E			E			E			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 58.4	Intersection LOS: E
Intersection Capacity Utilization 101.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
 4: Euclid Av. (SR-83) & Riverside Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	973	164	185	697	83	294	1991	439	125	1510	429
Future Volume (veh/h)	158	973	164	185	697	83	294	1991	439	125	1510	429
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	160	983	115	187	704	45	297	2011	241	126	1525	231
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	938	418	180	931	408	306	1927	598	140	1668	691
Arrive On Green	0.11	0.27	0.27	0.11	0.27	0.27	0.10	0.39	0.39	0.04	0.34	0.34
Sat Flow, veh/h	1619	3420	1525	1619	3420	1500	3141	4914	1525	3141	4914	1525
Grp Volume(v), veh/h	160	983	115	187	704	45	297	2011	241	126	1525	231
Grp Sat Flow(s),veh/h/ln	1619	1710	1525	1619	1710	1500	1570	1638	1525	1570	1638	1525
Q Serve(g_s), s	11.8	33.2	7.2	13.5	22.8	2.7	11.4	47.5	13.8	4.8	36.0	11.8
Cycle Q Clear(g_c), s	11.8	33.2	7.2	13.5	22.8	2.7	11.4	47.5	13.8	4.8	36.0	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	938	418	180	931	408	306	1927	598	140	1668	691
V/C Ratio(X)	0.87	1.05	0.27	1.04	0.76	0.11	0.97	1.04	0.40	0.90	0.91	0.33
Avail Cap(c_a), veh/h	214	938	418	180	931	408	306	1927	598	140	1668	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.8	43.9	34.5	53.8	40.4	33.1	54.5	36.8	26.6	57.6	38.3	21.4
Incr Delay (d2), s/veh	24.7	42.9	0.4	76.8	3.6	0.1	43.1	32.9	0.4	46.4	8.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	19.1	2.6	9.2	9.7	1.0	6.2	23.2	4.9	2.8	15.2	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.5	86.8	34.9	130.6	44.0	33.2	97.5	69.7	27.0	103.9	46.5	21.6
LnGrp LOS	E	F	C	F	D	C	F	F	C	F	D	C
Approach Vol, veh/h		1258			936			2549			1882	
Approach Delay, s/veh		80.9			60.8			68.9			47.3	
Approach LOS		F			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	54.0	18.1	39.0	16.4	47.6	18.4	38.7				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	5.4	* 48	13.5	33.2	11.8	40.0	16.0	30.7				
Max Q Clear Time (g_c+I1), s	6.8	49.5	15.5	35.2	13.4	38.0	13.8	24.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.7	0.0	2.2				

Intersection Summary

HCM 6th Ctrl Delay	63.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Euclid Av. (SR-83) & Chino Av.

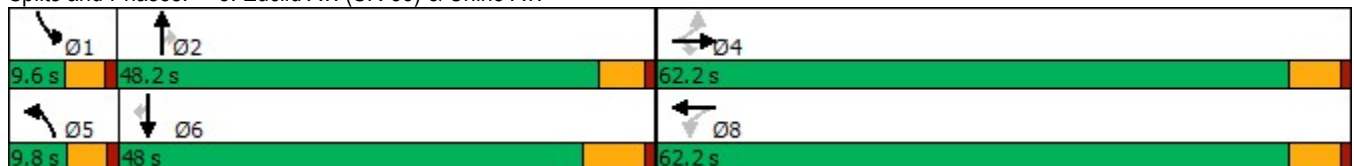


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	153	684	91	165	406	79	2215	262	111	1561	181
Future Volume (vph)	153	684	91	165	406	79	2215	262	111	1561	181
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	62.2	62.2	62.2	62.2	62.2	9.8	48.2	48.2	9.6	48.0	48.0
Total Split (%)	51.8%	51.8%	51.8%	51.8%	51.8%	8.2%	40.2%	40.2%	8.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	56.4	56.4	56.4	56.4	56.4	5.2	43.0	43.0	5.0	43.5	43.5
Actuated g/C Ratio	0.47	0.47	0.47	0.47	0.47	0.04	0.36	0.36	0.04	0.36	0.36
v/c Ratio	0.71	0.83	0.12	1.47	0.66	0.58	1.18	0.46	0.85	0.82	0.28
Control Delay	45.7	38.1	5.2	278.6	28.4	73.3	122.3	24.7	103.0	39.6	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	38.1	5.2	278.6	28.4	73.3	122.3	24.7	103.0	39.6	6.0
LOS	D	D	A	F	C	E	F	C	F	D	A
Approach Delay		36.1			87.9		110.8			40.1	
Approach LOS		D			F		F			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.47	
Intersection Signal Delay: 74.9	Intersection LOS: E
Intersection Capacity Utilization 115.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	684	91	165	406	122	79	2215	262	111	1561	181
Future Volume (veh/h)	153	684	91	165	406	122	79	2215	262	111	1561	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	158	705	53	170	419	85	81	2284	136	114	1609	94
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	312	837	709	174	675	137	125	1914	541	133	1929	545
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.06	0.53	0.53	0.06	0.54	0.54
Sat Flow, veh/h	813	1800	1525	642	1452	295	3238	5400	1525	3238	5400	1525
Grp Volume(v), veh/h	158	705	53	170	0	504	81	2284	136	114	1609	94
Grp Sat Flow(s),veh/h/ln	813	1800	1525	642	0	1747	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	17.7	34.8	1.3	21.6	0.0	18.7	3.0	43.0	5.8	4.2	30.3	3.8
Cycle Q Clear(g_c), s	36.4	34.8	1.3	56.4	0.0	18.7	3.0	43.0	5.8	4.2	30.3	3.8
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	312	837	709	174	0	812	125	1914	541	133	1929	545
V/C Ratio(X)	0.51	0.84	0.07	0.98	0.00	0.62	0.65	1.19	0.25	0.85	0.83	0.17
Avail Cap(c_a), veh/h	312	837	709	174	0	812	139	1914	541	133	1929	545
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	15.1	10.0	39.3	0.0	12.6	56.3	28.4	19.7	56.5	25.1	19.0
Incr Delay (d2), s/veh	1.3	7.8	0.0	62.1	0.0	1.5	6.0	92.4	1.1	37.0	4.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	10.1	0.5	7.8	0.0	5.3	1.3	29.7	2.0	2.3	10.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	22.9	10.1	101.4	0.0	14.1	62.4	120.8	20.8	93.5	29.6	19.7
LnGrp LOS	C	C	B	F	A	B	E	F	C	F	C	B
Approach Vol, veh/h		916			674			2501			1817	
Approach Delay, s/veh		22.3			36.1			113.5			33.1	
Approach LOS		C			D			F			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	49.5		62.2	9.3	49.8		62.2				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	5.0	* 43		56.4	5.2	41.5		56.4				
Max Q Clear Time (g_c+I1), s	6.2	45.0		38.4	5.0	32.3		58.4				
Green Ext Time (p_c), s	0.0	0.0		5.4	0.0	6.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	65.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
6: Euclid Av. (SR-83) & Schaefer Av.

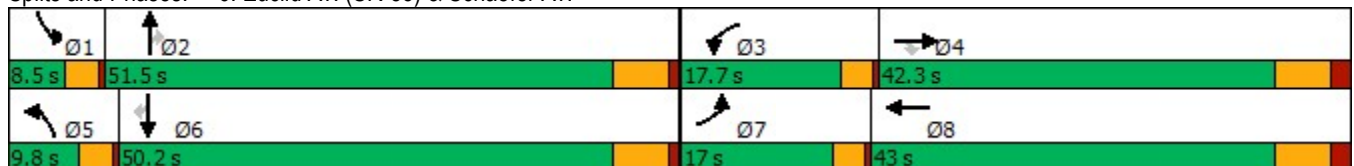


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (vph)	404	334	173	172	265	134	1995	65	89	1581	186
Future Volume (vph)	404	334	173	172	265	134	1995	65	89	1581	186
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0
Total Split (s)	17.0	42.3	42.3	17.7	43.0	9.8	51.5	51.5	8.5	50.2	50.2
Total Split (%)	14.2%	35.3%	35.3%	14.8%	35.8%	8.2%	42.9%	42.9%	7.1%	41.8%	41.8%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	13.5	34.2	34.2	14.1	34.8	6.3	45.5	45.5	5.0	44.2	44.2
Actuated g/C Ratio	0.11	0.29	0.29	0.12	0.29	0.05	0.38	0.38	0.04	0.37	0.37
v/c Ratio	1.17	0.66	0.34	0.93	0.96	0.83	1.09	0.10	0.70	0.89	0.30
Control Delay	148.5	44.4	13.5	100.8	70.0	93.0	86.5	2.0	83.7	42.7	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	148.5	44.4	13.5	100.8	70.0	93.0	86.5	2.0	83.7	42.7	12.3
LOS	F	D	B	F	E	F	F	A	F	D	B
Approach Delay		84.7			78.1		84.4			41.6	
Approach LOS		F			E		F			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 69.5	Intersection LOS: E
Intersection Capacity Utilization 103.8%	ICU Level of Service G
Analysis Period (min) 15	































Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

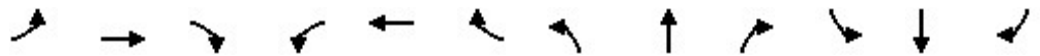
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 						 	  		 	  	
Traffic Volume (veh/h)	404	334	173	172	265	213	134	1995	65	89	1581	186
Future Volume (veh/h)	404	334	173	172	265	213	134	1995	65	89	1581	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	416	344	101	177	273	179	138	2057	36	92	1630	110
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	360	504	427	195	290	190	168	1901	590	134	1846	565
Arrive On Green	0.11	0.28	0.28	0.12	0.29	0.29	0.05	0.39	0.39	0.04	0.38	0.38
Sat Flow, veh/h	3141	1800	1525	1619	1014	665	3141	4914	1525	3141	4914	1505
Grp Volume(v), veh/h	416	344	101	177	0	452	138	2057	36	92	1630	110
Grp Sat Flow(s),veh/h/ln	1570	1800	1525	1619	0	1679	1570	1638	1525	1570	1638	1505
Q Serve(g_s), s	13.5	20.0	6.0	12.7	0.0	30.9	5.1	45.5	1.7	3.4	36.5	5.8
Cycle Q Clear(g_c), s	13.5	20.0	6.0	12.7	0.0	30.9	5.1	45.5	1.7	3.4	36.5	5.8
Prop In Lane	1.00		1.00	1.00		0.40	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	360	504	427	195	0	480	168	1901	590	134	1846	565
V/C Ratio(X)	1.15	0.68	0.24	0.91	0.00	0.94	0.82	1.08	0.06	0.69	0.88	0.19
Avail Cap(c_a), veh/h	360	540	458	195	0	514	168	1901	590	134	1846	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	37.7	32.7	51.1	0.0	41.0	55.1	36.1	22.7	55.6	34.3	24.7
Incr Delay (d2), s/veh	96.3	2.9	0.2	38.4	0.0	24.7	25.0	46.9	0.0	11.8	5.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	8.9	2.2	7.1	0.0	15.5	2.5	24.8	0.6	1.5	14.3	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	148.4	40.6	32.9	89.4	0.0	65.8	80.1	82.9	22.7	67.4	39.7	24.9
LnGrp LOS	F	D	C	F	A	E	F	F	C	E	D	C
Approach Vol, veh/h		861			629			2231			1832	
Approach Delay, s/veh		91.8			72.4			81.8			40.2	
Approach LOS		F			E			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	51.5	17.7	39.9	9.8	50.2	17.0	40.6				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	5.0	45.5	14.2	35.3	6.3	44.2	13.5	36.0				
Max Q Clear Time (g_c+I1), s	5.4	47.5	14.7	22.0	7.1	38.5	15.5	32.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	0.0	4.3	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay				68.6								
HCM 6th LOS				E								

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

11: Euclid Av. (SR-83) & Edison Av.

01/12/2023

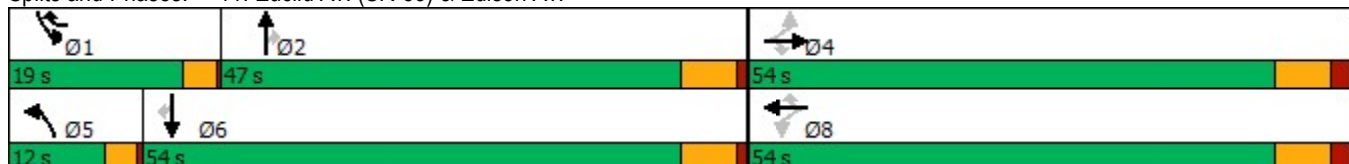


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (vph)	347	1358	236	149	726	318	227	1689	139	284	1214	238
Future Volume (vph)	347	1358	236	149	726	318	227	1689	139	284	1214	238
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	8.5	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	54.0	54.0	54.0	54.0	54.0	19.0	12.0	47.0	47.0	19.0	54.0	54.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	45.0%	15.8%	10.0%	39.2%	39.2%	15.8%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.5	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	3.5	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	47.0	47.0	47.0	47.0	47.0	64.6	8.5	41.0	41.0	14.1	46.6	46.6
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.54	0.07	0.35	0.35	0.12	0.39	0.39
v/c Ratio	1.01	0.71	0.34	1.16	0.55	0.39	1.04	1.01	0.24	0.78	0.64	0.38
Control Delay	87.0	32.8	7.8	162.0	29.7	14.0	123.5	64.2	10.8	66.1	31.0	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.0	32.8	7.8	162.0	29.7	14.0	123.5	64.2	10.8	66.1	31.0	19.1
LOS	F	C	A	F	C	B	F	E	B	E	C	B
Approach Delay		39.4			42.0			67.2			35.1	
Approach LOS		D			D			E			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 47.0
 Intersection LOS: D
 Intersection Capacity Utilization 96.2%
 ICU Level of Service F
 Analysis Period (min) 15





































Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	  		  	 		  	  		  		
Traffic Volume (veh/h)	347	1358	236	149	726	318	227	1689	139	284	1214	238
Future Volume (veh/h)	347	1358	236	149	726	318	227	1689	139	284	1214	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	354	1386	190	152	741	222	232	1723	91	290	1239	141
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	364	1969	611	218	1370	769	228	1718	526	342	1897	582
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.07	0.35	0.35	0.11	0.39	0.39
Sat Flow, veh/h	1028	4914	1525	573	3420	1505	3141	4914	1504	3141	4914	1506
Grp Volume(v), veh/h	354	1386	190	152	741	222	232	1723	91	290	1239	141
Grp Sat Flow(s),veh/h/ln	514	1638	1525	287	1710	1505	1570	1638	1504	1570	1638	1506
Q Serve(g_s), s	27.6	27.6	10.0	19.4	19.4	9.9	8.5	41.0	4.9	10.6	24.3	7.4
Cycle Q Clear(g_c), s	47.0	27.6	10.0	47.0	19.4	9.9	8.5	41.0	4.9	10.6	24.3	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	364	1969	611	218	1370	769	228	1718	526	342	1897	582
V/C Ratio(X)	0.97	0.70	0.31	0.70	0.54	0.29	1.02	1.00	0.17	0.85	0.65	0.24
Avail Cap(c_a), veh/h	364	1969	611	218	1370	769	228	1718	526	415	2011	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	29.3	24.1	52.6	26.9	16.5	54.4	38.1	26.4	51.3	29.6	24.4
Incr Delay (d2), s/veh	39.4	1.2	0.3	9.5	0.4	0.2	64.7	22.4	0.2	11.2	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	10.5	3.5	2.5	7.6	3.3	5.3	18.7	1.7	4.5	8.9	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.7	30.5	24.3	62.1	27.3	16.7	119.1	60.6	26.6	62.4	30.3	24.6
LnGrp LOS	F	C	C	E	C	B	F	F	C	E	C	C
Approach Vol, veh/h		1930			1115			2046			1670	
Approach Delay, s/veh		40.6			29.9			65.7			35.4	
Approach LOS		D			C			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.3	47.0		54.0	12.0	51.3		54.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	15.5	41.0		47.0	8.5	48.0		47.0				
Max Q Clear Time (g_c+I1), s	12.6	43.0		49.0	10.5	26.3		49.0				
Green Ext Time (p_c), s	0.2	0.0		0.0	0.0	8.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				45.1								
HCM 6th LOS				D								

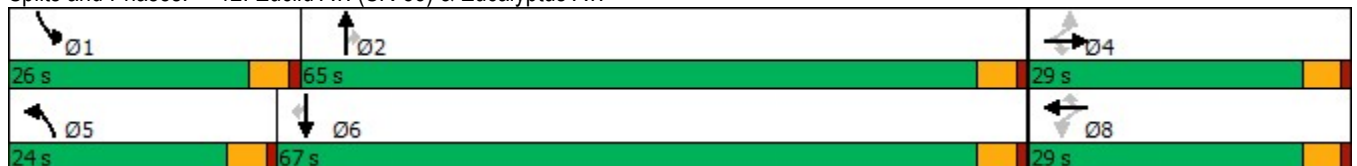
Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	166	234	46	196	298	131	1790	23	151	1859	83
Future Volume (vph)	48	166	234	46	196	298	131	1790	23	151	1859	83
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0	24.0	65.0	65.0	26.0	67.0	67.0
Total Split (%)	24.2%	24.2%	24.2%	24.2%	24.2%	24.2%	20.0%	54.2%	54.2%	21.7%	55.8%	55.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	17.0	17.0	17.0	17.0	17.0	17.0	13.7	48.6	48.6	15.0	49.9	49.9
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.18	0.14	0.51	0.51	0.16	0.53	0.53
v/c Ratio	0.38	0.54	0.51	0.16	0.63	0.62	0.58	0.74	0.03	0.62	0.75	0.10
Control Delay	48.2	45.1	9.4	38.5	48.4	13.9	52.9	21.1	0.4	52.2	20.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	45.1	9.4	38.5	48.4	13.9	52.9	21.1	0.4	52.2	20.4	3.4
LOS	D	D	A	D	D	B	D	C	A	D	C	A
Approach Delay		26.8			28.6			23.0			22.0	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.9
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 23.5
 Intersection LOS: C
 Intersection Capacity Utilization 76.1%
 ICU Level of Service D
 Analysis Period (min) 15

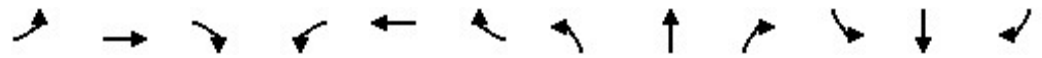
Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	166	234	46	196	298	131	1790	23	151	1859	83
Future Volume (veh/h)	48	166	234	46	196	298	131	1790	23	151	1859	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	50	173	149	48	204	307	136	1865	22	157	1936	75
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	183	410	348	429	410	348	167	2495	774	190	2565	796
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.10	0.51	0.51	0.12	0.52	0.52
Sat Flow, veh/h	808	1800	1525	1865	1800	1525	1619	4914	1525	1619	4914	1524
Grp Volume(v), veh/h	50	173	149	48	204	307	136	1865	22	157	1936	75
Grp Sat Flow(s),veh/h/ln	808	1800	1525	933	1800	1525	1619	1638	1525	1619	1638	1524
Q Serve(g_s), s	5.3	7.5	7.7	2.1	9.1	17.9	7.6	27.6	0.7	8.7	28.5	2.3
Cycle Q Clear(g_c), s	14.3	7.5	7.7	9.6	9.1	17.9	7.6	27.6	0.7	8.7	28.5	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	410	348	429	410	348	167	2495	774	190	2565	796
V/C Ratio(X)	0.27	0.42	0.43	0.11	0.50	0.88	0.82	0.75	0.03	0.83	0.75	0.09
Avail Cap(c_a), veh/h	214	480	407	502	480	407	344	3239	1005	379	3346	1038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	30.3	30.3	34.4	30.9	34.2	40.3	17.9	11.3	39.6	17.3	11.0
Incr Delay (d2), s/veh	0.8	0.7	0.8	0.1	0.9	17.9	9.3	0.7	0.0	8.8	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.2	2.7	0.5	3.8	7.9	3.2	8.7	0.2	3.7	8.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	31.0	31.2	34.5	31.8	52.1	49.6	18.6	11.3	48.4	18.0	11.1
LnGrp LOS	D	C	C	C	C	D	D	B	B	D	B	B
Approach Vol, veh/h		372			559			2023			2168	
Approach Delay, s/veh		32.0			43.2			20.6			20.0	
Approach LOS		C			D			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.3	51.1		25.4	14.0	52.4		25.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	21.5	60.5		24.5	19.5	62.5		24.5				
Max Q Clear Time (g_c+I1), s	10.7	29.6		16.3	9.6	30.5		19.9				
Green Ext Time (p_c), s	0.3	16.0		1.1	0.2	17.4		1.1				

Intersection Summary

HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

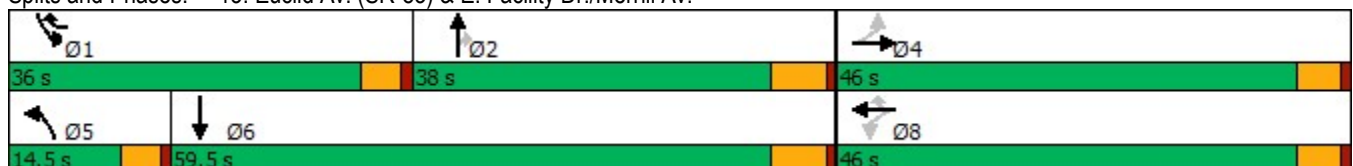


Lane Group	EBL	EBT	WBL	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖↗	↖	↖	↑↑↑	↖	↖	↑↑↑
Traffic Volume (vph)	4	22	702	637	3	1288	456	418	2010
Future Volume (vph)	4	22	702	637	3	1288	456	418	2010
Turn Type	Perm	NA	Perm	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases		4		1	5	2		1	6
Permitted Phases	4		8	8			2		
Detector Phase	4	4	8	1	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	10.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	14.5	14.5	28.0	28.0	14.5	28.0
Total Split (s)	46.0	46.0	46.0	36.0	14.5	38.0	38.0	36.0	59.5
Total Split (%)	38.3%	38.3%	38.3%	30.0%	12.1%	31.7%	31.7%	30.0%	49.6%
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.5	4.5	6.0	6.0	4.5	6.0
Lead/Lag				Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	37.5	37.5	37.5	74.0	10.0	32.0	32.0	31.5	65.3
Actuated g/C Ratio	0.32	0.32	0.32	0.63	0.09	0.27	0.27	0.27	0.56
v/c Ratio	0.01	0.08	0.94	0.67	0.02	0.98	0.88	0.99	0.76
Control Delay	26.2	17.6	58.6	16.9	51.0	63.5	44.3	83.8	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	17.6	58.6	16.9	51.0	63.5	44.3	83.8	23.5
LOS	C	B	E	B	D	E	D	F	C
Approach Delay		18.3				58.5			33.8
Approach LOS		B				E			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 42.6
 Intersection LOS: D
 Intersection Capacity Utilization 94.1%
 ICU Level of Service F
 Analysis Period (min) 15

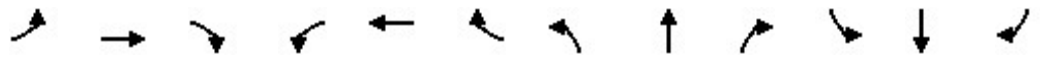
Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖↗	↖	↗	↖	↖↗↘	↗	↖	↖↗↘	
Traffic Volume (veh/h)	4	22	18	702	0	637	3	1288	456	418	2010	12
Future Volume (veh/h)	4	22	18	702	0	637	3	1288	456	418	2010	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	4	23	11	724	0	348	3	1328	254	431	2072	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	371	378	181	889	594	911	13	1333	405	432	2682	9
Arrive On Green	0.33	0.33	0.33	0.33	0.00	0.33	0.01	0.27	0.27	0.27	0.53	0.53
Sat Flow, veh/h	939	1145	548	2424	1800	1525	1619	4914	1493	1619	5056	17
Grp Volume(v), veh/h	4	0	34	724	0	348	3	1328	254	431	1342	737
Grp Sat Flow(s),veh/h/ln	939	0	1693	1212	1800	1525	1619	1638	1493	1619	1638	1797
Q Serve(g_s), s	0.3	0.0	1.6	34.3	0.0	14.0	0.2	31.8	17.6	31.4	38.4	38.5
Cycle Q Clear(g_c), s	0.3	0.0	1.6	36.0	0.0	14.0	0.2	31.8	17.6	31.4	38.4	38.5
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	371	0	559	889	594	911	13	1333	405	432	1738	953
V/C Ratio(X)	0.01	0.00	0.06	0.81	0.00	0.38	0.23	1.00	0.63	1.00	0.77	0.77
Avail Cap(c_a), veh/h	387	0	589	931	626	938	137	1333	405	432	1738	953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	0.0	27.0	39.3	0.0	12.4	58.1	42.9	37.7	43.2	22.0	22.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.9	0.0	0.1	3.4	23.6	3.0	42.3	2.2	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.7	10.2	0.0	4.3	0.1	15.0	6.4	16.8	13.5	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	27.0	44.2	0.0	12.5	61.5	66.5	40.8	85.5	24.2	26.0
LnGrp LOS	C	A	C	D	A	B	E	E	D	F	C	C
Approach Vol, veh/h		38			1072			1585			2510	
Approach Delay, s/veh		27.0			33.9			62.4			35.3	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	36.0	38.0		43.9	5.4	68.6		43.9				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	31.5	32.0		41.0	10.0	53.5		41.0				
Max Q Clear Time (g_c+I1), s	33.4	33.8		3.6	2.2	40.5		38.0				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	9.6		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				43.2								
HCM 6th LOS				D								

Timings

14: Euclid Av. (SR-83) & Kimball Av.

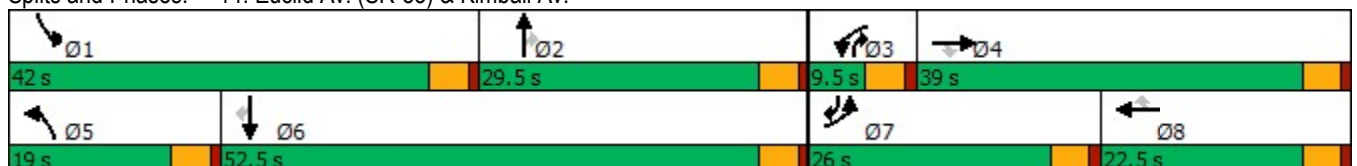
01/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	563	1040	82	95	501	264	98	987	214	1016	1231	547
Future Volume (vph)	563	1040	82	95	501	264	98	987	214	1016	1231	547
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	9.5
Total Split (s)	26.0	39.0	39.0	9.5	22.5	22.5	19.0	29.5	9.5	42.0	52.5	26.0
Total Split (%)	21.7%	32.5%	32.5%	7.9%	18.8%	18.8%	15.8%	24.6%	7.9%	35.0%	43.8%	21.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	21.5	34.5	34.5	5.0	18.0	18.0	12.0	25.0	34.5	37.5	50.5	72.0
Actuated g/C Ratio	0.18	0.29	0.29	0.04	0.15	0.15	0.10	0.21	0.29	0.31	0.42	0.60
v/c Ratio	1.09	1.08	0.16	0.75	1.00	0.59	0.62	0.98	0.41	1.13	0.61	0.57
Control Delay	111.1	93.5	1.5	89.1	90.0	11.1	68.2	72.1	15.7	109.2	29.0	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.1	93.5	1.5	89.1	90.0	11.1	68.2	72.1	15.7	109.2	29.0	10.9
LOS	F	F	A	F	F	B	E	E	B	F	C	B
Approach Delay		94.9			65.7			62.5			54.6	
Approach LOS		F			E			E			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 67.8
 Intersection LOS: E
 Intersection Capacity Utilization 104.1%
 ICU Level of Service G
 Analysis Period (min) 15


































Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

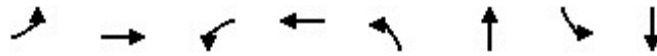
01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  		 	  	
Traffic Volume (veh/h)	563	1040	82	95	501	264	98	987	214	1016	1231	547
Future Volume (veh/h)	563	1040	82	95	501	264	98	987	214	1016	1231	547
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	574	1061	72	97	511	198	100	1007	176	1037	1256	516
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	530	983	439	131	513	229	122	1024	381	924	2189	944
Arrive On Green	0.18	0.29	0.29	0.04	0.15	0.15	0.08	0.21	0.21	0.31	0.45	0.45
Sat Flow, veh/h	2956	3420	1525	3141	3420	1525	1619	4914	1525	2956	4914	1506
Grp Volume(v), veh/h	574	1061	72	97	511	198	100	1007	176	1037	1256	516
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1570	1710	1525	1619	1638	1525	1478	1638	1506
Q Serve(g_s), s	21.5	34.5	4.2	3.7	17.9	15.2	7.3	24.5	11.7	37.5	22.9	23.5
Cycle Q Clear(g_c), s	21.5	34.5	4.2	3.7	17.9	15.2	7.3	24.5	11.7	37.5	22.9	23.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	530	983	439	131	513	229	122	1024	381	924	2189	944
V/C Ratio(X)	1.08	1.08	0.16	0.74	1.00	0.87	0.82	0.98	0.46	1.12	0.57	0.55
Avail Cap(c_a), veh/h	530	983	439	131	513	229	196	1024	381	924	2189	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	42.7	32.0	56.9	51.0	49.8	54.7	47.3	38.2	41.2	24.8	12.9
Incr Delay (d2), s/veh	63.7	52.5	0.2	20.0	38.7	27.4	13.4	24.1	0.9	69.3	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	21.1	1.5	1.8	10.2	7.4	3.3	11.7	4.4	21.6	8.2	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.9	95.3	32.1	76.8	89.6	77.3	68.1	71.4	39.0	110.6	25.2	13.5
LnGrp LOS	F	F	C	E	F	E	E	E	D	F	C	B
Approach Vol, veh/h		1707			806			1283			2809	
Approach Delay, s/veh		98.5			85.1			66.7			54.6	
Approach LOS		F			F			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	42.0	29.5	9.5	39.0	13.5	58.0	26.0	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	37.5	25.0	5.0	34.5	14.5	48.0	21.5	18.0				
Max Q Clear Time (g_c+I1), s	39.5	26.5	5.7	36.5	9.3	25.5	23.5	19.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	10.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				72.0								
HCM 6th LOS				E								

Timings

31: Bon View Av. & Edison Av.

01/12/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↖↖↖	↖	↖↖↖	↖	↖	↖	↖
Traffic Volume (vph)	72	1934	28	817	73	205	22	199
Future Volume (vph)	72	1934	28	817	73	205	22	199
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	89.0	89.0	89.0	89.0	31.0	31.0	31.0	31.0
Total Split (%)	74.2%	74.2%	74.2%	74.2%	25.8%	25.8%	25.8%	25.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	62.4	62.4	62.4	62.4	19.0	19.0	19.0	19.0
Actuated g/C Ratio	0.69	0.69	0.69	0.69	0.21	0.21	0.21	0.21
v/c Ratio	0.20	0.67	0.36	0.26	0.54	0.73	0.20	0.65
Control Delay	7.3	9.3	20.9	5.7	52.1	47.0	39.8	43.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.3	9.3	20.9	5.7	52.1	47.0	39.8	43.5
LOS	A	A	C	A	D	D	D	D
Approach Delay		9.2		6.2		48.1		43.2
Approach LOS		A		A		D		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 91	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 14.4	Intersection LOS: B
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

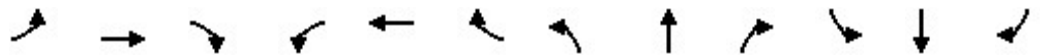
Splits and Phases: 31: Bon View Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 31: Bon View Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



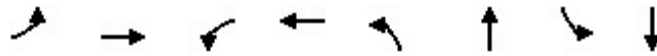
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	72	1934	218	28	817	19	73	205	59	22	199	37
Future Volume (veh/h)	72	1934	218	28	817	19	73	205	59	22	199	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	2102	237	30	888	21	79	223	64	24	216	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	458	3180	354	145	3499	83	198	321	92	173	353	65
Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.67	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	623	4736	527	157	5213	123	1141	1419	407	1109	1559	289
Grp Volume(v), veh/h	78	1527	812	30	589	320	79	0	287	24	0	256
Grp Sat Flow(s),veh/h/ln	623	1729	1805	157	1729	1878	1141	0	1827	1109	0	1848
Q Serve(g_s), s	5.0	22.9	23.6	12.5	5.9	5.9	5.9	0.0	12.7	1.8	0.0	10.9
Cycle Q Clear(g_c), s	10.9	22.9	23.6	36.1	5.9	5.9	16.8	0.0	12.7	14.5	0.0	10.9
Prop In Lane	1.00		0.29	1.00		0.07	1.00		0.22	1.00		0.16
Lane Grp Cap(c), veh/h	458	2321	1212	145	2321	1261	198	0	413	173	0	418
V/C Ratio(X)	0.17	0.66	0.67	0.21	0.25	0.25	0.40	0.00	0.69	0.14	0.00	0.61
Avail Cap(c_a), veh/h	639	3322	1734	190	3322	1804	284	0	550	256	0	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	8.5	8.6	19.4	5.7	5.7	38.1	0.0	31.2	37.9	0.0	30.6
Incr Delay (d2), s/veh	0.2	0.3	0.6	0.7	0.1	0.1	1.3	0.0	2.4	0.4	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.2	6.8	0.4	1.6	1.8	1.6	0.0	5.5	0.5	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.1	8.8	9.3	20.1	5.8	5.8	39.4	0.0	33.7	38.2	0.0	32.0
LnGrp LOS	A	A	A	C	A	A	D	A	C	D	A	C
Approach Vol, veh/h		2417			939			366				280
Approach Delay, s/veh		9.0			6.3			34.9				32.5
Approach LOS		A			A			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.4		63.5		24.4		63.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		26.5		84.5		26.5		84.5				
Max Q Clear Time (g_c+I1), s		18.8		25.6		16.5		38.1				
Green Ext Time (p_c), s		1.1		33.4		1.0		8.5				

Intersection Summary		
HCM 6th Ctrl Delay		12.3
HCM 6th LOS		B

Timings

32: Grove Av. & Schaefer Av.

01/12/2023

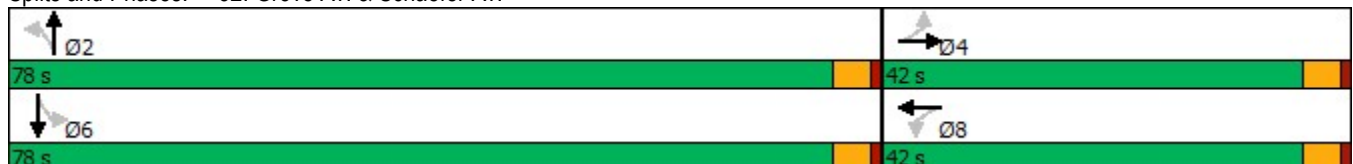


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	131	253	7	122	43	690	132	474
Future Volume (vph)	131	253	7	122	43	690	132	474
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	42.0	42.0	42.0	42.0	78.0	78.0	78.0	78.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	65.0%	65.0%	65.0%	65.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	12.5	12.5	12.5	12.5	19.9	19.9	19.9	19.9
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.47	0.47	0.47	0.47
v/c Ratio	0.42	0.42	0.03	0.22	0.13	0.49	0.54	0.36
Control Delay	18.6	10.7	14.0	8.4	7.7	8.6	17.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	10.7	14.0	8.4	7.7	8.6	17.0	7.5
LOS	B	B	B	A	A	A	B	A
Approach Delay		12.6		8.6		8.6		9.3
Approach LOS		B		A		A		A

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 42.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 9.8
 Intersection Capacity Utilization 59.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 32: Grove Av. & Schaefer Av.



HCM 6th Signalized Intersection Summary
32: Grove Av. & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	253	166	7	122	91	43	690	55	132	474	77
Future Volume (veh/h)	131	253	166	7	122	91	43	690	55	132	474	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	144	278	182	8	134	100	47	758	60	145	521	85
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	445	609	387	340	585	407	499	1681	133	411	1542	251
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1165	2118	1345	947	2035	1415	827	3389	268	679	3109	505
Grp Volume(v), veh/h	144	236	224	8	118	116	47	404	414	145	302	304
Grp Sat Flow(s),veh/h/ln	1165	1805	1658	947	1805	1645	827	1805	1852	679	1805	1809
Q Serve(g_s), s	4.5	4.4	4.6	0.3	2.1	2.3	1.5	6.0	6.0	7.3	4.2	4.2
Cycle Q Clear(g_c), s	6.8	4.4	4.6	4.9	2.1	2.3	5.8	6.0	6.0	13.4	4.2	4.2
Prop In Lane	1.00		0.81	1.00		0.86	1.00		0.14	1.00		0.28
Lane Grp Cap(c), veh/h	445	519	477	340	519	473	499	895	918	411	895	897
V/C Ratio(X)	0.32	0.45	0.47	0.02	0.23	0.25	0.09	0.45	0.45	0.35	0.34	0.34
Avail Cap(c_a), veh/h	1161	1628	1496	922	1628	1484	1551	3191	3274	1275	3191	3199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	12.1	12.2	14.2	11.3	11.4	8.1	6.8	6.8	11.1	6.3	6.3
Incr Delay (d2), s/veh	0.4	0.6	0.7	0.0	0.2	0.3	0.1	0.4	0.3	0.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.4	1.3	0.1	0.6	0.6	0.2	1.3	1.3	0.8	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	12.8	12.9	14.3	11.5	11.6	8.2	7.2	7.1	11.7	6.6	6.6
LnGrp LOS	B	B	B	B	B	B	A	A	A	B	A	A
Approach Vol, veh/h		604			242			865			751	
Approach Delay, s/veh		13.2			11.7			7.2			7.5	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.1		16.5		25.1		16.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		73.5		37.5		73.5		37.5				
Max Q Clear Time (g_c+I1), s		8.0		8.8		15.4		6.9				
Green Ext Time (p_c), s		5.7		3.2		5.2		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				9.2								
HCM 6th LOS				A								

Timings
33: Grove Av. & Edison Av.

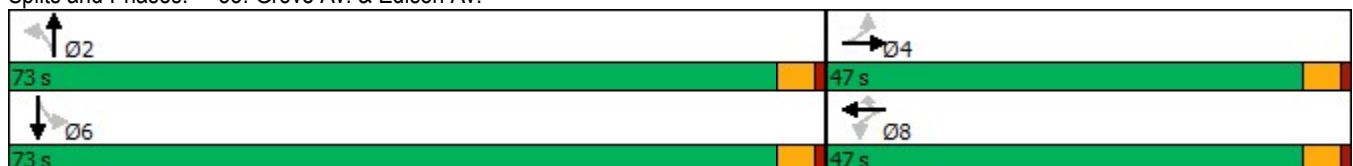


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↖	↕↕	↖	↕↕
Traffic Volume (vph)	109	1895	27	880	55	482	652	150	403
Future Volume (vph)	109	1895	27	880	55	482	652	150	403
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	47.0	47.0	47.0	47.0	47.0	73.0	73.0	73.0	73.0
Total Split (%)	39.2%	39.2%	39.2%	39.2%	39.2%	60.8%	60.8%	60.8%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	42.5	42.5	42.5	42.5	42.5	68.5	68.5	68.5	68.5
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.35	0.57	0.57	0.57	0.57
v/c Ratio	0.85	1.18	0.52	0.49	0.10	1.26	0.44	0.60	0.28
Control Delay	84.3	120.7	66.7	31.4	7.0	160.4	15.6	28.1	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.3	120.7	66.7	31.4	7.0	160.4	15.6	28.1	12.8
LOS	F	F	E	C	A	F	B	C	B
Approach Delay		118.9		31.0			69.3		16.3
Approach LOS		F		C			E		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 76.4
 Intersection Capacity Utilization 107.4%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service G


























Splits and Phases: 33: Grove Av. & Edison Av.



HCM 6th Signalized Intersection Summary
33: Grove Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

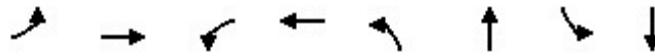
01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	109	1895	181	27	880	55	482	652	166	150	403	112
Future Volume (veh/h)	109	1895	181	27	880	55	482	652	166	150	403	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	117	2038	120	29	946	37	518	701	113	161	433	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	173	1789	105	60	1912	540	468	1727	278	329	1743	264
Arrive On Green	0.53	0.53	0.53	0.35	0.35	0.35	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	520	5051	296	168	5400	1525	817	3025	487	610	3054	463
Grp Volume(v), veh/h	117	1450	708	29	946	37	518	417	397	161	254	245
Grp Sat Flow(s),veh/h/ln	520	1800	1747	168	1800	1525	817	1800	1712	610	1800	1717
Q Serve(g_s), s	26.0	42.5	42.5	0.0	16.5	1.9	59.9	15.5	15.5	24.1	8.5	8.6
Cycle Q Clear(g_c), s	42.5	42.5	42.5	42.5	16.5	1.9	68.5	15.5	15.5	39.6	8.5	8.6
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.28	1.00		0.27
Lane Grp Cap(c), veh/h	173	1275	619	60	1913	540	468	1028	977	329	1028	980
V/C Ratio(X)	0.68	1.14	1.14	0.48	0.49	0.07	1.11	0.41	0.41	0.49	0.25	0.25
Avail Cap(c_a), veh/h	173	1275	619	60	1913	540	468	1028	977	329	1028	980
HCM Platoon Ratio	1.50	1.50	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	28.1	28.1	60.0	30.3	25.6	33.9	14.4	14.4	25.5	12.9	12.9
Incr Delay (d2), s/veh	10.0	71.8	83.2	5.9	0.2	0.1	73.9	0.3	0.3	1.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	26.7	27.8	1.0	6.9	0.7	23.4	5.8	5.5	3.3	3.1	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	99.9	111.3	65.9	30.5	25.7	107.8	14.6	14.7	26.6	13.0	13.0
LnGrp LOS	D	F	F	E	C	C	F	B	B	C	B	B
Approach Vol, veh/h		2275			1012			1332			660	
Approach Delay, s/veh		100.7			31.4			50.9			16.3	
Approach LOS		F			C			D			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		73.0		47.0		73.0		47.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		68.5		42.5		68.5		42.5				
Max Q Clear Time (g_c+I1), s		70.5		44.5		41.6		44.5				
Green Ext Time (p_c), s		0.0		0.0		4.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				64.3								
HCM 6th LOS				E								

Timings

34: Walker Av, & Edison Av.

01/16/2023

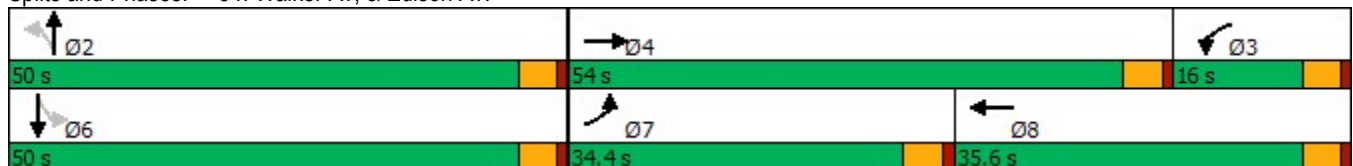


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	23	2200	267	912	1	121	191	143
Future Volume (vph)	23	2200	267	912	1	121	191	143
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	34.4	54.0	16.0	35.6	50.0	50.0	50.0	50.0
Total Split (%)	28.7%	45.0%	13.3%	29.7%	41.7%	41.7%	41.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	7.2	49.5	11.5	57.9	45.5	45.5	45.5	45.5
Actuated g/C Ratio	0.06	0.41	0.10	0.48	0.38	0.38	0.38	0.38
v/c Ratio	0.23	0.77	1.69	0.36	0.00	1.24	3.30	0.25
Control Delay	58.1	32.5	366.1	19.5	23.0	147.4	1091.3	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.1	32.5	366.1	19.5	23.0	147.4	1091.3	25.7
LOS	E	C	F	B	C	F	F	C
Approach Delay		32.7		82.7		147.3		599.9
Approach LOS		C		F		F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 3.30
 Intersection Signal Delay: 108.6
 Intersection Capacity Utilization 125.6%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 34: Walker Av, & Edison Av.



HCM 6th Signalized Intersection Summary
 34: Walker Av, & Edison Av.

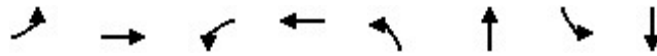
Euclid Mixed-Use Specific Plan (JN 15045)

01/16/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	2200	28	267	912	284	1	121	754	191	143	21
Future Volume (veh/h)	23	2200	28	267	912	284	1	121	754	191	143	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	2391	19	290	991	200	1	132	440	208	155	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	43	2950	23	180	2876	571	496	151	504	150	683	53
Arrive On Green	0.04	0.59	0.59	0.15	0.70	0.70	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1810	7529	60	1810	6157	1223	1238	385	1284	854	1741	135
Grp Volume(v), veh/h	25	1810	600	290	916	275	1	0	572	208	0	167
Grp Sat Flow(s),veh/h/ln	1810	1900	1889	1810	1900	1680	1238	0	1669	854	0	1876
Q Serve(g_s), s	1.6	29.0	29.0	11.5	7.3	7.5	0.0	0.0	33.6	11.9	0.0	4.9
Cycle Q Clear(g_c), s	1.6	29.0	29.0	11.5	7.3	7.5	4.9	0.0	33.6	45.5	0.0	4.9
Prop In Lane	1.00		0.03	1.00		0.73	1.00		0.77	1.00		0.07
Lane Grp Cap(c), veh/h	43	2233	740	180	2663	785	496	0	655	150	0	736
V/C Ratio(X)	0.58	0.81	0.81	1.62	0.34	0.35	0.00	0.00	0.87	1.39	0.00	0.23
Avail Cap(c_a), veh/h	467	2434	807	180	2663	785	496	0	655	150	0	736
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.3	20.5	20.5	49.3	10.3	10.4	16.7	0.0	21.4	43.1	0.0	15.5
Incr Delay (d2), s/veh	11.7	2.0	5.8	301.1	0.1	0.3	0.0	0.0	12.4	211.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	9.5	10.3	19.8	2.6	2.4	0.0	0.0	11.6	12.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	22.5	26.3	350.4	10.4	10.6	16.7	0.0	33.8	254.4	0.0	15.6
LnGrp LOS	E	C	C	F	B	B	B	A	C	F	A	B
Approach Vol, veh/h		2435			1481			573				375
Approach Delay, s/veh		23.9			77.0			33.8				148.1
Approach LOS		C			E			C				F
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		50.0	16.0	49.9		50.0	7.3	58.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		45.5	11.5	49.5		45.5	29.9	31.1				
Max Q Clear Time (g_c+I1), s		35.6	13.5	31.0		47.5	3.6	9.5				
Green Ext Time (p_c), s		2.6	0.0	14.4		0.0	0.0	7.8				
Intersection Summary												
HCM 6th Ctrl Delay				50.8								
HCM 6th LOS				D								

Timings
35: Vineyard Av. & Edison Av.

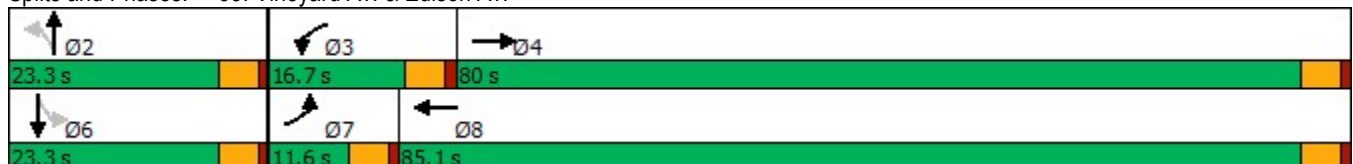


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↗	↖	↗
Traffic Volume (vph)	35	2463	72	1950	24	12	63	21
Future Volume (vph)	35	2463	72	1950	24	12	63	21
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	9.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	11.6	80.0	16.7	85.1	23.3	23.3	23.3	23.3
Total Split (%)	9.7%	66.7%	13.9%	70.9%	19.4%	19.4%	19.4%	19.4%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	6.8	59.7	9.0	64.3	11.7	11.7	11.7	11.7
Actuated g/C Ratio	0.07	0.65	0.10	0.70	0.13	0.13	0.13	0.13
v/c Ratio	0.29	0.82	0.44	0.60	0.15	0.50	0.55	0.17
Control Delay	56.2	15.8	55.4	9.0	44.7	23.6	62.0	30.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	15.8	55.4	9.0	44.7	23.6	62.0	30.2
LOS	E	B	E	A	D	C	E	C
Approach Delay		16.4		10.6		26.7		50.2
Approach LOS		B		B		C		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 92.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 14.9
 Intersection LOS: B
 Intersection Capacity Utilization 80.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 35: Vineyard Av. & Edison Av.



HCM 6th Signalized Intersection Summary
35: Vineyard Av. & Edison Av.

Ontario Ranch Business Park (JN 13941)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕↗		↖	↕↕↕↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	35	2463	57	72	1950	54	24	12	124	63	21	16
Future Volume (veh/h)	35	2463	57	72	1950	54	24	12	124	63	21	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	2677	62	78	2120	59	26	13	135	68	23	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	3302	76	101	3397	94	282	23	234	177	159	118
Arrive On Green	0.03	0.63	0.63	0.06	0.65	0.65	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	5216	120	1810	5188	144	1466	143	1489	1329	1015	750
Grp Volume(v), veh/h	38	1769	970	78	1411	768	26	0	148	68	0	40
Grp Sat Flow(s),veh/h/ln	1810	1729	1878	1810	1729	1874	1466	0	1632	1329	0	1765
Q Serve(g_s), s	1.9	34.4	35.1	3.8	21.3	21.5	1.4	0.0	7.5	4.5	0.0	1.8
Cycle Q Clear(g_c), s	1.9	34.4	35.1	3.8	21.3	21.5	3.1	0.0	7.5	12.0	0.0	1.8
Prop In Lane	1.00		0.06	1.00		0.08	1.00		0.91	1.00		0.43
Lane Grp Cap(c), veh/h	62	2189	1189	101	2264	1227	282	0	256	177	0	277
V/C Ratio(X)	0.62	0.81	0.82	0.77	0.62	0.63	0.09	0.00	0.58	0.38	0.00	0.14
Avail Cap(c_a), veh/h	141	2911	1581	244	3108	1684	358	0	341	246	0	369
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.7	12.4	12.5	41.7	9.0	9.0	33.9	0.0	35.0	40.6	0.0	32.6
Incr Delay (d2), s/veh	3.7	1.0	1.9	4.6	0.1	0.2	0.1	0.0	0.8	0.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	10.0	11.3	1.7	5.8	6.3	0.5	0.0	2.9	1.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	13.3	14.4	46.3	9.1	9.2	34.0	0.0	35.8	41.1	0.0	32.6
LnGrp LOS	D	B	B	D	A	A	C	A	D	D	A	C
Approach Vol, veh/h		2777			2257			174			108	
Approach Delay, s/veh		14.1			10.5			35.5			37.9	
Approach LOS		B			B			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		18.7	9.6	61.3		18.7	7.7	63.2				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		18.7	12.1	75.4		18.7	7.0	80.5				
Max Q Clear Time (g_c+I1), s		9.5	5.8	37.1		14.0	3.9	23.5				
Green Ext Time (p_c), s		0.3	0.0	19.6		0.1	0.0	13.8				
Intersection Summary												
HCM 6th Ctrl Delay				13.8								
HCM 6th LOS				B								

Timings

36: Hellman Av. & Edison Av.

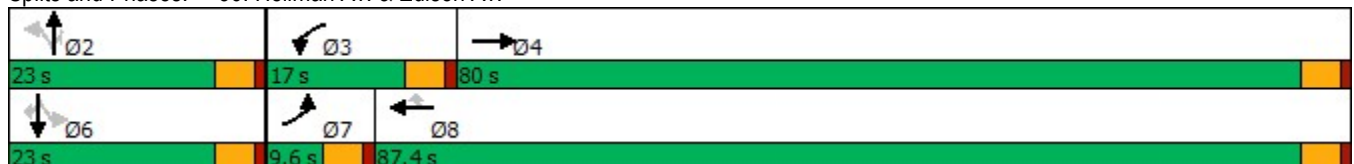


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗	↖	↖↗	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	12	2541	204	1900	36	94	31	272	127	61	16
Future Volume (vph)	12	2541	204	1900	36	94	31	272	127	61	16
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	3	8			2			6	
Permitted Phases					8	2		2	6		6
Detector Phase	7	4	3	8	8	2	2	2	6	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	9.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	9.6	80.0	17.0	87.4	87.4	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (%)	8.0%	66.7%	14.2%	72.8%	72.8%	19.2%	19.2%	19.2%	19.2%	19.2%	19.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	5.0	75.5	12.4	88.7	88.7	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.04	0.64	0.10	0.75	0.75	0.14	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.17	1.25	1.18	0.77	0.03	0.53	0.12	0.93	0.69	0.24	0.05
Control Delay	60.8	139.3	168.6	12.6	0.9	57.4	45.2	67.2	66.7	47.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.8	139.3	168.6	12.6	0.9	57.4	45.2	67.2	66.7	47.3	0.3
LOS	E	F	F	B	A	E	D	E	E	D	A
Approach Delay		139.0		27.3			63.1			55.8	
Approach LOS		F		C			E			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 85.8	Intersection LOS: F
Intersection Capacity Utilization 109.4%	ICU Level of Service H
Analysis Period (min) 15	
























Splits and Phases: 36: Hellman Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 36: Hellman Av. & Edison Av.

Ontario Ranch Business Park (JN 13941)

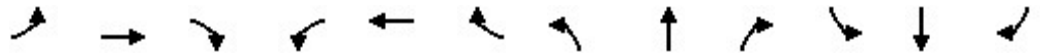
01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	2541	85	204	1900	36	94	31	272	127	61	16
Future Volume (veh/h)	12	2541	85	204	1900	36	94	31	272	127	61	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	2762	49	222	2065	23	102	34	166	138	66	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	27	2316	41	190	2629	1173	216	267	226	219	267	226
Arrive On Green	0.01	0.64	0.64	0.10	0.73	0.73	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	3629	64	1810	3610	1610	1416	1900	1610	1268	1900	1610
Grp Volume(v), veh/h	13	1369	1442	222	2065	23	102	34	166	138	66	12
Grp Sat Flow(s),veh/h/ln	1810	1805	1888	1810	1805	1610	1416	1900	1610	1268	1900	1610
Q Serve(g_s), s	0.8	75.4	75.4	12.4	42.9	0.5	8.2	1.9	11.7	12.6	3.7	0.8
Cycle Q Clear(g_c), s	0.8	75.4	75.4	12.4	42.9	0.5	11.8	1.9	11.7	14.5	3.7	0.8
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	27	1152	1205	190	2629	1173	216	267	226	219	267	226
V/C Ratio(X)	0.49	1.19	1.20	1.17	0.79	0.02	0.47	0.13	0.73	0.63	0.25	0.05
Avail Cap(c_a), veh/h	77	1152	1205	190	2629	1173	238	296	251	238	296	251
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	21.4	21.4	52.9	10.2	4.4	50.5	44.5	48.7	50.8	45.2	44.0
Incr Delay (d2), s/veh	5.1	94.0	96.7	118.3	1.5	0.0	0.6	0.1	7.8	3.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	55.9	59.3	11.7	13.0	0.1	2.9	0.9	5.0	4.2	1.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	115.4	118.1	171.2	11.7	4.4	51.1	44.5	56.5	53.9	45.4	44.0
LnGrp LOS	E	F	F	F	B	A	D	D	E	D	D	D
Approach Vol, veh/h		2824			2310			302			216	
Approach Delay, s/veh		116.5			26.9			53.4			50.8	
Approach LOS		F			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		21.2	17.0	80.0		21.2	6.3	90.7				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		18.4	12.4	75.4		18.4	5.0	82.8				
Max Q Clear Time (g_c+I1), s		13.8	14.4	77.4		16.5	2.8	44.9				
Green Ext Time (p_c), s		0.3	0.0	0.0		0.1	0.0	14.5				
Intersection Summary												
HCM 6th Ctrl Delay				74.0								
HCM 6th LOS				E								

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

01/12/2023

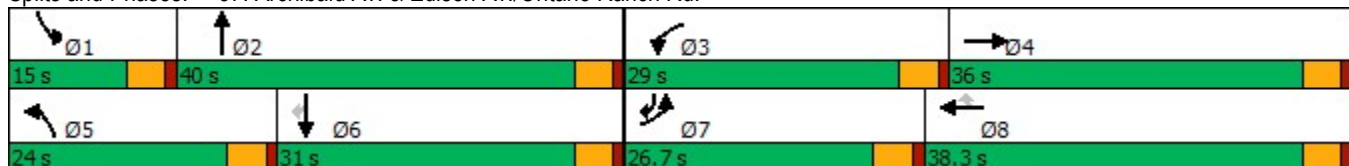


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	1795	811	575	1270	157	474	1261	669	236	1060	255
Future Volume (vph)	350	1795	811	575	1270	157	474	1261	669	236	1060	255
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	9.5
Total Split (s)	26.7	36.0		29.0	38.3	38.3	24.0	40.0		15.0	31.0	26.7
Total Split (%)	22.3%	30.0%		24.2%	31.9%	31.9%	20.0%	33.3%		12.5%	25.8%	22.3%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	None
Act Effct Green (s)	19.1	31.5	120.0	24.5	36.9	36.9	19.5	35.5	120.0	10.5	26.5	50.1
Actuated g/C Ratio	0.16	0.26	1.00	0.20	0.31	0.31	0.16	0.30	1.00	0.09	0.22	0.42
v/c Ratio	0.76	1.00	0.56	0.98	0.70	0.29	0.98	0.83	0.46	0.91	0.94	0.39
Control Delay	58.7	64.9	1.5	78.4	39.6	6.3	85.6	44.9	1.0	89.2	60.8	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.7	64.9	1.5	78.4	39.6	6.3	85.6	44.9	1.0	89.2	60.8	16.4
LOS	E	E	A	E	D	A	F	D	A	F	E	B
Approach Delay		46.8			48.1			40.7			57.8	
Approach LOS		D			D			D			E	

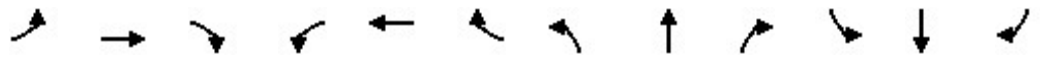
Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 47.4	Intersection LOS: D
Intersection Capacity Utilization 98.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	1795	811	575	1270	157	474	1261	669	236	1060	255
Future Volume (veh/h)	350	1795	811	575	1270	157	474	1261	669	236	1060	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	368	1889	0	605	1337	91	499	1327	0	248	1116	136
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	427	1891		622	2022	498	511	1596		275	1191	550
Arrive On Green	0.14	0.26	0.00	0.20	0.33	0.33	0.16	0.30	0.00	0.09	0.22	0.22
Sat Flow, veh/h	3048	7200	1525	3048	6192	1524	3141	5400	1525	3141	5400	1525
Grp Volume(v), veh/h	368	1889	0	605	1337	91	499	1327	0	248	1116	136
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1548	1524	1570	1800	1525	1570	1800	1525
Q Serve(g_s), s	14.2	31.5	0.0	23.6	22.2	5.1	19.0	27.5	0.0	9.4	24.4	7.5
Cycle Q Clear(g_c), s	14.2	31.5	0.0	23.6	22.2	5.1	19.0	27.5	0.0	9.4	24.4	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	427	1891		622	2022	498	511	1596		275	1191	550
V/C Ratio(X)	0.86	1.00		0.97	0.66	0.18	0.98	0.83		0.90	0.94	0.25
Avail Cap(c_a), veh/h	564	1891		622	2022	498	511	1598		275	1193	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	44.2	0.0	47.4	34.7	28.9	50.0	39.5	0.0	54.2	45.9	26.9
Incr Delay (d2), s/veh	10.2	20.5	0.0	29.0	0.8	0.2	33.9	3.9	0.0	30.3	13.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	16.0	0.0	11.1	8.1	1.8	9.5	12.0	0.0	4.7	11.8	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	64.7	0.0	76.4	35.5	29.1	83.9	43.3	0.0	84.5	59.6	27.1
LnGrp LOS	E	E		E	D	C	F	D		F	E	C
Approach Vol, veh/h		2257	A		2033			1826	A		1500	
Approach Delay, s/veh		64.0			47.4			54.4			60.7	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	40.0	29.0	36.0	24.0	31.0	21.3	43.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	35.5	24.5	31.5	19.5	26.5	22.2	33.8				
Max Q Clear Time (g_c+I1), s	11.4	29.5	25.6	33.5	21.0	26.4	16.2	24.2				
Green Ext Time (p_c), s	0.0	3.7	0.0	0.0	0.0	0.1	0.7	5.7				

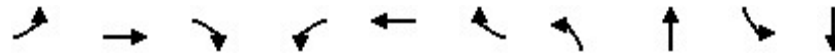
Intersection Summary

HCM 6th Ctrl Delay	56.6
HCM 6th LOS	E

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
38: S Turner Av. & Ontario Ranch Rd.

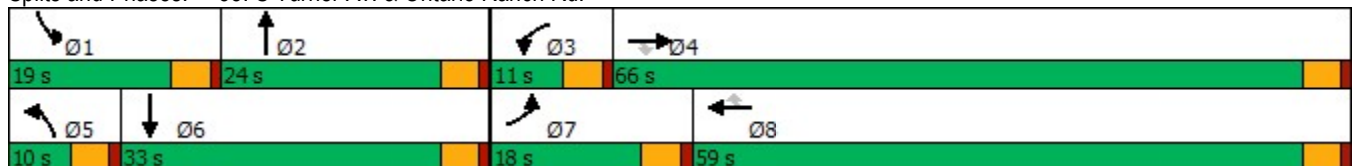


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↑	↘	↗
Traffic Volume (vph)	156	2326	53	66	2043	153	19	21	160	46
Future Volume (vph)	156	2326	53	66	2043	153	19	21	160	46
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	18.0	66.0	66.0	11.0	59.0	59.0	10.0	24.0	19.0	33.0
Total Split (%)	15.0%	55.0%	55.0%	9.2%	49.2%	49.2%	8.3%	20.0%	15.8%	27.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	13.0	62.7	62.7	6.5	53.7	53.7	5.5	8.6	13.6	23.0
Actuated g/C Ratio	0.12	0.59	0.59	0.06	0.50	0.50	0.05	0.08	0.13	0.21
v/c Ratio	0.77	0.82	0.06	0.65	0.84	0.18	0.22	0.34	0.75	0.30
Control Delay	70.0	22.4	0.1	78.1	27.7	2.7	57.4	28.8	67.1	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.0	22.4	0.1	78.1	27.7	2.7	57.4	28.8	67.1	22.2
LOS	E	C	A	E	C	A	E	C	E	C
Approach Delay		24.8			27.5			36.2		48.2
Approach LOS		C			C			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 27.4
 Intersection LOS: C
 Intersection Capacity Utilization 75.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↑		↘	↗	
Traffic Volume (veh/h)	156	2326	53	66	2043	153	19	21	33	160	46	71
Future Volume (veh/h)	156	2326	53	66	2043	153	19	21	33	160	46	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	168	2501	52	71	2197	162	20	23	23	172	49	74
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	202	3091	959	92	2775	861	39	45	45	206	99	149
Arrive On Green	0.11	0.60	0.60	0.05	0.53	0.53	0.02	0.05	0.05	0.11	0.14	0.14
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	872	872	1810	683	1031
Grp Volume(v), veh/h	168	2501	52	71	2197	162	20	0	46	172	0	123
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	0	1743	1810	0	1714
Q Serve(g_s), s	8.7	36.2	1.3	3.7	32.8	5.0	1.1	0.0	2.5	8.9	0.0	6.4
Cycle Q Clear(g_c), s	8.7	36.2	1.3	3.7	32.8	5.0	1.1	0.0	2.5	8.9	0.0	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		0.60
Lane Grp Cap(c), veh/h	202	3091	959	92	2775	861	39	0	91	206	0	248
V/C Ratio(X)	0.83	0.81	0.05	0.77	0.79	0.19	0.51	0.00	0.51	0.83	0.00	0.50
Avail Cap(c_a), veh/h	254	3320	1031	122	2942	913	104	0	354	273	0	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.8	15.2	8.1	45.1	18.0	11.6	46.5	0.0	44.3	41.7	0.0	37.9
Incr Delay (d2), s/veh	16.9	1.5	0.0	19.3	1.5	0.1	10.1	0.0	4.3	15.2	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	12.1	0.4	2.1	11.6	1.6	0.6	0.0	1.1	4.7	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	16.6	8.1	64.3	19.5	11.7	56.6	0.0	48.7	56.8	0.0	39.4
LnGrp LOS	E	B	A	E	B	B	E	A	D	E	A	D
Approach Vol, veh/h		2721			2430			66			295	
Approach Delay, s/veh		19.1			20.3			51.1			49.6	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	9.5	9.4	61.8	6.6	18.4	15.2	55.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	19.5	6.5	61.5	5.5	28.5	13.5	54.5				
Max Q Clear Time (g_c+I1), s	10.9	4.5	5.7	38.2	3.1	8.4	10.7	34.8				
Green Ext Time (p_c), s	0.1	0.1	0.0	19.1	0.0	0.5	0.1	15.2				
Intersection Summary												
HCM 6th Ctrl Delay				21.6								
HCM 6th LOS				C								

Timings

39: Haven Av. & Ontario Ranch Rd.

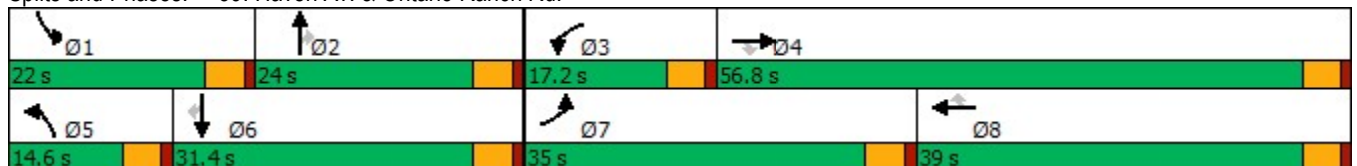
01/13/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	455	1884	91	268	1879	277	85	407	116	257	441	173
Future Volume (vph)	455	1884	91	268	1879	277	85	407	116	257	441	173
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	35.0	56.8	56.8	17.2	39.0	39.0	14.6	24.0	24.0	22.0	31.4	31.4
Total Split (%)	29.2%	47.3%	47.3%	14.3%	32.5%	32.5%	12.2%	20.0%	20.0%	18.3%	26.2%	26.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	30.5	52.3	52.3	12.7	34.5	34.5	9.6	18.4	18.4	17.5	26.4	26.4
Actuated g/C Ratio	0.26	0.44	0.44	0.11	0.29	0.29	0.08	0.15	0.15	0.15	0.22	0.22
v/c Ratio	1.18	0.94	0.13	0.91	1.12	0.47	0.71	0.83	0.33	1.16	0.63	0.39
Control Delay	143.9	41.7	1.6	86.3	103.4	6.9	81.4	62.8	4.1	154.8	46.1	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	143.9	41.7	1.6	86.3	103.4	6.9	81.4	62.8	4.1	154.8	46.1	8.0
LOS	F	D	A	F	F	A	F	E	A	F	D	A
Approach Delay		59.3			90.5			54.2			70.6	
Approach LOS		E			F			D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 72.3
 Intersection LOS: E
 Intersection Capacity Utilization 99.8%
 ICU Level of Service F
 Analysis Period (min) 15

























Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

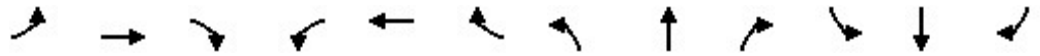
01/13/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	455	1884	91	268	1879	277	85	407	116	257	441	173
Future Volume (veh/h)	455	1884	91	268	1879	277	85	407	116	257	441	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	489	2026	55	288	2020	158	91	438	60	276	474	100
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	418	2178	676	318	1810	442	111	507	226	240	779	345
Arrive On Green	0.31	0.53	0.53	0.13	0.35	0.35	0.08	0.18	0.18	0.18	0.27	0.27
Sat Flow, veh/h	1619	4914	1525	2956	6192	1513	1619	3420	1522	1619	3420	1515
Grp Volume(v), veh/h	489	2026	55	288	2020	158	91	438	60	276	474	100
Grp Sat Flow(s),veh/h/ln	1619	1638	1525	1478	1548	1513	1619	1710	1522	1619	1710	1515
Q Serve(g_s), s	30.5	45.1	2.1	11.3	34.5	9.1	6.5	14.7	4.0	17.5	14.3	6.1
Cycle Q Clear(g_c), s	30.5	45.1	2.1	11.3	34.5	9.1	6.5	14.7	4.0	17.5	14.3	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	418	2178	676	318	1810	442	111	507	226	240	779	345
V/C Ratio(X)	1.17	0.93	0.08	0.91	1.12	0.36	0.82	0.86	0.27	1.15	0.61	0.29
Avail Cap(c_a), veh/h	418	2178	676	318	1810	442	139	565	252	240	780	345
HCM Platoon Ratio	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	25.9	15.9	50.8	38.3	30.1	53.4	47.3	43.0	48.5	38.3	35.3
Incr Delay (d2), s/veh	98.8	7.9	0.1	27.8	60.4	0.5	25.5	12.1	0.6	104.4	1.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.4	16.0	0.7	5.1	19.1	3.1	3.3	6.7	1.5	13.6	5.7	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	139.5	33.8	15.9	78.6	98.7	30.6	78.9	59.5	43.6	152.9	39.7	35.8
LnGrp LOS	F	C	B	E	F	C	E	E	D	F	D	D
Approach Vol, veh/h		2570			2466			589			850	
Approach Delay, s/veh		53.5			92.0			60.8			76.0	
Approach LOS		D			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	22.0	17.2	56.8	12.6	31.4	35.0	39.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	19.5	12.7	52.3	10.1	26.9	30.5	34.5				
Max Q Clear Time (g_c+I1), s	19.5	16.7	13.3	47.1	8.5	16.3	32.5	36.5				
Green Ext Time (p_c), s	0.0	0.8	0.0	4.5	0.0	2.3	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				71.8								
HCM 6th LOS				E								

Timings

40: Hamner Av. & Cantu Galleano Ranch Rd.

01/12/2023

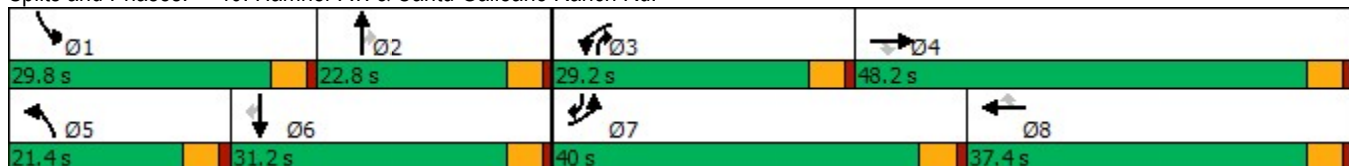


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	908	1638	398	451	1771	354	362	439	356	641	836	763
Future Volume (vph)	908	1638	398	451	1771	354	362	439	356	641	836	763
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	9.5
Total Split (s)	40.0	48.2	48.2	29.2	37.4	37.4	21.4	22.8	29.2	29.8	31.2	40.0
Total Split (%)	30.8%	37.1%	37.1%	22.5%	28.8%	28.8%	16.5%	17.5%	22.5%	22.9%	24.0%	30.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	35.5	46.7	46.7	21.7	32.9	32.9	16.4	16.6	42.9	25.3	25.6	65.6
Actuated g/C Ratio	0.28	0.36	0.36	0.17	0.26	0.26	0.13	0.13	0.33	0.20	0.20	0.51
v/c Ratio	0.96	0.62	0.54	0.78	0.96	0.57	0.83	0.63	0.60	0.95	0.78	0.95
Control Delay	65.9	35.5	12.0	60.4	59.6	10.6	70.8	56.9	26.8	74.6	54.1	48.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	35.5	12.0	60.4	59.6	10.6	70.8	56.9	26.8	74.6	54.1	48.8
LOS	E	D	B	E	E	B	E	E	C	E	D	D
Approach Delay		41.7			53.0			52.0			58.2	
Approach LOS		D			D			D			E	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 128.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 50.4
 Intersection LOS: D
 Intersection Capacity Utilization 94.5%
 ICU Level of Service F
 Analysis Period (min) 15

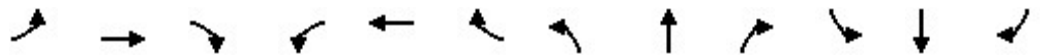
Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
 40: Hamner Av. & Cantu Galleano Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	908	1638	398	451	1771	354	362	439	356	641	836	763
Future Volume (veh/h)	908	1638	398	451	1771	354	362	439	356	641	836	763
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	956	1724	219	475	1864	194	381	462	196	675	880	403
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	996	2913	617	542	1959	415	435	727	447	717	1170	774
Arrive On Green	0.41	0.57	0.57	0.22	0.39	0.39	0.18	0.19	0.19	0.30	0.31	0.31
Sat Flow, veh/h	3619	7600	1610	3619	7600	1610	3619	5700	1610	3619	5700	1610
Grp Volume(v), veh/h	956	1724	219	475	1864	194	381	462	196	675	880	403
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	32.7	18.6	9.3	16.1	30.3	11.5	13.1	9.5	12.7	23.2	17.7	23.1
Cycle Q Clear(g_c), s	32.7	18.6	9.3	16.1	30.3	11.5	13.1	9.5	12.7	23.2	17.7	23.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	996	2913	617	542	1959	415	435	727	447	717	1170	774
V/C Ratio(X)	0.96	0.59	0.35	0.88	0.95	0.47	0.88	0.64	0.44	0.94	0.75	0.52
Avail Cap(c_a), veh/h	1008	2913	617	702	1963	416	480	819	473	719	1195	781
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	20.7	18.7	48.2	38.3	32.5	51.3	48.8	35.1	44.1	41.2	20.2
Incr Delay (d2), s/veh	19.1	0.3	0.3	9.8	11.0	0.8	15.4	1.4	0.7	20.6	2.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	6.3	3.0	7.2	13.1	4.1	6.3	4.3	4.5	11.0	7.5	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	21.0	19.0	58.1	49.3	33.3	66.7	50.1	35.8	64.7	43.8	20.8
LnGrp LOS	E	C	B	E	D	C	E	D	D	E	D	C
Approach Vol, veh/h		2899			2533			1039			1958	
Approach Delay, s/veh		32.3			49.7			53.5			46.3	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.7	20.7	23.6	53.3	19.8	30.7	39.6	37.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	25.3	18.3	24.7	43.7	16.9	26.7	35.5	32.9				
Max Q Clear Time (g_c+I1), s	25.2	14.7	18.1	20.6	15.1	25.1	34.7	32.3				
Green Ext Time (p_c), s	0.0	1.2	1.0	13.2	0.3	1.1	0.4	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			43.4									
HCM 6th LOS			D									

**APPENDIX 7.8: HORIZON YEAR (2050) WITH PROJECT CONDITIONS
INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH
IMPROVEMENTS**

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Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps

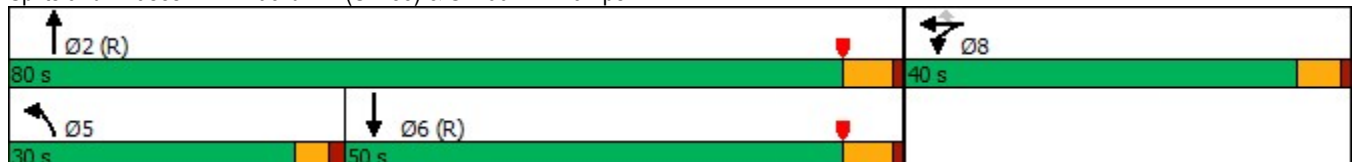


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	894	8	447	665	1668	1400
Future Volume (vph)	894	8	447	665	1668	1400
Turn Type	Split	NA	Perm	Prot	NA	NA
Protected Phases	8	8		5	2	6
Permitted Phases			8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	5.0	10.0	10.0
Minimum Split (s)	11.0	11.0	11.0	9.5	22.5	22.5
Total Split (s)	40.0	40.0	40.0	30.0	80.0	50.0
Total Split (%)	33.3%	33.3%	33.3%	25.0%	66.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.5	5.5	5.5
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effect Green (s)	35.0	35.0	35.0	25.1	74.5	44.9
Actuated g/C Ratio	0.29	0.29	0.29	0.21	0.62	0.37
v/c Ratio	0.97	0.97	0.88	0.95	0.51	0.93
Control Delay	74.5	74.6	54.8	72.9	11.4	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.2
Total Delay	74.5	74.6	54.8	72.9	11.9	44.4
LOS	E	E	D	E	B	D
Approach Delay		68.7			29.3	44.4
Approach LOS		E			C	D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 44.0
 Intersection LOS: D
 Intersection Capacity Utilization 175.3%
 ICU Level of Service H
 Analysis Period (min) 15

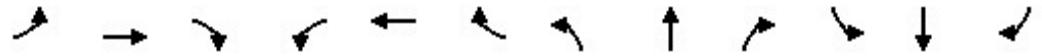
Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/16/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶	↶↷	↶↷↶			↶↷↶	
Traffic Volume (veh/h)	0	0	0	894	8	447	665	1668	0	0	1400	426
Future Volume (veh/h)	0	0	0	894	8	447	665	1668	0	0	1400	426
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				1061	0	210	715	1794	0	0	1505	291
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1056	0	470	754	3539	0	0	1741	335
Arrive On Green				0.29	0.00	0.29	0.42	1.00	0.00	0.00	0.37	0.37
Sat Flow, veh/h				3619	0	1610	3619	5700	0	0	4644	895
Grp Volume(v), veh/h				1061	0	210	715	1794	0	0	1230	566
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1900	0	0	1900	1739
Q Serve(g_s), s				35.0	0.0	12.7	22.9	0.0	0.0	0.0	35.9	36.2
Cycle Q Clear(g_c), s				35.0	0.0	12.7	22.9	0.0	0.0	0.0	35.9	36.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.51
Lane Grp Cap(c), veh/h				1056	0	470	754	3539	0	0	1425	652
V/C Ratio(X)				1.01	0.00	0.45	0.95	0.51	0.00	0.00	0.86	0.87
Avail Cap(c_a), veh/h				1056	0	470	769	3539	0	0	1425	652
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.13	0.13	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				42.5	0.0	34.6	34.4	0.0	0.0	0.0	34.7	34.7
Incr Delay (d2), s/veh				29.0	0.0	0.2	4.2	0.1	0.0	0.0	7.2	14.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				19.2	0.0	4.9	8.0	0.0	0.0	0.0	17.3	17.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				71.5	0.0	34.9	38.5	0.1	0.0	0.0	41.8	49.3
LnGrp LOS				F	A	C	D	A	A	A	D	D
Approach Vol, veh/h					1271			2509			1796	
Approach Delay, s/veh					65.4			11.0			44.2	
Approach LOS					E			B			D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		80.0			29.5	50.5		40.0				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		74.5			25.5	44.5		35.0				
Max Q Clear Time (g_c+I1), s		2.0			24.9	38.2		37.0				
Green Ext Time (p_c), s		35.0			0.2	5.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

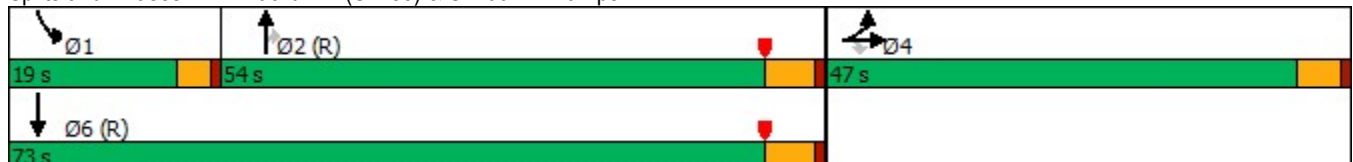


Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	539	0	1132	1462	946	452	1561
Future Volume (vph)	539	0	1132	1462	946	452	1561
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.0	11.0	11.0	22.5	22.5	9.0	22.5
Total Split (s)	47.0	47.0	47.0	54.0	54.0	19.0	73.0
Total Split (%)	39.2%	39.2%	39.2%	45.0%	45.0%	15.8%	60.8%
Yellow Time (s)	4.0	4.0	4.0	4.5	4.5	3.0	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.5	5.5	4.0	5.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	42.0	42.0	42.0	48.5	48.5	15.0	67.5
Actuated g/C Ratio	0.35	0.35	0.35	0.40	0.40	0.12	0.56
v/c Ratio	0.83	1.10	1.06	1.03	0.93	1.07	0.79
Control Delay	49.5	103.7	87.8	68.0	26.7	102.9	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	5.4
Total Delay	49.5	103.7	87.8	68.0	26.7	102.9	27.9
LOS	D	F	F	E	C	F	C
Approach Delay		82.4		51.8			44.7
Approach LOS		F		D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 57.8
 Intersection LOS: E
 Intersection Capacity Utilization 167.6%
 ICU Level of Service H
 Analysis Period (min) 15





















Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	539	0	1132	0	0	0	0	1462	946	452	1561	0
Future Volume (veh/h)	539	0	1132	0	0	0	0	1462	946	452	1561	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	774	0	418				0	1507	563	466	1609	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1027	0	457				0	1698	746	439	2270	0
Arrive On Green	0.28	0.00	0.28				0.00	0.47	0.47	0.25	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	3705	1586	3510	3705	0
Grp Volume(v), veh/h	774	0	418				0	1507	563	466	1609	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1586	1755	1805	0
Q Serve(g_s), s	23.4	0.0	30.1				0.0	45.5	35.0	15.0	0.0	0.0
Cycle Q Clear(g_c), s	23.4	0.0	30.1				0.0	45.5	35.0	15.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1027	0	457				0	1698	746	439	2270	0
V/C Ratio(X)	0.75	0.00	0.91				0.00	0.89	0.75	1.06	0.71	0.00
Avail Cap(c_a), veh/h	1267	0	564				0	1698	746	439	2270	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.34	0.34	0.22	0.22	0.00
Uniform Delay (d), s/veh	39.2	0.0	41.6				0.0	28.9	26.1	45.0	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	15.8				0.0	2.7	2.5	39.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	0.0	13.5				0.0	19.2	13.0	7.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	0.0	57.3				0.0	31.6	28.6	84.0	0.4	0.0
LnGrp LOS	D	A	E				A	C	C	F	A	A
Approach Vol, veh/h		1192						2070			2075	
Approach Delay, s/veh		46.5						30.8			19.2	
Approach LOS		D						C			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	19.0	62.0	39.0	81.0								
Change Period (Y+Rc), s	4.0	5.5	5.0	5.5								
Max Green Setting (Gmax), s	15.0	48.5	42.0	67.5								
Max Q Clear Time (g_c+I1), s	17.0	47.5	32.1	2.0								
Green Ext Time (p_c), s	0.0	0.9	1.9	30.2								
Intersection Summary												
HCM 6th Ctrl Delay			29.8									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

4: Euclid Av. (SR-83) & Riverside Dr.

01/12/2023

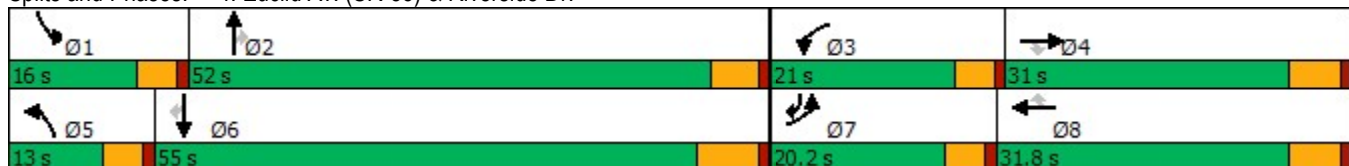


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↘	↗	↘	↘	↗	↘	↘	↗	↘
Traffic Volume (vph)	203	811	216	268	556	118	236	1636	326	267	2161	164
Future Volume (vph)	203	811	216	268	556	118	236	1636	326	267	2161	164
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	20.2	31.0	31.0	21.0	31.8	31.8	13.0	52.0	52.0	16.0	55.0	20.2
Total Split (%)	16.8%	25.8%	25.8%	17.5%	26.5%	26.5%	10.8%	43.3%	43.3%	13.3%	45.8%	16.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	15.6	25.2	25.2	16.4	26.0	26.0	8.4	46.6	46.6	11.4	48.5	70.6
Actuated g/C Ratio	0.13	0.21	0.21	0.14	0.22	0.22	0.07	0.39	0.39	0.10	0.40	0.59
v/c Ratio	0.99	1.15	0.51	1.24	0.77	0.29	1.10	0.87	0.43	0.92	1.11	0.18
Control Delay	112.4	126.9	18.8	183.9	51.9	8.7	141.4	40.3	6.2	88.6	91.9	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	112.4	126.9	18.8	183.9	51.9	8.7	141.4	40.3	6.2	88.6	91.9	7.2
LOS	F	F	B	F	D	A	F	D	A	F	F	A
Approach Delay		105.6			84.1			46.1			86.2	
Approach LOS		F			F			D			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 76.7	Intersection LOS: E
Intersection Capacity Utilization 109.8%	ICU Level of Service H
Analysis Period (min) 15	


































Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
 4: Euclid Av. (SR-83) & Riverside Dr.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	  		  	  	
Traffic Volume (veh/h)	203	811	216	268	556	118	236	1636	326	267	2161	164
Future Volume (veh/h)	203	811	216	268	556	118	236	1636	326	267	2161	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	207	828	113	273	567	64	241	1669	170	272	2205	85
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	210	718	316	221	741	325	220	1863	578	298	1986	815
Arrive On Green	0.16	0.25	0.25	0.16	0.26	0.26	0.08	0.46	0.46	0.11	0.49	0.49
Sat Flow, veh/h	1619	3420	1506	1619	3420	1502	3141	4914	1525	3141	4914	1525
Grp Volume(v), veh/h	207	828	113	273	567	64	241	1669	170	272	2205	85
Grp Sat Flow(s),veh/h/ln	1619	1710	1506	1619	1710	1502	1570	1638	1525	1570	1638	1525
Q Serve(g_s), s	15.3	25.2	7.4	16.4	18.4	4.0	8.4	37.5	8.4	10.3	48.5	2.9
Cycle Q Clear(g_c), s	15.3	25.2	7.4	16.4	18.4	4.0	8.4	37.5	8.4	10.3	48.5	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	718	316	221	741	325	220	1863	578	298	1986	815
V/C Ratio(X)	0.98	1.15	0.36	1.23	0.77	0.20	1.10	0.90	0.29	0.91	1.11	0.10
Avail Cap(c_a), veh/h	210	718	316	221	741	325	220	1908	592	298	1986	815
HCM Platoon Ratio	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.5	44.9	38.2	50.2	41.6	36.3	55.0	30.5	22.6	52.7	30.9	11.8
Incr Delay (d2), s/veh	57.0	84.2	0.7	137.9	4.8	0.3	88.8	5.9	0.3	29.8	57.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	18.3	2.7	14.7	7.7	1.4	5.8	13.5	2.9	5.1	27.5	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.5	129.1	38.9	188.1	46.4	36.5	143.7	36.4	22.9	82.4	88.4	11.9
LnGrp LOS	F	F	D	F	D	D	F	D	C	F	F	B
Approach Vol, veh/h		1148			904			2080			2562	
Approach Delay, s/veh		116.3			88.5			47.8			85.2	
Approach LOS		F			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	52.0	21.0	31.0	13.0	55.0	20.2	31.8				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	11.4	* 47	16.4	25.2	8.4	48.5	15.6	26.0				
Max Q Clear Time (g_c+I1), s	12.3	39.5	18.4	27.2	10.4	50.5	17.3	20.4				
Green Ext Time (p_c), s	0.0	5.3	0.0	0.0	0.0	0.0	0.0	1.8				
Intersection Summary												
HCM 6th Ctrl Delay				79.4								
HCM 6th LOS				E								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
5: Euclid Av. (SR-83) & Chino Av.

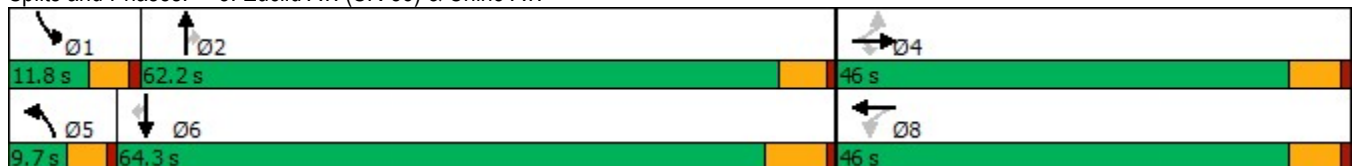


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗	↖↗	↑↑↑	↗	↖↗	↑↑↑	↗
Traffic Volume (vph)	143	285	92	131	379	78	2085	213	124	2334	154
Future Volume (vph)	143	285	92	131	379	78	2085	213	124	2334	154
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	46.0	46.0	46.0	46.0	46.0	9.7	62.2	62.2	11.8	64.3	64.3
Total Split (%)	38.3%	38.3%	38.3%	38.3%	38.3%	8.1%	51.8%	51.8%	9.8%	53.6%	53.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	40.2	40.2	40.2	40.2	40.2	5.1	57.0	57.0	7.0	59.6	59.6
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34	0.04	0.48	0.48	0.06	0.50	0.50
v/c Ratio	2.66	0.49	0.17	0.55	1.10	0.59	0.85	0.29	0.68	0.91	0.19
Control Delay	811.1	35.1	6.9	42.7	102.6	74.1	31.5	14.2	73.8	34.1	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	811.1	35.1	6.9	42.7	102.6	74.1	31.5	14.2	73.8	34.1	5.4
LOS	F	D	A	D	F	E	C	B	E	C	A
Approach Delay		243.4			92.1		31.4			34.3	
Approach LOS		F			F		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.8
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.66
 Intersection Signal Delay: 57.5
 Intersection LOS: E
 Intersection Capacity Utilization 115.9%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
 5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	285	92	131	379	238	78	2085	213	124	2334	154
Future Volume (veh/h)	143	285	92	131	379	238	78	2085	213	124	2334	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	149	297	54	136	395	144	81	2172	113	129	2431	108
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	599	508	248	419	153	125	2549	720	178	2638	745
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.04	0.47	0.47	0.06	0.49	0.49
Sat Flow, veh/h	787	1800	1525	936	1259	459	3238	5400	1525	3238	5400	1525
Grp Volume(v), veh/h	149	297	54	136	0	539	81	2172	113	129	2431	108
Grp Sat Flow(s),veh/h/ln	787	1800	1525	936	0	1717	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	3.4	15.9	3.0	16.4	0.0	36.8	3.0	42.9	5.1	4.7	50.6	4.7
Cycle Q Clear(g_c), s	40.2	15.9	3.0	32.3	0.0	36.8	3.0	42.9	5.1	4.7	50.6	4.7
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	599	508	248	0	572	125	2549	720	178	2638	745
V/C Ratio(X)	1.83	0.50	0.11	0.55	0.00	0.94	0.65	0.85	0.16	0.72	0.92	0.14
Avail Cap(c_a), veh/h	82	599	508	248	0	572	137	2549	720	193	2638	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.9	32.2	27.9	45.1	0.0	39.2	57.2	28.2	18.2	56.1	28.7	17.0
Incr Delay (d2), s/veh	416.3	0.6	0.1	2.5	0.0	24.3	6.3	3.8	0.5	9.5	6.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	6.8	1.1	3.9	0.0	18.6	1.3	17.5	1.8	2.1	21.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	476.2	32.8	27.9	47.6	0.0	63.4	63.6	32.0	18.6	65.7	35.5	17.4
LnGrp LOS	F	C	C	D	A	E	E	C	B	E	D	B
Approach Vol, veh/h		500			675			2366			2668	
Approach Delay, s/veh		164.4			60.3			32.4			36.2	
Approach LOS		F			E			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	63.5		46.0	9.3	65.5		46.0				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	7.2	* 57		40.2	5.1	57.8		40.2				
Max Q Clear Time (g_c+I1), s	6.7	44.9		42.2	5.0	52.6		38.8				
Green Ext Time (p_c), s	0.0	9.8		0.0	0.0	4.8		0.6				

Intersection Summary

HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
6: Euclid Av. (SR-83) & Schaefer Av.

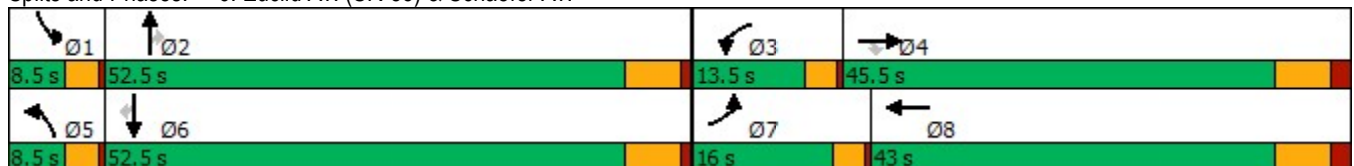


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	425	179	181	4	28	139	1995	85	142	2271	188
Future Volume (vph)	425	179	181	4	28	139	1995	85	142	2271	188
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0
Total Split (s)	16.0	45.5	45.5	13.5	43.0	8.5	52.5	52.5	8.5	52.5	52.5
Total Split (%)	13.3%	37.9%	37.9%	11.3%	35.8%	7.1%	43.8%	43.8%	7.1%	43.8%	43.8%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	13.3	19.9	19.9	10.2	10.8	5.1	47.6	47.6	5.1	47.6	47.6
Actuated g/C Ratio	0.15	0.22	0.22	0.11	0.12	0.06	0.52	0.52	0.06	0.52	0.52
v/c Ratio	0.97	0.48	0.39	0.02	0.21	0.83	0.81	0.11	0.85	0.93	0.23
Control Delay	78.2	34.8	6.9	44.5	27.2	81.4	24.3	3.8	83.9	30.3	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.2	34.8	6.9	44.5	27.2	81.4	24.3	3.8	83.9	30.3	9.3
LOS	E	C	A	D	C	F	C	A	F	C	A
Approach Delay		51.8			28.5		27.1			31.7	
Approach LOS		D			C		C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 91.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 32.7	Intersection LOS: C
Intersection Capacity Utilization 85.1%	ICU Level of Service E
Analysis Period (min) 15	

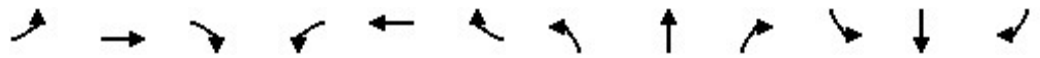
Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↖		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	425	179	181	4	28	16	139	1995	85	142	2271	188
Future Volume (veh/h)	425	179	181	4	28	16	139	1995	85	142	2271	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	443	186	152	4	29	14	145	2078	89	148	2366	159
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	443	337	285	17	65	31	177	2556	793	177	2556	793
Arrive On Green	0.14	0.19	0.19	0.01	0.06	0.06	0.06	0.52	0.52	0.06	0.52	0.52
Sat Flow, veh/h	3141	1800	1525	1619	1147	554	3141	4914	1525	3141	4914	1525
Grp Volume(v), veh/h	443	186	152	4	0	43	145	2078	89	148	2366	159
Grp Sat Flow(s),veh/h/ln	1570	1800	1525	1619	0	1700	1570	1638	1525	1570	1638	1525
Q Serve(g_s), s	12.5	8.3	8.0	0.2	0.0	2.2	4.0	31.1	2.6	4.1	39.5	4.9
Cycle Q Clear(g_c), s	12.5	8.3	8.0	0.2	0.0	2.2	4.0	31.1	2.6	4.1	39.5	4.9
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	443	337	285	17	0	96	177	2556	793	177	2556	793
V/C Ratio(X)	1.00	0.55	0.53	0.23	0.00	0.45	0.82	0.81	0.11	0.83	0.93	0.20
Avail Cap(c_a), veh/h	443	783	663	183	0	691	177	2580	801	177	2580	801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	32.6	32.5	43.5	0.0	40.4	41.3	17.7	10.8	41.4	19.7	11.4
Incr Delay (d2), s/veh	42.5	1.1	1.1	2.5	0.0	2.4	23.5	2.1	0.1	26.3	6.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	3.5	2.9	0.1	0.0	0.9	2.0	9.8	0.8	2.1	13.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.6	33.7	33.7	46.0	0.0	42.9	64.8	19.7	10.9	67.7	26.1	11.5
LnGrp LOS	F	C	C	D	A	D	E	B	B	E	C	B
Approach Vol, veh/h		781			47			2312			2673	
Approach Delay, s/veh		60.3			43.1			22.2			27.5	
Approach LOS		E			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	52.1	4.4	23.6	8.5	52.1	16.0	12.0				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	5.0	46.5	10.0	38.5	5.0	46.5	12.5	36.0				
Max Q Clear Time (g_c+I1), s	6.1	33.1	2.2	10.3	6.0	41.5	14.5	4.2				
Green Ext Time (p_c), s	0.0	10.2	0.0	1.1	0.0	4.6	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				29.9								
HCM 6th LOS				C								

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

11: Euclid Av. (SR-83) & Edison Av.

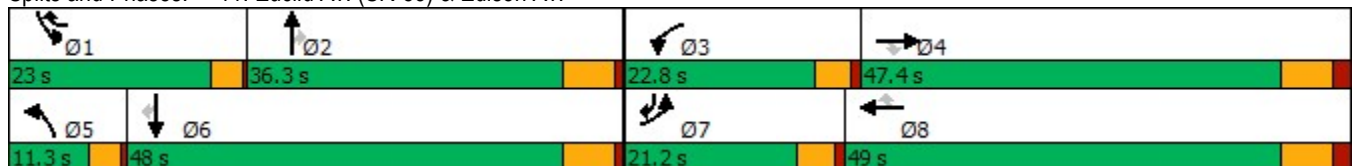
01/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	432	865	220	415	893	722	179	1173	191	589	1682	278
Future Volume (vph)	432	865	220	415	893	722	179	1173	191	589	1682	278
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	46.0	46.0	9.5	49.0	8.5	8.5	29.0	29.0	8.5	40.0	9.5
Total Split (s)	21.2	47.4	47.4	22.8	49.0	23.0	11.3	36.3	36.3	23.0	48.0	21.2
Total Split (%)	16.4%	36.6%	36.6%	17.6%	37.8%	17.8%	8.7%	28.0%	28.0%	17.8%	37.1%	16.4%
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	3.0	3.0	5.0	5.0	3.0	5.0	3.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	0.5	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	7.0	4.5	7.0	3.5	3.5	6.0	6.0	3.5	6.0	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	16.7	36.7	36.7	18.3	38.3	61.3	7.8	30.3	30.3	19.5	42.0	60.3
Actuated g/C Ratio	0.13	0.29	0.29	0.15	0.30	0.49	0.06	0.24	0.24	0.15	0.33	0.48
v/c Ratio	1.07	0.62	0.42	0.94	0.89	0.97	0.95	1.02	0.43	1.25	1.06	0.38
Control Delay	115.7	40.6	16.1	83.3	52.8	52.2	113.0	79.0	17.9	172.7	79.7	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.7	40.6	16.1	83.3	52.8	52.2	113.0	79.0	17.9	172.7	79.7	16.2
LOS	F	D	B	F	D	D	F	E	B	F	E	B
Approach Delay		58.4			58.9			75.4			94.2	
Approach LOS		E			E			E			F	

Intersection Summary

Cycle Length: 129.5
 Actuated Cycle Length: 125.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.25
 Intersection Signal Delay: 73.9
 Intersection LOS: E
 Intersection Capacity Utilization 101.3%
 ICU Level of Service G
 Analysis Period (min) 15

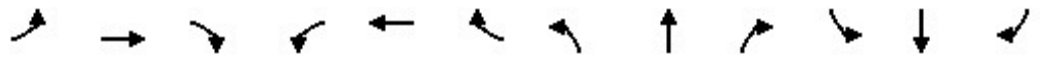
Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	432	865	220	415	893	722	179	1173	191	589	1682	278
Future Volume (veh/h)	432	865	220	415	893	722	179	1173	191	589	1682	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	445	892	124	428	921	486	185	1209	115	607	1734	153
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	415	1451	450	455	1053	704	194	1178	365	484	1633	708
Arrive On Green	0.13	0.30	0.30	0.14	0.31	0.31	0.06	0.24	0.24	0.15	0.33	0.33
Sat Flow, veh/h	3141	4914	1524	3141	3420	1521	3141	4914	1522	3141	4914	1524
Grp Volume(v), veh/h	445	892	124	428	921	486	185	1209	115	607	1734	153
Grp Sat Flow(s),veh/h/ln	1570	1638	1524	1570	1710	1521	1570	1638	1522	1570	1638	1524
Q Serve(g_s), s	16.7	19.8	7.9	17.1	32.2	31.9	7.4	30.3	7.9	19.5	42.0	7.6
Cycle Q Clear(g_c), s	16.7	19.8	7.9	17.1	32.2	31.9	7.4	30.3	7.9	19.5	42.0	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	415	1451	450	455	1053	704	194	1178	365	484	1633	708
V/C Ratio(X)	1.07	0.61	0.28	0.94	0.87	0.69	0.95	1.03	0.32	1.25	1.06	0.22
Avail Cap(c_a), veh/h	415	1570	487	455	1136	741	194	1178	365	484	1633	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	38.4	34.2	53.5	41.4	26.9	59.1	48.1	39.5	53.5	42.2	20.2
Incr Delay (d2), s/veh	64.9	0.6	0.3	28.0	7.4	2.6	51.1	33.2	0.5	129.9	40.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	7.8	2.9	8.3	14.1	11.5	4.2	15.3	2.9	16.1	22.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	119.8	39.0	34.5	81.5	48.9	29.5	110.3	81.3	40.0	183.4	83.1	20.3
LnGrp LOS	F	D	C	F	D	C	F	F	D	F	F	C
Approach Vol, veh/h		1461			1835			1509			2494	
Approach Delay, s/veh		63.2			51.3			81.7			103.6	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	36.3	22.8	44.3	11.3	48.0	21.2	45.9				
Change Period (Y+Rc), s	3.5	6.0	4.5	7.0	3.5	6.0	4.5	7.0				
Max Green Setting (Gmax), s	19.5	30.3	18.3	40.4	7.8	42.0	16.7	42.0				
Max Q Clear Time (g_c+I1), s	21.5	32.3	19.1	21.8	9.4	44.0	18.7	34.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.9	0.0	0.0	0.0	4.4				
Intersection Summary												
HCM 6th Ctrl Delay											77.9	
HCM 6th LOS											E	

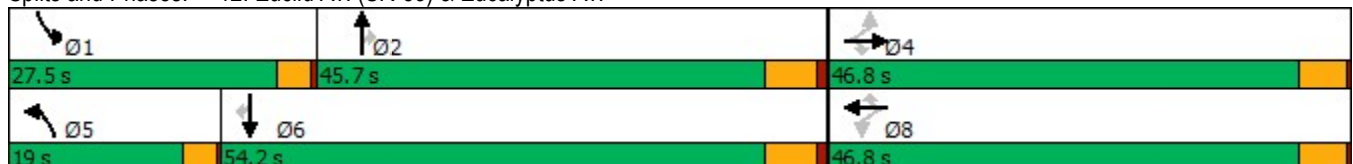
Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	204	186	41	183	112	186	1214	142	288	1824	43
Future Volume (vph)	78	204	186	41	183	112	186	1214	142	288	1824	43
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.8	46.8	46.8	46.8	46.8	46.8	8.5	30.7	30.7	8.5	37.7	37.7
Total Split (s)	46.8	46.8	46.8	46.8	46.8	46.8	19.0	45.7	45.7	27.5	54.2	54.2
Total Split (%)	39.0%	39.0%	39.0%	39.0%	39.0%	39.0%	15.8%	38.1%	38.1%	22.9%	45.2%	45.2%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	3.0	4.7	4.7	3.0	4.7	4.7
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.5	5.7	5.7	3.5	5.7	5.7
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	19.4	19.4	19.4	19.4	19.4	19.4	15.7	40.2	40.2	23.4	47.9	47.9
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.20	0.20	0.16	0.41	0.41	0.24	0.49	0.49
v/c Ratio	0.52	0.61	0.43	0.16	0.55	0.30	0.77	0.64	0.23	0.80	0.81	0.06
Control Delay	45.4	42.1	7.1	31.8	40.0	7.4	61.7	26.3	12.2	53.2	25.8	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	42.1	7.1	31.8	40.0	7.4	61.7	26.3	12.2	53.2	25.8	5.6
LOS	D	D	A	C	D	A	E	C	B	D	C	A
Approach Delay		28.8			28.2			29.3			29.1	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 97.2	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 29.0	Intersection LOS: C
Intersection Capacity Utilization 80.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖↗	↑	↗	↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	78	204	186	41	183	112	186	1214	142	288	1824	43
Future Volume (veh/h)	78	204	186	41	183	112	186	1214	142	288	1824	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	84	219	115	44	197	114	200	1305	151	310	1961	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	392	332	361	392	332	231	2042	634	343	2381	738
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.14	0.42	0.42	0.21	0.48	0.48
Sat Flow, veh/h	971	1800	1525	1845	1800	1525	1619	4914	1525	1619	4914	1524
Grp Volume(v), veh/h	84	219	115	44	197	114	200	1305	151	310	1961	34
Grp Sat Flow(s),veh/h/ln	971	1800	1525	922	1800	1525	1619	1638	1525	1619	1638	1524
Q Serve(g_s), s	7.5	9.8	5.8	2.0	8.7	5.7	10.9	19.1	5.8	16.9	31.0	1.1
Cycle Q Clear(g_c), s	16.2	9.8	5.8	11.8	8.7	5.7	10.9	19.1	5.8	16.9	31.0	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	392	332	361	392	332	231	2042	634	343	2381	738
V/C Ratio(X)	0.42	0.56	0.35	0.12	0.50	0.34	0.86	0.64	0.24	0.90	0.82	0.05
Avail Cap(c_a), veh/h	437	835	708	815	835	708	277	2171	674	429	2632	816
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	31.5	29.9	36.8	31.1	29.9	37.9	21.1	17.2	34.8	20.0	12.3
Incr Delay (d2), s/veh	1.1	0.9	0.5	0.1	0.7	0.5	19.9	0.6	0.2	18.4	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.2	2.0	0.4	3.6	2.0	5.3	6.4	1.8	7.8	10.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	32.5	30.4	36.9	31.8	30.4	57.8	21.6	17.4	53.2	22.1	12.3
LnGrp LOS	D	C	C	D	C	C	E	C	B	D	C	B
Approach Vol, veh/h		418			355			1656			2305	
Approach Delay, s/veh		33.3			32.0			25.6			26.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.7	43.3		24.5	16.4	49.6		24.5				
Change Period (Y+Rc), s	3.5	5.7		4.8	3.5	5.7		4.8				
Max Green Setting (Gmax), s	24.0	40.0		42.0	15.5	48.5		42.0				
Max Q Clear Time (g_c+I1), s	18.9	21.1		18.2	12.9	33.0		13.8				
Green Ext Time (p_c), s	0.3	8.5		1.5	0.1	10.9		1.3				

Intersection Summary

HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

01/12/2023

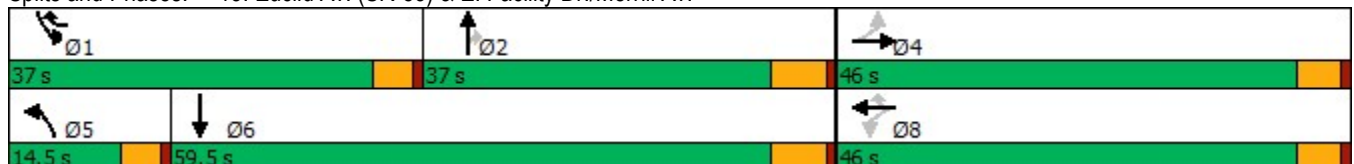


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖↗	↖	↗	↖	↖↗↘	↗	↖	↖↗↘
Traffic Volume (vph)	8	5	405	60	297	41	1545	629	646	1472
Future Volume (vph)	8	5	405	60	297	41	1545	629	646	1472
Turn Type	Perm	NA	Perm	NA	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	1	5	2		1	6
Permitted Phases	4		8		8			2		
Detector Phase	4	4	8	8	1	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	10.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	46.0	14.5	14.5	28.0	28.0	14.5	28.0
Total Split (s)	46.0	46.0	46.0	46.0	37.0	14.5	37.0	37.0	37.0	59.5
Total Split (%)	38.3%	38.3%	38.3%	38.3%	30.8%	12.1%	30.8%	30.8%	30.8%	49.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.5	4.5	6.0	6.0	4.5	6.0
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	23.6	23.6	23.6	23.6	61.4	10.1	31.2	31.2	32.7	60.1
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.59	0.10	0.30	0.30	0.32	0.58
v/c Ratio	0.03	0.02	0.76	0.16	0.34	0.28	1.11	1.11	1.34	0.58
Control Delay	28.9	22.4	45.7	31.2	10.5	51.4	93.1	97.8	198.0	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	22.4	45.7	31.2	10.5	51.4	93.1	97.8	198.0	17.4
LOS	C	C	D	C	B	D	F	F	F	B
Approach Delay		25.6		30.8			93.6			70.8
Approach LOS		C		C			F			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.2
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.34
 Intersection Signal Delay: 74.5
 Intersection LOS: E
 Intersection Capacity Utilization 104.0%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	5	4	405	60	297	41	1545	629	646	1472	67
Future Volume (veh/h)	8	5	4	405	60	297	41	1545	629	646	1472	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	9	5	2	431	64	178	44	1644	403	687	1566	39
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	254	251	100	646	369	812	115	1533	476	530	2802	70
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.07	0.31	0.31	0.33	0.57	0.57
Sat Flow, veh/h	1034	1223	489	2484	1800	1525	1619	4914	1525	1619	4931	123
Grp Volume(v), veh/h	9	0	7	431	64	178	44	1644	403	687	1040	565
Grp Sat Flow(s),veh/h/ln	1034	0	1712	1242	1800	1525	1619	1638	1525	1619	1638	1778
Q Serve(g_s), s	0.7	0.0	0.3	16.7	2.9	6.1	2.6	31.0	24.5	32.5	20.0	20.0
Cycle Q Clear(g_c), s	3.6	0.0	0.3	17.0	2.9	6.1	2.6	31.0	24.5	32.5	20.0	20.0
Prop In Lane	1.00		0.29	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	254	0	351	646	369	812	115	1533	476	530	1862	1010
V/C Ratio(X)	0.04	0.00	0.02	0.67	0.17	0.22	0.38	1.07	0.85	1.30	0.56	0.56
Avail Cap(c_a), veh/h	469	0	706	1162	743	1128	163	1533	476	530	1862	1010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	0.0	31.5	38.3	32.6	12.3	44.1	34.2	32.0	33.4	13.6	13.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.1	0.0	0.8	45.1	13.3	147.3	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	4.8	1.2	1.8	1.0	17.5	10.0	33.1	6.1	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	31.5	38.8	32.6	12.4	44.9	79.3	45.3	180.7	13.9	14.3
LnGrp LOS	C	A	C	D	C	B	D	F	D	F	B	B
Approach Vol, veh/h		16			673			2091			2292	
Approach Delay, s/veh		33.0			31.2			72.0			64.0	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.0	37.0		25.4	11.5	62.5		25.4				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	32.5	31.0		41.0	10.0	53.5		41.0				
Max Q Clear Time (g_c+I1), s	34.5	33.0		5.6	4.6	22.0		19.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	12.1		1.4				

Intersection Summary

HCM 6th Ctrl Delay	62.9
HCM 6th LOS	E

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

14: Euclid Av. (SR-83) & Kimball Av.

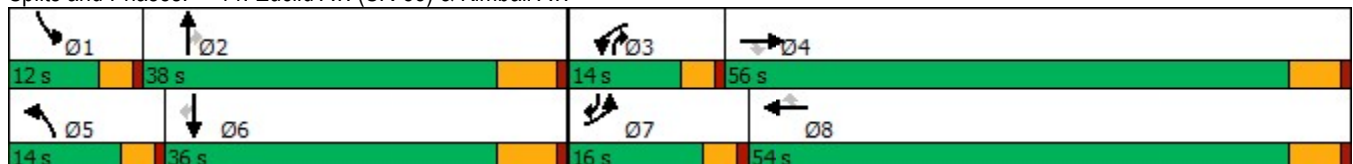
01/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	360	349	67	124	1184	819	91	1230	74	231	1022	501
Future Volume (vph)	360	349	67	124	1184	819	91	1230	74	231	1022	501
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	14.0	49.5	49.5	14.0	47.8	47.8	14.0	36.0	14.0	9.0	33.0	14.0
Total Split (s)	16.0	56.0	56.0	14.0	54.0	54.0	14.0	38.0	14.0	12.0	36.0	16.0
Total Split (%)	13.3%	46.7%	46.7%	11.7%	45.0%	45.0%	11.7%	31.7%	11.7%	10.0%	30.0%	13.3%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8	4.8	3.0	5.5	3.0	3.0	5.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.8	5.8	4.0	5.8	5.8	4.0	6.5	4.0	4.0	6.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	12.0	50.2	50.2	10.0	48.2	48.2	10.0	31.5	48.0	8.0	29.5	44.0
Actuated g/C Ratio	0.10	0.42	0.42	0.08	0.40	0.40	0.08	0.26	0.40	0.07	0.25	0.37
v/c Ratio	1.26	0.25	0.10	0.49	0.89	1.16	0.70	0.98	0.12	1.21	0.87	0.87
Control Delay	186.1	23.3	1.6	59.4	42.8	115.6	80.7	65.6	5.4	180.6	52.6	44.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	186.1	23.3	1.6	59.4	42.8	115.6	80.7	65.6	5.4	180.6	52.6	44.9
LOS	F	C	A	E	D	F	F	E	A	F	D	D
Approach Delay		96.9			71.8			63.4			67.2	
Approach LOS		F			E			E			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 71.8	Intersection LOS: E
Intersection Capacity Utilization 104.4%	ICU Level of Service G
Analysis Period (min) 15	

























Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	349	67	124	1184	819	91	1230	74	231	1022	501
Future Volume (veh/h)	360	349	67	124	1184	819	91	1230	74	231	1022	501
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	371	360	59	128	1221	666	94	1268	62	238	1054	465
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	1435	640	258	1374	613	129	1290	526	197	1226	528
Arrive On Green	0.10	0.42	0.42	0.08	0.40	0.40	0.08	0.26	0.26	0.07	0.25	0.25
Sat Flow, veh/h	2956	3420	1525	3141	3420	1525	1619	4914	1525	2956	4914	1506
Grp Volume(v), veh/h	371	360	59	128	1221	666	94	1268	62	238	1054	465
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1570	1710	1525	1619	1638	1525	1478	1638	1506
Q Serve(g_s), s	12.0	8.2	2.8	4.7	39.9	48.2	6.8	30.8	3.3	8.0	24.6	29.9
Cycle Q Clear(g_c), s	12.0	8.2	2.8	4.7	39.9	48.2	6.8	30.8	3.3	8.0	24.6	29.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	1435	640	258	1374	613	129	1290	526	197	1226	528
V/C Ratio(X)	1.25	0.25	0.09	0.50	0.89	1.09	0.73	0.98	0.12	1.21	0.86	0.88
Avail Cap(c_a), veh/h	296	1435	640	262	1374	613	135	1290	526	197	1226	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	22.6	21.0	52.7	33.4	35.9	53.9	44.0	26.9	56.0	43.0	36.7
Incr Delay (d2), s/veh	139.4	0.1	0.1	0.5	7.3	62.2	14.8	21.0	0.1	131.3	6.6	16.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	3.2	1.0	1.8	16.9	27.4	3.2	14.2	1.2	6.5	10.1	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	193.4	22.7	21.1	53.2	40.7	98.1	68.7	65.0	27.0	187.3	49.6	52.8
LnGrp LOS	F	C	C	D	D	F	E	E	C	F	D	D
Approach Vol, veh/h		790			2015			1424			1757	
Approach Delay, s/veh		102.7			60.5			63.6			69.1	
Approach LOS		F			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	38.0	13.9	56.1	13.6	36.4	16.0	54.0				
Change Period (Y+Rc), s	4.0	6.5	4.0	5.8	4.0	6.5	4.0	5.8				
Max Green Setting (Gmax), s	8.0	31.5	10.0	50.2	10.0	29.5	12.0	48.2				
Max Q Clear Time (g_c+I1), s	10.0	32.8	6.7	10.2	8.8	31.9	14.0	50.2				
Green Ext Time (p_c), s	0.0	0.0	0.1	2.4	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				69.3								
HCM 6th LOS				E								

Timings
19: Edison Av. & Driveway 9



Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	212	691	926	190
Future Volume (vph)	212	691	926	190
Turn Type	Perm	NA	NA	Prot
Protected Phases		4	8	6
Permitted Phases	4			
Detector Phase	4	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	95.0	95.0	95.0	25.0
Total Split (%)	79.2%	79.2%	79.2%	20.8%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	Min
Act Effct Green (s)	90.5	90.5	90.5	20.5
Actuated g/C Ratio	0.75	0.75	0.75	0.17
v/c Ratio	1.11	0.52	0.78	1.00
Control Delay	113.2	7.6	13.6	97.0
Queue Delay	0.0	0.5	0.0	0.0
Total Delay	113.2	8.1	13.6	97.0
LOS	F	A	B	F
Approach Delay		32.7	13.6	97.0
Approach LOS		C	B	F

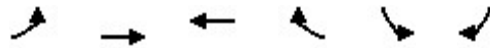
Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 32.3	Intersection LOS: C
Intersection Capacity Utilization 93.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 19: Edison Av. & Driveway 9



HCM 6th Signalized Intersection Summary
 19: Edison Av. & Driveway 9



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	212	691	926	87	190	98
Future Volume (veh/h)	212	691	926	87	190	98
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	230	751	1007	95	207	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	269	1433	1289	122	195	101
Arrive On Green	0.75	0.75	0.75	0.75	0.17	0.17
Sat Flow, veh/h	520	1900	1710	161	1141	590
Grp Volume(v), veh/h	230	751	0	1102	315	0
Grp Sat Flow(s),veh/h/ln	520	1900	0	1871	1737	0
Q Serve(g_s), s	48.2	19.3	0.0	42.3	20.5	0.0
Cycle Q Clear(g_c), s	90.5	19.3	0.0	42.3	20.5	0.0
Prop In Lane	1.00			0.09	0.66	0.34
Lane Grp Cap(c), veh/h	269	1433	0	1411	297	0
V/C Ratio(X)	0.86	0.52	0.00	0.78	1.06	0.00
Avail Cap(c_a), veh/h	269	1433	0	1411	297	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.1	6.0	0.0	8.8	49.8	0.0
Incr Delay (d2), s/veh	22.7	0.4	0.0	2.9	69.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	5.9	0.0	13.6	14.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.8	6.3	0.0	11.7	119.2	0.0
LnGrp LOS	E	A	A	B	F	A
Approach Vol, veh/h		981	1102		315	
Approach Delay, s/veh		19.1	11.7		119.2	
Approach LOS		B	B		F	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				95.0	25.0	95.0
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				90.5	20.5	90.5
Max Q Clear Time (g_c+I1), s				92.5	22.5	44.3
Green Ext Time (p_c), s				0.0	0.0	11.9
Intersection Summary						
HCM 6th Ctrl Delay			28.9			
HCM 6th LOS			C			

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	2	878	982	80	68	11
Future Vol, veh/h	2	878	982	80	68	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	954	1067	87	74	12

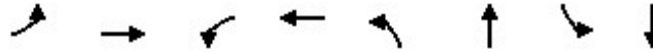
Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1154	0	0 2069 1111
Stage 1	-	-	- 1111 -
Stage 2	-	-	- 958 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	613	-	- ~ 60 257
Stage 1	-	-	- 318 -
Stage 2	-	-	- 376 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	613	-	- ~ 60 257
Mov Cap-2 Maneuver	-	-	- 184 -
Stage 1	-	-	- 317 -
Stage 2	-	-	- 376 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	34.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	613	-	-	-	184	257
HCM Lane V/C Ratio	0.004	-	-	-	0.402	0.047
HCM Control Delay (s)	10.9	-	-	-	37.1	19.7
HCM Lane LOS	B	-	-	-	E	C
HCM 95th %tile Q(veh)	0	-	-	-	1.8	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
30: Bon View Av. & Schaefer Av.

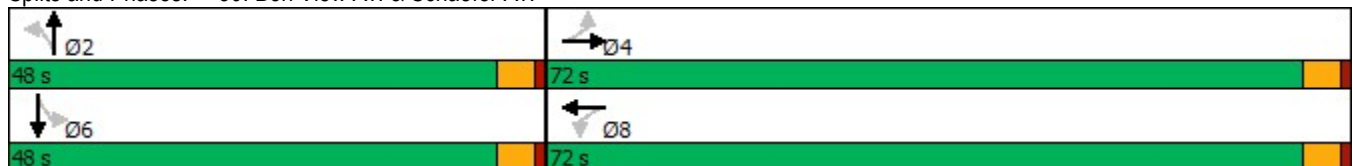


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	22	152	28	401	36	157	21	146
Future Volume (vph)	22	152	28	401	36	157	21	146
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	72.0	72.0	72.0	72.0	48.0	48.0	48.0	48.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		17.3		17.3		12.0		12.0
Actuated g/C Ratio		0.45		0.45		0.31		0.31
v/c Ratio		0.28		0.60		0.46		0.45
Control Delay		7.8		11.9		14.9		14.0
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		7.8		11.9		14.9		14.0
LOS		A		B		B		B
Approach Delay		7.8		11.9		14.9		14.0
Approach LOS		A		B		B		B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 38.8	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 54.7%	ICU Level of Service A
Analysis Period (min) 15	

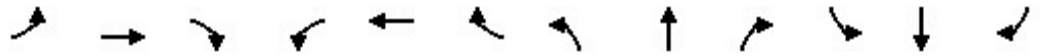
Splits and Phases: 30: Bon View Av. & Schaefer Av.



HCM 6th Signalized Intersection Summary
 30: Bon View Av. & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

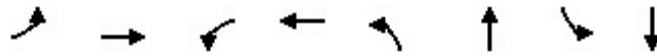


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	22	152	23	28	401	19	36	157	30	21	146	60
Future Volume (veh/h)	22	152	23	28	401	19	36	157	30	21	146	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	167	25	31	441	21	40	173	33	23	160	66
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	186	605	84	168	698	32	204	340	60	172	303	117
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	82	1493	206	54	1721	79	177	1357	238	87	1210	468
Grp Volume(v), veh/h	216	0	0	493	0	0	246	0	0	249	0	0
Grp Sat Flow(s),veh/h/ln	1780	0	0	1855	0	0	1771	0	0	1765	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	5.5	0.0	0.0	3.0	0.0	0.0	3.1	0.0	0.0
Prop In Lane	0.11		0.12	0.06		0.04	0.16		0.13	0.09		0.27
Lane Grp Cap(c), veh/h	875	0	0	898	0	0	604	0	0	593	0	0
V/C Ratio(X)	0.25	0.00	0.00	0.55	0.00	0.00	0.41	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	4520	0	0	4856	0	0	2988	0	0	3026	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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.2	0.0	0.0	6.3	0.0	0.0	8.5	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.4	0.0	0.0	6.8	0.0	0.0	8.9	0.0	0.0	9.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		216			493			246				249
Approach Delay, s/veh		5.4			6.8			8.9				9.0
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		11.1		15.1		11.1		15.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		43.5		67.5		43.5		67.5				
Max Q Clear Time (g_c+I1), s		5.0		4.0		5.1		7.5				
Green Ext Time (p_c), s		1.4		1.3		1.4		3.2				
Intersection Summary												
HCM 6th Ctrl Delay				7.4								
HCM 6th LOS				A								

Timings

31: Bon View Av. & Edison Av.

01/12/2023

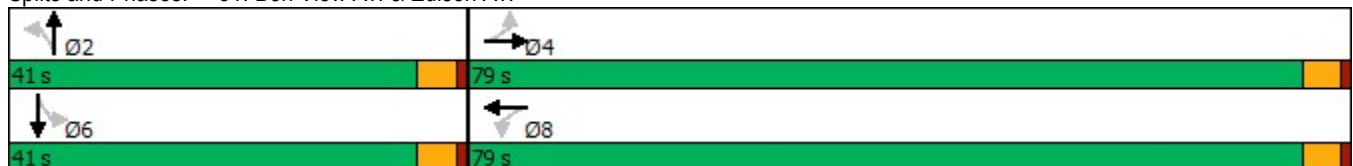


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕↕↕↗	↖	↕↕↕↗	↖	↗	↖	↗
Traffic Volume (vph)	64	1404	21	1768	163	207	12	147
Future Volume (vph)	64	1404	21	1768	163	207	12	147
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	79.0	79.0	79.0	79.0	41.0	41.0	41.0	41.0
Total Split (%)	65.8%	65.8%	65.8%	65.8%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	74.8	74.8	74.8	74.8	29.6	29.6	29.6	29.6
Actuated g/C Ratio	0.66	0.66	0.66	0.66	0.26	0.26	0.26	0.26
v/c Ratio	1.17	0.55	0.24	0.64	0.96	0.60	0.08	0.53
Control Delay	191.1	11.7	17.0	13.3	95.3	40.8	31.7	38.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	191.1	11.7	17.0	13.3	95.3	40.8	31.7	38.2
LOS	F	B	B	B	F	D	C	D
Approach Delay		18.8		13.3		62.6		37.9
Approach LOS		B		B		E		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 113.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

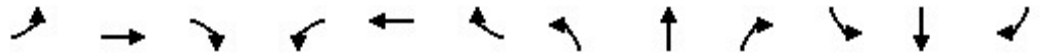
Splits and Phases: 31: Bon View Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 31: Bon View Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

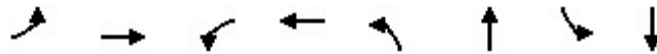


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	64	1404	137	21	1768	36	163	207	38	12	147	64
Future Volume (veh/h)	64	1404	137	21	1768	36	163	207	38	12	147	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	1692	165	25	2130	43	196	249	46	14	177	77
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	2996	292	165	3263	66	274	470	87	246	378	165
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	184	4806	468	252	5234	105	1143	1560	288	1101	1256	546
Grp Volume(v), veh/h	77	1216	641	25	1406	767	196	0	295	14	0	254
Grp Sat Flow(s),veh/h/ln	184	1729	1816	252	1729	1881	1143	0	1848	1101	0	1802
Q Serve(g_s), s	43.5	24.4	24.5	7.7	30.8	31.0	20.1	0.0	15.9	1.3	0.0	13.7
Cycle Q Clear(g_c), s	74.5	24.4	24.5	32.2	30.8	31.0	33.8	0.0	15.9	17.1	0.0	13.7
Prop In Lane	1.00		0.26	1.00		0.06	1.00		0.16	1.00		0.30
Lane Grp Cap(c), veh/h	127	2156	1132	165	2156	1173	274	0	557	246	0	543
V/C Ratio(X)	0.60	0.56	0.57	0.15	0.65	0.65	0.72	0.00	0.53	0.06	0.00	0.47
Avail Cap(c_a), veh/h	127	2156	1132	165	2156	1173	278	0	564	250	0	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.8	13.1	13.1	22.5	14.3	14.3	47.7	0.0	34.7	41.8	0.0	34.0
Incr Delay (d2), s/veh	7.8	0.3	0.7	0.4	0.7	1.3	8.4	0.0	0.9	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	8.5	9.1	0.5	10.8	12.0	6.2	0.0	7.0	0.3	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	13.4	13.8	22.9	15.0	15.6	56.1	0.0	35.6	41.9	0.0	34.6
LnGrp LOS	D	B	B	C	B	B	E	A	D	D	A	C
Approach Vol, veh/h		1934			2198			491				268
Approach Delay, s/veh		14.9			15.3			43.8				35.0
Approach LOS		B			B			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.5		79.0		40.5		79.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		36.5		74.5		36.5		74.5				
Max Q Clear Time (g_c+I1), s		35.8		76.5		19.1		34.2				
Green Ext Time (p_c), s		0.2		0.0		1.2		23.8				
Intersection Summary												
HCM 6th Ctrl Delay				19.1								
HCM 6th LOS				B								

Timings

32: Grove Av. & Schaefer Av.

01/12/2023

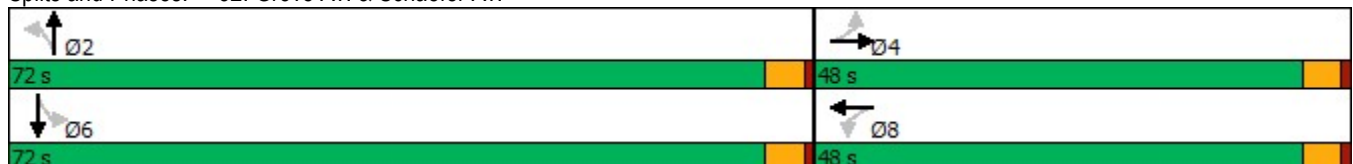


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↷	↶	↶↷	↶	↶↷	↶	↶↷
Traffic Volume (vph)	52	128	51	313	54	634	58	531
Future Volume (vph)	52	128	51	313	54	634	58	531
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	48.0	48.0	48.0	48.0	72.0	72.0	72.0	72.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effect Green (s)	10.3	10.3	10.3	10.3	13.2	13.2	13.2	13.2
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.40	0.40	0.40	0.40
v/c Ratio	0.17	0.16	0.14	0.35	0.18	0.47	0.21	0.43
Control Delay	10.3	7.2	9.6	9.4	8.9	8.8	9.4	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	7.2	9.6	9.4	8.9	8.8	9.4	8.4
LOS	B	A	A	A	A	A	A	A
Approach Delay		7.9		9.4		8.8		8.5
Approach LOS		A		A		A		A

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 32.9	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 8.7	Intersection LOS: A
Intersection Capacity Utilization 52.3%	ICU Level of Service A
Analysis Period (min) 15	

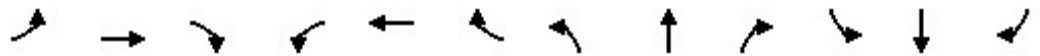
Splits and Phases: 32: Grove Av. & Schaefer Av.



HCM 6th Signalized Intersection Summary
32: Grove Av. & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	128	41	51	313	64	54	634	23	58	531	69
Future Volume (veh/h)	52	128	41	51	313	64	54	634	23	58	531	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	133	43	53	326	67	56	660	24	60	553	72
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	426	689	215	526	761	154	503	1482	54	481	1340	174
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1007	2709	844	1228	2989	607	813	3553	129	769	3213	417
Grp Volume(v), veh/h	54	87	89	53	195	198	56	335	349	60	310	315
Grp Sat Flow(s),veh/h/ln	1007	1805	1748	1228	1805	1791	813	1805	1877	769	1805	1825
Q Serve(g_s), s	1.3	1.0	1.1	1.0	2.5	2.5	1.4	3.6	3.6	1.7	3.3	3.3
Cycle Q Clear(g_c), s	3.8	1.0	1.1	2.1	2.5	2.5	4.8	3.6	3.6	5.3	3.3	3.3
Prop In Lane	1.00		0.48	1.00		0.34	1.00		0.07	1.00		0.23
Lane Grp Cap(c), veh/h	426	459	445	526	459	456	503	753	783	481	753	761
V/C Ratio(X)	0.13	0.19	0.20	0.10	0.42	0.43	0.11	0.45	0.45	0.12	0.41	0.41
Avail Cap(c_a), veh/h	1767	2864	2774	2162	2864	2842	2165	4445	4621	2055	4445	4494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	8.0	8.0	8.8	8.5	8.6	7.3	5.7	5.7	7.6	5.6	5.6
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.1	0.6	0.7	0.1	0.4	0.4	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.2	0.1	0.5	0.5	0.1	0.3	0.4	0.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	8.2	8.2	8.9	9.2	9.2	7.4	6.1	6.1	7.7	6.0	6.0
LnGrp LOS	B	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		230			446			740			685	
Approach Delay, s/veh		8.7			9.2			6.2			6.1	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		11.5		15.9		11.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		43.5		67.5		43.5				
Max Q Clear Time (g_c+I1), s		6.8		5.8		7.3		4.5				
Green Ext Time (p_c), s		4.4		1.2		4.1		2.4				
Intersection Summary												
HCM 6th Ctrl Delay				7.1								
HCM 6th LOS				A								

Timings
33: Grove Av. & Edison Av.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↖	↕↕	↖	↕↕
Traffic Volume (vph)	240	1487	99	1677	103	174	385	62	518
Future Volume (vph)	240	1487	99	1677	103	174	385	62	518
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	80.0	80.0	80.0	80.0	80.0	40.0	40.0	40.0	40.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	75.5	75.5	75.5	75.5	75.5	35.5	35.5	35.5	35.5
Actuated g/C Ratio	0.63	0.63	0.63	0.63	0.63	0.30	0.30	0.30	0.30
v/c Ratio	2.20	0.62	1.31	0.53	0.11	1.49	0.41	0.32	0.62
Control Delay	585.8	13.9	231.1	13.0	1.9	291.4	34.9	38.3	38.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	585.8	13.9	231.1	13.0	1.9	291.4	34.9	38.3	38.4
LOS	F	B	F	B	A	F	C	D	D
Approach Delay		76.8		23.9			111.6		38.4
Approach LOS		E		C			F		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.20	
Intersection Signal Delay: 57.0	Intersection LOS: E
Intersection Capacity Utilization 93.3%	ICU Level of Service F
Analysis Period (min) 15	























Splits and Phases: 33: Grove Av. & Edison Av.



HCM 6th Signalized Intersection Summary
33: Grove Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

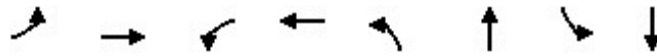
01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	1487	453	99	1677	103	174	385	22	62	518	100
Future Volume (veh/h)	240	1487	453	99	1677	103	174	385	22	62	518	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	255	1582	376	105	1784	57	185	410	12	66	551	69
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	2659	626	142	3398	960	166	1030	30	237	928	116
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	229	4226	995	204	5400	1525	731	3480	102	877	3138	392
Grp Volume(v), veh/h	255	1345	613	105	1784	57	185	212	210	66	315	305
Grp Sat Flow(s),veh/h/ln	229	1800	1621	204	1800	1525	731	1800	1782	877	1800	1729
Q Serve(g_s), s	53.5	26.5	27.0	48.5	22.0	1.7	17.4	11.3	11.3	7.8	18.0	18.1
Cycle Q Clear(g_c), s	75.5	26.5	27.0	75.5	22.0	1.7	35.5	11.3	11.3	19.1	18.0	18.1
Prop In Lane	1.00		0.61	1.00		1.00	1.00		0.06	1.00		0.23
Lane Grp Cap(c), veh/h	162	2265	1020	142	3398	960	166	533	527	237	533	512
V/C Ratio(X)	1.57	0.59	0.60	0.74	0.53	0.06	1.11	0.40	0.40	0.28	0.59	0.60
Avail Cap(c_a), veh/h	162	2265	1020	142	3398	960	166	533	527	237	533	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	13.2	13.3	41.0	12.3	8.6	54.4	33.7	33.7	41.4	36.1	36.1
Incr Delay (d2), s/veh	285.9	0.4	1.0	18.2	0.1	0.0	103.5	0.5	0.5	0.6	1.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.7	9.6	8.9	3.8	7.8	0.5	9.7	4.8	4.8	1.7	7.8	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	329.0	13.6	14.3	59.2	12.5	8.6	158.0	34.2	34.2	42.0	37.8	38.0
LnGrp LOS	F	B	B	E	B	A	F	C	C	D	D	D
Approach Vol, veh/h		2213			1946			607			686	
Approach Delay, s/veh		50.1			14.9			71.9			38.3	
Approach LOS		D			B			E			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		80.0		40.0		80.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		75.5		35.5		75.5				
Max Q Clear Time (g_c+I1), s		37.5		77.5		21.1		77.5				
Green Ext Time (p_c), s		0.0		0.0		3.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				38.5								
HCM 6th LOS				D								

Timings

34: Walker Av, & Edison Av.

01/16/2023

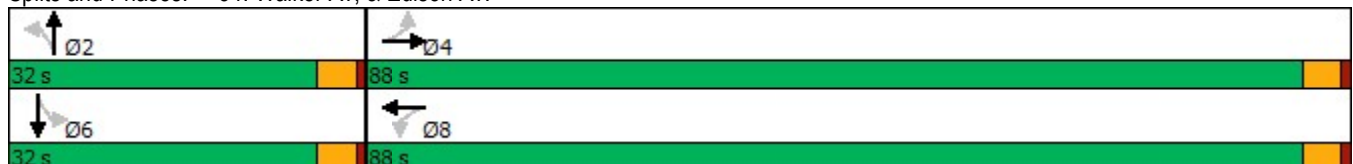


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	59	1599	285	2312	54	173	204	274
Future Volume (vph)	59	1599	285	2312	54	173	204	274
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	88.0	88.0	88.0	88.0	32.0	32.0	32.0	32.0
Total Split (%)	73.3%	73.3%	73.3%	73.3%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	83.5	83.5	83.5	83.5	27.5	27.5	27.5	27.5
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.23	0.23	0.23	0.23
v/c Ratio	0.87	0.33	1.69	0.49	0.58	0.67	1.61	0.77
Control Delay	99.5	7.3	353.6	8.7	67.4	47.4	340.2	55.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.5	7.3	353.6	8.7	67.4	47.4	340.2	55.9
LOS	F	A	F	A	E	D	F	E
Approach Delay		10.4		44.4		50.6		166.6
Approach LOS		B		D		D		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.69
 Intersection Signal Delay: 45.7
 Intersection LOS: D
 Intersection Capacity Utilization 82.2%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 34: Walker Av, & Edison Av.



HCM 6th Signalized Intersection Summary
 34: Walker Av, & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/16/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1599	85	285	2312	157	54	173	105	204	274	47
Future Volume (veh/h)	59	1599	85	285	2312	157	54	173	105	204	274	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	1666	89	297	2408	164	56	180	109	212	285	49
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	4975	266	228	4896	332	123	254	154	148	362	62
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	124	7149	382	278	7037	477	1063	1108	671	1107	1580	272
Grp Volume(v), veh/h	61	1328	427	297	1949	623	56	0	289	212	0	334
Grp Sat Flow(s),veh/h/ln	124	1900	1831	278	1900	1814	1063	0	1779	1107	0	1851
Q Serve(g_s), s	53.8	11.1	11.1	72.4	19.0	19.1	6.3	0.0	17.9	9.6	0.0	20.4
Cycle Q Clear(g_c), s	72.9	11.1	11.1	83.5	19.0	19.1	26.6	0.0	17.9	27.5	0.0	20.4
Prop In Lane	1.00		0.21	1.00		0.26	1.00		0.38	1.00		0.15
Lane Grp Cap(c), veh/h	127	3966	1274	228	3966	1262	123	0	408	148	0	424
V/C Ratio(X)	0.48	0.33	0.33	1.30	0.49	0.49	0.45	0.00	0.71	1.43	0.00	0.79
Avail Cap(c_a), veh/h	127	3966	1274	228	3966	1262	123	0	408	148	0	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.3	7.2	7.2	33.3	8.4	8.5	56.0	0.0	42.6	57.2	0.0	43.5
Incr Delay (d2), s/veh	2.8	0.0	0.2	165.3	0.1	0.3	2.6	0.0	5.6	227.9	0.0	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.8	3.7	17.2	6.5	6.4	1.7	0.0	8.3	13.8	0.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	7.3	7.4	198.6	8.5	8.8	58.6	0.0	48.2	285.0	0.0	53.0
LnGrp LOS	C	A	A	F	A	A	E	A	D	F	A	D
Approach Vol, veh/h		1816			2869			345				546
Approach Delay, s/veh		8.0			28.3			49.9				143.1
Approach LOS		A			C			D				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		88.0		32.0		88.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		27.5		83.5		27.5		83.5				
Max Q Clear Time (g_c+I1), s		28.6		74.9		29.5		85.5				
Green Ext Time (p_c), s		0.0		7.1		0.0		0.0				

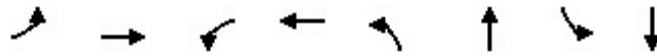
Intersection Summary

HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Timings

35: Vineyard Av. & Edison Av.

01/12/2023

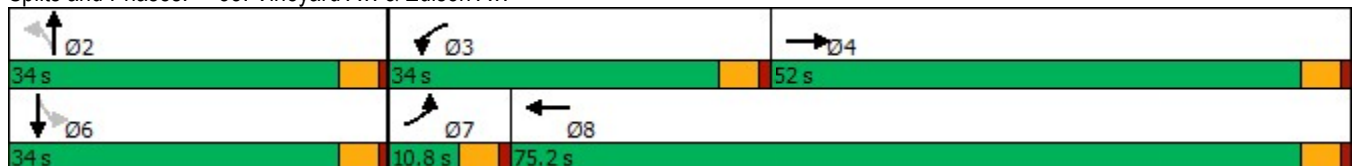


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↖	↑↑↑	↖	↑	↖	↑
Traffic Volume (vph)	35	1634	301	2310	77	164	64	92
Future Volume (vph)	35	1634	301	2310	77	164	64	92
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	9.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	10.8	52.0	34.0	75.2	34.0	34.0	34.0	34.0
Total Split (%)	9.0%	43.3%	28.3%	62.7%	28.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	6.0	42.0	22.7	63.8	20.9	20.9	20.9	20.9
Actuated g/C Ratio	0.06	0.42	0.23	0.64	0.21	0.21	0.21	0.21
v/c Ratio	0.36	0.85	0.80	0.77	0.33	0.79	0.75	0.30
Control Delay	61.6	31.9	53.8	16.8	40.4	50.6	85.0	35.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.6	31.9	53.8	16.8	40.4	50.6	85.0	35.8
LOS	E	C	D	B	D	D	F	D
Approach Delay		32.5		21.0		48.4		54.1
Approach LOS		C		C		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 28.2
 Intersection LOS: C
 Intersection Capacity Utilization 85.2%
 ICU Level of Service E
 Analysis Period (min) 15

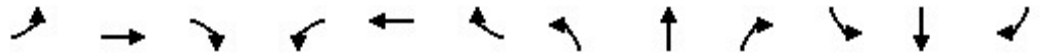
Splits and Phases: 35: Vineyard Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 35: Vineyard Av. & Edison Av.

Ontario Ranch Business Park (JN 13941)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑		↗	↑	
Traffic Volume (veh/h)	35	1634	57	301	2310	41	77	164	121	64	92	17
Future Volume (veh/h)	35	1634	57	301	2310	41	77	164	121	64	92	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	1776	62	327	2511	45	84	178	132	70	100	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	2110	74	363	3030	54	339	247	184	171	383	69
Arrive On Green	0.03	0.41	0.41	0.20	0.58	0.58	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	5146	180	1810	5247	94	1366	1013	751	1147	1567	282
Grp Volume(v), veh/h	38	1193	645	327	1652	904	84	0	310	70	0	118
Grp Sat Flow(s),veh/h/ln	1810	1729	1868	1810	1729	1883	1366	0	1765	1147	0	1849
Q Serve(g_s), s	2.0	29.6	29.6	16.8	36.8	37.1	5.0	0.0	15.3	5.7	0.0	4.9
Cycle Q Clear(g_c), s	2.0	29.6	29.6	16.8	36.8	37.1	9.9	0.0	15.3	21.0	0.0	4.9
Prop In Lane	1.00		0.10	1.00		0.05	1.00		0.43	1.00		0.15
Lane Grp Cap(c), veh/h	60	1418	766	363	1997	1088	339	0	431	171	0	452
V/C Ratio(X)	0.63	0.84	0.84	0.90	0.83	0.83	0.25	0.00	0.72	0.41	0.00	0.26
Avail Cap(c_a), veh/h	118	1722	930	559	2565	1397	427	0	545	245	0	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.4	25.3	25.3	37.1	16.3	16.3	33.0	0.0	33.0	42.6	0.0	29.0
Incr Delay (d2), s/veh	4.0	2.8	5.1	8.8	1.5	2.8	0.1	0.0	2.2	0.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	11.3	12.7	7.8	12.1	13.7	1.6	0.0	6.4	1.6	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	28.1	30.4	45.9	17.7	19.1	33.2	0.0	35.1	43.2	0.0	29.1
LnGrp LOS	D	C	C	D	B	B	C	A	D	D	A	C
Approach Vol, veh/h		1876			2883			394				188
Approach Delay, s/veh		29.3			21.4			34.7				34.4
Approach LOS		C			C			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.8	23.7	43.6		27.8	7.8	59.6				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		29.4	29.4	47.4		29.4	6.2	70.6				
Max Q Clear Time (g_c+I1), s		17.3	18.8	31.6		23.0	4.0	39.1				
Green Ext Time (p_c), s		1.0	0.3	7.1		0.2	0.0	15.8				
Intersection Summary												
HCM 6th Ctrl Delay			25.6									
HCM 6th LOS			C									

Timings

36: Hellman Av. & Edison Av.

01/12/2023



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↖	↕	↖	↖	↕	↖
Traffic Volume (vph)	37	1754	318	2286	42	82	182	139	64	92	14
Future Volume (vph)	37	1754	318	2286	42	82	182	139	64	92	14
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8			2			6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	2	2	2	6	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	88.0	88.0	88.0	88.0	88.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	73.3%	73.3%	73.3%	73.3%	73.3%	26.7%	26.7%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6

Lead/Lag

Lead-Lag Optimize?

Recall Mode	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	83.5	83.5	83.5	83.5	83.5	15.7	15.7	15.7	15.7	15.7	15.7
Actuated g/C Ratio	0.77	0.77	0.77	0.77	0.77	0.14	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.57	0.71	3.46	0.89	0.04	0.49	0.72	0.59	0.71	0.36	0.06
Control Delay	45.1	8.9	1138.9	15.9	1.7	52.0	59.1	45.1	80.8	45.1	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	8.9	1138.9	15.9	1.7	52.0	59.1	45.1	80.8	45.1	17.8
LOS	D	A	F	B	A	D	E	D	F	D	B
Approach Delay		9.6		150.7			52.8			56.4	
Approach LOS		A		F			D			E	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 108.5

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 3.46

Intersection Signal Delay: 88.3

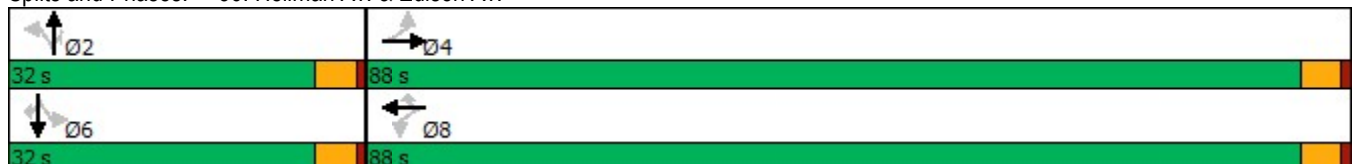
Intersection LOS: F

Intersection Capacity Utilization 97.1%

ICU Level of Service F

Analysis Period (min) 15
























Splits and Phases: 36: Hellman Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 36: Hellman Av. & Edison Av.

Ontario Ranch Business Park (JN 13941)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1754	61	318	2286	42	82	182	139	64	92	14
Future Volume (veh/h)	37	1754	61	318	2286	42	82	182	139	64	92	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	1907	66	346	2485	46	89	198	151	70	100	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	2636	91	168	2673	1192	245	338	286	155	338	286
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	136	3560	122	237	3610	1610	1370	1900	1610	1106	1900	1610
Grp Volume(v), veh/h	40	961	1012	346	2485	46	89	198	151	70	100	15
Grp Sat Flow(s),veh/h/ln	136	1805	1878	237	1805	1610	1370	1900	1610	1106	1900	1610
Q Serve(g_s), s	18.8	33.3	34.2	49.2	64.6	0.9	6.8	10.8	9.6	7.0	5.1	0.9
Cycle Q Clear(g_c), s	83.4	33.3	34.2	83.4	64.6	0.9	11.9	10.8	9.6	17.8	5.1	0.9
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	1336	1390	168	2673	1192	245	338	286	155	338	286
V/C Ratio(X)	0.46	0.72	0.73	2.07	0.93	0.04	0.36	0.59	0.53	0.45	0.30	0.05
Avail Cap(c_a), veh/h	87	1336	1390	168	2673	1192	335	462	392	227	462	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	8.1	8.2	41.1	12.2	3.9	45.4	42.5	42.0	50.6	40.2	38.4
Incr Delay (d2), s/veh	1.4	1.6	1.7	499.3	6.4	0.0	0.3	0.6	0.6	0.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.5	10.2	27.8	19.7	0.2	2.3	5.1	3.8	2.0	2.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	9.8	9.9	540.4	18.6	3.9	45.7	43.1	42.6	51.4	40.4	38.4
LnGrp LOS	D	A	A	F	B	A	D	D	D	D	D	D
Approach Vol, veh/h		2013			2877			438			185	
Approach Delay, s/veh		10.7			81.1			43.4			44.4	
Approach LOS		B			F			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.6		88.0		24.6		88.0				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		27.4		83.4		27.4		83.4				
Max Q Clear Time (g_c+I1), s		13.9		85.4		19.8		85.4				
Green Ext Time (p_c), s		1.0		0.0		0.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				51.2								
HCM 6th LOS				D								

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

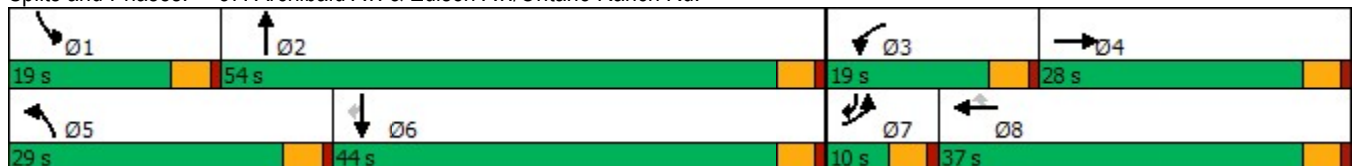
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	785	212	603	1323	132	518	1386	933	169	957	303
Future Volume (vph)	116	785	212	603	1323	132	518	1386	933	169	957	303
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	9.5
Total Split (s)	10.0	28.0		19.0	37.0	37.0	29.0	54.0		19.0	44.0	10.0
Total Split (%)	8.3%	23.3%		15.8%	30.8%	30.8%	24.2%	45.0%		15.8%	36.7%	8.3%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	None
Act Effct Green (s)	5.5	22.5	107.7	14.6	31.5	31.5	23.0	40.9	107.7	11.5	29.5	35.0
Actuated g/C Ratio	0.05	0.21	1.00	0.14	0.29	0.29	0.21	0.38	1.00	0.11	0.27	0.32
v/c Ratio	0.81	0.57	0.15	1.61	0.80	0.27	0.85	0.74	0.68	0.56	0.71	0.57
Control Delay	88.7	40.9	0.2	316.5	40.1	6.7	55.0	31.5	2.5	53.6	38.2	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.7	40.9	0.2	316.5	40.1	6.7	55.0	31.5	2.5	53.6	38.2	19.5
LOS	F	D	A	F	D	A	D	C	A	D	D	B
Approach Delay		38.1			119.0			26.2			36.1	
Approach LOS		D			F			C			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 107.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.61	
Intersection Signal Delay: 55.6	Intersection LOS: E
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

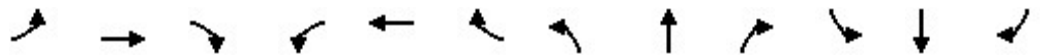
Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	785	212	603	1323	132	518	1386	933	169	957	303
Future Volume (veh/h)	116	785	212	603	1323	132	518	1386	933	169	957	303
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	127	863	0	663	1454	122	569	1523	0	186	1052	322
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	164	1460		432	1800	438	642	2158		251	1485	496
Arrive On Green	0.05	0.20	0.00	0.14	0.29	0.29	0.20	0.40	0.00	0.08	0.27	0.27
Sat Flow, veh/h	3048	7200	1525	3048	6192	1506	3141	5400	1525	3141	5400	1505
Grp Volume(v), veh/h	127	863	0	663	1454	122	569	1523	0	186	1052	322
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1548	1506	1570	1800	1525	1570	1800	1505
Q Serve(g_s), s	4.2	11.1	0.0	14.5	22.3	6.4	18.0	24.1	0.0	5.9	17.9	18.7
Cycle Q Clear(g_c), s	4.2	11.1	0.0	14.5	22.3	6.4	18.0	24.1	0.0	5.9	17.9	18.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	1460		432	1800	438	642	2158		251	1485	496
V/C Ratio(X)	0.77	0.59		1.53	0.81	0.28	0.89	0.71		0.74	0.71	0.65
Avail Cap(c_a), veh/h	164	1655		432	1968	479	753	2614		445	2086	663
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	36.9	0.0	43.9	33.6	28.0	39.5	25.7	0.0	46.0	33.4	29.3
Incr Delay (d2), s/veh	20.3	0.4	0.0	251.8	2.4	0.3	11.0	0.7	0.0	4.3	0.7	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.7	0.0	20.3	8.1	2.2	7.4	9.3	0.0	2.3	7.3	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.1	37.4	0.0	295.6	36.0	28.3	50.6	26.4	0.0	50.3	34.0	30.8
LnGrp LOS	E	D		F	D	C	D	C		D	C	C
Approach Vol, veh/h		990	A		2239			2092	A		1560	
Approach Delay, s/veh		41.3			112.5			32.9			35.3	
Approach LOS		D			F			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	45.4	19.0	25.2	25.4	32.6	10.0	34.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	49.5	14.5	23.5	24.5	39.5	5.5	32.5				
Max Q Clear Time (g_c+I1), s	7.9	26.1	16.5	13.1	20.0	20.7	6.2	24.3				
Green Ext Time (p_c), s	0.3	10.6	0.0	3.8	0.9	7.4	0.0	5.5				

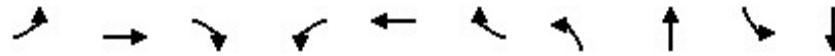
Intersection Summary

HCM 6th Ctrl Delay	60.6
HCM 6th LOS	E

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
38: S Turner Av. & Ontario Ranch Rd.

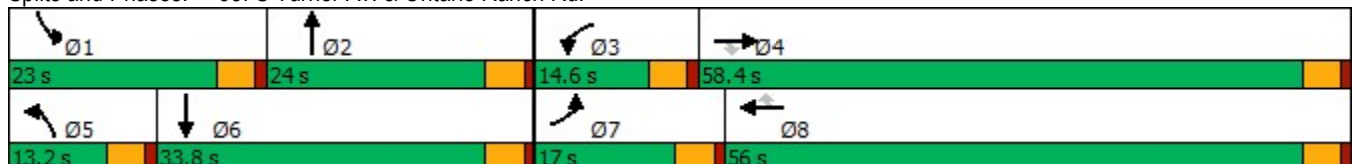


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗	↘	↗
Traffic Volume (vph)	148	1670	18	63	2033	50	44	157	215	86
Future Volume (vph)	148	1670	18	63	2033	50	44	157	215	86
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	17.0	58.4	58.4	14.6	56.0	56.0	13.2	24.0	23.0	33.8
Total Split (%)	14.2%	48.7%	48.7%	12.2%	46.7%	46.7%	11.0%	20.0%	19.2%	28.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	12.3	57.3	57.3	8.9	51.6	51.6	7.7	17.2	17.7	29.3
Actuated g/C Ratio	0.11	0.49	0.49	0.08	0.44	0.44	0.07	0.15	0.15	0.25
v/c Ratio	0.86	0.73	0.02	0.51	0.99	0.07	0.41	0.79	0.88	0.53
Control Delay	89.9	27.3	0.1	66.1	48.8	0.2	64.0	67.0	79.5	33.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.9	27.3	0.1	66.1	48.8	0.2	64.0	67.0	79.5	33.0
LOS	F	C	A	E	D	A	E	E	E	C
Approach Delay		32.0			48.2			66.4		55.4
Approach LOS		C			D			E		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.8
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 43.5
 Intersection LOS: D
 Intersection Capacity Utilization 85.1%
 ICU Level of Service E
 Analysis Period (min) 15

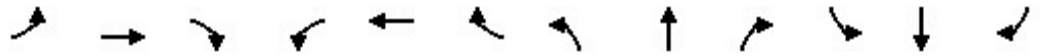
Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

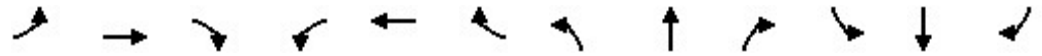


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	1670	18	63	2033	50	44	157	41	215	86	145
Future Volume (veh/h)	148	1670	18	63	2033	50	44	157	41	215	86	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	164	1856	20	70	2259	56	49	174	46	239	96	161
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	192	2625	815	90	2334	725	64	200	53	268	160	269
Arrive On Green	0.11	0.51	0.51	0.05	0.45	0.45	0.04	0.14	0.14	0.15	0.25	0.25
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1448	383	1810	638	1070
Grp Volume(v), veh/h	164	1856	20	70	2259	56	49	0	220	239	0	257
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	0	1831	1810	0	1707
Q Serve(g_s), s	10.2	31.5	0.7	4.4	48.5	2.3	3.1	0.0	13.5	14.8	0.0	15.2
Cycle Q Clear(g_c), s	10.2	31.5	0.7	4.4	48.5	2.3	3.1	0.0	13.5	14.8	0.0	15.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.63
Lane Grp Cap(c), veh/h	192	2625	815	90	2334	725	64	0	253	268	0	429
V/C Ratio(X)	0.85	0.71	0.02	0.77	0.97	0.08	0.77	0.00	0.87	0.89	0.00	0.60
Avail Cap(c_a), veh/h	198	2625	815	160	2337	725	138	0	312	293	0	438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.2	21.7	14.1	53.7	30.6	17.9	54.7	0.0	48.2	47.8	0.0	37.7
Incr Delay (d2), s/veh	28.1	0.9	0.0	13.1	12.0	0.0	17.6	0.0	19.0	25.8	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	11.9	0.2	2.3	21.1	0.8	1.7	0.0	7.3	8.4	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	22.6	14.1	66.7	42.7	18.0	72.3	0.0	67.2	73.6	0.0	39.9
LnGrp LOS	E	C	B	E	D	B	E	A	E	E	A	D
Approach Vol, veh/h		2040			2385			269				496
Approach Delay, s/veh		27.0			42.8			68.2				56.1
Approach LOS		C			D			E				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.4	20.3	10.2	62.4	8.5	33.2	16.6	55.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.5	19.5	10.1	53.9	8.7	29.3	12.5	51.5				
Max Q Clear Time (g_c+I1), s	16.8	15.5	6.4	33.5	5.1	17.2	12.2	50.5				
Green Ext Time (p_c), s	0.1	0.4	0.0	13.1	0.0	1.1	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay				39.2								
HCM 6th LOS				D								

Timings

39: Haven Av. & Ontario Ranch Rd.

01/12/2023

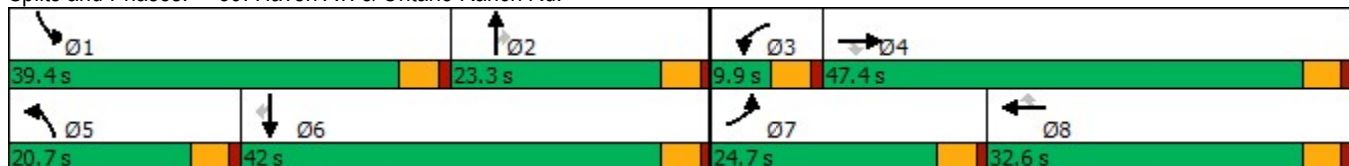


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (vph)	260	1704	51	107	1498	183	101	350	175	446	437	226
Future Volume (vph)	260	1704	51	107	1498	183	101	350	175	446	437	226
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	24.7	47.4	47.4	9.9	32.6	32.6	20.7	23.3	23.3	39.4	42.0	42.0
Total Split (%)	20.6%	39.5%	39.5%	8.3%	27.2%	27.2%	17.3%	19.4%	19.4%	32.8%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.2	42.9	42.9	5.4	28.1	28.1	12.8	17.1	17.1	34.9	39.3	39.3
Actuated g/C Ratio	0.17	0.36	0.36	0.05	0.24	0.24	0.11	0.14	0.14	0.29	0.33	0.33
v/c Ratio	1.02	1.03	0.09	0.86	1.10	0.38	0.63	0.76	0.51	1.01	0.41	0.37
Control Delay	108.3	66.6	0.3	103.8	96.8	7.5	66.3	59.3	13.1	85.8	32.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.3	66.6	0.3	103.8	96.8	7.5	66.3	59.3	13.1	85.8	32.5	5.5
LOS	F	E	A	F	F	A	E	E	B	F	C	A
Approach Delay		70.3			88.1			47.5			48.4	
Approach LOS		E			F			D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 69.1	Intersection LOS: E
Intersection Capacity Utilization 92.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	1704	51	107	1498	183	101	350	175	446	437	226
Future Volume (veh/h)	260	1704	51	107	1498	183	101	350	175	446	437	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	280	1832	33	115	1611	122	109	376	102	480	470	135
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	280	1803	559	137	1488	367	133	460	205	483	1201	533
Arrive On Green	0.17	0.37	0.37	0.05	0.24	0.24	0.08	0.13	0.13	0.30	0.35	0.35
Sat Flow, veh/h	1619	4914	1524	2956	6192	1525	1619	3420	1522	1619	3420	1519
Grp Volume(v), veh/h	280	1832	33	115	1611	122	109	376	102	480	470	135
Grp Sat Flow(s),veh/h/ln	1619	1638	1524	1478	1548	1525	1619	1710	1522	1619	1710	1519
Q Serve(g_s), s	20.2	42.9	1.6	4.5	28.1	7.7	7.8	12.5	7.3	34.6	12.1	7.4
Cycle Q Clear(g_c), s	20.2	42.9	1.6	4.5	28.1	7.7	7.8	12.5	7.3	34.6	12.1	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	1803	559	137	1488	367	133	460	205	483	1201	533
V/C Ratio(X)	1.00	1.02	0.06	0.84	1.08	0.33	0.82	0.82	0.50	0.99	0.39	0.25
Avail Cap(c_a), veh/h	280	1803	559	137	1488	367	224	550	245	483	1201	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	37.0	24.0	55.3	44.4	36.7	52.8	49.2	46.9	40.9	28.5	27.0
Incr Delay (d2), s/veh	54.1	25.3	0.0	35.4	49.2	0.5	11.8	8.0	1.9	39.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	20.2	0.6	2.3	15.2	2.8	3.5	5.7	2.7	18.4	4.8	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.5	62.4	24.0	90.8	93.6	37.2	64.7	57.2	48.8	80.0	28.7	27.3
LnGrp LOS	F	F	C	F	F	D	E	E	D	F	C	C
Approach Vol, veh/h		2145			1848			587			1085	
Approach Delay, s/veh		67.0			89.7			57.1			51.3	
Approach LOS		E			F			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	39.4	20.2	9.9	47.4	14.1	45.6	24.7	32.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	34.9	18.8	5.4	42.9	16.2	37.5	20.2	28.1				
Max Q Clear Time (g_c+I1), s	36.6	14.5	6.5	44.9	9.8	14.1	22.2	30.1				
Green Ext Time (p_c), s	0.0	1.0	0.0	0.0	0.1	3.3	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				70.4								
HCM 6th LOS				E								

Timings

40: Hamner Av. & Cantu Galleano Ranch Rd.

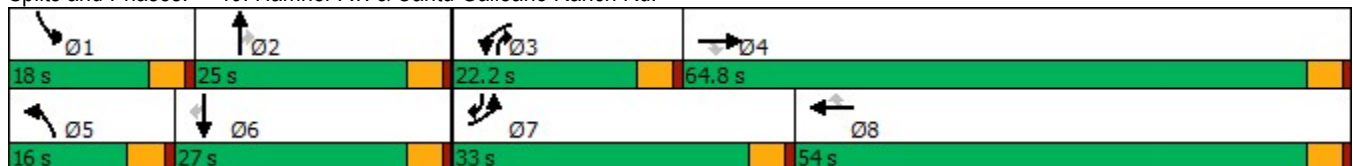
01/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	852	1703	117	291	1599	379	324	794	376	377	225	530
Future Volume (vph)	852	1703	117	291	1599	379	324	794	376	377	225	530
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	9.5
Total Split (s)	33.0	64.8	64.8	22.2	54.0	54.0	16.0	25.0	22.2	18.0	27.0	33.0
Total Split (%)	25.4%	49.8%	49.8%	17.1%	41.5%	41.5%	12.3%	19.2%	17.1%	13.8%	20.8%	25.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	28.6	55.5	55.5	15.0	41.9	41.9	11.5	20.3	39.9	13.5	22.3	55.5
Actuated g/C Ratio	0.23	0.45	0.45	0.12	0.34	0.34	0.09	0.17	0.33	0.11	0.18	0.45
v/c Ratio	1.05	0.52	0.15	0.69	0.64	0.56	0.99	0.88	0.67	0.98	0.23	0.73
Control Delay	91.7	24.6	3.8	60.4	34.9	16.2	103.6	61.7	34.1	96.6	44.4	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.7	24.6	3.8	60.4	34.9	16.2	103.6	61.7	34.1	96.6	44.4	32.7
LOS	F	C	A	E	C	B	F	E	C	F	D	C
Approach Delay		45.1			35.1			63.8			56.3	
Approach LOS		D			D			E			E	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 122.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 47.5
 Intersection LOS: D
 Intersection Capacity Utilization 88.6%
 ICU Level of Service E
 Analysis Period (min) 15

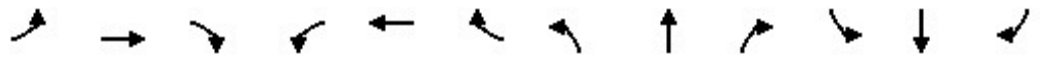
Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
40: Hamner Av. & Cantu Galleano Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	852	1703	117	291	1599	379	324	794	376	377	225	530
Future Volume (veh/h)	852	1703	117	291	1599	379	324	794	376	377	225	530
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	888	1774	66	303	1666	329	338	827	309	393	234	511
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	868	3492	740	373	2452	520	350	983	444	411	1079	691
Arrive On Green	0.24	0.46	0.46	0.10	0.32	0.32	0.10	0.17	0.17	0.11	0.19	0.19
Sat Flow, veh/h	3619	7600	1610	3619	7600	1610	3619	5700	1610	3619	5700	1610
Grp Volume(v), veh/h	888	1774	66	303	1666	329	338	827	309	393	234	511
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	28.5	19.6	2.7	9.7	22.6	20.7	11.1	16.7	20.4	12.8	4.1	22.5
Cycle Q Clear(g_c), s	28.5	19.6	2.7	9.7	22.6	20.7	11.1	16.7	20.4	12.8	4.1	22.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	868	3492	740	373	2452	520	350	983	444	411	1079	691
V/C Ratio(X)	1.02	0.51	0.09	0.81	0.68	0.63	0.97	0.84	0.70	0.96	0.22	0.74
Avail Cap(c_a), veh/h	868	3856	817	539	3165	671	350	983	444	411	1079	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	22.7	18.1	52.2	34.9	34.3	53.5	47.6	38.6	52.4	40.7	28.4
Incr Delay (d2), s/veh	36.6	0.1	0.1	6.1	0.4	1.3	38.8	6.7	4.7	33.1	0.1	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.4	8.0	1.0	4.5	9.9	7.8	6.7	8.2	8.2	7.5	1.9	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	22.8	18.2	58.3	35.3	35.5	92.2	54.3	43.3	85.5	40.8	32.6
LnGrp LOS	F	C	B	E	D	D	F	D	D	F	D	C
Approach Vol, veh/h		2728			2298			1474			1138	
Approach Delay, s/veh		41.8			38.4			60.7			52.6	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	25.0	16.7	59.1	16.0	27.0	33.0	42.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	20.5	17.7	60.3	11.5	22.5	28.5	49.5				
Max Q Clear Time (g_c+I1), s	14.8	22.4	11.7	21.6	13.1	24.5	30.5	24.6				
Green Ext Time (p_c), s	0.0	0.0	0.5	16.7	0.0	0.0	0.0	13.7				
Intersection Summary												
HCM 6th Ctrl Delay			46.0									
HCM 6th LOS			D									

Timings
1: Euclid Av. (SR-83) & SR-60 WB Ramps



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	874	7	421	1042	1396	1717
Future Volume (vph)	874	7	421	1042	1396	1717
Turn Type	Split	NA	Perm	Prot	NA	NA
Protected Phases	8	8		5	2	6
Permitted Phases			8			
Detector Phase	8	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	33.0	33.0	33.0	37.0	87.0	50.0
Total Split (%)	27.5%	27.5%	27.5%	30.8%	72.5%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	Min	Min
Act Effct Green (s)	28.5	28.5	28.5	32.5	82.5	45.5
Actuated g/C Ratio	0.24	0.24	0.24	0.27	0.69	0.38
v/c Ratio	1.11	1.10	0.93	1.09	0.36	1.08
Control Delay	117.9	114.6	67.0	97.3	8.1	78.9
Queue Delay	0.0	0.0	0.0	4.9	0.5	0.0
Total Delay	117.9	114.6	67.0	102.2	8.6	78.9
LOS	F	F	E	F	A	E
Approach Delay		102.0			48.6	78.9
Approach LOS		F			D	E

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 71.6	Intersection LOS: E
Intersection Capacity Utilization 150.9%	ICU Level of Service H
Analysis Period (min) 15	

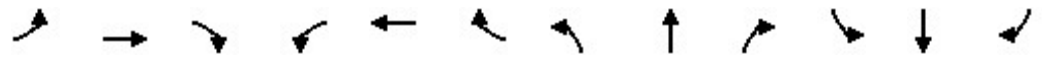
Splits and Phases: 1: Euclid Av. (SR-83) & SR-60 WB Ramps



HCM 6th Signalized Intersection Summary
 1: Euclid Av. (SR-83) & SR-60 WB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/16/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙↗	↑↑↑			↑↑↑	
Traffic Volume (veh/h)	0	0	0	874	7	421	1042	1396	0	0	1717	532
Future Volume (veh/h)	0	0	0	874	7	421	1042	1396	0	0	1717	532
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				962	0	146	1063	1424	0	0	1752	288
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				860	0	383	980	3918	0	0	1812	295
Arrive On Green				0.36	0.00	0.36	0.41	1.00	0.00	0.00	0.57	0.57
Sat Flow, veh/h				3619	0	1610	3619	5700	0	0	4781	779
Grp Volume(v), veh/h				962	0	146	1063	1424	0	0	1389	651
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1900	0	0	1900	1760
Q Serve(g_s), s				28.5	0.0	8.1	32.5	0.0	0.0	0.0	41.9	43.0
Cycle Q Clear(g_c), s				28.5	0.0	8.1	32.5	0.0	0.0	0.0	41.9	43.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.44
Lane Grp Cap(c), veh/h				860	0	383	980	3918	0	0	1440	667
V/C Ratio(X)				1.12	0.00	0.38	1.08	0.36	0.00	0.00	0.96	0.98
Avail Cap(c_a), veh/h				860	0	383	980	3920	0	0	1441	667
HCM Platoon Ratio				1.50	1.50	1.50	1.50	1.50	1.00	1.00	1.50	1.50
Upstream Filter(l)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				38.6	0.0	32.0	35.6	0.0	0.0	0.0	25.1	25.4
Incr Delay (d2), s/veh				68.8	0.0	0.6	54.3	0.1	0.0	0.0	16.0	28.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				19.0	0.0	3.0	19.6	0.0	0.0	0.0	17.6	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				107.4	0.0	32.7	90.0	0.1	0.0	0.0	41.1	54.1
LnGrp LOS				F	A	C	F	A	A	A	D	D
Approach Vol, veh/h					1108			2487			2040	
Approach Delay, s/veh					97.6			38.5			45.3	
Approach LOS					F			D			D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		87.0			37.0	50.0		33.0				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		82.5			32.5	45.5		28.5				
Max Q Clear Time (g_c+I1), s		2.0			34.5	45.0		30.5				
Green Ext Time (p_c), s		14.7			0.0	0.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	52.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: Euclid Av. (SR-83) & SR-60 EB Ramps

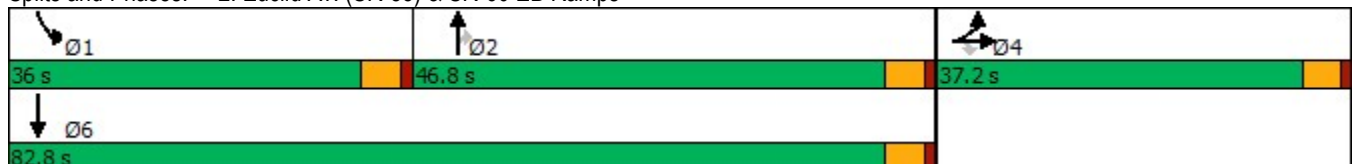


Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	335	6	636	1806	778	409	1930
Future Volume (vph)	335	6	636	1806	778	409	1930
Turn Type	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	4		2		1	6
Permitted Phases			4		2		
Detector Phase	4	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	37.2	37.2	37.2	46.8	46.8	36.0	82.8
Total Split (%)	31.0%	31.0%	31.0%	39.0%	39.0%	30.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	29.1	29.1	29.1	48.9	48.9	18.9	72.4
Actuated g/C Ratio	0.26	0.26	0.26	0.44	0.44	0.17	0.65
v/c Ratio	0.70	0.87	0.79	1.18	0.87	0.71	0.85
Control Delay	46.9	61.0	46.7	117.3	25.6	51.1	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	9.5
Total Delay	46.9	61.0	46.7	117.3	25.6	51.1	29.4
LOS	D	E	D	F	C	D	C
Approach Delay		51.7		89.7			33.2
Approach LOS		D		F			C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 110.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 61.0	Intersection LOS: E
Intersection Capacity Utilization 143.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: Euclid Av. (SR-83) & SR-60 EB Ramps



HCM 6th Signalized Intersection Summary
 2: Euclid Av. (SR-83) & SR-60 EB Ramps

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	335	6	636	0	0	0	0	1806	778	409	1930	0
Future Volume (veh/h)	335	6	636	0	0	0	0	1806	778	409	1930	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	235	0	715				0	1881	683	426	2010	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	465	0	828				0	1666	732	527	2366	0
Arrive On Green	0.26	0.00	0.26				0.00	0.46	0.46	0.15	0.66	0.00
Sat Flow, veh/h	1810	0	3220				0	3705	1586	3510	3705	0
Grp Volume(v), veh/h	235	0	715				0	1881	683	426	2010	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1586	1755	1805	0
Q Serve(g_s), s	11.4	0.0	21.8				0.0	47.4	41.9	12.1	44.5	0.0
Cycle Q Clear(g_c), s	11.4	0.0	21.8				0.0	47.4	41.9	12.1	44.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	465	0	828				0	1666	732	527	2366	0
V/C Ratio(X)	0.51	0.00	0.86				0.00	1.13	0.93	0.81	0.85	0.00
Avail Cap(c_a), veh/h	576	0	1024				0	1666	732	1076	2750	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.6	0.0	36.5				0.0	27.7	26.2	42.2	13.8	0.0
Incr Delay (d2), s/veh	0.8	0.0	6.5				0.0	66.4	18.9	3.0	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	8.9				0.0	34.0	18.3	5.3	15.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	0.0	43.0				0.0	94.1	45.1	45.3	16.2	0.0
LnGrp LOS	C	A	D				A	F	D	D	B	A
Approach Vol, veh/h		950						2564			2436	
Approach Delay, s/veh		40.6						81.1			21.3	
Approach LOS		D						F			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	19.9	51.9	30.9	71.9								
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), s	31.5	42.3	32.7	78.3								
Max Q Clear Time (g_c+I1), s	14.1	49.4	23.8	46.5								
Green Ext Time (p_c), s	1.4	0.0	2.6	20.9								

Intersection Summary

HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

4: Euclid Av. (SR-83) & Riverside Dr.

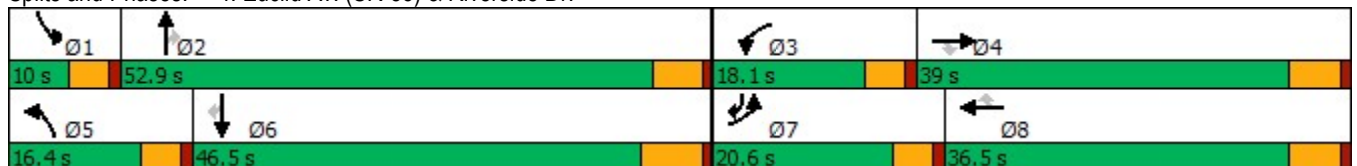
01/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	973	172	188	697	83	303	2082	442	125	1602	429
Future Volume (vph)	158	973	172	188	697	83	303	2082	442	125	1602	429
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	25.8	25.8	9.6	31.8	31.8	9.6	30.4	30.4	9.6	34.5	9.6
Total Split (s)	20.6	39.0	39.0	18.1	36.5	36.5	16.4	52.9	52.9	10.0	46.5	20.6
Total Split (%)	17.2%	32.5%	32.5%	15.1%	30.4%	30.4%	13.7%	44.1%	44.1%	8.3%	38.8%	17.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	14.5	33.2	33.2	13.5	32.2	32.2	11.8	47.5	47.5	5.4	40.0	61.0
Actuated g/C Ratio	0.12	0.28	0.28	0.11	0.27	0.27	0.10	0.40	0.40	0.04	0.33	0.51
v/c Ratio	0.82	1.04	0.32	1.05	0.77	0.16	0.99	1.08	0.57	0.90	0.99	0.52
Control Delay	82.3	82.4	8.6	132.0	47.4	0.7	104.0	81.5	11.4	110.4	59.5	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.3	82.4	8.6	132.0	47.4	0.7	104.0	81.5	11.4	110.4	59.5	16.6
LOS	F	F	A	F	D	A	F	F	B	F	E	B
Approach Delay		72.6			59.8			72.9			53.9	
Approach LOS		E			E			E			D	

























Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 65.5	Intersection LOS: E
Intersection Capacity Utilization 103.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 4: Euclid Av. (SR-83) & Riverside Dr.



HCM 6th Signalized Intersection Summary
 4: Euclid Av. (SR-83) & Riverside Dr.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	973	172	188	697	83	303	2082	442	125	1602	429
Future Volume (veh/h)	158	973	172	188	697	83	303	2082	442	125	1602	429
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	160	983	123	190	704	45	306	2103	244	126	1618	231
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	938	418	180	931	408	306	1927	598	140	1668	691
Arrive On Green	0.11	0.27	0.27	0.11	0.27	0.27	0.10	0.39	0.39	0.04	0.34	0.34
Sat Flow, veh/h	1619	3420	1525	1619	3420	1500	3141	4914	1525	3141	4914	1525
Grp Volume(v), veh/h	160	983	123	190	704	45	306	2103	244	126	1618	231
Grp Sat Flow(s),veh/h/ln	1619	1710	1525	1619	1710	1500	1570	1638	1525	1570	1638	1525
Q Serve(g_s), s	11.8	33.2	7.7	13.5	22.8	2.7	11.8	47.5	14.0	4.8	39.3	11.8
Cycle Q Clear(g_c), s	11.8	33.2	7.7	13.5	22.8	2.7	11.8	47.5	14.0	4.8	39.3	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	938	418	180	931	408	306	1927	598	140	1668	691
V/C Ratio(X)	0.87	1.05	0.29	1.05	0.76	0.11	1.00	1.09	0.41	0.90	0.97	0.33
Avail Cap(c_a), veh/h	214	938	418	180	931	408	306	1927	598	140	1668	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.8	43.9	34.7	53.8	40.4	33.1	54.6	36.8	26.6	57.6	39.4	21.4
Incr Delay (d2), s/veh	24.7	42.9	0.4	81.6	3.6	0.1	51.4	50.1	0.4	46.4	15.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	19.1	2.8	9.4	9.7	1.0	6.7	26.3	5.0	2.8	17.6	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.5	86.8	35.1	135.4	44.0	33.2	106.0	86.9	27.1	103.9	54.9	21.6
LnGrp LOS	E	F	D	F	D	C	F	F	C	F	D	C
Approach Vol, veh/h		1266			939			2653			1975	
Approach Delay, s/veh		80.6			62.0			83.6			54.1	
Approach LOS		F			E			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	54.0	18.1	39.0	16.4	47.6	18.4	38.7				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	5.8	4.6	6.5	4.6	5.8				
Max Green Setting (Gmax), s	5.4	* 48	13.5	33.2	11.8	40.0	16.0	30.7				
Max Q Clear Time (g_c+I1), s	6.8	49.5	15.5	35.2	13.8	41.3	13.8	24.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay				71.6								
HCM 6th LOS				E								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
5: Euclid Av. (SR-83) & Chino Av.

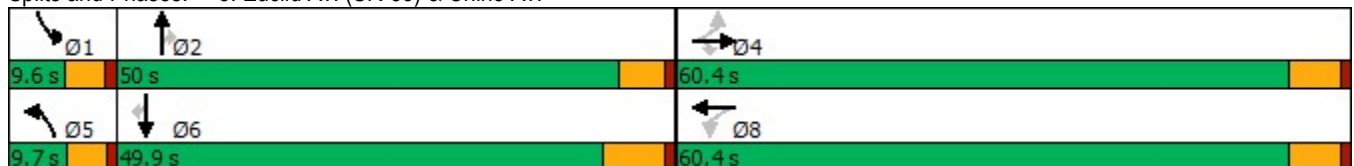


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	153	684	99	165	406	86	2318	262	111	1664	181
Future Volume (vph)	153	684	99	165	406	86	2318	262	111	1664	181
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8				2			6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	28.8	28.8	28.8	33.8	33.8	9.6	24.2	24.2	9.6	31.5	31.5
Total Split (s)	60.4	60.4	60.4	60.4	60.4	9.7	50.0	50.0	9.6	49.9	49.9
Total Split (%)	50.3%	50.3%	50.3%	50.3%	50.3%	8.1%	41.7%	41.7%	8.0%	41.6%	41.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.6	4.2	4.2	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	4.6	5.2	5.2	4.6	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	54.6	54.6	54.6	54.6	54.6	5.1	44.8	44.8	5.0	43.4	43.4
Actuated g/C Ratio	0.46	0.46	0.46	0.46	0.46	0.04	0.37	0.37	0.04	0.36	0.36
v/c Ratio	0.76	0.86	0.14	1.67	0.68	0.65	1.19	0.44	0.85	0.88	0.28
Control Delay	52.7	41.7	5.6	365.3	30.3	78.4	123.5	23.4	103.0	42.1	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	41.7	5.6	365.3	30.3	78.4	123.5	23.4	103.0	42.1	6.4
LOS	D	D	A	F	C	E	F	C	F	D	A
Approach Delay		39.7			110.0		112.2			42.3	
Approach LOS		D			F		F			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.67	
Intersection Signal Delay: 79.2	Intersection LOS: E
Intersection Capacity Utilization 116.4%	ICU Level of Service H
Analysis Period (min) 15	

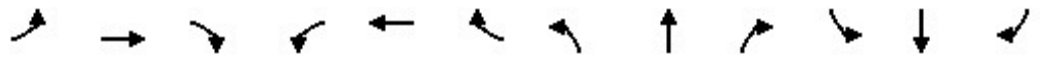
Splits and Phases: 5: Euclid Av. (SR-83) & Chino Av.



HCM 6th Signalized Intersection Summary
 5: Euclid Av. (SR-83) & Chino Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖↗	↑↑↑	↗	↖↗	↑↑↑	↗
Traffic Volume (veh/h)	153	684	99	165	406	122	86	2318	262	111	1664	181
Future Volume (veh/h)	153	684	99	165	406	122	86	2318	262	111	1664	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	158	705	51	170	419	64	89	2390	135	114	1715	94
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	307	810	687	151	686	105	133	1994	563	133	1994	563
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.06	0.55	0.55	0.06	0.55	0.55
Sat Flow, veh/h	829	1800	1525	644	1525	233	3238	5400	1525	3238	5400	1525
Grp Volume(v), veh/h	158	705	51	170	0	483	89	2390	135	114	1715	94
Grp Sat Flow(s),veh/h/ln	829	1800	1525	644	0	1758	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	17.9	37.4	1.4	17.2	0.0	18.4	3.3	44.8	5.5	4.2	32.8	3.7
Cycle Q Clear(g_c), s	36.3	37.4	1.4	54.6	0.0	18.4	3.3	44.8	5.5	4.2	32.8	3.7
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	810	687	151	0	791	133	1994	563	133	1994	563
V/C Ratio(X)	0.52	0.87	0.07	1.13	0.00	0.61	0.67	1.20	0.24	0.85	0.86	0.17
Avail Cap(c_a), veh/h	307	810	687	151	0	791	136	1994	563	133	1994	563
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	16.9	11.1	41.8	0.0	13.8	56.1	27.0	18.3	56.5	24.4	17.9
Incr Delay (d2), s/veh	1.5	10.1	0.0	112.2	0.0	1.4	9.2	94.4	1.0	37.0	5.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	11.9	0.5	9.0	0.0	5.4	1.4	30.9	1.9	2.3	10.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	27.0	11.1	154.0	0.0	15.2	65.3	121.5	19.3	93.5	29.5	18.5
LnGrp LOS	C	C	B	F	A	B	E	F	B	F	C	B
Approach Vol, veh/h		914			653			2614			1923	
Approach Delay, s/veh		25.8			51.3			114.3			32.8	
Approach LOS		C			D			F			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	51.3		60.4	9.6	51.3		60.4				
Change Period (Y+Rc), s	4.6	* 6.5		5.8	4.6	6.5		5.8				
Max Green Setting (Gmax), s	5.0	* 45		54.6	5.1	43.4		54.6				
Max Q Clear Time (g_c+I1), s	6.2	46.8		39.4	5.3	34.8		56.6				
Green Ext Time (p_c), s	0.0	0.0		5.0	0.0	6.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	68.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
6: Euclid Av. (SR-83) & Schaefer Av.

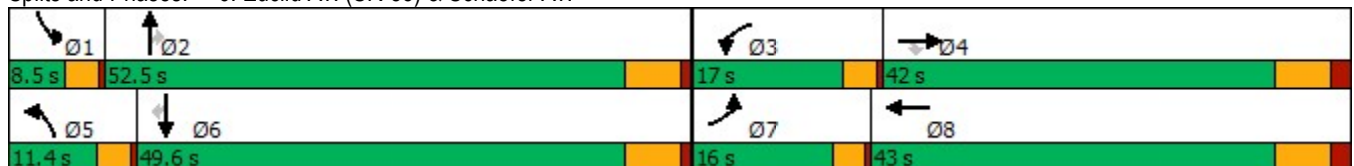


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↖	↖	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (vph)	404	335	180	175	270	185	2090	65	117	1664	186
Future Volume (vph)	404	335	180	175	270	185	2090	65	117	1664	186
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.5	42.0	42.0	13.5	43.0	8.5	33.0	33.0	8.5	28.0	28.0
Total Split (s)	16.0	42.0	42.0	17.0	43.0	11.4	52.5	52.5	8.5	49.6	49.6
Total Split (%)	13.3%	35.0%	35.0%	14.2%	35.8%	9.5%	43.8%	43.8%	7.1%	41.3%	41.3%
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	7.0	7.0	3.5	7.0	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.5	35.0	35.0	13.5	36.0	7.9	46.5	46.5	5.0	43.6	43.6
Actuated g/C Ratio	0.10	0.29	0.29	0.11	0.30	0.07	0.39	0.39	0.04	0.36	0.36
v/c Ratio	1.28	0.66	0.35	0.99	0.98	0.93	1.13	0.10	0.93	0.96	0.31
Control Delay	189.1	44.3	15.0	119.1	73.3	102.2	101.4	2.0	119.7	51.5	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	189.1	44.3	15.0	119.1	73.3	102.2	101.4	2.0	119.7	51.5	13.3
LOS	F	D	B	F	E	F	F	A	F	D	B
Approach Delay		102.2			85.2		98.7			51.9	
Approach LOS		F			F		F			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 82.1
 Intersection LOS: F
 Intersection Capacity Utilization 106.9%
 ICU Level of Service G
 Analysis Period (min) 15































Splits and Phases: 6: Euclid Av. (SR-83) & Schaefer Av.



HCM 6th Signalized Intersection Summary
6: Euclid Av. (SR-83) & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 						 	  		 	  	
Traffic Volume (veh/h)	404	335	180	175	270	228	185	2090	65	117	1664	186
Future Volume (veh/h)	404	335	180	175	270	228	185	2090	65	117	1664	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	416	345	93	180	278	132	191	2155	34	121	1715	99
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	345	457	387	192	303	144	218	2006	623	138	1881	576
Arrive On Green	0.11	0.25	0.25	0.12	0.26	0.26	0.07	0.41	0.41	0.04	0.38	0.38
Sat Flow, veh/h	3141	1800	1525	1619	1153	548	3141	4914	1525	3141	4914	1505
Grp Volume(v), veh/h	416	345	93	180	0	410	191	2155	34	121	1715	99
Grp Sat Flow(s),veh/h/ln	1570	1800	1525	1619	0	1701	1570	1638	1525	1570	1638	1505
Q Serve(g_s), s	12.5	20.2	5.5	12.6	0.0	26.7	6.9	46.5	1.5	4.4	37.7	5.0
Cycle Q Clear(g_c), s	12.5	20.2	5.5	12.6	0.0	26.7	6.9	46.5	1.5	4.4	37.7	5.0
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	457	387	192	0	446	218	2006	623	138	1881	576
V/C Ratio(X)	1.21	0.76	0.24	0.94	0.00	0.92	0.88	1.07	0.05	0.88	0.91	0.17
Avail Cap(c_a), veh/h	345	553	469	192	0	538	218	2006	623	138	1881	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	39.2	33.8	49.8	0.0	40.8	52.5	33.7	20.4	54.1	33.3	23.2
Incr Delay (d2), s/veh	117.3	4.3	0.2	46.9	0.0	18.2	29.6	43.4	0.0	41.4	7.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	9.1	2.0	7.4	0.0	12.9	3.5	24.7	0.5	2.4	14.9	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	168.0	43.5	34.0	96.7	0.0	59.0	82.1	77.1	20.4	95.6	40.5	23.4
LnGrp LOS	F	D	C	F	A	E	F	F	C	F	D	C
Approach Vol, veh/h		854			590			2380			1935	
Approach Delay, s/veh		103.1			70.5			76.7			43.1	
Approach LOS		F			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	52.5	17.0	35.9	11.4	49.6	16.0	36.9				
Change Period (Y+Rc), s	3.5	6.0	3.5	7.0	3.5	6.0	3.5	7.0				
Max Green Setting (Gmax), s	5.0	46.5	13.5	35.0	7.9	43.6	12.5	36.0				
Max Q Clear Time (g_c+I1), s	6.4	48.5	14.6	22.2	8.9	39.7	14.5	28.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	0.0	3.1	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			68.7									
HCM 6th LOS			E									

Timings

Euclid Mixed-Use Specific Plan (JN 15045)

11: Euclid Av. (SR-83) & Edison Av.

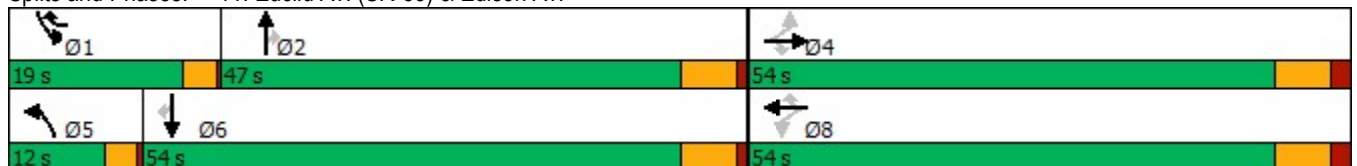
01/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	352	1372	236	194	736	376	227	1727	163	390	1231	254
Future Volume (vph)	352	1372	236	194	736	376	227	1727	163	390	1231	254
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	46.0	46.0	46.0	49.0	49.0	8.5	8.5	29.0	29.0	8.5	40.0	40.0
Total Split (s)	54.0	54.0	54.0	54.0	54.0	19.0	12.0	47.0	47.0	19.0	54.0	54.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	45.0%	15.8%	10.0%	39.2%	39.2%	15.8%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.5	0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	3.5	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	47.0	47.0	47.0	47.0	47.0	66.0	8.5	41.0	41.0	15.5	48.0	48.0
Actuated g/C Ratio	0.39	0.39	0.39	0.39	0.39	0.55	0.07	0.34	0.34	0.13	0.40	0.40
v/c Ratio	1.07	0.73	0.34	1.60	0.56	0.45	1.05	1.05	0.29	0.99	0.64	0.40
Control Delay	103.6	33.8	7.9	331.4	30.4	15.2	127.7	75.0	13.3	93.6	30.8	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.6	33.8	7.9	331.4	30.4	15.2	127.7	75.0	13.3	93.6	30.8	20.2
LOS	F	C	A	F	C	B	F	E	B	F	C	C
Approach Delay		43.2			70.8			76.0			42.5	
Approach LOS		D			E			E			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.60
 Intersection Signal Delay: 57.5
 Intersection LOS: E
 Intersection Capacity Utilization 101.8%
 ICU Level of Service G
 Analysis Period (min) 15








































Splits and Phases: 11: Euclid Av. (SR-83) & Edison Av.



HCM 6th Signalized Intersection Summary
 11: Euclid Av. (SR-83) & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	  		  	 		  	  		  	  	
Traffic Volume (veh/h)	352	1372	236	194	736	376	227	1727	163	390	1231	254
Future Volume (veh/h)	352	1372	236	194	736	376	227	1727	163	390	1231	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	359	1400	190	198	751	282	232	1762	115	398	1256	157
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	332	1925	597	204	1340	787	222	1679	514	406	1966	603
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.07	0.34	0.34	0.13	0.40	0.40
Sat Flow, veh/h	963	4914	1525	566	3420	1505	3141	4914	1504	3141	4914	1506
Grp Volume(v), veh/h	359	1400	190	198	751	282	232	1762	115	398	1256	157
Grp Sat Flow(s),veh/h/ln	481	1638	1525	283	1710	1505	1570	1638	1504	1570	1638	1506
Q Serve(g_s), s	26.5	29.1	10.4	17.9	20.5	13.3	8.5	41.0	6.5	15.2	24.7	8.4
Cycle Q Clear(g_c), s	47.0	29.1	10.4	47.0	20.5	13.3	8.5	41.0	6.5	15.2	24.7	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	1925	597	204	1340	787	222	1679	514	406	1966	603
V/C Ratio(X)	1.08	0.73	0.32	0.97	0.56	0.36	1.04	1.05	0.22	0.98	0.64	0.26
Avail Cap(c_a), veh/h	332	1925	597	204	1340	787	222	1679	514	406	1966	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	31.1	25.4	56.2	28.5	17.0	55.7	39.5	28.2	52.1	29.0	24.1
Incr Delay (d2), s/veh	72.5	1.4	0.3	53.7	0.5	0.3	72.0	36.2	0.2	39.4	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	11.2	3.7	4.5	8.1	4.4	5.5	20.9	2.3	7.9	9.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	124.1	32.5	25.7	109.9	29.0	17.2	127.7	75.7	28.4	91.5	29.7	24.3
LnGrp LOS	F	C	C	F	C	B	F	F	C	F	C	C
Approach Vol, veh/h		1949			1231			2109			1811	
Approach Delay, s/veh		48.7			39.3			78.9			42.8	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	47.0		54.0	12.0	54.0		54.0				
Change Period (Y+Rc), s	3.5	6.0		7.0	3.5	6.0		7.0				
Max Green Setting (Gmax), s	15.5	41.0		47.0	8.5	48.0		47.0				
Max Q Clear Time (g_c+I1), s	17.2	43.0		49.0	10.5	26.7		49.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	8.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				54.5								
HCM 6th LOS				D								

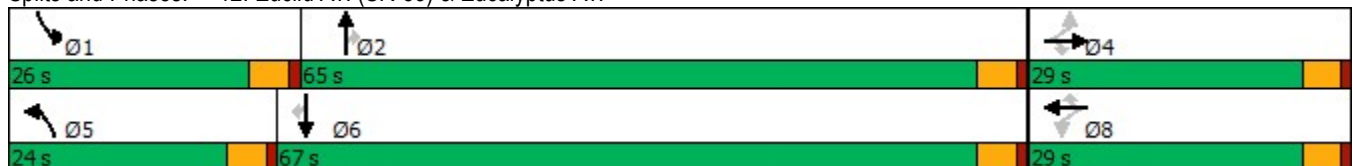
Timings
12: Euclid Av. (SR-83) & Eucalyptus Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	166	234	46	196	298	131	1842	23	151	1911	93
Future Volume (vph)	59	166	234	46	196	298	131	1842	23	151	1911	93
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0	24.0	65.0	65.0	26.0	67.0	67.0
Total Split (%)	24.2%	24.2%	24.2%	24.2%	24.2%	24.2%	20.0%	54.2%	54.2%	21.7%	55.8%	55.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	17.2	17.2	17.2	17.2	17.2	17.2	13.8	50.0	50.0	15.1	51.3	51.3
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.18	0.14	0.52	0.52	0.16	0.53	0.53
v/c Ratio	0.47	0.54	0.52	0.16	0.64	0.63	0.59	0.75	0.03	0.62	0.76	0.12
Control Delay	53.0	45.7	9.4	39.0	49.2	14.2	53.6	21.5	0.4	52.9	20.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.0	45.7	9.4	39.0	49.2	14.2	53.6	21.5	0.4	52.9	20.8	3.2
LOS	D	D	A	D	D	B	D	C	A	D	C	A
Approach Delay		28.1			29.0			23.3			22.3	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 96.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 23.9	Intersection LOS: C
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

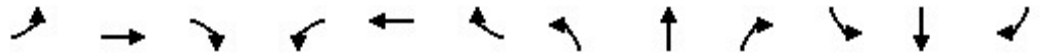
Splits and Phases: 12: Euclid Av. (SR-83) & Eucalyptus Av.



HCM 6th Signalized Intersection Summary
 12: Euclid Av. (SR-83) & Eucalyptus Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	166	234	46	196	298	131	1842	23	151	1911	93
Future Volume (veh/h)	59	166	234	46	196	298	131	1842	23	151	1911	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	61	173	149	48	204	307	136	1919	22	157	1991	86
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	179	408	345	421	408	345	166	2525	784	189	2595	805
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.10	0.51	0.51	0.12	0.53	0.53
Sat Flow, veh/h	808	1800	1525	1865	1800	1525	1619	4914	1525	1619	4914	1524
Grp Volume(v), veh/h	61	173	149	48	204	307	136	1919	22	157	1991	86
Grp Sat Flow(s),veh/h/ln	808	1800	1525	933	1800	1525	1619	1638	1525	1619	1638	1524
Q Serve(g_s), s	6.7	7.8	7.9	2.1	9.3	18.4	7.8	29.4	0.7	9.0	30.4	2.7
Cycle Q Clear(g_c), s	16.1	7.8	7.9	9.9	9.3	18.4	7.8	29.4	0.7	9.0	30.4	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	408	345	421	408	345	166	2525	784	189	2595	805
V/C Ratio(X)	0.34	0.42	0.43	0.11	0.50	0.89	0.82	0.76	0.03	0.83	0.77	0.11
Avail Cap(c_a), veh/h	206	467	396	483	467	396	334	3148	977	369	3252	1009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	31.3	31.3	35.5	31.9	35.4	41.5	18.3	11.3	40.8	17.7	11.1
Incr Delay (d2), s/veh	1.1	0.7	0.9	0.1	1.0	19.5	9.5	0.9	0.0	9.0	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.3	2.8	0.5	4.0	8.3	3.3	9.4	0.2	3.8	9.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	32.0	32.2	35.6	32.8	54.8	51.0	19.2	11.3	49.8	18.6	11.2
LnGrp LOS	D	C	C	D	C	D	D	B	B	D	B	B
Approach Vol, veh/h		383			559			2077			2234	
Approach Delay, s/veh		33.3			45.2			21.2			20.5	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.5	53.0		25.9	14.2	54.4		25.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	21.5	60.5		24.5	19.5	62.5		24.5				
Max Q Clear Time (g_c+I1), s	11.0	31.4		18.1	9.8	32.4		20.4				
Green Ext Time (p_c), s	0.3	16.1		1.0	0.2	17.5		1.0				

Intersection Summary

HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Timings

13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

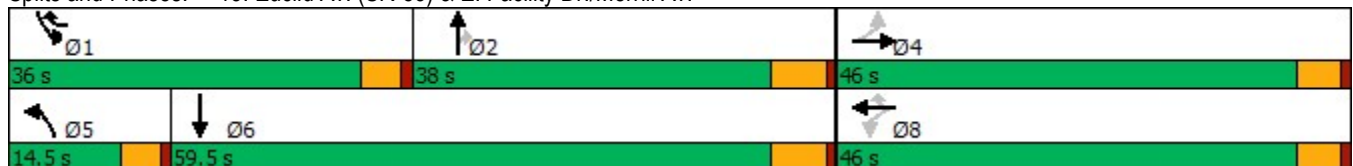


Lane Group	EBL	EBT	WBL	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖↗	↖	↖	↑↑↑	↖	↖	↑↑↑
Traffic Volume (vph)	4	22	702	637	3	1340	456	418	2062
Future Volume (vph)	4	22	702	637	3	1340	456	418	2062
Turn Type	Perm	NA	Perm	pm+ov	Prot	NA	Perm	Prot	NA
Protected Phases		4		1	5	2		1	6
Permitted Phases	4		8	8			2		
Detector Phase	4	4	8	1	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	10.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	10.0	10.0	46.0	14.5	14.5	28.0	28.0	14.5	28.0
Total Split (s)	46.0	46.0	46.0	36.0	14.5	38.0	38.0	36.0	59.5
Total Split (%)	38.3%	38.3%	38.3%	30.0%	12.1%	31.7%	31.7%	30.0%	49.6%
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	5.0	5.0	3.5	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.5	4.5	6.0	6.0	4.5	6.0
Lead/Lag				Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	37.5	37.5	37.5	74.0	10.0	32.0	32.0	31.5	65.3
Actuated g/C Ratio	0.32	0.32	0.32	0.63	0.09	0.27	0.27	0.27	0.56
v/c Ratio	0.01	0.08	0.94	0.67	0.02	1.02	0.88	0.99	0.78
Control Delay	26.2	17.6	58.6	16.9	51.0	72.7	46.0	83.8	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	17.6	58.6	16.9	51.0	72.7	46.0	83.8	24.1
LOS	C	B	E	B	D	E	D	F	C
Approach Delay		18.3				65.9			34.1
Approach LOS		B				E			C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 116.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 45.1	Intersection LOS: D
Intersection Capacity Utilization 95.2%	ICU Level of Service F
Analysis Period (min) 15	

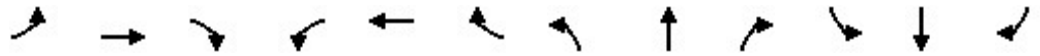
Splits and Phases: 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.



HCM 6th Signalized Intersection Summary
 13: Euclid Av. (SR-83) & E. Facility Dr./Merrill Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖↗	↖	↗	↖	↖↗↘	↗	↖	↖↗↘	
Traffic Volume (veh/h)	4	22	18	702	0	637	3	1340	456	418	2062	12
Future Volume (veh/h)	4	22	18	702	0	637	3	1340	456	418	2062	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		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	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	4	23	11	724	0	348	3	1381	254	431	2126	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	371	378	181	889	594	911	13	1333	405	432	2682	9
Arrive On Green	0.33	0.33	0.33	0.33	0.00	0.33	0.01	0.27	0.27	0.27	0.53	0.53
Sat Flow, veh/h	939	1145	548	2424	1800	1525	1619	4914	1493	1619	5056	17
Grp Volume(v), veh/h	4	0	34	724	0	348	3	1381	254	431	1377	756
Grp Sat Flow(s),veh/h/ln	939	0	1693	1212	1800	1525	1619	1638	1493	1619	1638	1797
Q Serve(g_s), s	0.3	0.0	1.6	34.3	0.0	14.0	0.2	32.0	17.6	31.4	40.2	40.2
Cycle Q Clear(g_c), s	0.3	0.0	1.6	36.0	0.0	14.0	0.2	32.0	17.6	31.4	40.2	40.2
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	371	0	559	889	594	911	13	1333	405	432	1738	953
V/C Ratio(X)	0.01	0.00	0.06	0.81	0.00	0.38	0.23	1.04	0.63	1.00	0.79	0.79
Avail Cap(c_a), veh/h	387	0	589	931	626	938	137	1333	405	432	1738	953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	0.0	27.0	39.3	0.0	12.4	58.1	43.0	37.7	43.2	22.4	22.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.9	0.0	0.1	3.4	34.4	3.0	42.3	2.6	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.7	10.2	0.0	4.3	0.1	16.4	6.4	16.8	14.1	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	27.0	44.2	0.0	12.5	61.5	77.4	40.8	85.5	25.0	27.1
LnGrp LOS	C	A	C	D	A	B	E	F	D	F	C	C
Approach Vol, veh/h		38			1072			1638			2564	
Approach Delay, s/veh		27.0			33.9			71.7			35.8	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	36.0	38.0		43.9	5.4	68.6		43.9				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	31.5	32.0		41.0	10.0	53.5		41.0				
Max Q Clear Time (g_c+I1), s	33.4	34.0		3.6	2.2	42.2		38.0				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	8.7		1.0				

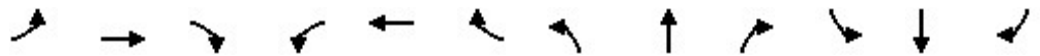
Intersection Summary

HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

Timings

14: Euclid Av. (SR-83) & Kimball Av.

01/12/2023

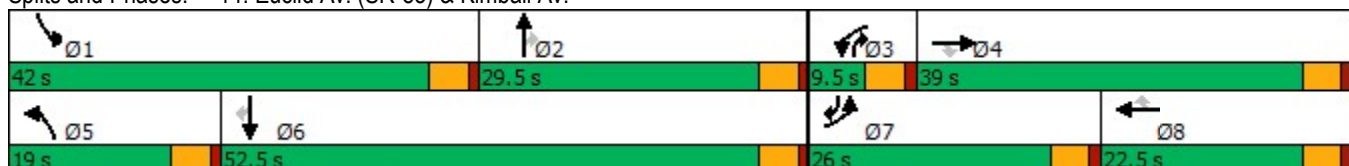


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↗	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (vph)	580	1040	82	95	501	274	98	1012	214	1024	1257	565
Future Volume (vph)	580	1040	82	95	501	274	98	1012	214	1024	1257	565
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	9.5
Total Split (s)	26.0	39.0	39.0	9.5	22.5	22.5	19.0	29.5	9.5	42.0	52.5	26.0
Total Split (%)	21.7%	32.5%	32.5%	7.9%	18.8%	18.8%	15.8%	24.6%	7.9%	35.0%	43.8%	21.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	21.5	34.5	34.5	5.0	18.0	18.0	12.0	25.0	34.5	37.5	50.5	72.0
Actuated g/C Ratio	0.18	0.29	0.29	0.04	0.15	0.15	0.10	0.21	0.29	0.31	0.42	0.60
v/c Ratio	1.12	1.08	0.16	0.75	1.00	0.60	0.62	1.01	0.41	1.13	0.62	0.59
Control Delay	121.9	93.5	1.5	89.1	90.0	11.1	68.2	77.8	15.7	112.4	29.2	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.9	93.5	1.5	89.1	90.0	11.1	68.2	77.8	15.7	112.4	29.2	11.4
LOS	F	F	A	F	F	B	E	E	B	F	C	B
Approach Delay		98.7			65.0			67.1			55.6	
Approach LOS		F			E			E			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 70.0
 Intersection LOS: E
 Intersection Capacity Utilization 104.8%
 ICU Level of Service G
 Analysis Period (min) 15


































Splits and Phases: 14: Euclid Av. (SR-83) & Kimball Av.



HCM 6th Signalized Intersection Summary
 14: Euclid Av. (SR-83) & Kimball Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  		 	  	
Traffic Volume (veh/h)	580	1040	82	95	501	274	98	1012	214	1024	1257	565
Future Volume (veh/h)	580	1040	82	95	501	274	98	1012	214	1024	1257	565
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	592	1061	72	97	511	209	100	1033	176	1045	1283	535
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	530	983	439	131	513	229	122	1024	381	924	2189	944
Arrive On Green	0.18	0.29	0.29	0.04	0.15	0.15	0.08	0.21	0.21	0.31	0.45	0.45
Sat Flow, veh/h	2956	3420	1525	3141	3420	1525	1619	4914	1525	2956	4914	1506
Grp Volume(v), veh/h	592	1061	72	97	511	209	100	1033	176	1045	1283	535
Grp Sat Flow(s),veh/h/ln	1478	1710	1525	1570	1710	1525	1619	1638	1525	1478	1638	1506
Q Serve(g_s), s	21.5	34.5	4.2	3.7	17.9	16.2	7.3	25.0	11.7	37.5	23.5	24.8
Cycle Q Clear(g_c), s	21.5	34.5	4.2	3.7	17.9	16.2	7.3	25.0	11.7	37.5	23.5	24.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	530	983	439	131	513	229	122	1024	381	924	2189	944
V/C Ratio(X)	1.12	1.08	0.16	0.74	1.00	0.91	0.82	1.01	0.46	1.13	0.59	0.57
Avail Cap(c_a), veh/h	530	983	439	131	513	229	196	1024	381	924	2189	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	42.7	32.0	56.9	51.0	50.2	54.7	47.5	38.2	41.2	25.0	13.1
Incr Delay (d2), s/veh	75.6	52.5	0.2	20.0	38.7	36.9	13.4	30.4	0.9	72.7	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	21.1	1.5	1.8	10.2	8.3	3.3	12.5	4.4	22.0	8.5	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	124.8	95.3	32.1	76.8	89.6	87.1	68.1	77.9	39.0	113.9	25.4	13.9
LnGrp LOS	F	F	C	E	F	F	E	F	D	F	C	B
Approach Vol, veh/h		1725			817			1309			2863	
Approach Delay, s/veh		102.8			87.5			71.9			55.6	
Approach LOS		F			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	42.0	29.5	9.5	39.0	13.5	58.0	26.0	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	37.5	25.0	5.0	34.5	14.5	48.0	21.5	18.0				
Max Q Clear Time (g_c+I1), s	39.5	27.0	5.7	36.5	9.3	26.8	23.5	19.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	10.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				74.8								
HCM 6th LOS				E								

Timings
19: Edison Av. & Driveway 9

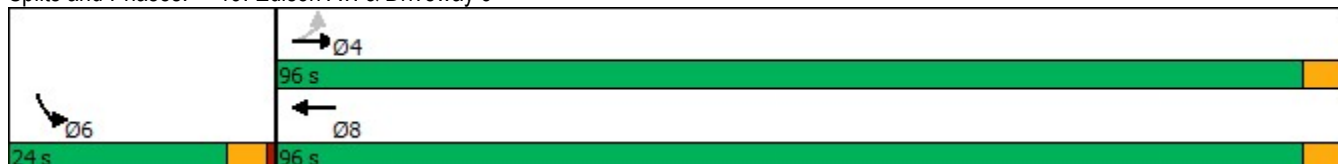


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	188	793	890	138
Future Volume (vph)	188	793	890	138
Turn Type	Perm	NA	NA	Prot
Protected Phases		4	8	6
Permitted Phases	4			
Detector Phase	4	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	96.0	96.0	96.0	24.0
Total Split (%)	80.0%	80.0%	80.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	Min
Act Effct Green (s)	60.8	60.8	60.8	15.5
Actuated g/C Ratio	0.70	0.70	0.70	0.18
v/c Ratio	1.03	0.65	0.79	0.68
Control Delay	88.0	9.0	12.9	48.4
Queue Delay	0.0	0.1	0.0	0.0
Total Delay	88.0	9.1	12.9	48.4
LOS	F	A	B	D
Approach Delay		24.2	12.9	48.4
Approach LOS		C	B	D

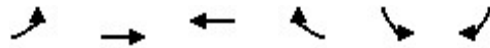
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 86.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 21.5
 Intersection Capacity Utilization 84.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 19: Edison Av. & Driveway 9



HCM 6th Signalized Intersection Summary
 19: Edison Av. & Driveway 9



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	188	793	890	68	138	68
Future Volume (veh/h)	188	793	890	68	138	68
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	204	862	967	74	150	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	323	1433	1315	101	175	86
Arrive On Green	0.75	0.75	0.75	0.75	0.15	0.15
Sat Flow, veh/h	551	1900	1743	133	1159	572
Grp Volume(v), veh/h	204	862	0	1041	225	0
Grp Sat Flow(s),veh/h/ln	551	1900	0	1876	1739	0
Q Serve(g_s), s	30.8	19.3	0.0	29.0	12.0	0.0
Cycle Q Clear(g_c), s	59.8	19.3	0.0	29.0	12.0	0.0
Prop In Lane	1.00			0.07	0.67	0.33
Lane Grp Cap(c), veh/h	323	1433	0	1415	262	0
V/C Ratio(X)	0.63	0.60	0.00	0.74	0.86	0.00
Avail Cap(c_a), veh/h	438	1833	0	1810	357	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.9	5.2	0.0	6.4	39.3	0.0
Incr Delay (d2), s/veh	2.0	0.4	0.0	1.2	14.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	4.7	0.0	7.2	6.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.0	5.6	0.0	7.6	53.6	0.0
LnGrp LOS	C	A	A	A	D	A
Approach Vol, veh/h		1066	1041		225	
Approach Delay, s/veh		9.3	7.6		53.6	
Approach LOS		A	A		D	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				76.1	18.8	76.1
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				91.5	19.5	91.5
Max Q Clear Time (g_c+I1), s				61.8	14.0	31.0
Green Ext Time (p_c), s				9.7	0.3	10.8
Intersection Summary						
HCM 6th Ctrl Delay			12.8			
HCM 6th LOS			B			

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗		↖	↗
Traffic Vol, veh/h	6	924	942	65	105	12
Future Vol, veh/h	6	924	942	65	105	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	1004	1024	71	114	13

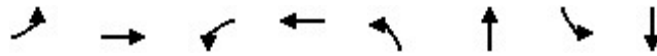
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1095	0	-	0	2078 1060
Stage 1	-	-	-	-	1060 -
Stage 2	-	-	-	-	1018 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	645	-	-	-	~ 60 275
Stage 1	-	-	-	-	336 -
Stage 2	-	-	-	-	352 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	645	-	-	-	~ 59 275
Mov Cap-2 Maneuver	-	-	-	-	183 -
Stage 1	-	-	-	-	332 -
Stage 2	-	-	-	-	352 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	49.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	645	-	-	-	183	275
HCM Lane V/C Ratio	0.01	-	-	-	0.624	0.047
HCM Control Delay (s)	10.6	-	-	-	52.7	18.7
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	-	3.5	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
30: Bon View Av. & Schaefer Av.

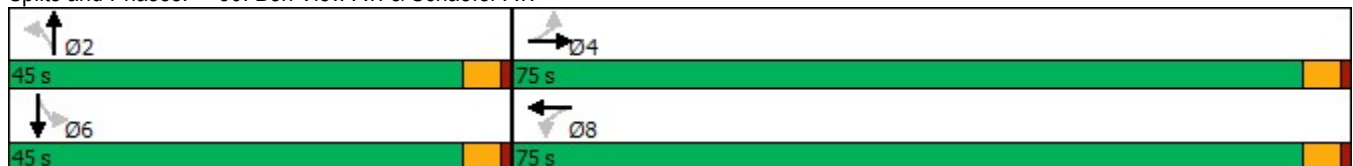


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	67	475	24	196	59	193	19	124
Future Volume (vph)	67	475	24	196	59	193	19	124
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	75.0	75.0	75.0	75.0	45.0	45.0	45.0	45.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		4.5		4.5		4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effect Green (s)		27.0		27.0		16.3		16.3
Actuated g/C Ratio		0.51		0.51		0.31		0.31
v/c Ratio		0.71		0.28		0.57		0.32
Control Delay		15.3		8.6		22.1		17.6
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		15.3		8.6		22.1		17.6
LOS		B		A		C		B
Approach Delay		15.3		8.6		22.1		17.6
Approach LOS		B		A		C		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 53.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 15.8
 Intersection LOS: B
 Intersection Capacity Utilization 76.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 30: Bon View Av. & Schaefer Av.



HCM 6th Signalized Intersection Summary
 30: Bon View Av. & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

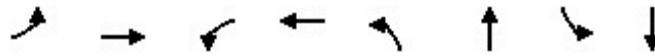


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	67	475	55	24	196	16	59	193	28	19	124	23
Future Volume (veh/h)	67	475	55	24	196	16	59	193	28	19	124	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	505	59	26	209	17	63	205	30	20	132	24
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	175	716	79	152	759	57	193	342	45	144	378	64
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	120	1510	167	73	1599	121	246	1320	175	97	1462	246
Grp Volume(v), veh/h	635	0	0	252	0	0	298	0	0	176	0	0
Grp Sat Flow(s),veh/h/ln	1796	0	0	1793	0	0	1741	0	0	1805	0	0
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	0.0	2.8	0.0	0.0	5.0	0.0	0.0	2.6	0.0	0.0
Prop In Lane	0.11		0.09	0.10		0.07	0.21		0.10	0.11		0.14
Lane Grp Cap(c), veh/h	971	0	0	968	0	0	580	0	0	586	0	0
V/C Ratio(X)	0.65	0.00	0.00	0.26	0.00	0.00	0.51	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	3794	0	0	3665	0	0	2164	0	0	2216	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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	0.0	0.0	5.4	0.0	0.0	11.1	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.1	0.0	0.0	0.7	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	0.4	0.0	0.0	1.3	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.8	0.0	0.0	5.5	0.0	0.0	11.8	0.0	0.0	10.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		635			252			298				176
Approach Delay, s/veh		7.8			5.5			11.8				10.5
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.2		20.5		13.2		20.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		40.5		70.5		40.5		70.5				
Max Q Clear Time (g_c+I1), s		7.0		11.4		4.6		4.8				
Green Ext Time (p_c), s		1.7		4.6		0.9		1.5				
Intersection Summary												
HCM 6th Ctrl Delay				8.6								
HCM 6th LOS				A								

Timings

31: Bon View Av. & Edison Av.

01/12/2023



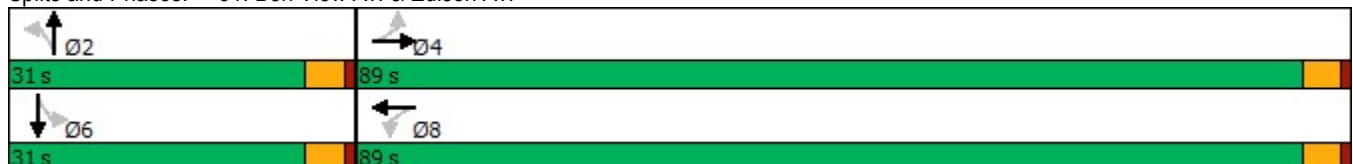
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	75	2121	28	982	73	205	22	199
Future Volume (vph)	75	2121	28	982	73	205	22	199
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	89.0	89.0	89.0	89.0	31.0	31.0	31.0	31.0
Total Split (%)	74.2%	74.2%	74.2%	74.2%	25.8%	25.8%	25.8%	25.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	70.8	70.8	70.8	70.8	20.3	20.3	20.3	20.3
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.20	0.20	0.20	0.20
v/c Ratio	0.26	0.70	0.41	0.30	0.62	0.76	0.23	0.68
Control Delay	8.5	10.1	26.2	5.9	62.6	52.2	43.8	48.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.5	10.1	26.2	5.9	62.6	52.2	43.8	48.1
LOS	A	B	C	A	E	D	D	D
Approach Delay		10.0		6.5		54.4		47.7
Approach LOS		B		A		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 15.3
 Intersection Capacity Utilization 83.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

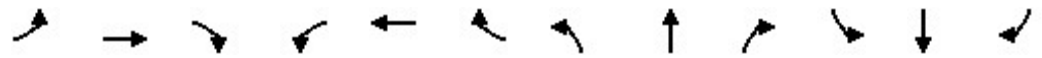
Splits and Phases: 31: Bon View Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 31: Bon View Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

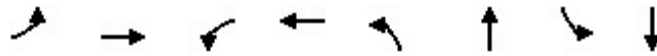


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖	↖	
Traffic Volume (veh/h)	75	2121	218	28	982	19	73	205	59	22	199	40
Future Volume (veh/h)	75	2121	218	28	982	19	73	205	59	22	199	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	82	2305	237	30	1067	21	79	223	64	24	216	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	392	3283	331	122	3591	71	182	317	91	160	343	68
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	527	4788	483	128	5236	103	1138	1419	407	1109	1539	306
Grp Volume(v), veh/h	82	1653	889	30	704	384	79	0	287	24	0	259
Grp Sat Flow(s),veh/h/ln	527	1729	1813	128	1729	1881	1138	0	1827	1109	0	1845
Q Serve(g_s), s	7.2	28.4	29.9	18.7	7.9	7.9	6.7	0.0	14.3	2.0	0.0	12.5
Cycle Q Clear(g_c), s	15.1	28.4	29.9	48.5	7.9	7.9	19.2	0.0	14.3	16.3	0.0	12.5
Prop In Lane	1.00		0.27	1.00		0.05	1.00		0.22	1.00		0.17
Lane Grp Cap(c), veh/h	392	2371	1243	122	2371	1290	182	0	407	160	0	412
V/C Ratio(X)	0.21	0.70	0.72	0.25	0.30	0.30	0.43	0.00	0.70	0.15	0.00	0.63
Avail Cap(c_a), veh/h	481	2959	1551	144	2959	1610	234	0	490	210	0	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	9.3	9.6	24.5	6.1	6.1	43.3	0.0	35.4	42.9	0.0	34.7
Incr Delay (d2), s/veh	0.3	0.5	1.2	1.0	0.1	0.1	1.6	0.0	3.6	0.4	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	8.2	9.3	0.6	2.3	2.5	1.9	0.0	6.4	0.6	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.4	9.9	10.8	25.6	6.2	6.3	45.0	0.0	38.9	43.3	0.0	36.5
LnGrp LOS	A	A	B	C	A	A	D	A	D	D	A	D
Approach Vol, veh/h		2624			1118			366				283
Approach Delay, s/veh		10.2			6.7			40.2				37.1
Approach LOS		B			A			D				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.5		72.2		26.5		72.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		26.5		84.5		26.5		84.5				
Max Q Clear Time (g_c+I1), s		21.2		31.9		18.3		50.5				
Green Ext Time (p_c), s		0.8		35.9		0.9		10.2				
Intersection Summary												
HCM 6th Ctrl Delay				13.5								
HCM 6th LOS				B								

Timings

32: Grove Av. & Schaefer Av.

01/12/2023

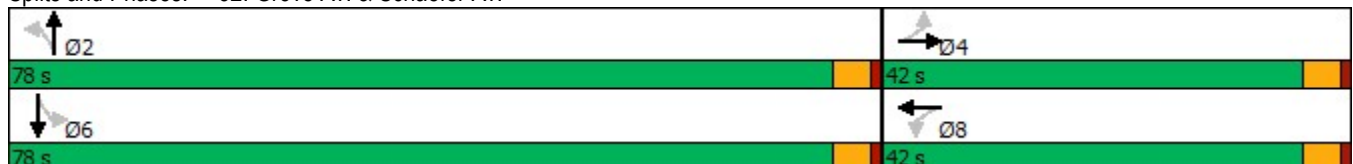


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	144	255	7	122	43	700	132	488
Future Volume (vph)	144	255	7	122	43	700	132	488
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	42.0	42.0	42.0	42.0	78.0	78.0	78.0	78.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	65.0%	65.0%	65.0%	65.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	13.3	13.3	13.3	13.3	21.0	21.0	21.0	21.0
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.47	0.47	0.47	0.47
v/c Ratio	0.46	0.42	0.03	0.22	0.13	0.49	0.55	0.37
Control Delay	19.8	11.0	14.4	8.7	8.0	8.9	17.8	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	11.0	14.4	8.7	8.0	8.9	17.8	7.8
LOS	B	B	B	A	A	A	B	A
Approach Delay		13.2		8.9		8.9		9.6
Approach LOS		B		A		A		A

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 44.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 10.2
 Intersection Capacity Utilization 59.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B






















Splits and Phases: 32: Grove Av. & Schaefer Av.



HCM 6th Signalized Intersection Summary
32: Grove Av. & Schaefer Av.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	255	166	7	122	91	43	700	55	132	488	81
Future Volume (veh/h)	144	255	166	7	122	91	43	700	55	132	488	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	158	280	182	8	134	100	47	769	60	145	536	89
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	447	625	394	340	599	417	485	1688	132	402	1543	255
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1165	2124	1340	945	2035	1415	813	3393	265	672	3100	513
Grp Volume(v), veh/h	158	237	225	8	118	116	47	409	420	145	311	314
Grp Sat Flow(s),veh/h/ln	1165	1805	1659	945	1805	1645	813	1805	1852	672	1805	1808
Q Serve(g_s), s	5.2	4.6	4.8	0.3	2.1	2.3	1.6	6.4	6.4	7.7	4.5	4.6
Cycle Q Clear(g_c), s	7.5	4.6	4.8	5.1	2.1	2.3	6.2	6.4	6.4	14.1	4.5	4.6
Prop In Lane	1.00		0.81	1.00		0.86	1.00		0.14	1.00		0.28
Lane Grp Cap(c), veh/h	447	531	488	340	531	484	485	898	922	402	898	900
V/C Ratio(X)	0.35	0.45	0.46	0.02	0.22	0.24	0.10	0.46	0.46	0.36	0.35	0.35
Avail Cap(c_a), veh/h	1113	1564	1437	880	1564	1425	1461	3065	3145	1208	3065	3069
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	12.4	12.5	14.6	11.5	11.6	8.5	7.1	7.1	11.6	6.6	6.6
Incr Delay (d2), s/veh	0.5	0.6	0.7	0.0	0.2	0.3	0.1	0.4	0.4	0.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.4	1.4	0.1	0.7	0.7	0.2	1.4	1.4	0.8	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	13.0	13.1	14.6	11.7	11.8	8.6	7.4	7.4	12.2	6.8	6.8
LnGrp LOS	B	B	B	B	B	B	A	A	A	B	A	A
Approach Vol, veh/h		620			242			876			770	
Approach Delay, s/veh		13.5			11.9			7.5			7.8	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.0		17.2		26.0		17.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		73.5		37.5		73.5		37.5				
Max Q Clear Time (g_c+I1), s		8.4		9.5		16.1		7.1				
Green Ext Time (p_c), s		5.8		3.3		5.4		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				9.5								
HCM 6th LOS				A								

Timings
33: Grove Av. & Edison Av.

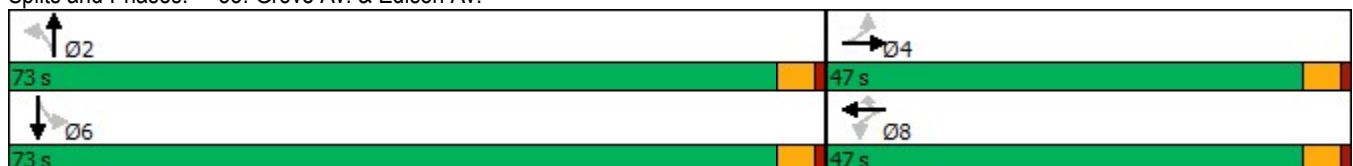


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶↶	↶	↶↶
Traffic Volume (vph)	119	2056	27	1021	55	492	652	150	403
Future Volume (vph)	119	2056	27	1021	55	492	652	150	403
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	47.0	47.0	47.0	47.0	47.0	73.0	73.0	73.0	73.0
Total Split (%)	39.2%	39.2%	39.2%	39.2%	39.2%	60.8%	60.8%	60.8%	60.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	42.5	42.5	42.5	42.5	42.5	68.5	68.5	68.5	68.5
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.35	0.57	0.57	0.57	0.57
v/c Ratio	1.22	1.28	0.52	0.57	0.10	1.31	0.44	0.60	0.29
Control Delay	193.9	162.4	66.7	32.9	7.0	181.9	15.6	28.1	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	193.9	162.4	66.7	32.9	7.0	181.9	15.6	28.1	13.3
LOS	F	F	E	C	A	F	B	C	B
Approach Delay		164.0		32.4			78.1		16.5
Approach LOS		F		C			E		B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 98.5	Intersection LOS: F
Intersection Capacity Utilization 112.2%	ICU Level of Service H
Analysis Period (min) 15	























Splits and Phases: 33: Grove Av. & Edison Av.



HCM 6th Signalized Intersection Summary
33: Grove Av. & Edison Av.

Euclid Mixed-Use Specific Plan (JN 15045)

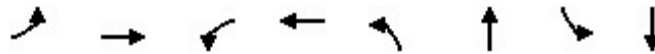
01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	2056	197	27	1021	55	492	652	166	150	403	126
Future Volume (veh/h)	119	2056	197	27	1021	55	492	652	166	150	403	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	128	2211	137	29	1098	37	529	701	113	161	433	81
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	158	1783	110	60	1912	540	498	1727	278	377	1686	313
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.86	0.86	0.86	0.86	0.86	0.86
Sat Flow, veh/h	451	5035	309	139	5400	1525	806	3025	487	610	2953	548
Grp Volume(v), veh/h	128	1576	772	29	1098	37	529	417	397	161	263	251
Grp Sat Flow(s),veh/h/ln	451	1800	1744	139	1800	1525	806	1800	1712	610	1800	1701
Q Serve(g_s), s	26.0	42.5	42.5	0.0	16.5	1.4	65.2	6.1	6.1	11.6	3.2	3.3
Cycle Q Clear(g_c), s	42.5	42.5	42.5	42.5	16.5	1.4	68.5	6.1	6.1	17.7	3.2	3.3
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.28	1.00		0.32
Lane Grp Cap(c), veh/h	158	1275	618	60	1913	540	498	1028	977	377	1028	971
V/C Ratio(X)	0.81	1.24	1.25	0.48	0.57	0.07	1.06	0.41	0.41	0.43	0.26	0.26
Avail Cap(c_a), veh/h	158	1275	618	60	1913	540	498	1028	977	377	1028	971
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	28.1	28.1	49.4	22.0	18.5	14.2	4.1	4.1	6.1	3.9	3.9
Incr Delay (d2), s/veh	26.3	113.1	125.6	5.9	0.4	0.1	57.9	0.3	0.3	0.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	34.0	35.1	0.9	5.7	0.5	11.4	1.7	1.6	0.8	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	141.2	153.7	55.3	22.4	18.5	72.1	4.4	4.4	6.9	4.1	4.1
LnGrp LOS	E	F	F	E	C	B	F	A	A	A	A	A
Approach Vol, veh/h		2476			1164			1343			675	
Approach Delay, s/veh		141.2			23.1			31.1			4.7	
Approach LOS		F			C			C			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		73.0		47.0		73.0		47.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		68.5		42.5		68.5		42.5				
Max Q Clear Time (g_c+I1), s		70.5		44.5		19.7		44.5				
Green Ext Time (p_c), s		0.0		0.0		4.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				74.5								
HCM 6th LOS				E								

Timings

34: Walker Av, & Edison Av.

01/16/2023

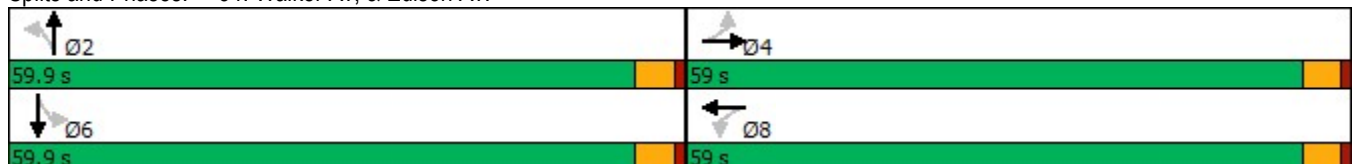


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑↑	↖	↑↑↑↑	↖	↗	↖	↗
Traffic Volume (vph)	23	2360	267	1053	1	121	191	143
Future Volume (vph)	23	2360	267	1053	1	121	191	143
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	59.0	59.0	59.0	59.0	59.9	59.9	59.9	59.9
Total Split (%)	49.6%	49.6%	49.6%	49.6%	50.4%	50.4%	50.4%	50.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	54.5	54.5	54.5	54.5	55.4	55.4	55.4	55.4
Actuated g/C Ratio	0.46	0.46	0.46	0.46	0.47	0.47	0.47	0.47
v/c Ratio	0.19	0.75	4.60	0.43	0.00	1.23	3.30	0.20
Control Delay	23.7	28.2	1668.9	20.9	17.0	146.8	1090.7	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.7	28.2	1668.9	20.9	17.0	146.8	1090.7	18.6
LOS	C	C	F	C	B	F	F	B
Approach Delay		28.1		294.9		146.7		596.4
Approach LOS		C		F		F		F

Intersection Summary

Cycle Length: 118.9
 Actuated Cycle Length: 118.9
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 4.60
 Intersection Signal Delay: 167.9
 Intersection LOS: F
 Intersection Capacity Utilization 128.0%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 34: Walker Av, & Edison Av.



HCM 6th Signalized Intersection Summary
 34: Walker Av, & Edison Av.

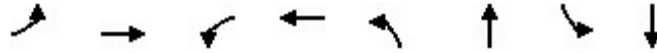
Euclid Mixed-Use Specific Plan (JN 15045)

01/16/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	2360	30	267	1053	284	1	121	754	191	143	21
Future Volume (veh/h)	23	2360	30	267	1053	284	1	121	754	191	143	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	2565	22	290	1145	157	1	132	412	208	155	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	233	3524	30	94	3067	417	584	184	575	283	791	61
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	430	7524	64	122	6549	891	1238	406	1266	876	1741	135
Grp Volume(v), veh/h	25	1943	644	290	995	307	1	0	544	208	0	167
Grp Sat Flow(s),veh/h/ln	430	1900	1888	122	1900	1740	1238	0	1672	876	0	1876
Q Serve(g_s), s	3.0	24.1	24.2	30.3	8.2	8.3	0.0	0.0	23.6	26.7	0.0	3.8
Cycle Q Clear(g_c), s	11.3	24.1	24.2	54.5	8.2	8.3	3.8	0.0	23.6	50.3	0.0	3.8
Prop In Lane	1.00		0.03	1.00		0.51	1.00		0.76	1.00		0.07
Lane Grp Cap(c), veh/h	233	2670	884	94	2670	815	584	0	760	283	0	852
V/C Ratio(X)	0.11	0.73	0.73	3.09	0.37	0.38	0.00	0.00	0.72	0.74	0.00	0.20
Avail Cap(c_a), veh/h	233	2670	884	94	2670	815	611	0	796	302	0	893
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	12.8	12.8	39.4	10.4	10.4	11.4	0.0	13.9	29.5	0.0	10.7
Incr Delay (d2), s/veh	0.2	1.0	3.1	969.9	0.1	0.3	0.0	0.0	2.9	8.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.3	6.8	27.8	2.8	2.7	0.0	0.0	6.1	5.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	13.8	15.9	1009.3	10.5	10.7	11.4	0.0	16.8	38.0	0.0	10.8
LnGrp LOS	B	B	B	F	B	B	B	A	B	D	A	B
Approach Vol, veh/h		2612			1592			545				375
Approach Delay, s/veh		14.3			192.5			16.8				25.9
Approach LOS		B			F			B				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.4		59.0		57.4		59.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.4		54.5		55.4		54.5				
Max Q Clear Time (g_c+I1), s		25.6		26.2		52.3		56.5				
Green Ext Time (p_c), s		3.8		21.7		0.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				70.8								
HCM 6th LOS				E								

Timings
35: Vineyard Av. & Edison Av.

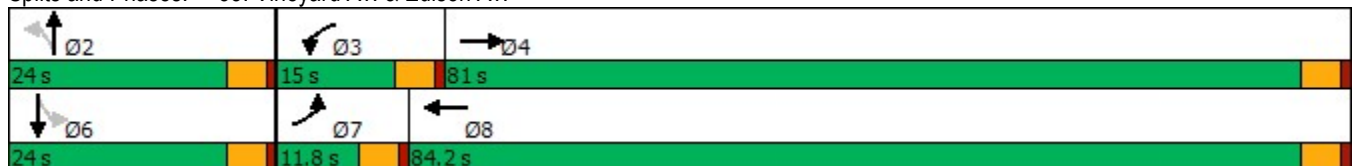


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↖↖↖	↖	↖↖↖	↖	↖	↖	↖
Traffic Volume (vph)	37	2621	72	2090	24	12	63	21
Future Volume (vph)	37	2621	72	2090	24	12	63	21
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	21.6	9.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	11.8	81.0	15.0	84.2	24.0	24.0	24.0	24.0
Total Split (%)	9.8%	67.5%	12.5%	70.2%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	6.8	64.4	8.7	68.4	11.8	11.8	11.8	11.8
Actuated g/C Ratio	0.07	0.67	0.09	0.71	0.12	0.12	0.12	0.12
v/c Ratio	0.31	0.84	0.48	0.64	0.15	0.52	0.60	0.17
Control Delay	58.3	16.5	59.7	9.4	45.7	25.8	67.9	30.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	16.5	59.7	9.4	45.7	25.8	67.9	30.7
LOS	E	B	E	A	D	C	E	C
Approach Delay		17.1		11.0		28.8		54.2
Approach LOS		B		B		C		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 96.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 15.6
 Intersection LOS: B
 Intersection Capacity Utilization 83.8%
 ICU Level of Service E
 Analysis Period (min) 15

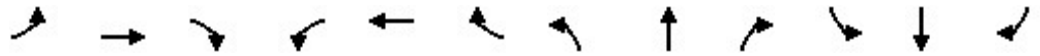
Splits and Phases: 35: Vineyard Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 35: Vineyard Av. & Edison Av.

Ontario Ranch Business Park (JN 13941)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖	↖	
Traffic Volume (veh/h)	37	2621	57	72	2090	54	24	12	124	63	21	16
Future Volume (veh/h)	37	2621	57	72	2090	54	24	12	124	63	21	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	2849	62	78	2272	59	26	13	135	68	23	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	3391	73	101	3488	90	272	22	231	167	158	116
Arrive On Green	0.03	0.65	0.65	0.06	0.67	0.67	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	5225	113	1810	5199	135	1466	143	1489	1329	1015	750
Grp Volume(v), veh/h	40	1879	1032	78	1509	822	26	0	148	68	0	40
Grp Sat Flow(s),veh/h/ln	1810	1729	1880	1810	1729	1876	1466	0	1632	1329	0	1765
Q Serve(g_s), s	2.2	41.1	42.1	4.2	25.1	25.3	1.5	0.0	8.3	4.9	0.0	1.9
Cycle Q Clear(g_c), s	2.2	41.1	42.1	4.2	25.1	25.3	3.5	0.0	8.3	13.2	0.0	1.9
Prop In Lane	1.00		0.06	1.00		0.07	1.00		0.91	1.00		0.43
Lane Grp Cap(c), veh/h	61	2244	1220	101	2320	1258	272	0	253	167	0	274
V/C Ratio(X)	0.65	0.84	0.85	0.78	0.65	0.65	0.10	0.00	0.58	0.41	0.00	0.15
Avail Cap(c_a), veh/h	132	2682	1458	191	2795	1516	333	0	321	223	0	348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.0	13.3	13.5	45.9	9.5	9.5	37.5	0.0	38.7	44.8	0.0	36.0
Incr Delay (d2), s/veh	4.4	1.8	3.6	4.7	0.2	0.4	0.1	0.0	0.8	0.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	12.5	14.5	1.9	7.1	7.8	0.5	0.0	3.2	1.6	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	15.1	17.0	50.6	9.7	9.9	37.5	0.0	39.4	45.4	0.0	36.1
LnGrp LOS	D	B	B	D	A	A	D	A	D	D	A	D
Approach Vol, veh/h		2951			2409			174				108
Approach Delay, s/veh		16.3			11.1			39.2				41.9
Approach LOS		B			B			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.9	10.1	68.5		19.9	7.9	70.7				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		19.4	10.4	76.4		19.4	7.2	79.6				
Max Q Clear Time (g_c+I1), s		10.3	6.2	44.1		15.2	4.2	27.3				
Green Ext Time (p_c), s		0.3	0.0	19.8		0.1	0.0	15.7				
Intersection Summary												
HCM 6th Ctrl Delay				15.2								
HCM 6th LOS				B								

Timings

36: Hellman Av. & Edison Av.

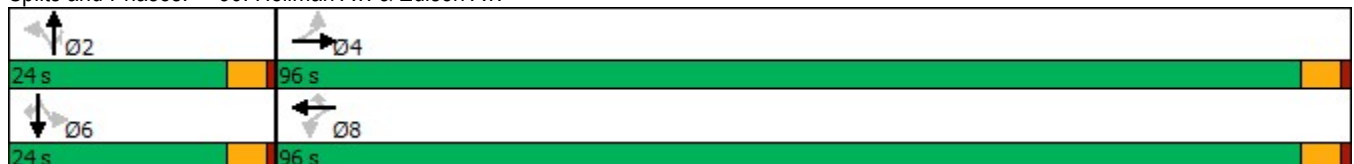


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗	↖	↖↗	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	12	2699	204	2040	36	94	31	272	127	61	16
Future Volume (vph)	12	2699	204	2040	36	94	31	272	127	61	16
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8			2			6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	2	2	2	6	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6	21.6
Total Split (s)	96.0	96.0	96.0	96.0	96.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	80.0%	80.0%	80.0%	80.0%	80.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	91.4	91.4	91.4	91.4	91.4	19.4	19.4	19.4	19.4	19.4	19.4
Actuated g/C Ratio	0.76	0.76	0.76	0.76	0.76	0.16	0.16	0.16	0.16	0.16	0.16
v/c Ratio	0.21	1.11	3.52	0.81	0.03	0.47	0.11	1.08	0.61	0.21	0.06
Control Delay	12.6	70.5	1187.6	11.9	1.1	53.4	44.1	123.7	59.6	45.8	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.6	70.5	1187.6	11.9	1.1	53.4	44.1	123.7	59.6	45.8	18.5
LOS	B	E	F	B	A	D	D	F	E	D	B
Approach Delay		70.2		117.0			100.9			52.3	
Approach LOS		E		F			F			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 3.52
 Intersection Signal Delay: 90.5
 Intersection Capacity Utilization 113.8%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H
























Splits and Phases: 36: Hellman Av. & Edison Av.



HCM 6th Signalized Intersection Summary
 36: Hellman Av. & Edison Av.

Ontario Ranch Business Park (JN 13941)

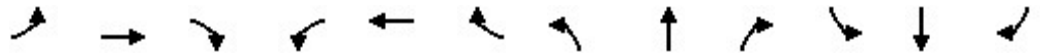
01/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	2699	85	204	2040	36	94	31	272	127	61	16
Future Volume (veh/h)	12	2699	85	204	2040	36	94	31	272	127	61	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	2934	49	222	2217	23	102	34	166	138	66	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	2837	47	61	2818	1257	217	267	227	220	267	227
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.78	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	182	3634	61	87	3610	1610	1416	1900	1610	1268	1900	1610
Grp Volume(v), veh/h	13	1453	1530	222	2217	23	102	34	166	138	66	12
Grp Sat Flow(s),veh/h/ln	182	1805	1889	87	1805	1610	1416	1900	1610	1268	1900	1610
Q Serve(g_s), s	5.1	91.4	91.4	0.0	40.9	0.4	8.1	1.8	11.6	12.5	3.6	0.8
Cycle Q Clear(g_c), s	46.0	91.4	91.4	91.4	40.9	0.4	11.7	1.8	11.6	14.3	3.6	0.8
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	1409	1475	61	2818	1257	217	267	227	220	267	227
V/C Ratio(X)	0.09	1.03	1.04	3.61	0.79	0.02	0.47	0.13	0.73	0.63	0.25	0.05
Avail Cap(c_a), veh/h	140	1409	1475	61	2818	1257	252	315	267	252	315	267
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	12.8	12.8	58.5	7.3	2.9	50.0	44.0	48.2	50.3	44.8	43.5
Incr Delay (d2), s/veh	0.1	32.4	33.7	1213.7	1.4	0.0	0.6	0.1	6.3	2.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	34.2	36.4	22.5	10.2	0.1	2.9	0.9	5.0	4.1	1.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	45.3	46.5	1272.3	8.7	2.9	50.6	44.1	54.5	52.6	45.0	43.6
LnGrp LOS	C	F	F	F	A	A	D	D	D	D	D	D
Approach Vol, veh/h		2996			2462			302			216	
Approach Delay, s/veh		45.8			122.6			52.0			49.7	
Approach LOS		D			F			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.1		96.0		21.1		96.0				
Change Period (Y+Rc), s		4.6		4.6		4.6		4.6				
Max Green Setting (Gmax), s		19.4		91.4		19.4		91.4				
Max Q Clear Time (g_c+I1), s		13.7		93.4		16.3		93.4				
Green Ext Time (p_c), s		0.3		0.0		0.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				77.9								
HCM 6th LOS				E								

Timings

37: Archibald Av. & Edison Av./Ontario Ranch Rd.

01/12/2023

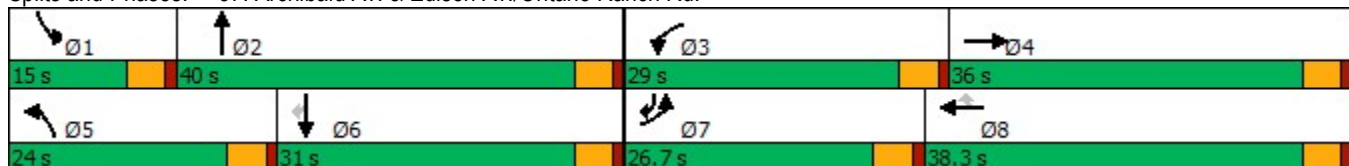


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	367	1920	828	575	1379	157	490	1261	669	236	1060	271
Future Volume (vph)	367	1920	828	575	1379	157	490	1261	669	236	1060	271
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			Free			8			Free			6
Detector Phase	7	4		3	8	8	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	9.5
Total Split (s)	26.7	36.0		29.0	38.3	38.3	24.0	40.0		15.0	31.0	26.7
Total Split (%)	22.3%	30.0%		24.2%	31.9%	31.9%	20.0%	33.3%		12.5%	25.8%	22.3%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	None
Act Effct Green (s)	19.6	31.5	120.0	24.5	36.4	36.4	19.5	35.5	120.0	10.5	26.5	50.6
Actuated g/C Ratio	0.16	0.26	1.00	0.20	0.30	0.30	0.16	0.30	1.00	0.09	0.22	0.42
v/c Ratio	0.78	1.07	0.57	0.98	0.77	0.29	1.01	0.83	0.46	0.91	0.94	0.41
Control Delay	59.3	84.4	1.5	78.4	41.9	6.3	93.3	44.9	1.0	89.2	60.8	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.3	84.4	1.5	78.4	41.9	6.3	93.3	44.9	1.0	89.2	60.8	17.1
LOS	E	F	A	E	D	A	F	D	A	F	E	B
Approach Delay		59.4			49.2			42.6			57.5	
Approach LOS		E			D			D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 52.3
 Intersection LOS: D
 Intersection Capacity Utilization 101.1%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 37: Archibald Av. & Edison Av./Ontario Ranch Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	367	1920	828	575	1379	157	490	1261	669	236	1060	271
Future Volume (veh/h)	367	1920	828	575	1379	157	490	1261	669	236	1060	271
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	386	2021	0	605	1452	91	516	1327	0	248	1116	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	445	1891		622	1987	489	511	1596		275	1191	559
Arrive On Green	0.15	0.26	0.00	0.20	0.32	0.32	0.16	0.30	0.00	0.09	0.22	0.22
Sat Flow, veh/h	3048	7200	1525	3048	6192	1524	3141	5400	1525	3141	5400	1525
Grp Volume(v), veh/h	386	2021	0	605	1452	91	516	1327	0	248	1116	153
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1524	1548	1524	1570	1800	1525	1570	1800	1525
Q Serve(g_s), s	14.9	31.5	0.0	23.6	25.0	5.2	19.5	27.5	0.0	9.4	24.4	8.5
Cycle Q Clear(g_c), s	14.9	31.5	0.0	23.6	25.0	5.2	19.5	27.5	0.0	9.4	24.4	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	445	1891		622	1987	489	511	1596		275	1191	559
V/C Ratio(X)	0.87	1.07		0.97	0.73	0.19	1.01	0.83		0.90	0.94	0.27
Avail Cap(c_a), veh/h	564	1891		622	1987	489	511	1598		275	1193	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	44.2	0.0	47.4	36.1	29.4	50.2	39.5	0.0	54.2	45.9	26.8
Incr Delay (d2), s/veh	11.3	41.9	0.0	29.0	1.4	0.2	42.5	3.9	0.0	30.3	13.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	18.8	0.0	11.1	9.1	1.8	10.3	12.0	0.0	4.7	11.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	86.2	0.0	76.4	37.5	29.6	92.7	43.3	0.0	84.5	59.6	27.0
LnGrp LOS	E	F		E	D	C	F	D		F	E	C
Approach Vol, veh/h		2407	A		2148			1843	A		1517	
Approach Delay, s/veh		82.2			48.2			57.2			60.4	
Approach LOS		F			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	40.0	29.0	36.0	24.0	31.0	22.0	43.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	35.5	24.5	31.5	19.5	26.5	22.2	33.8				
Max Q Clear Time (g_c+I1), s	11.4	29.5	25.6	33.5	21.5	26.4	16.9	27.0				
Green Ext Time (p_c), s	0.0	3.7	0.0	0.0	0.0	0.1	0.6	4.7				

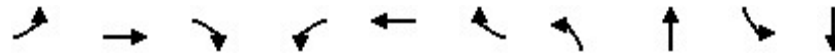
Intersection Summary

HCM 6th Ctrl Delay	62.9
HCM 6th LOS	E

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
38: S Turner Av. & Ontario Ranch Rd.

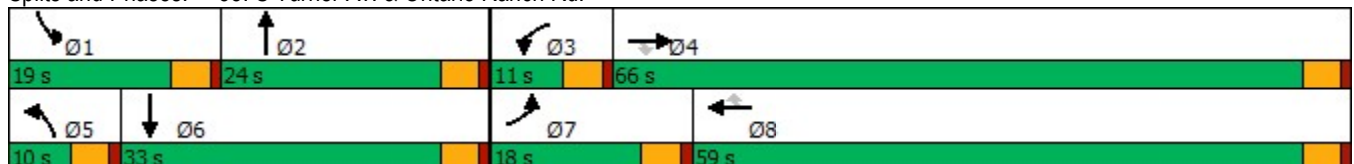


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗	↘	↗
Traffic Volume (vph)	163	2444	53	66	2145	153	19	21	160	46
Future Volume (vph)	163	2444	53	66	2145	153	19	21	160	46
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	18.0	66.0	66.0	11.0	59.0	59.0	10.0	24.0	19.0	33.0
Total Split (%)	15.0%	55.0%	55.0%	9.2%	49.2%	49.2%	8.3%	20.0%	15.8%	27.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	13.1	63.7	63.7	6.5	54.7	54.7	5.5	8.6	13.6	22.9
Actuated g/C Ratio	0.12	0.59	0.59	0.06	0.51	0.51	0.05	0.08	0.13	0.21
v/c Ratio	0.80	0.86	0.06	0.66	0.88	0.18	0.22	0.34	0.76	0.32
Control Delay	73.6	24.0	0.1	79.1	29.5	2.7	57.6	28.9	68.1	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.6	24.0	0.1	79.1	29.5	2.7	57.6	28.9	68.1	21.7
LOS	E	C	A	E	C	A	E	C	E	C
Approach Delay		26.5			29.2			36.3		47.9
Approach LOS		C			C			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.1
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 28.9
 Intersection LOS: C
 Intersection Capacity Utilization 78.4%
 ICU Level of Service D
 Analysis Period (min) 15

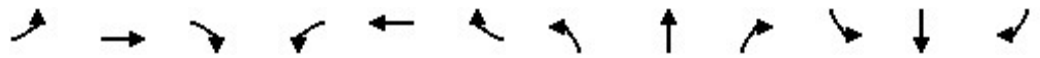
Splits and Phases: 38: S Turner Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
 38: S Turner Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↑		↘	↗	
Traffic Volume (veh/h)	163	2444	53	66	2145	153	19	21	33	160	46	78
Future Volume (veh/h)	163	2444	53	66	2145	153	19	21	33	160	46	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	175	2628	52	71	2306	162	20	23	23	172	49	82
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	3118	968	92	2784	864	39	44	44	206	92	153
Arrive On Green	0.12	0.60	0.60	0.05	0.54	0.54	0.02	0.05	0.05	0.11	0.14	0.14
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	872	872	1810	639	1069
Grp Volume(v), veh/h	175	2628	52	71	2306	162	20	0	46	172	0	131
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	0	1743	1810	0	1708
Q Serve(g_s), s	9.3	40.2	1.3	3.8	36.4	5.1	1.1	0.0	2.5	9.1	0.0	7.0
Cycle Q Clear(g_c), s	9.3	40.2	1.3	3.8	36.4	5.1	1.1	0.0	2.5	9.1	0.0	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		0.63
Lane Grp Cap(c), veh/h	208	3118	968	92	2784	864	39	0	89	206	0	245
V/C Ratio(X)	0.84	0.84	0.05	0.77	0.83	0.19	0.52	0.00	0.52	0.84	0.00	0.54
Avail Cap(c_a), veh/h	249	3252	1010	120	2882	895	101	0	347	267	0	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.5	15.8	8.1	46.0	19.0	11.7	47.5	0.0	45.4	42.6	0.0	39.0
Incr Delay (d2), s/veh	19.2	2.1	0.0	20.2	2.1	0.1	10.2	0.0	4.6	16.1	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	13.6	0.4	2.2	13.1	1.7	0.6	0.0	1.2	4.8	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	17.9	8.1	66.2	21.0	11.8	57.7	0.0	50.0	58.7	0.0	40.8
LnGrp LOS	E	B	A	E	C	B	E	A	D	E	A	D
Approach Vol, veh/h		2855			2539			66				303
Approach Delay, s/veh		20.4			21.7			52.3				50.9
Approach LOS		C			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	9.5	9.5	63.5	6.6	18.6	15.8	57.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	19.5	6.5	61.5	5.5	28.5	13.5	54.5				
Max Q Clear Time (g_c+I1), s	11.1	4.5	5.8	42.2	3.1	9.0	11.3	38.4				
Green Ext Time (p_c), s	0.1	0.1	0.0	16.8	0.0	0.6	0.1	13.4				
Intersection Summary												
HCM 6th Ctrl Delay				23.0								
HCM 6th LOS				C								

Timings

39: Haven Av. & Ontario Ranch Rd.

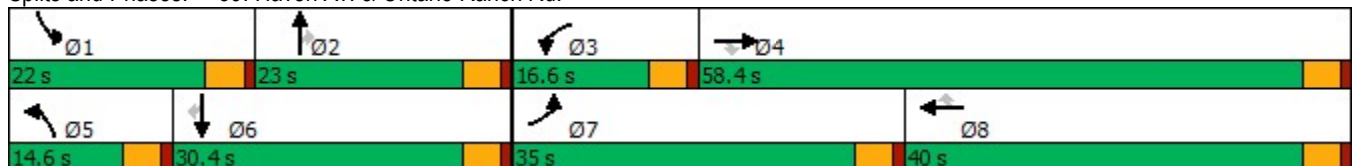
01/12/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	462	1995	91	268	1975	277	85	407	116	257	441	180
Future Volume (vph)	462	1995	91	268	1975	277	85	407	116	257	441	180
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	35.0	58.4	58.4	16.6	40.0	40.0	14.6	23.0	23.0	22.0	30.4	30.4
Total Split (%)	29.2%	48.7%	48.7%	13.8%	33.3%	33.3%	12.2%	19.2%	19.2%	18.3%	25.3%	25.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	30.5	53.9	53.9	12.1	35.5	35.5	9.6	17.9	17.9	17.5	25.8	25.8
Actuated g/C Ratio	0.26	0.45	0.45	0.10	0.30	0.30	0.08	0.15	0.15	0.15	0.22	0.22
v/c Ratio	1.21	0.97	0.13	0.97	1.15	0.46	0.71	0.85	0.33	1.17	0.64	0.41
Control Delay	152.9	45.1	1.6	97.8	114.6	6.6	82.0	66.1	4.2	156.6	47.3	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	152.9	45.1	1.6	97.8	114.6	6.6	82.0	66.1	4.2	156.6	47.3	8.2
LOS	F	D	A	F	F	A	F	E	A	F	D	A
Approach Delay		63.1			101.0			56.5			71.2	
Approach LOS		E			F			E			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.21
 Intersection Signal Delay: 78.1
 Intersection LOS: E
 Intersection Capacity Utilization 101.7%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 39: Haven Av. & Ontario Ranch Rd.



HCM 6th Signalized Intersection Summary
39: Haven Av. & Ontario Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

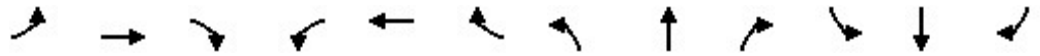
01/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	462	1995	91	268	1975	277	85	407	116	257	441	180
Future Volume (veh/h)	462	1995	91	268	1975	277	85	407	116	257	441	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	497	2145	55	288	2124	153	91	438	60	276	474	97
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	416	2229	692	301	1850	452	111	498	222	238	768	340
Arrive On Green	0.39	0.68	0.68	0.15	0.45	0.45	0.10	0.22	0.22	0.22	0.34	0.34
Sat Flow, veh/h	1619	4914	1525	2956	6192	1513	1619	3420	1522	1619	3420	1515
Grp Volume(v), veh/h	497	2145	55	288	2124	153	91	438	60	276	474	97
Grp Sat Flow(s),veh/h/ln	1619	1638	1525	1478	1548	1513	1619	1710	1522	1619	1710	1515
Q Serve(g_s), s	30.5	48.0	1.4	11.5	35.5	7.8	6.5	14.7	3.9	17.5	13.8	5.6
Cycle Q Clear(g_c), s	30.5	48.0	1.4	11.5	35.5	7.8	6.5	14.7	3.9	17.5	13.8	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	2229	692	301	1850	452	111	498	222	238	768	340
V/C Ratio(X)	1.20	0.96	0.08	0.96	1.15	0.34	0.82	0.88	0.27	1.16	0.62	0.29
Avail Cap(c_a), veh/h	416	2229	692	301	1850	452	138	533	237	238	768	340
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	18.0	10.6	50.1	32.8	25.1	52.6	45.4	41.2	46.3	35.1	32.4
Incr Delay (d2), s/veh	109.4	11.5	0.0	40.2	73.4	0.4	26.2	14.9	0.6	107.4	1.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.5	12.5	0.5	5.5	19.7	2.6	3.3	6.6	1.4	13.3	5.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	145.9	29.6	10.6	90.2	106.2	25.6	78.8	60.3	41.8	153.7	36.6	32.9
LnGrp LOS	F	C	B	F	F	C	E	E	D	F	D	C
Approach Vol, veh/h		2697			2565			589				847
Approach Delay, s/veh		50.6			99.6			61.3				74.3
Approach LOS		D			F			E				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	21.8	16.6	58.4	12.6	31.2	35.0	40.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	18.5	12.1	53.9	10.1	25.9	30.5	35.5				
Max Q Clear Time (g_c+I1), s	19.5	16.7	13.5	50.0	8.5	15.8	32.5	37.5				
Green Ext Time (p_c), s	0.0	0.5	0.0	3.5	0.0	2.3	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				73.3								
HCM 6th LOS				E								

Timings

40: Hamner Av. & Cantu Galleano Ranch Rd.

01/12/2023

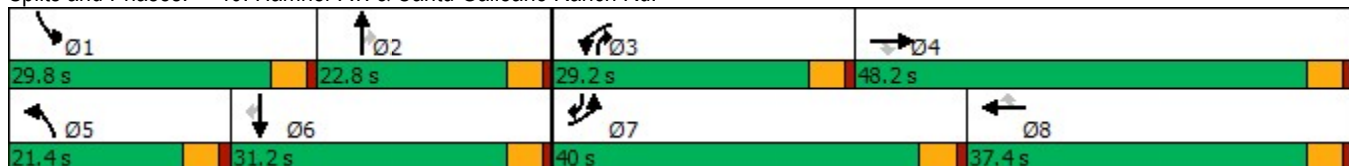


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	921	1725	408	451	1838	354	376	439	356	641	836	778
Future Volume (vph)	921	1725	408	451	1838	354	376	439	356	641	836	778
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	9.5
Total Split (s)	40.0	48.2	48.2	29.2	37.4	37.4	21.4	22.8	29.2	29.8	31.2	40.0
Total Split (%)	30.8%	37.1%	37.1%	22.5%	28.8%	28.8%	16.5%	17.5%	22.5%	22.9%	24.0%	30.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Act Effct Green (s)	35.5	46.7	46.7	21.7	32.9	32.9	16.5	16.6	42.9	25.3	25.5	65.5
Actuated g/C Ratio	0.28	0.36	0.36	0.17	0.26	0.26	0.13	0.13	0.33	0.20	0.20	0.51
v/c Ratio	0.97	0.66	0.55	0.78	0.99	0.58	0.86	0.63	0.60	0.95	0.78	0.97
Control Delay	68.4	36.2	12.6	60.4	66.5	11.7	73.1	56.9	26.8	74.6	54.3	52.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	36.2	12.6	60.4	66.5	11.7	73.1	56.9	26.8	74.6	54.3	52.9
LOS	E	D	B	E	E	B	E	E	C	E	D	D
Approach Delay		42.7			58.1			53.0			59.6	
Approach LOS		D			E			D			E	

Intersection Summary

Cycle Length: 130	
Actuated Cycle Length: 128.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 52.7	Intersection LOS: D
Intersection Capacity Utilization 96.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 40: Hamner Av. & Cantu Galleano Ranch Rd.



HCM 6th Signalized Intersection Summary
40: Hamner Av. & Cantu Galleano Ranch Rd.

Euclid Mixed-Use Specific Plan (JN 15045)

01/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	921	1725	408	451	1838	354	376	439	356	641	836	778
Future Volume (veh/h)	921	1725	408	451	1838	354	376	439	356	641	836	778
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	969	1816	229	475	1935	194	396	462	196	675	880	419
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	996	2892	613	541	1938	411	447	766	457	710	1179	776
Arrive On Green	0.41	0.57	0.57	0.22	0.38	0.38	0.19	0.20	0.20	0.29	0.31	0.31
Sat Flow, veh/h	3619	7600	1610	3619	7600	1610	3619	5700	1610	3619	5700	1610
Grp Volume(v), veh/h	969	1816	229	475	1935	194	396	462	196	675	880	419
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	33.9	20.6	10.0	16.4	32.8	11.7	13.8	9.5	12.7	23.6	17.9	24.8
Cycle Q Clear(g_c), s	33.9	20.6	10.0	16.4	32.8	11.7	13.8	9.5	12.7	23.6	17.9	24.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	996	2892	613	541	1938	411	447	766	457	710	1179	776
V/C Ratio(X)	0.97	0.63	0.37	0.88	1.00	0.47	0.89	0.60	0.43	0.95	0.75	0.54
Avail Cap(c_a), veh/h	996	2892	613	693	1938	411	474	808	469	710	1179	776
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	21.6	19.3	48.9	39.8	33.3	51.7	48.4	34.7	44.9	41.5	20.6
Incr Delay (d2), s/veh	22.2	0.4	0.4	10.2	20.1	0.8	17.3	1.2	0.6	22.6	2.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.2	6.9	3.3	7.3	15.3	4.1	6.7	4.3	4.5	11.4	7.5	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	22.0	19.7	59.2	59.9	34.2	69.0	49.5	35.3	67.5	44.1	21.4
LnGrp LOS	E	C	B	E	E	C	E	D	D	E	D	C
Approach Vol, veh/h		3014			2604			1054			1974	
Approach Delay, s/veh		33.9			57.9			54.2			47.3	
Approach LOS		C			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.8	21.8	23.8	53.6	20.4	31.2	40.0	37.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	25.3	18.3	24.7	43.7	16.9	26.7	35.5	32.9				
Max Q Clear Time (g_c+I1), s	25.6	14.7	18.4	22.6	15.8	26.8	35.9	34.8				
Green Ext Time (p_c), s	0.0	1.2	0.9	13.2	0.2	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			46.7									
HCM 6th LOS			D									

**APPENDIX 7.9: HORIZON YEAR (2050) WITHOUT PROJECT
CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS WITH
IMPROVEMENTS**

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Queues
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	500	595	584	1455	945	466	1564
v/c Ratio	0.83	1.07	1.02	1.00	0.90	1.07	0.77
Control Delay	49.5	91.5	76.9	58.9	22.2	99.2	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.7
Total Delay	49.5	91.5	76.9	58.9	22.2	99.2	22.2
Queue Length 50th (ft)	371	~525	~454	583	226	~212	325
Queue Length 95th (ft)	#561	#775	#707	#754	#592	m#237	m381
Internal Link Dist (ft)		1308		1081			410
Turn Bay Length (ft)	900						
Base Capacity (vph)	600	558	575	1459	1045	437	2030
Starvation Cap Reductn	0	0	0	0	0	0	291
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	1.07	1.02	1.00	0.90	1.07	0.90

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	314	331	326	1829	779	426	1974
v/c Ratio	0.71	0.83	0.75	1.14	0.84	0.70	0.83
Control Delay	47.3	55.5	43.0	102.9	22.7	49.9	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	3.6
Total Delay	47.3	55.5	43.0	102.9	22.7	49.9	22.3
Queue Length 50th (ft)	224	243	197	~860	267	161	569
Queue Length 95th (ft)	337	#406	317	#1065	#575	208	683
Internal Link Dist (ft)		1308		1081			410
Turn Bay Length (ft)	900						
Base Capacity (vph)	528	472	510	1598	930	1038	2661
Starvation Cap Reductn	0	0	0	0	0	0	584
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.70	0.64	1.14	0.84	0.41	0.95

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

**APPENDIX 7.10: HORIZON YEAR (2050) WITH PROJECT CONDITIONS
OFF-RAMP QUEUING ANALYSIS WORKSHEETS WITH IMPROVEMENTS**

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Queues
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	500	616	607	1507	975	466	1609
v/c Ratio	0.83	1.10	1.06	1.03	0.93	1.07	0.79
Control Delay	49.5	103.7	87.8	68.0	26.7	98.2	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.7
Total Delay	49.5	103.7	87.8	68.0	26.7	98.2	22.2
Queue Length 50th (ft)	371	~562	~509	~659	276	~212	340
Queue Length 95th (ft)	#561	#815	#749	#798	#644	m#235	m383
Internal Link Dist (ft)		1308		1081			410
Turn Bay Length (ft)	900						
Base Capacity (vph)	600	558	575	1459	1044	437	2030
Starvation Cap Reductn	0	0	0	0	0	0	250
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	1.10	1.06	1.03	0.93	1.07	0.90

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: Euclid Av. (SR-83) & SR-60 EB Ramps



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	314	353	351	1881	810	426	2010
v/c Ratio	0.70	0.87	0.79	1.18	0.87	0.71	0.85
Control Delay	46.9	61.0	46.7	117.3	25.6	51.1	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	9.5
Total Delay	46.9	61.0	46.7	117.3	25.6	51.1	29.4
Queue Length 50th (ft)	228	273	225	~907	301	163	591
Queue Length 95th (ft)	337	#452	#370	#1109	#623	208	712
Internal Link Dist (ft)		1308		1081			410
Turn Bay Length (ft)	900						
Base Capacity (vph)	514	459	499	1596	932	1012	2594
Starvation Cap Reductn	0	0	0	0	0	0	577
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.77	0.70	1.18	0.87	0.42	1.00

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.