

Appendix A: Synchro 10 Reports



Existing AM

Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	↕
Traffic Vol, veh/h	25	30	12	41	77	52	27	231	87	21	238	24
Future Vol, veh/h	25	30	12	41	77	52	27	231	87	21	238	24
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	20	3	25	0	2	3	3	5	0	14	10	20
Mvmt Flow	32	38	15	53	99	67	35	296	112	27	305	31
Number of Lanes	0	1	0	0	1	1	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	12.2	11.9	12.5	17.5
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	19%	0%	37%	35%	0%	8%	0%
Vol Thru, %	81%	57%	45%	65%	0%	92%	0%
Vol Right, %	0%	43%	18%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	143	203	67	118	52	259	24
LT Vol	27	0	25	41	0	21	0
Through Vol	116	116	30	77	0	238	0
RT Vol	0	87	12	0	52	0	24
Lane Flow Rate	183	260	86	151	67	332	31
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.317	0.424	0.179	0.296	0.115	0.595	0.048
Departure Headway (Hd)	6.252	5.884	7.505	7.055	6.2	6.455	5.634
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	572	610	475	507	575	558	632
Service Time	4.016	3.648	5.595	4.828	3.972	4.221	3.398
HCM Lane V/C Ratio	0.32	0.426	0.181	0.298	0.117	0.595	0.049
HCM Control Delay	11.9	13	12.2	12.8	9.8	18.3	8.7
HCM Lane LOS	B	B	B	B	A	C	A
HCM 95th-tile Q	1.4	2.1	0.6	1.2	0.4	3.9	0.2

HCM 6th Signalized Intersection Summary
2: Valley Blvd. & Etiwanda Ave.

Existing Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	33	73	137	275	110	378	743	50	50	695	127
Future Volume (veh/h)	21	33	73	137	275	110	378	743	50	50	695	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		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		No		No
Adj Sat Flow, veh/h/ln	1143	1632	1435	1263	1744	1589	1550	1514	1603	1461	1408	1491
Adj Flow Rate, veh/h	24	38	0	156	312	0	430	844	0	57	790	144
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	42	12	26	27	4	15	4	14	14	18	22	22
Cap, veh/h	25	180		195	393		474	2725		69	1773	320
Arrive On Green	0.02	0.06	0.00	0.08	0.12	0.00	0.17	0.66	0.00	0.05	0.54	0.54
Sat Flow, veh/h	1089	3100	1216	2334	3313	1347	2864	4270	0	1392	3265	590
Grp Volume(v), veh/h	24	38	0	156	312	0	430	844	0	57	619	315
Grp Sat Flow(s),veh/h/ln	1089	1550	1216	1167	1657	1347	1432	1378	0	1392	1282	1292
Q Serve(g_s), s	2.6	1.4	0.0	7.9	11.0	0.0	17.7	10.5	0.0	4.9	17.5	17.7
Cycle Q Clear(g_c), s	2.6	1.4	0.0	7.9	11.0	0.0	17.7	10.5	0.0	4.9	17.5	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.46
Lane Grp Cap(c), veh/h	25	180		195	393		474	2725		69	1392	702
V/C Ratio(X)	0.96	0.21		0.80	0.79		0.91	0.31		0.83	0.44	0.45
Avail Cap(c_a), veh/h	141	530		301	566		489	2725		238	1392	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.6	53.9	0.0	54.0	51.4	0.0	49.2	8.8	0.0	56.5	16.5	16.6
Incr Delay (d2), s/veh	73.7	0.6	0.0	8.2	4.9	0.0	20.3	0.3	0.0	21.7	1.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.6	0.0	2.5	4.8	0.0	7.6	3.1	0.0	2.1	5.2	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	132.3	54.5	0.0	62.2	56.4	0.0	69.5	9.1	0.0	78.3	17.6	18.7
LnGrp LOS	F	D		E	E		E	A		E	B	B
Approach Vol, veh/h		62	A		468	A		1274	A		991	
Approach Delay, s/veh		84.6			58.3			29.5			21.4	
Approach LOS		F			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	83.6	7.3	18.7	24.3	69.7	14.5	11.5				
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	20.5	45.5	15.5	20.5	20.5	45.5	15.5	20.5				
Max Q Clear Time (g_c+10), s	10.5	12.5	4.6	13.0	19.7	19.7	9.9	3.4				
Green Ext Time (p_c), s	0.1	7.0	0.0	1.1	0.2	7.2	0.2	0.1				

Intersection Summary

HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 3: San Bernardino Ave. & Cherry Ave.

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑		↘	↑↑↑	↗
Traffic Volume (veh/h)	148	93	62	104	375	61	99	652	67	59	821	443
Future Volume (veh/h)	148	93	62	104	375	61	99	652	67	59	821	443
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1501	1617	1266	1501	1673	1772	1422	1567	1660	1567	1688	1674
Adj Flow Rate, veh/h	154	97	0	108	391	64	103	679	70	61	855	461
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, %	15	13	38	15	2	2	21	10	10	10	8	9
Cap, veh/h	179	686		131	519	84	121	1749	179	75	1865	574
Arrive On Green	0.13	0.22	0.00	0.09	0.19	0.19	0.09	0.44	0.44	0.05	0.40	0.40
Sat Flow, veh/h	1430	3073	1073	1430	2739	445	1354	3939	403	1493	4607	1418
Grp Volume(v), veh/h	154	97	0	108	226	229	103	490	259	61	855	461
Grp Sat Flow(s),veh/h/ln	1430	1537	1073	1430	1590	1593	1354	1426	1489	1493	1536	1418
Q Serve(g_s), s	11.6	2.8	0.0	8.2	14.7	15.0	8.2	12.7	12.9	4.5	14.9	31.5
Cycle Q Clear(g_c), s	11.6	2.8	0.0	8.2	14.7	15.0	8.2	12.7	12.9	4.5	14.9	31.5
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	179	686		131	301	302	121	1267	661	75	1865	574
V/C Ratio(X)	0.86	0.14		0.82	0.75	0.76	0.85	0.39	0.39	0.81	0.46	0.80
Avail Cap(c_a), veh/h	227	847		227	438	439	134	1267	661	148	1865	574
HCM Platoon Ratio	1.00	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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	34.3	0.0	49.1	42.1	42.2	49.4	20.5	20.6	51.7	23.9	28.9
Incr Delay (d2), s/veh	27.9	0.2	0.0	23.1	8.0	8.5	39.9	0.9	1.7	34.5	0.8	11.3
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/lr	5.5	1.1	0.0	3.7	6.4	6.6	4.1	4.3	4.7	2.4	5.5	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.1	34.5	0.0	72.2	50.1	50.7	89.3	21.4	22.3	86.3	24.7	40.2
LnGrp LOS	E	C		E	D	D	F	C	C	F	C	D
Approach Vol, veh/h		251	A		563			852			1377	
Approach Delay, s/veh		59.4			54.6			29.9			32.6	
Approach LOS		E			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.0	54.9	18.3	26.9	14.3	50.5	14.6	30.6				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	10.9	30.3	17.5	30.3	10.9	30.3	17.5	30.3				
Max Q Clear Time (g_c+1), s	10.5	14.9	13.6	17.0	10.2	33.5	10.2	4.8				
Green Ext Time (p_c), s	0.1	7.2	0.3	3.9	0.0	0.0	0.3	0.9				

Intersection Summary

HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↔			↔	
Traffic Vol, veh/h	8	274	13	34	662	10	9	0	21	10	20	27
Future Vol, veh/h	8	274	13	34	662	10	9	0	21	10	20	27
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	6	6	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	9	0	11	3	0	0	2	4	20	5	7
Mvmt Flow	9	291	14	36	704	11	10	0	22	11	21	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	716	0	0	305	0	0	1117	1097	297	1110	1100	706
Stage 1	-	-	-	-	-	-	309	309	-	777	777	-
Stage 2	-	-	-	-	-	-	808	788	-	333	323	-
Critical Hdwy	4.1	-	-	4.21	-	-	7.1	6.52	6.24	7.3	6.55	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.3	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.3	5.55	-
Follow-up Hdwy	2.2	-	-	2.299	-	-	3.5	4.018	3.336	3.68	4.045	3.363
Pot Cap-1 Maneuver	894	-	-	1206	-	-	186	213	738	172	210	427
Stage 1	-	-	-	-	-	-	705	660	-	364	403	-
Stage 2	-	-	-	-	-	-	378	402	-	644	645	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	893	-	-	1206	-	-	152	200	734	158	197	426
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	200	-	158	197	-
Stage 1	-	-	-	-	-	-	697	652	-	359	382	-
Stage 2	-	-	-	-	-	-	316	381	-	613	637	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.4			16.6			24		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	342	893	-	-	1206	-	-	250
HCM Lane V/C Ratio	0.093	0.01	-	-	0.03	-	-	0.243
HCM Control Delay (s)	16.6	9.1	0	-	8.1	0	-	24
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.9

Intersection	
Intersection Delay, s/veh	67.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	39	176	10	137	268	70	18	79	152	36	74	69
Future Vol, veh/h	39	176	10	137	268	70	18	79	152	36	74	69
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	1	10	0	2	0	0	2	1	5	0	0
Mvmt Flow	54	244	14	190	372	97	25	110	211	50	103	96
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	26.8	123.9	28	21.5
HCM LOS	D	F	D	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	17%	34%	0%	20%
Vol Thru, %	32%	78%	66%	0%	41%
Vol Right, %	61%	4%	0%	100%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	249	225	405	70	179
LT Vol	18	39	137	0	36
Through Vol	79	176	268	0	74
RT Vol	152	10	0	70	69
Lane Flow Rate	346	313	562	97	249
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.708	0.673	1.222	0.188	0.549
Departure Headway (Hd)	7.938	8.299	7.819	6.959	8.578
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	460	438	461	512	423
Service Time	5.938	6.299	5.61	4.749	6.578
HCM Lane V/C Ratio	0.752	0.715	1.219	0.189	0.589
HCM Control Delay	28	26.8	143.3	11.4	21.5
HCM Lane LOS	D	D	F	B	C
HCM 95th-tile Q	5.5	4.8	22.1	0.7	3.2

HCM 6th Signalized Intersection Summary
6: Locust Ave & San Bernardino Ave

Existing Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	114	19	27	185	32	15	108	18	29	262	35
Future Volume (veh/h)	25	114	19	27	185	32	15	108	18	29	262	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		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	1647	1716	1730	1660	1744	1716	1660	1660	1660	1687	1687	1687
Adj Flow Rate, veh/h	28	128	21	30	208	36	17	121	20	33	294	39
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	6	5	3	4	6	3	3	3	1	1	1
Cap, veh/h	44	904	772	46	921	768	66	351	54	67	366	47
Arrive On Green	0.03	0.53	0.53	0.03	0.53	0.53	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1569	1716	1466	1581	1744	1454	80	1292	199	88	1348	171
Grp Volume(v), veh/h	28	128	21	30	208	36	158	0	0	366	0	0
Grp Sat Flow(s),veh/h/ln	1569	1716	1466	1581	1744	1454	1570	0	0	1607	0	0
Q Serve(g_s), s	1.6	3.4	0.6	1.7	5.8	1.1	0.0	0.0	0.0	9.8	0.0	0.0
Cycle Q Clear(g_c), s	1.6	3.4	0.6	1.7	5.8	1.1	7.1	0.0	0.0	19.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.11		0.13	0.09		0.11
Lane Grp Cap(c), veh/h	44	904	772	46	921	768	471	0	0	480	0	0
V/C Ratio(X)	0.64	0.14	0.03	0.65	0.23	0.05	0.34	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	174	904	772	176	921	768	638	0	0	657	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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.3	10.9	10.2	43.2	11.4	10.3	26.4	0.0	0.0	30.8	0.0	0.0
Incr Delay (d2), s/veh	28.5	0.3	0.1	28.0	0.6	0.1	0.9	0.0	0.0	6.0	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	1.0	1.3	0.2	1.0	2.2	0.4	2.8	0.0	0.0	8.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	11.2	10.3	71.2	11.9	10.4	27.3	0.0	0.0	36.7	0.0	0.0
LnGrp LOS	E	B	B	E	B	B	C	A	A	D	A	A
Approach Vol, veh/h		177			274			158			366	
Approach Delay, s/veh		20.7			18.2			27.3			36.7	
Approach LOS		C			B			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	52.4		30.0	7.5	52.5		30.0				
Change Period (Y+Rc), s	5.0	5.0		5.5	5.0	5.0		5.5				
Max Green Setting (Gmax), s	30.0	30.0		34.5	10.0	30.0		34.5				
Max Q Clear Time (g_c+13), s	5.4	5.4		9.1	3.6	7.8		21.2				
Green Ext Time (p_c), s	0.0	1.4		1.7	0.0	2.4		3.2				

Intersection Summary

HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
7: Slover Ave & Cedar Ave

Existing Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	76	32	20	74	73	60	746	13	45	832	52
Future Volume (veh/h)	122	76	32	20	74	73	60	746	13	45	832	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		No		No
Adj Sat Flow, veh/h/ln	1647	1660	1660	1501	1603	1561	1594	1702	1702	1435	1716	1716
Adj Flow Rate, veh/h	133	83	35	22	80	79	65	811	14	49	904	57
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, %	4	10	10	15	14	17	8	7	7	20	6	6
Cap, veh/h	159	178	75	40	139	115	81	1658	29	86	1616	102
Arrive On Green	0.10	0.16	0.16	0.03	0.09	0.09	0.05	0.51	0.51	0.06	0.52	0.52
Sat Flow, veh/h	1569	1108	467	1430	1603	1323	1518	3252	56	1366	3114	196
Grp Volume(v), veh/h	133	0	118	22	80	79	65	403	422	49	473	488
Grp Sat Flow(s),veh/h/ln	1569	0	1575	1430	1603	1323	1518	1617	1692	1366	1630	1680
Q Serve(g_s), s	7.5	0.0	6.1	1.4	4.3	5.2	3.8	14.7	14.7	3.1	17.7	17.7
Cycle Q Clear(g_c), s	7.5	0.0	6.1	1.4	4.3	5.2	3.8	14.7	14.7	3.1	17.7	17.7
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.03	1.00		0.12
Lane Grp Cap(c), veh/h	159	0	253	40	139	115	81	824	862	86	846	872
V/C Ratio(X)	0.83	0.00	0.47	0.55	0.57	0.69	0.80	0.49	0.49	0.57	0.56	0.56
Avail Cap(c_a), veh/h	166	0	516	119	490	404	127	824	862	190	846	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	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	39.7	0.0	34.3	43.2	39.5	39.9	42.1	14.4	14.4	41.0	14.7	14.7
Incr Delay (d2), s/veh	26.7	0.0	1.3	4.2	3.7	7.1	8.5	2.1	2.0	2.2	2.7	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	2.4	0.5	1.8	1.9	1.6	5.5	5.7	1.1	6.7	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.4	0.0	35.6	47.4	43.2	47.0	50.7	16.5	16.4	43.2	17.3	17.3
LnGrp LOS	E	A	D	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		251			181			890			1010	
Approach Delay, s/veh		51.9			45.3			18.9			18.6	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	20.9	9.3	52.7	13.6	14.3	10.1	51.9				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.0	4.5	6.5	4.5	6.0				
Max Green Setting (Gmax), s	7.5	29.5	7.5	24.0	9.5	27.5	12.5	19.0				
Max Q Clear Time (g_c+1), s	7.5	8.1	5.8	19.7	9.5	7.2	5.1	16.7				
Green Ext Time (p_c), s	0.0	0.6	0.0	2.6	0.0	0.6	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay			24.4									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
8: Santa Ana Ave & Cedar Ave

Existing Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (veh/h)	57	60	63	46	70	33	64	737	38	53	773	60
Future Volume (veh/h)	57	60	63	46	70	33	64	737	38	53	773	60
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	1660	1660	1660	1673	1673	1302	1607	1688	1688	1581	1716	1716
Adj Flow Rate, veh/h	65	68	72	52	80	38	73	838	43	60	878	68
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	2	2	30	7	8	8	9	6	6
Cap, veh/h	103	101	85	132	177	239	133	1640	84	122	1603	124
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.09	0.53	0.53	0.08	0.52	0.52
Sat Flow, veh/h	251	458	384	370	803	1083	1531	3103	159	1505	3066	237
Grp Volume(v), veh/h	205	0	0	132	0	38	73	433	448	60	467	479
Grp Sat Flow(s),veh/h/ln1093	0	0	1173	0	1083	1531	1603	1659	1505	1630	1673	
Q Serve(g_s), s	9.7	0.0	0.0	0.0	0.0	2.8	4.6	17.4	17.4	3.8	19.2	19.2
Cycle Q Clear(g_c), s	19.0	0.0	0.0	9.2	0.0	2.8	4.6	17.4	17.4	3.8	19.2	19.2
Prop In Lane	0.32		0.35	0.39		1.00	1.00		0.10	1.00		0.14
Lane Grp Cap(c), veh/h	288	0	0	309	0	239	133	847	877	122	852	875
V/C Ratio(X)	0.71	0.00	0.00	0.43	0.00	0.16	0.55	0.51	0.51	0.49	0.55	0.55
Avail Cap(c_a), veh/h	452	0	0	476	0	368	191	847	877	188	852	875
HCM Platoon Ratio	1.00	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	38.4	0.0	0.0	33.5	0.0	31.5	43.8	15.2	15.2	44.0	16.0	16.0
Incr Delay (d2), s/veh	3.2	0.0	0.0	0.9	0.0	0.3	1.3	2.2	2.1	1.1	2.5	2.5
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/ln5.1	0.0	0.0	0.0	2.8	0.0	0.8	1.8	6.6	6.8	1.5	7.4	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	0.0	0.0	34.5	0.0	31.8	45.1	17.4	17.4	45.1	18.5	18.4
LnGrp LOS	D	A	A	C	A	C	D	B	B	D	B	B
Approach Vol, veh/h		205			170			954			1006	
Approach Delay, s/veh		41.6			33.9			19.5			20.0	
Approach LOS		D			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	2.6	59.4		28.0	13.2	58.8		28.0				
Change Period (Y+Rc), s	4.5	6.5		6.0	4.5	6.5		6.0				
Max Green Setting (Gmax), s	12.5	36.5		34.0	12.5	36.5		34.0				
Max Q Clear Time (g_c+1/5), s	15.8	19.4		21.0	6.6	21.2		11.2				
Green Ext Time (p_c), s	0.0	10.5		0.9	0.0	10.3		0.8				

Intersection Summary

HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	246	12	24	206	7	22	0	35	8	0	4
Future Vol, veh/h	3	246	12	24	206	7	22	0	35	8	0	4
Conflicting Peds, #/hr	1	0	0	0	0	1	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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	33	8	16	4	16	0	4	2	2	12	2	25
Mvmt Flow	3	286	14	28	240	8	26	0	41	9	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	300	0	0	475	604	293	621	607	125
Stage 1	-	-	-	-	-	-	299	299	-	301	301	-
Stage 2	-	-	-	-	-	-	176	305	-	320	306	-
Critical Hdwy	4.595	-	-	4.16	-	-	7.36	6.53	6.23	7.48	6.53	7.275
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.53	-	6.68	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.56	5.53	-	6.28	5.53	-
Follow-up Hdwy	2.5135	-	-	2.238	-	-	3.538	4.019	3.319	3.614	4.019	3.5375
Pot Cap-1 Maneuver	1136	-	-	1247	-	-	482	412	745	368	410	840
Stage 1	-	-	-	-	-	-	704	666	-	660	664	-
Stage 2	-	-	-	-	-	-	804	662	-	666	661	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1135	-	-	1247	-	-	469	400	745	340	398	839
Mov Cap-2 Maneuver	-	-	-	-	-	-	469	400	-	340	398	-
Stage 1	-	-	-	-	-	-	702	664	-	657	646	-
Stage 2	-	-	-	-	-	-	779	644	-	628	659	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.9			11.7			13.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	607	1135	-	-	1247	-	-	424
HCM Lane V/C Ratio	0.109	0.003	-	-	0.022	-	-	0.033
HCM Control Delay (s)	11.7	8.2	0	-	8	0.1	-	13.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	80	26	3	0	1
Future Vol, veh/h	0	80	26	3	0	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	1	0	0	2	0
Mvmt Flow	0	82	27	3	0	1













Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	30	0	-	0	111 29
Stage 1	-	-	-	-	29 -
Stage 2	-	-	-	-	82 -
Critical Hdwy	4.12	-	-	-	6.42 6.2
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.3
Pot Cap-1 Maneuver	1583	-	-	-	886 1052
Stage 1	-	-	-	-	994 -
Stage 2	-	-	-	-	941 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1583	-	-	-	886 1052
Mov Cap-2 Maneuver	-	-	-	-	886 -
Stage 1	-	-	-	-	994 -
Stage 2	-	-	-	-	941 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1583	-	-	-	1052
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	8.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th Signalized Intersection Summary
 11: Lytle Creek Rd & Glen Helen Pkwy

Existing Conditions
 AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	619	8	41	187	4	95
Future Volume (veh/h)	619	8	41	187	4	95
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1588	1800	1463	1744	1700	1730
Adj Flow Rate, veh/h	688	9	46	208	4	106
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	0	24	4	0	5
Cap, veh/h	955	496	380	750	21	673
Arrive On Green	0.33	0.33	0.26	0.26	0.01	0.39
Sat Flow, veh/h	2933	1525	1463	2892	1619	1730
Grp Volume(v), veh/h	688	9	46	208	4	106
Grp Sat Flow(s),veh/h/ln	1467	1525	1463	1446	1619	1730
Q Serve(g_s), s	8.0	0.2	0.9	2.2	0.1	1.5
Cycle Q Clear(g_c), s	8.0	0.2	0.9	2.2	0.1	1.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	955	496	380	750	21	673
V/C Ratio(X)	0.72	0.02	0.12	0.28	0.19	0.16
Avail Cap(c_a), veh/h	1370	712	740	1463	504	1615
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	8.8	10.9	11.4	18.8	7.7
Incr Delay (d2), s/veh	1.5	0.0	0.2	0.3	1.6	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	2.2	0.0	0.3	0.6	0.0	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.0	8.8	11.1	11.7	20.4	7.8
LnGrp LOS	B	A	B	B	C	A
Approach Vol, veh/h	697		254			110
Approach Delay, s/veh	12.9		11.6			8.3
Approach LOS	B		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.5		17.0	5.0	16.5
Change Period (Y+Rc), s		6.5		4.5	4.5	6.5
Max Green Setting (Gmax), s		36.0		18.0	12.0	19.5
Max Q Clear Time (g_c+I1), s		3.5		10.0	2.1	4.2
Green Ext Time (p_c), s		0.8		2.6	0.0	1.3
Intersection Summary						
HCM 6th Ctrl Delay			12.1			
HCM 6th LOS			B			

Notes

User approved volume balancing among the lanes for turning movement.

Intersection

Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	45	9	4	31	88	4	42	7	50	23	3
Future Vol, veh/h	18	45	9	4	31	88	4	42	7	50	23	3
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	5	4	22	25	3	3	0	4	28	2	4	0
Mvmt Flow	23	58	12	5	40	114	5	55	9	65	30	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.5	8	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	25%	3%	66%
Vol Thru, %	79%	62%	25%	30%
Vol Right, %	13%	12%	72%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	72	123	76
LT Vol	4	18	4	50
Through Vol	42	45	31	23
RT Vol	7	9	88	3
Lane Flow Rate	69	94	160	99
Geometry Grp	1	1	1	1
Degree of Util (X)	0.087	0.118	0.196	0.129
Departure Headway (Hd)	4.537	4.535	4.407	4.704
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	790	791	815	763
Service Time	2.563	2.56	2.428	2.729
HCM Lane V/C Ratio	0.087	0.119	0.196	0.13
HCM Control Delay	8	8.2	8.5	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.7	0.4

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	44	0	1	61	12	0	1	0	25	0	15
Future Vol, veh/h	12	44	0	1	61	12	0	1	0	25	0	15
Conflicting Peds, #/hr	7	0	0	0	0	7	14	0	2	2	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	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	8	0	2	100	0	16	2	0	2	8	2	0
Mvmt Flow	19	69	0	2	95	19	0	2	0	39	0	23

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	121	0	0	69	0	0	241	232	71	226	223	126
Stage 1	-	-	-	-	-	-	107	107	-	116	116	-
Stage 2	-	-	-	-	-	-	134	125	-	110	107	-
Critical Hdwy	4.18	-	-	5.1	-	-	7.12	6.5	6.22	7.18	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.18	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.18	5.52	-
Follow-up Hdwy	2.272	-	-	3.1	-	-	3.518	4	3.318	3.572	4.018	3.3
Pot Cap-1 Maneuver	1430	-	-	1085	-	-	713	672	991	717	676	930
Stage 1	-	-	-	-	-	-	898	811	-	874	800	-
Stage 2	-	-	-	-	-	-	869	796	-	881	807	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1420	-	-	1085	-	-	677	657	989	701	660	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	677	657	-	701	660	-
Stage 1	-	-	-	-	-	-	885	800	-	856	793	-
Stage 2	-	-	-	-	-	-	834	789	-	865	796	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.6		0.1		10.5		10.1	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	657	1420	-	-	1085	-	-	767
HCM Lane V/C Ratio	0.002	0.013	-	-	0.001	-	-	0.081
HCM Control Delay (s)	10.5	7.6	0	-	8.3	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔		↔	↔
Traffic Vol, veh/h	40	106	129	20	90	7	49	50	18	4	85	17
Future Vol, veh/h	40	106	129	20	90	7	49	50	18	4	85	17
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	1	0	0	0	14	2	10	0	25	8	5
Mvmt Flow	47	123	150	23	105	8	57	58	21	5	99	20
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	10.8	9.3	10	10
HCM LOS	B	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	49%	0%	15%	17%	4%	0%
Vol Thru, %	51%	0%	39%	77%	96%	0%
Vol Right, %	0%	100%	47%	6%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	99	18	275	117	89	17
LT Vol	49	0	40	20	4	0
Through Vol	50	0	106	90	85	0
RT Vol	0	18	129	7	0	17
Lane Flow Rate	115	21	320	136	103	20
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.196	0.031	0.405	0.193	0.181	0.029
Departure Headway (Hd)	6.114	5.292	4.558	5.119	6.298	5.272
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	589	679	780	705	572	682
Service Time	3.824	3.001	2.639	3.119	4.009	2.983
HCM Lane V/C Ratio	0.195	0.031	0.41	0.193	0.18	0.029
HCM Control Delay	10.3	8.2	10.8	9.3	10.4	8.1
HCM Lane LOS	B	A	B	A	B	A
HCM 95th-tile Q	0.7	0.1	2	0.7	0.7	0.1

HCM 6th Signalized Intersection Summary
 15: Pacific St & Del Rosa Dr

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	217	28	59	238	54	19	210	33	37	369	176
Future Volume (veh/h)	139	217	28	59	238	54	19	210	33	37	369	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		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		No		No
Adj Sat Flow, veh/h/ln	1673	1758	1758	1620	1744	1744	1700	1744	1589	1673	1744	1744
Adj Flow Rate, veh/h	170	265	34	72	290	66	23	256	40	45	450	215
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	3	3	6	4	4	0	4	15	2	4	4
Cap, veh/h	211	748	95	126	539	120	60	440	339	98	600	284
Arrive On Green	0.13	0.25	0.25	0.08	0.20	0.20	0.04	0.25	0.25	0.06	0.28	0.28
Sat Flow, veh/h	1594	2972	377	1543	2680	599	1619	1744	1345	1594	2167	1026
Grp Volume(v), veh/h	170	147	152	72	177	179	23	256	40	45	343	322
Grp Sat Flow(s),veh/h/ln	1594	1670	1678	1543	1657	1623	1619	1744	1345	1594	1657	1537
Q Serve(g_s), s	6.2	4.3	4.4	2.7	5.7	5.9	0.8	7.7	1.4	1.6	11.3	11.4
Cycle Q Clear(g_c), s	6.2	4.3	4.4	2.7	5.7	5.9	0.8	7.7	1.4	1.6	11.3	11.4
Prop In Lane	1.00		0.22	1.00		0.37	1.00		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	211	420	423	126	333	326	60	440	339	98	459	425
V/C Ratio(X)	0.80	0.35	0.36	0.57	0.53	0.55	0.38	0.58	0.12	0.46	0.75	0.76
Avail Cap(c_a), veh/h	401	560	563	388	556	545	272	585	452	267	556	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	25.1	18.3	18.3	26.3	21.3	21.4	28.0	19.5	17.2	27.0	19.7	19.7
Incr Delay (d2), s/veh	7.0	0.7	0.7	4.0	1.9	2.0	3.9	1.7	0.2	3.3	5.2	6.0
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	1.6	1.7	1.1	2.2	2.3	0.4	3.1	0.4	0.7	4.6	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	19.0	19.1	30.4	23.2	23.4	32.0	21.3	17.4	30.3	24.9	25.7
LnGrp LOS	C	B	B	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h		469			428			319			710	
Approach Delay, s/veh		23.8			24.5			21.5			25.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	21.0	8.2	21.0	12.4	18.0	6.7	22.5				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	*6				
Max Green Setting (Gmax), s	15.0	20.0	10.0	20.0	15.0	20.0	10.0	*20				
Max Q Clear Time (g_c+14), s	14.5	6.4	3.6	9.7	8.2	7.9	2.8	13.4				
Green Ext Time (p_c), s	0.1	1.9	0.0	1.5	0.2	2.2	0.0	2.9				

Intersection Summary

HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 16: San Bernardino Ave & Alabama St.

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	147	42	152	374	98	85	135	74	56	299	98
Future Volume (veh/h)	49	147	42	152	374	98	85	135	74	56	299	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1647	1744	1744	1660	1772	1730	1687	1617	1716	1687	1702	1730
Adj Flow Rate, veh/h	54	162	46	167	411	108	93	148	0	62	329	108
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, %	4	4	4	3	2	5	1	13	6	1	7	5
Cap, veh/h	172	419	116	250	714	311	234	637		173	549	249
Arrive On Green	0.11	0.16	0.16	0.16	0.21	0.21	0.15	0.21	0.00	0.11	0.17	0.17
Sat Flow, veh/h	1569	2566	707	1581	3367	1466	1606	3073	1454	1606	3233	1466
Grp Volume(v), veh/h	54	103	105	167	411	108	93	148	0	62	329	108
Grp Sat Flow(s),veh/h/ln	1569	1657	1617	1581	1683	1466	1606	1537	1454	1606	1617	1466
Q Serve(g_s), s	1.9	3.3	3.4	5.9	6.5	3.7	3.1	2.4	0.0	2.1	5.6	3.9
Cycle Q Clear(g_c), s	1.9	3.3	3.4	5.9	6.5	3.7	3.1	2.4	0.0	2.1	5.6	3.9
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	271	264	250	714	311	234	637		173	549	249
V/C Ratio(X)	0.31	0.38	0.40	0.67	0.58	0.35	0.40	0.23		0.36	0.60	0.43
Avail Cap(c_a), veh/h	397	700	683	401	1422	619	543	1557		543	1638	743
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	22.1	22.2	23.5	20.9	19.8	22.9	19.5	0.0	24.5	22.7	22.0
Incr Delay (d2), s/veh	1.0	0.9	1.0	3.1	0.7	0.7	1.1	0.2	0.0	1.2	1.1	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	0.7	1.3	1.3	2.3	2.4	1.2	1.2	0.8	0.0	0.8	2.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	23.0	23.1	26.5	21.7	20.5	24.0	19.7	0.0	25.7	23.8	23.2
LnGrp LOS	C	C	C	C	C	C	C	B		C	C	C
Approach Vol, veh/h		262			686			241	A		499	
Approach Delay, s/veh		23.5			22.7			21.4			23.9	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	18.8	13.9	15.7	13.1	16.6	11.0	18.6				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.0	4.5	6.5	4.5	6.0				
Max Green Setting (Gmax), s	20.0	30.0	15.0	25.0	20.0	30.0	15.0	25.0				
Max Q Clear Time (g_c+14), s	14.5	4.4	7.9	5.4	5.1	7.6	3.9	8.5				
Green Ext Time (p_c), s	0.1	0.9	0.2	1.1	0.2	2.5	0.1	2.8				

Intersection Summary

HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 17: State Highway 38 & Crafton Ave

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↗		↘	↑	↗	↘	↑↑	↗
Traffic Volume (veh/h)	23	169	80	82	572	31	150	72	53	24	85	78
Future Volume (veh/h)	23	169	80	82	572	31	150	72	53	24	85	78
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	0.99		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	1528	1688	1660	1660	1786	1786	1673	1688	1730	1594	1702	1730
Adj Flow Rate, veh/h	24	176	83	85	596	32	156	75	55	25	89	81
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, %	13	8	10	3	1	1	2	8	5	8	7	5
Cap, veh/h	41	673	553	110	739	40	367	382	331	350	731	328
Arrive On Green	0.03	0.40	0.40	0.07	0.44	0.44	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1455	1688	1387	1581	1677	90	1078	1688	1462	1072	3233	1450
Grp Volume(v), veh/h	24	176	83	85	0	628	156	75	55	25	89	81
Grp Sat Flow(s),veh/h/ln	1455	1688	1387	1581	0	1767	1078	1688	1462	1072	1617	1450
Q Serve(g_s), s	0.8	3.4	1.9	2.6	0.0	15.2	6.6	1.8	1.5	1.0	1.1	2.3
Cycle Q Clear(g_c), s	0.8	3.4	1.9	2.6	0.0	15.2	7.7	1.8	1.5	2.7	1.1	2.3
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	41	673	553	110	0	778	367	382	331	350	731	328
V/C Ratio(X)	0.58	0.26	0.15	0.77	0.00	0.81	0.43	0.20	0.17	0.07	0.12	0.25
Avail Cap(c_a), veh/h	740	1373	1128	804	0	1438	781	1030	892	762	1973	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	9.9	9.4	22.5	0.0	11.9	18.2	15.4	15.3	16.5	15.1	15.6
Incr Delay (d2), s/veh	4.7	0.2	0.1	4.2	0.0	2.0	0.3	0.1	0.1	0.0	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	0.3	1.1	0.5	1.0	0.0	5.1	1.5	0.6	0.4	0.2	0.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	10.1	9.6	26.7	0.0	14.0	18.5	15.5	15.4	16.5	15.2	15.7
LnGrp LOS	C	B	A	C	A	B	B	B	B	B	B	B
Approach Vol, veh/h		283			713			286			195	
Approach Delay, s/veh		11.5			15.5			17.1			15.6	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	25.6		16.1	5.4	27.6		16.1				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	25.0	40.0		30.0	25.0	40.0		30.0				
Max Q Clear Time (g_c+14.6), s	14.6	5.4		4.7	2.8	17.2		9.7				
Green Ext Time (p_c), s	0.1	1.3		0.5	0.0	4.5		0.7				

Intersection Summary

HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

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	4	76	4	42	86	73	3	56	64	41	36	6
Future Vol, veh/h	4	76	4	42	86	73	3	56	64	41	36	6
Conflicting Peds, #/hr	1	0	0	0	0	1	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	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	25	10	0	0	15	6	0	5	4	12	2	0
Mvmt Flow	5	86	5	48	98	83	3	64	73	47	41	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	182	0	0	91	0	0	359	377	89	404	338	141
Stage 1	-	-	-	-	-	-	99	99	-	237	237	-
Stage 2	-	-	-	-	-	-	260	278	-	167	101	-
Critical Hdwy	4.35	-	-	4.1	-	-	7.1	6.55	6.24	7.22	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.55	-	6.22	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.55	-	6.22	5.52	-
Follow-up Hdwy	2.425	-	-	2.2	-	-	3.5	4.045	3.336	3.608	4.018	3.3
Pot Cap-1 Maneuver	1266	-	-	1517	-	-	600	550	964	540	583	912
Stage 1	-	-	-	-	-	-	912	807	-	744	709	-
Stage 2	-	-	-	-	-	-	749	675	-	812	811	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1265	-	-	1517	-	-	547	530	964	441	561	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	547	530	-	441	561	-
Stage 1	-	-	-	-	-	-	908	804	-	740	686	-
Stage 2	-	-	-	-	-	-	677	653	-	689	808	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.6			11.5			13.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	693	1265	-	-	1517	-	-	507
HCM Lane V/C Ratio	0.202	0.004	-	-	0.031	-	-	0.186
HCM Control Delay (s)	11.5	7.9	-	-	7.5	-	-	13.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.7

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	313	0	4	203	1	3	1	10	3	0	0
Future Vol, veh/h	0	313	0	4	203	1	3	1	10	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	6	2	25	9	0	0	0	0	0	2	2
Mvmt Flow	0	340	0	4	221	1	3	1	11	3	0	0























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	222	0	0	340	0	0	570	570	340	576	570	222
Stage 1	-	-	-	-	-	-	340	340	-	230	230	-
Stage 2	-	-	-	-	-	-	230	230	-	346	340	-
Critical Hdwy	4.12	-	-	4.35	-	-	7.1	6.5	6.2	7.1	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.52	-
Follow-up Hdwy	2.218	-	-	2.425	-	-	3.5	4	3.3	3.5	4.018	3.318
Pot Cap-1 Maneuver	1347	-	-	1101	-	-	435	434	707	431	431	818
Stage 1	-	-	-	-	-	-	679	643	-	777	714	-
Stage 2	-	-	-	-	-	-	777	718	-	674	639	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1347	-	-	1101	-	-	434	432	707	422	429	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	434	432	-	422	429	-
Stage 1	-	-	-	-	-	-	679	643	-	777	711	-
Stage 2	-	-	-	-	-	-	774	715	-	663	639	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			11.2			13.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	599	1347	-	-	1101	-	-	422
HCM Lane V/C Ratio	0.025	-	-	-	0.004	-	-	0.008
HCM Control Delay (s)	11.2	0	-	-	8.3	0	-	13.6
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 6th Signalized Intersection Summary
20: State Hwy 138 & Oasis Road

Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	312	3	6	327	136	0	5	7	167	8	30
Future Volume (veh/h)	33	312	3	6	327	136	0	5	7	167	8	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1646	1800	1700	1575	1772	1673	1800	1800	1647	1800	1800
Adj Flow Rate, veh/h	35	332	3	6	348	145	0	5	7	178	9	32
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, %	6	11	0	0	16	2	2	0	0	4	0	0
Cap, veh/h	107	975	904	25	849	809	2	10	14	215	69	245
Arrive On Green	0.07	0.59	0.59	0.02	0.54	0.54	0.00	0.01	0.01	0.14	0.20	0.20
Sat Flow, veh/h	1543	1646	1525	1619	1575	1502	1594	679	950	1569	346	1232
Grp Volume(v), veh/h	35	332	3	6	348	145	0	0	12	178	0	41
Grp Sat Flow(s),veh/h/ln	1543	1646	1525	1619	1575	1502	1594	0	1629	1569	0	1578
Q Serve(g_s), s	1.6	7.6	0.1	0.3	9.7	3.7	0.0	0.0	0.5	8.2	0.0	1.6
Cycle Q Clear(g_c), s	1.6	7.6	0.1	0.3	9.7	3.7	0.0	0.0	0.5	8.2	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.58	1.00		0.78
Lane Grp Cap(c), veh/h	107	975	904	25	849	809	2	0	24	215	0	314
V/C Ratio(X)	0.33	0.34	0.00	0.24	0.41	0.18	0.00	0.00	0.50	0.83	0.00	0.13
Avail Cap(c_a), veh/h	416	1109	1028	436	1061	1012	430	0	724	423	0	638
HCM Platoon Ratio	1.00	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	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.9	7.7	6.2	36.1	10.1	8.7	0.0	0.0	36.3	31.2	0.0	24.4
Incr Delay (d2), s/veh	1.3	0.2	0.0	3.5	0.3	0.1	0.0	0.0	15.1	6.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.4	0.0	0.1	3.0	1.1	0.0	0.0	0.3	3.3	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	7.9	6.2	39.6	10.4	8.8	0.0	0.0	51.4	37.2	0.0	24.6
LnGrp LOS	C	A	A	D	B	A	A	A	D	D	A	C
Approach Vol, veh/h		370			499			12				219
Approach Delay, s/veh		10.4			10.3			51.4				34.8
Approach LOS		B			B			D				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	50.3	0.0	19.3	8.6	46.3	13.7	5.6				
Change Period (Y+Rc), s	3.5	6.3	3.5	4.5	3.5	6.3	3.5	4.5				
Max Green Setting (Gmax), s	20.0	50.0	20.0	30.0	20.0	50.0	20.0	33.0				
Max Q Clear Time (g_c+I1), s	2.3	9.6	0.0	3.6	3.6	11.7	10.2	2.5				
Green Ext Time (p_c), s	0.0	2.2	0.0	0.2	0.0	2.9	0.2	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
 21: Hwy 138 & Beekley Rd

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	303	4	7	312	49	6	34	16	345	23	25
Future Volume (veh/h)	27	303	4	7	312	49	6	34	16	345	23	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	1514	1632	1800	1700	1519	1716	1488	1772	1772	1620	1744	1744
Adj Flow Rate, veh/h	29	322	4	7	332	52	6	36	17	367	24	27
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, %	14	12	0	0	20	6	16	2	2	6	4	4
Cap, veh/h	48	513	479	15	441	422	536	432	204	569	285	320
Arrive On Green	0.03	0.31	0.31	0.01	0.29	0.29	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1442	1632	1525	1619	1519	1454	1077	1137	537	1168	749	843
Grp Volume(v), veh/h	29	322	4	7	332	52	6	0	53	367	0	51
Grp Sat Flow(s),veh/h/ln	1442	1632	1525	1619	1519	1454	1077	0	1674	1168	0	1592
Q Serve(g_s), s	1.0	8.1	0.1	0.2	9.6	1.3	0.2	0.0	1.0	14.2	0.0	1.0
Cycle Q Clear(g_c), s	1.0	8.1	0.1	0.2	9.6	1.3	1.2	0.0	1.0	15.1	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.53
Lane Grp Cap(c), veh/h	48	513	479	15	441	422	536	0	636	569	0	605
V/C Ratio(X)	0.60	0.63	0.01	0.47	0.75	0.12	0.01	0.00	0.08	0.64	0.00	0.08
Avail Cap(c_a), veh/h	598	1691	1581	671	1575	1507	797	0	1041	1021	0	1221
HCM Platoon Ratio	1.00	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	23.0	14.1	11.4	23.8	15.6	12.6	9.9	0.0	9.6	14.4	0.0	9.6
Incr Delay (d2), s/veh	4.4	1.3	0.0	15.7	2.6	0.1	0.0	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/lr	0.4	2.7	0.0	0.1	3.1	0.4	0.0	0.0	0.3	3.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	15.4	11.4	39.5	18.2	12.7	10.0	0.0	9.6	14.9	0.0	9.6
LnGrp LOS	C	B	B	D	B	B	A	A	A	B	A	A
Approach Vol, veh/h		355			391			59			418	
Approach Delay, s/veh		16.3			17.8			9.6			14.2	
Approach LOS		B			B			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.9	21.5		22.8	5.1	20.3		22.8				
Change Period (Y+Rc), s	3.5	6.3		4.5	3.5	6.3		4.5				
Max Green Setting (Gmax), s	20.0	50.0		37.0	20.0	50.0		30.0				
Max Q Clear Time (g_c+1), s	12.2	10.1		17.1	3.0	11.6		3.2				
Green Ext Time (p_c), s	0.0	2.2		1.0	0.0	2.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
22: Phelan Rd & Sheep Creek Rd

Existing Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	215	36	109	308	30	88	119	106	79	138	79
Future Volume (veh/h)	56	215	36	109	308	30	88	119	106	79	138	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1660	1702	1702	1647	1702	1702	1660	1716	1730	1607	1772	1758
Adj Flow Rate, veh/h	63	242	40	122	346	34	99	134	119	89	155	89
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	7	7	4	7	7	3	6	5	7	2	3
Cap, veh/h	172	479	78	230	623	61	215	570	256	219	612	270
Arrive On Green	0.11	0.17	0.17	0.15	0.21	0.21	0.14	0.17	0.17	0.14	0.18	0.18
Sat Flow, veh/h	1581	2782	453	1569	2975	291	1581	3260	1466	1531	3367	1485
Grp Volume(v), veh/h	63	139	143	122	187	193	99	134	119	89	155	89
Grp Sat Flow(s),veh/h/ln	1581	1617	1619	1569	1617	1649	1581	1630	1466	1531	1683	1485
Q Serve(g_s), s	2.2	4.6	4.7	4.3	6.1	6.2	3.4	2.1	4.3	3.1	2.3	3.1
Cycle Q Clear(g_c), s	2.2	4.6	4.7	4.3	6.1	6.2	3.4	2.1	4.3	3.1	2.3	3.1
Prop In Lane	1.00		0.28	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	278	279	230	338	345	215	570	256	219	612	270
V/C Ratio(X)	0.37	0.50	0.51	0.53	0.55	0.56	0.46	0.24	0.46	0.41	0.25	0.33
Avail Cap(c_a), veh/h	535	821	822	531	821	837	535	1655	744	518	1709	754
HCM Platoon Ratio	1.00	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	24.4	22.2	22.2	23.3	20.9	20.9	23.5	21.0	21.9	23.0	20.7	21.0
Incr Delay (d2), s/veh	1.3	2.0	2.1	1.9	2.0	2.0	1.5	0.3	1.9	1.2	0.3	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	0.8	1.8	1.8	1.6	2.3	2.4	1.3	0.8	1.5	1.1	0.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	24.1	24.3	25.3	22.9	22.9	25.1	21.3	23.8	24.3	21.0	22.0
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		345		502		352		333				
Approach Delay, s/veh		24.5		23.5		23.2		22.2				
Approach LOS		C		C		C		C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.2	16.2	12.5	17.2	10.9	18.4	12.9	16.8				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+I), s	10.3	6.7	5.4	5.1	4.2	8.2	5.1	6.3				
Green Ext Time (p_c), s	0.2	2.3	0.2	1.8	0.1	3.1	0.2	1.7				

Intersection Summary

HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 23: Phelan Rd & Baldy Mesa Rd

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖	↖↗	↖	↖	↖
Traffic Volume (veh/h)	166	546	22	10	286	116	46	61	47	187	41	174
Future Volume (veh/h)	166	546	22	10	286	116	46	61	47	187	41	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		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1607	1744	1744	1700	1688	1688	1647	1758	1772	1687	1744	1744
Adj Flow Rate, veh/h	189	620	25	11	325	132	52	69	53	212	47	198
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	4	4	0	8	8	4	3	2	1	4	4
Cap, veh/h	364	1459	59	35	521	208	131	197	168	249	320	270
Arrive On Green	0.24	0.45	0.45	0.02	0.23	0.23	0.08	0.11	0.11	0.16	0.18	0.18
Sat Flow, veh/h	1531	3246	131	1619	2239	892	1569	1758	1502	1606	1744	1473
Grp Volume(v), veh/h	189	316	329	11	231	226	52	69	53	212	47	198
Grp Sat Flow(s),veh/h/ln	1531	1657	1720	1619	1603	1527	1569	1758	1502	1606	1744	1473
Q Serve(g_s), s	9.0	10.9	10.9	0.6	10.8	11.2	2.6	3.0	2.7	10.8	1.9	10.7
Cycle Q Clear(g_c), s	9.0	10.9	10.9	0.6	10.8	11.2	2.6	3.0	2.7	10.8	1.9	10.7
Prop In Lane	1.00		0.08	1.00		0.58	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	364	744	773	35	373	356	131	197	168	249	320	270
V/C Ratio(X)	0.52	0.42	0.43	0.32	0.62	0.64	0.40	0.35	0.31	0.85	0.15	0.73
Avail Cap(c_a), veh/h	364	744	773	385	668	636	373	314	268	382	320	270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	15.7	15.7	40.5	28.9	29.0	36.5	34.5	34.3	34.5	28.8	32.4
Incr Delay (d2), s/veh	5.2	1.4	1.3	5.0	5.9	6.7	1.9	1.5	1.5	10.7	0.3	10.5
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	3.7	4.2	4.3	0.3	4.7	4.6	1.1	1.4	1.0	4.9	0.8	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	17.1	17.1	45.5	34.8	35.7	38.4	36.0	35.8	45.3	29.1	42.9
LnGrp LOS	C	B	B	D	C	D	D	D	D	D	C	D
Approach Vol, veh/h		834			468			174			457	
Approach Delay, s/veh		20.7			35.5			36.7			42.6	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	44.3	11.5	21.9	24.5	26.1	17.5	15.9				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.5	4.5	6.5	4.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	15.0	20.0	35.0	20.0	15.0				
Max Q Clear Time (g_c+I), s	12.6	12.9	4.6	12.7	11.0	13.2	12.8	5.0				
Green Ext Time (p_c), s	0.0	9.1	0.1	0.3	0.3	6.4	0.3	0.4				

Intersection Summary

HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 24: Rancho Rd & Escondido Ave

Existing Conditions
 AM Peak Hour



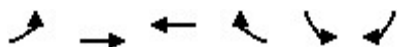
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (veh/h)	78	360	18	11	802	28	33	30	23	85	25	160
Future Volume (veh/h)	78	360	18	11	802	28	33	30	23	85	25	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1744	1646	1700	1744	1702	1581	1758	1688	1607	1744	1772
Adj Flow Rate, veh/h	100	462	23	14	1028	36	42	38	29	109	32	205
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	6	4	11	0	4	7	9	3	8	7	4	2
Cap, veh/h	228	1721	724	66	1367	595	270	329	267	297	326	280
Arrive On Green	0.15	0.52	0.52	0.04	0.41	0.41	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1543	3313	1395	1619	3313	1442	965	1758	1428	1145	1744	1499
Grp Volume(v), veh/h	100	462	23	14	1028	36	42	38	29	109	32	205
Grp Sat Flow(s),veh/h/ln	1543	1657	1395	1619	1657	1442	965	1758	1428	1145	1744	1499
Q Serve(g_s), s	4.1	5.4	0.6	0.6	18.3	1.0	2.6	1.2	1.2	6.1	1.1	8.9
Cycle Q Clear(g_c), s	4.1	5.4	0.6	0.6	18.3	1.0	3.7	1.2	1.2	7.3	1.1	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	228	1721	724	66	1367	595	270	329	267	297	326	280
V/C Ratio(X)	0.44	0.27	0.03	0.21	0.75	0.06	0.16	0.12	0.11	0.37	0.10	0.73
Avail Cap(c_a), veh/h	446	1721	724	468	1674	729	507	761	619	579	755	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	26.9	9.3	8.1	32.1	17.3	12.3	24.8	23.4	23.4	26.4	23.3	26.5
Incr Delay (d2), s/veh	1.3	0.1	0.0	1.6	1.8	0.1	0.4	0.2	0.3	1.1	0.2	5.2
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	1.5	1.7	0.2	0.2	6.6	0.3	0.6	0.5	0.4	1.7	0.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	9.4	8.2	33.7	19.2	12.3	25.2	23.6	23.6	27.5	23.5	31.7
LnGrp LOS	C	A	A	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		585			1078			109			346	
Approach Delay, s/veh		12.6			19.1			24.2			29.6	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	42.5		19.4	14.7	35.1		19.4				
Change Period (Y+Rc), s	4.5	6.5		6.5	4.5	6.5		6.5				
Max Green Setting (Gmax), s	20.0	35.0		30.0	20.0	35.0		30.0				
Max Q Clear Time (g_c+I), s	12.6	7.4		10.9	6.1	20.3		5.7				
Green Ext Time (p_c), s	0.0	4.7		1.9	0.2	8.3		0.6				

Intersection Summary

HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 25: State Hwy 18 & Lake Gregory Dr

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	150	268	90	183	147
Future Volume (veh/h)	43	150	268	90	183	147
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	1673	1716	1772	1589	1700	1700
Adj Flow Rate, veh/h	45	156	279	94	191	153
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	6	2	15	0	0
Cap, veh/h	80	731	448	340	232	186
Arrive On Green	0.05	0.43	0.25	0.25	0.27	0.27
Sat Flow, veh/h	1594	1716	1772	1347	850	681
Grp Volume(v), veh/h	45	156	279	94	345	0
Grp Sat Flow(s),veh/h/ln	1594	1716	1772	1347	1535	0
Q Serve(g_s), s	1.0	2.1	5.1	2.0	7.7	0.0
Cycle Q Clear(g_c), s	1.0	2.1	5.1	2.0	7.7	0.0
Prop In Lane	1.00			1.00	0.55	0.44
Lane Grp Cap(c), veh/h	80	731	448	340	418	0
V/C Ratio(X)	0.56	0.21	0.62	0.28	0.82	0.00
Avail Cap(c_a), veh/h	1310	3971	2427	1845	1471	0
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	0.00
Uniform Delay (d), s/veh	16.9	6.6	12.1	11.0	12.5	0.0
Incr Delay (d2), s/veh	2.3	0.1	1.4	0.4	1.6	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	0.4	0.5	1.7	0.5	2.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.2	6.8	13.5	11.4	14.1	0.0
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h		201	373		345	
Approach Delay, s/veh		9.6	13.0		14.1	
Approach LOS		A	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.6		15.0	6.3	15.2
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0
Max Green Setting (Gmax), s		84.5		35.0	30.0	50.0
Max Q Clear Time (g_c+I1), s		4.1		9.7	3.0	7.1
Green Ext Time (p_c), s		1.0		0.6	0.0	2.1

Intersection Summary

HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	117	168	200	22	20	94
Future Vol, veh/h	117	168	200	22	20	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	131	189	225	25	22	106

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	225	0	-	0	689 238
Stage 1	-	-	-	-	238 -
Stage 2	-	-	-	-	451 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1344	-	-	-	412 801
Stage 1	-	-	-	-	802 -
Stage 2	-	-	-	-	642 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1344	-	-	-	372 801
Mov Cap-2 Maneuver	-	-	-	-	372 -
Stage 1	-	-	-	-	724 -
Stage 2	-	-	-	-	642 -

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1344	-	-	-	666
HCM Lane V/C Ratio	0.098	-	-	-	0.192
HCM Control Delay (s)	8	-	-	-	11.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.7

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕	
Traffic Vol, veh/h	5	68	39	72	92	40	25	42	68	14	23	0
Future Vol, veh/h	5	68	39	72	92	40	25	42	68	14	23	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	14	7	11	5	2	16	2	10	7	4	2
Mvmt Flow	5	72	41	77	98	43	27	45	72	15	24	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	9.1	9	8.7	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	37%	0%	4%	100%	0%	38%
Vol Thru, %	63%	0%	61%	0%	70%	62%
Vol Right, %	0%	100%	35%	0%	30%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	68	112	72	132	37
LT Vol	25	0	5	72	0	14
Through Vol	42	0	68	0	92	23
RT Vol	0	68	39	0	40	0
Lane Flow Rate	71	72	119	77	140	39
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.116	0.095	0.167	0.123	0.194	0.063
Departure Headway (Hd)	5.852	4.72	5.044	5.787	4.969	5.73
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	612	757	710	620	722	623
Service Time	3.596	2.464	3.086	3.524	2.706	3.782
HCM Lane V/C Ratio	0.116	0.095	0.168	0.124	0.194	0.063
HCM Control Delay	9.4	8	9.1	9.3	8.9	9.2
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.6	0.4	0.7	0.2

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	29	113	1	5	278	1	4	2	1	12	1	103
Future Vol, veh/h	29	113	1	5	278	1	4	2	1	12	1	103
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	165	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	8	100	20	2	0	25	0	0	8	0	0
Mvmt Flow	31	120	1	5	296	1	4	2	1	13	1	110

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	297	0	0	121	0	0	342	490	61	430	490	149
Stage 1	-	-	-	-	-	-	183	183	-	307	307	-
Stage 2	-	-	-	-	-	-	159	307	-	123	183	-
Critical Hdwy	4.16	-	-	4.5	-	-	8	6.5	6.9	7.66	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7	5.5	-	6.66	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7	5.5	-	6.66	5.5	-
Follow-up Hdwy	2.23	-	-	2.4	-	-	3.75	4	3.3	3.58	4	3.3
Pot Cap-1 Maneuver	1254	-	-	1342	-	-	534	482	998	495	482	877
Stage 1	-	-	-	-	-	-	739	752	-	661	665	-
Stage 2	-	-	-	-	-	-	765	665	-	851	752	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1254	-	-	1342	-	-	457	468	998	482	468	877
Mov Cap-2 Maneuver	-	-	-	-	-	-	457	468	-	482	468	-
Stage 1	-	-	-	-	-	-	721	733	-	644	662	-
Stage 2	-	-	-	-	-	-	666	662	-	827	733	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0.1			12.3			10.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	499	1254	-	-	1342	-	-	803
HCM Lane V/C Ratio	0.015	0.025	-	-	0.004	-	-	0.154
HCM Control Delay (s)	12.3	7.9	-	-	7.7	-	-	10.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.5

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	41	37	210	54	30
Future Vol, veh/h	115	41	37	210	54	30
Conflicting Peds, #/hr	0	1	1	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	86	86	86	86	86	86
Heavy Vehicles, %	11	9	0	8	0	0
Mvmt Flow	134	48	43	244	63	35

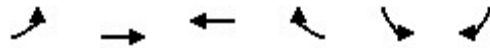
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	183	0	489
Stage 1	-	-	-	-	159
Stage 2	-	-	-	-	330
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1404	-	542
Stage 1	-	-	-	-	875
Stage 2	-	-	-	-	733
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1403	-	522
Mov Cap-2 Maneuver	-	-	-	-	522
Stage 1	-	-	-	-	844
Stage 2	-	-	-	-	733

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	613	-	-	1403	-
HCM Lane V/C Ratio	0.159	-	-	0.031	-
HCM Control Delay (s)	12	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

HCM 6th Signalized Intersection Summary
 30: State Hwy 18 & Shore Dr

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	73	95	15	10	31
Future Volume (veh/h)	26	73	95	15	10	31
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	1660	1533	1617	1617	1435	1674
Adj Flow Rate, veh/h	28	79	103	16	11	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	19	13	13	20	9
Cap, veh/h	56	671	566	86	74	77
Arrive On Green	0.04	0.44	0.21	0.21	0.05	0.05
Sat Flow, veh/h	1581	1533	2755	407	1366	1418
Grp Volume(v), veh/h	28	79	58	61	11	34
Grp Sat Flow(s),veh/h/ln	1581	1533	1537	1544	1366	1418
Q Serve(g_s), s	0.4	0.7	0.7	0.8	0.2	0.5
Cycle Q Clear(g_c), s	0.4	0.7	0.7	0.8	0.2	0.5
Prop In Lane	1.00			0.26	1.00	1.00
Lane Grp Cap(c), veh/h	56	671	325	327	74	77
V/C Ratio(X)	0.50	0.12	0.18	0.19	0.15	0.44
Avail Cap(c_a), veh/h	3347	6784	3253	3269	2893	3003
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	11.2	3.9	7.6	7.6	10.7	10.8
Incr Delay (d2), s/veh	6.7	0.1	0.3	0.3	0.9	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.2	0.2	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.9	4.0	7.9	7.9	11.6	14.8
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		107	119		45	
Approach Delay, s/veh		7.6	7.9		14.0	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		16.3		7.3	5.3	11.0
Change Period (Y+Rc), s		6.0		6.0	4.5	6.0
Max Green Setting (Gmax), s		104.5		50.0	50.0	50.0
Max Q Clear Time (g_c+I1), s		2.7		2.5	2.4	2.8
Green Ext Time (p_c), s		0.5		0.1	0.1	0.7
Intersection Summary						
HCM 6th Ctrl Delay			8.8			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 31: State Hwy 18 & N Division Dr

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	204	18	46	524	34	35	35	49	24	53	126
Future Volume (veh/h)	82	204	18	46	524	34	35	35	49	24	53	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		0.98	0.99		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	1528	1674	1421	1528	1716	1716	1594	1594	1594	1488	1488	1488
Adj Flow Rate, veh/h	92	229	20	52	589	38	39	39	55	27	60	142
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	13	9	27	13	6	6	8	8	8	16	16	16
Cap, veh/h	110	758	545	73	680	44	144	125	129	93	89	174
Arrive On Green	0.08	0.45	0.45	0.05	0.43	0.43	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1455	1674	1204	1455	1592	103	262	571	588	82	406	797
Grp Volume(v), veh/h	92	229	20	52	0	627	133	0	0	229	0	0
Grp Sat Flow(s),veh/h/ln	1455	1674	1204	1455	0	1695	1421	0	0	1286	0	0
Q Serve(g_s), s	3.4	4.7	0.5	1.9	0.0	18.1	0.0	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	3.4	4.7	0.5	1.9	0.0	18.1	4.2	0.0	0.0	9.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.06	0.29		0.41	0.12		0.62
Lane Grp Cap(c), veh/h	110	758	545	73	0	724	397	0	0	356	0	0
V/C Ratio(X)	0.84	0.30	0.04	0.71	0.00	0.87	0.33	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	405	1398	1006	405	0	1416	710	0	0	665	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	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.6	9.3	8.2	25.2	0.0	14.0	18.1	0.0	0.0	19.9	0.0	0.0
Incr Delay (d2), s/veh	6.3	0.1	0.0	4.7	0.0	1.3	0.2	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	1.3	1.4	0.1	0.7	0.0	5.9	1.3	0.0	0.0	2.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	9.4	8.2	29.9	0.0	15.3	18.2	0.0	0.0	20.7	0.0	0.0
LnGrp LOS	C	A	A	C	A	B	B	A	A	C	A	A
Approach Vol, veh/h		341			679			133			229	
Approach Delay, s/veh		15.2			16.4			18.2			20.7	
Approach LOS		B			B			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	30.4		16.8	8.1	29.0		16.8				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	15.0	45.0		25.0	15.0	45.0		25.0				
Max Q Clear Time (g_c+1/3), s	13.9	6.7		6.2	5.4	20.1		11.1				
Green Ext Time (p_c), s	0.0	0.9		0.5	0.1	2.9		0.8				

Intersection Summary

HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 32: State Hwy 18 & Greenway Dr

Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	17	211	1	9	617	54	24	13	14	55	13	43
Future Volume (veh/h)	17	211	1	9	617	54	24	13	14	55	13	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	0.99		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		No		No
Adj Sat Flow, veh/h/ln	1554	1730	1730	1262	1758	1758	1594	1702	1702	1660	1800	1800
Adj Flow Rate, veh/h	20	254	1	11	743	65	29	16	17	66	16	52
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, %	11	5	5	33	3	3	8	7	7	3	0	0
Cap, veh/h	358	999	4	623	924	81	351	105	111	385	51	167
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	561	1722	7	759	1593	139	1130	755	802	1221	370	1204
Grp Volume(v), veh/h	20	0	255	11	0	808	29	0	33	66	0	68
Grp Sat Flow(s),veh/h/ln	561	0	1729	759	0	1733	1130	0	1557	1221	0	1575
Q Serve(g_s), s	0.9	0.0	2.2	0.2	0.0	11.1	0.7	0.0	0.6	1.5	0.0	1.2
Cycle Q Clear(g_c), s	12.0	0.0	2.2	2.4	0.0	11.1	1.9	0.0	0.6	2.1	0.0	1.2
Prop In Lane	1.00		0.00	1.00		0.08	1.00		0.52	1.00		0.76
Lane Grp Cap(c), veh/h	358	0	1003	623	0	1005	351	0	216	385	0	218
V/C Ratio(X)	0.06	0.00	0.25	0.02	0.00	0.80	0.08	0.00	0.15	0.17	0.00	0.31
Avail Cap(c_a), veh/h	868	0	2575	1314	0	2581	1503	0	1804	1630	0	1824
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	3.1	3.7	0.0	5.0	12.6	0.0	11.5	12.4	0.0	11.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.1	0.1	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/ln0.1	0.0	0.2	0.0	0.0	0.0	1.1	0.1	0.0	0.2	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	0.0	3.2	3.7	0.0	5.6	12.6	0.0	11.6	12.4	0.0	12.0
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h		275			819			62			134	
Approach Delay, s/veh		3.7			5.6			12.1			12.2	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.0		8.2		22.0		8.2				
Change Period (Y+Rc), s		4.5		4.0		4.5		4.0				
Max Green Setting (Gmax), s		45.0		35.0		45.0		35.0				
Max Q Clear Time (g_c+I1), s		14.0		4.1		13.1		3.9				
Green Ext Time (p_c), s		1.2		0.4		4.4		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				6.2								
HCM 6th LOS				A								

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	25	6	27	16	2	2	37	19	5	18	12
Future Vol, veh/h	5	25	6	27	16	2	2	37	19	5	18	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	20	8	0	0	0	0	50	21	0	20	27	0
Mvmt Flow	6	32	8	34	20	3	3	47	24	6	23	15

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	120	120	31	128	115	59	38	0	0	71	0	0
Stage 1	43	43	-	65	65	-	-	-	-	-	-	-
Stage 2	77	77	-	63	50	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.58	6.2	7.1	6.5	6.2	4.6	-	-	4.3	-	-
Critical Hdwy Stg 1	6.3	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4.072	3.3	3.5	4	3.3	2.65	-	-	2.38	-	-
Pot Cap-1 Maneuver	815	759	1049	850	779	1012	1312	-	-	1422	-	-
Stage 1	927	847	-	951	845	-	-	-	-	-	-	-
Stage 2	889	819	-	953	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	793	754	1049	813	774	1012	1312	-	-	1422	-	-
Mov Cap-2 Maneuver	793	754	-	813	774	-	-	-	-	-	-	-
Stage 1	925	844	-	949	843	-	-	-	-	-	-	-
Stage 2	864	817	-	907	854	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.8		9.8		0.3		1.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1312	-	-	797	806	1422	-	-
HCM Lane V/C Ratio	0.002	-	-	0.057	0.071	0.004	-	-
HCM Control Delay (s)	7.7	0	-	9.8	9.8	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	78	11	17	87	23	23	39	7	9	11	19
Future Vol, veh/h	30	78	11	17	87	23	23	39	7	9	11	19
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
Heavy Vehicles, %	3	16	27	17	8	4	65	15	28	33	18	0
Mvmt Flow	33	87	12	19	97	26	26	43	8	10	12	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	8.3	8.6	9.5	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	25%	13%	23%
Vol Thru, %	57%	66%	69%	28%
Vol Right, %	10%	9%	18%	49%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	119	127	39
LT Vol	23	30	17	9
Through Vol	39	78	87	11
RT Vol	7	11	23	19
Lane Flow Rate	77	132	141	43
Geometry Grp	1	1	1	1
Degree of Util (X)	0.121	0.163	0.18	0.06
Departure Headway (Hd)	5.703	4.443	4.59	4.963
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	629	809	783	722
Service Time	3.731	2.461	2.608	2.991
HCM Lane V/C Ratio	0.122	0.163	0.18	0.06
HCM Control Delay	9.5	8.3	8.6	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.6	0.7	0.2

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	1	19	4	7	1	9	18	11	17	0
Future Vol, veh/h	1	2	1	19	4	7	1	9	18	11	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	59	59	59	59	59	59	59	59	59	59	59	59
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	2
Mvmt Flow	2	3	2	32	7	12	2	15	31	19	29	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	111	117	29	105	102	31	29	0	0	46	0	0
Stage 1	67	67	-	35	35	-	-	-	-	-	-	-
Stage 2	44	50	-	70	67	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	872	777	1052	880	792	1049	1597	-	-	1575	-	-
Stage 1	948	843	-	986	870	-	-	-	-	-	-	-
Stage 2	975	857	-	945	843	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	848	767	1052	867	782	1049	1597	-	-	1575	-	-
Mov Cap-2 Maneuver	848	767	-	867	782	-	-	-	-	-	-	-
Stage 1	947	833	-	985	869	-	-	-	-	-	-	-
Stage 2	955	856	-	928	833	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		9.3		0.3		2.9	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1597	-	-	844	890	1575	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.057	0.012	-	-
HCM Control Delay (s)	7.3	0	-	9.3	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	17	2	63	3	2	63
Future Vol, veh/h	17	2	63	3	2	63
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	84	84	84	84	84	84
Heavy Vehicles, %	11	0	15	0	0	22
Mvmt Flow	20	2	75	4	2	75

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	156	77	0	0	79
Stage 1	77	-	-	-	-
Stage 2	79	-	-	-	-
Critical Hdwy	6.51	6.2	-	-	4.1
Critical Hdwy Stg 1	5.51	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2
Pot Cap-1 Maneuver	815	990	-	-	1532
Stage 1	924	-	-	-	-
Stage 2	922	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	814	990	-	-	1532
Mov Cap-2 Maneuver	814	-	-	-	-
Stage 1	923	-	-	-	-
Stage 2	922	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	830	1532
HCM Lane V/C Ratio	-	-	0.027	0.002
HCM Control Delay (s)	-	-	9.5	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	22	18	51	17	17	7	14	23	26	44	4
Future Vol, veh/h	7	22	18	51	17	17	7	14	23	26	44	4
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	14	4	0	5	11	17	14	7	4	7	9	0
Mvmt Flow	10	32	26	74	25	25	10	20	33	38	64	6
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	7.9	8.3	7.8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	15%	60%	35%
Vol Thru, %	32%	47%	20%	59%
Vol Right, %	52%	38%	20%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	47	85	74
LT Vol	7	7	51	26
Through Vol	14	22	17	44
RT Vol	23	18	17	4
Lane Flow Rate	64	68	123	107
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.085	0.153	0.136
Departure Headway (Hd)	4.423	4.477	4.463	4.572
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	811	802	806	786
Service Time	2.442	2.494	2.477	2.589
HCM Lane V/C Ratio	0.079	0.085	0.153	0.136
HCM Control Delay	7.8	7.9	8.3	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.5	0.5

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	2	17	3	4	0	6	14	3	0	20	1
Future Vol, veh/h	0	2	17	3	4	0	6	14	3	0	20	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	58	58	58	58	58	58	58	58	58
Heavy Vehicles, %	2	0	5	0	0	2	16	7	33	2	20	0
Mvmt Flow	0	3	29	5	7	0	10	24	5	0	34	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	85	84	35	98	83	27	36	0	0	29	0	0
Stage 1	35	35	-	47	47	-	-	-	-	-	-	-
Stage 2	50	49	-	51	36	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.25	7.1	6.5	6.22	4.26	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.345	3.5	4	3.318	2.344	-	-	2.218	-	-
Pot Cap-1 Maneuver	901	810	1029	889	811	1048	1489	-	-	1584	-	-
Stage 1	981	870	-	972	860	-	-	-	-	-	-	-
Stage 2	963	858	-	967	869	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	890	804	1029	856	805	1048	1489	-	-	1584	-	-
Mov Cap-2 Maneuver	890	804	-	856	805	-	-	-	-	-	-	-
Stage 1	974	870	-	965	854	-	-	-	-	-	-	-
Stage 2	949	852	-	936	869	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	9.4	1.9	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1489	-	-	1000	826	1584	-	-
HCM Lane V/C Ratio	0.007	-	-	0.033	0.015	-	-	-
HCM Control Delay (s)	7.4	0	-	8.7	9.4	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↘	↙	↑	↘		↙	↘		↕	
Traffic Vol, veh/h	18	38	31	46	57	10	7	12	20	15	11	18
Future Vol, veh/h	18	38	31	46	57	10	7	12	20	15	11	18
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	33	39	16	13	31	0	0	0	10	0	72	38
Mvmt Flow	23	48	39	58	72	13	9	15	25	19	14	23
Number of Lanes	1	1	1	1	1	1	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	3
HCM Control Delay	8.6	8.9	7.9	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	37%	0%	100%	0%	0%	100%	0%	0%	34%
Vol Thru, %	63%	0%	0%	100%	0%	0%	100%	0%	25%
Vol Right, %	0%	100%	0%	0%	100%	0%	0%	100%	41%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	20	18	38	31	46	57	10	44
LT Vol	7	0	18	0	0	46	0	0	15
Through Vol	12	0	0	38	0	0	57	0	11
RT Vol	0	20	0	0	31	0	0	10	18
Lane Flow Rate	24	25	23	48	39	58	72	13	56
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.037	0.033	0.039	0.077	0.051	0.093	0.112	0.015	0.08
Departure Headway (Hd)	5.508	4.624	6.179	5.78	4.685	5.763	5.569	4.338	5.19
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	651	774	580	621	764	622	644	825	691
Service Time	3.237	2.354	3.909	3.509	2.414	3.491	3.297	2.065	2.921
HCM Lane V/C Ratio	0.037	0.032	0.04	0.077	0.051	0.093	0.112	0.016	0.081
HCM Control Delay	8.4	7.5	9.2	9	7.7	9.1	9	7.1	8.4
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2	0.2	0.3	0.4	0	0.3

Existing PM

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	↕
Traffic Vol, veh/h	42	82	20	19	41	19	11	265	42	31	198	22
Future Vol, veh/h	42	82	20	19	41	19	11	265	42	31	198	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, %	14	1	0	0	4	0	0	4	9	0	7	36
Mvmt Flow	46	89	22	21	45	21	12	288	46	34	215	24
Number of Lanes	0	1	0	0	1	1	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	12.1	9.8	10.5	12
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	8%	0%	29%	32%	0%	14%	0%
Vol Thru, %	92%	76%	57%	68%	0%	86%	0%
Vol Right, %	0%	24%	14%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	175	144	60	19	229	22
LT Vol	11	0	42	19	0	31	0
Through Vol	133	133	82	41	0	198	0
RT Vol	0	42	20	0	19	0	22
Lane Flow Rate	156	190	157	65	21	249	24
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.247	0.293	0.282	0.119	0.033	0.402	0.034
Departure Headway (Hd)	5.702	5.562	6.487	6.596	5.794	5.817	5.16
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	630	647	554	543	617	620	694
Service Time	3.429	3.289	4.52	4.336	3.533	3.545	2.888
HCM Lane V/C Ratio	0.248	0.294	0.283	0.12	0.034	0.402	0.035
HCM Control Delay	10.3	10.6	12.1	10.2	8.7	12.4	8.1
HCM Lane LOS	B	B	B	B	A	B	A
HCM 95th-tile Q	1	1.2	1.2	0.4	0.1	1.9	0.1

HCM 6th Signalized Intersection Summary
2: Valley Blvd. & Etiwanda Ave.

Existing Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	246	399	92	97	48	191	797	106	42	705	34
Future Volume (veh/h)	80	246	399	92	97	48	191	797	106	42	705	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1620	1716	1730	1263	1674	1252	1488	1501	1589	1262	1475	1561
Adj Flow Rate, veh/h	85	262	0	98	103	0	203	848	0	45	750	36
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, %	6	6	5	27	9	39	9	15	15	33	17	17
Cap, veh/h	104	338		133	296		255	2652		51	2349	112
Arrive On Green	0.07	0.10	0.00	0.06	0.09	0.00	0.09	0.65	0.00	0.04	0.60	0.60
Sat Flow, veh/h	1543	3260	1466	2334	3180	1061	2749	4233	0	1202	3936	188
Grp Volume(v), veh/h	85	262	0	98	103	0	203	848	0	45	511	275
Grp Sat Flow(s),veh/h/ln	1543	1630	1466	1167	1590	1061	1374	1366	0	1202	1342	1441
Q Serve(g_s), s	6.5	9.4	0.0	5.0	3.6	0.0	8.7	11.0	0.0	4.5	11.4	11.4
Cycle Q Clear(g_c), s	6.5	9.4	0.0	5.0	3.6	0.0	8.7	11.0	0.0	4.5	11.4	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.13
Lane Grp Cap(c), veh/h	104	338		133	296		255	2652		51	1601	860
V/C Ratio(X)	0.82	0.78		0.74	0.35		0.80	0.32		0.89	0.32	0.32
Avail Cap(c_a), veh/h	199	557		301	543		470	2652		205	1601	860
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	52.4	0.0	55.7	51.0	0.0	53.3	9.4	0.0	57.2	12.1	12.1
Incr Delay (d2), s/veh	14.1	3.8	0.0	7.7	0.7	0.0	5.6	0.3	0.0	35.2	0.5	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	2.9	4.0	0.0	1.6	1.5	0.0	3.2	3.2	0.0	1.9	3.4	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.3	56.3	0.0	63.4	51.7	0.0	59.0	9.7	0.0	92.4	12.6	13.1
LnGrp LOS	E	E		E	D		E	A		F	B	B
Approach Vol, veh/h		347	A		201	A		1051	A		831	
Approach Delay, s/veh		59.5			57.4			19.2			17.1	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	82.2	12.6	15.7	15.6	76.1	11.3	16.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax)	20.5	45.5	15.5	20.5	20.5	45.5	15.5	20.5				
Max Q Clear Time (g_c+16.5)	10.5	13.0	8.5	5.6	10.7	13.4	7.0	11.4				
Green Ext Time (p_c), s	0.1	7.1	0.1	0.4	0.5	6.0	0.2	1.0				

Intersection Summary

HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
3: San Bernardino Ave. & Cherry Ave.

Existing Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑		↘	↑↑↑	↗
Traffic Volume (veh/h)	340	583	194	77	123	48	35	912	120	65	643	203
Future Volume (veh/h)	340	583	194	77	123	48	35	912	120	65	643	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1594	1758	1603	1541	1581	1674	1209	1594	1688	1647	1660	1702
Adj Flow Rate, veh/h	378	648	0	86	137	53	39	1013	133	72	714	226
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, %	8	3	14	12	9	9	37	8	8	4	10	7
Cap, veh/h	407	970		105	201	74	42	1519	199	90	1861	592
Arrive On Green	0.27	0.29	0.00	0.07	0.09	0.09	0.04	0.39	0.39	0.06	0.41	0.41
Sat Flow, veh/h	1518	3340	1359	1468	2142	794	1152	3893	510	1569	4531	1441
Grp Volume(v), veh/h	378	648	0	86	94	96	39	754	392	72	714	226
Grp Sat Flow(s),veh/h/ln	1518	1670	1359	1468	1502	1435	1152	1450	1502	1569	1510	1441
Q Serve(g_s), s	26.7	18.8	0.0	6.4	6.7	7.1	3.7	23.6	23.7	5.0	12.1	12.1
Cycle Q Clear(g_c), s	26.7	18.8	0.0	6.4	6.7	7.1	3.7	23.6	23.7	5.0	12.1	12.1
Prop In Lane	1.00		1.00	1.00		0.55	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	407	970		105	141	135	42	1132	586	90	1861	592
V/C Ratio(X)	0.93	0.67		0.82	0.67	0.71	0.93	0.67	0.67	0.80	0.38	0.38
Avail Cap(c_a), veh/h	439	1154		160	248	237	114	1132	586	155	1861	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	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	39.2	34.4	0.0	50.4	48.2	48.4	52.9	27.7	27.7	51.2	22.7	22.6
Incr Delay (d2), s/veh	26.8	2.0	0.0	29.0	11.1	13.8	76.3	3.1	6.0	28.5	0.6	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ft	2.8	7.8	0.0	3.2	2.9	3.1	2.0	8.5	9.3	2.7	4.4	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.1	36.3	0.0	79.3	59.3	62.2	129.2	30.8	33.6	79.7	23.3	24.5
LnGrp LOS	E	D		E	E	E	F	C	C	E	C	C
Approach Vol, veh/h		1026	A		276			1185			1012	
Approach Delay, s/veh		47.3			66.6			35.0			27.6	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.8	48.9	34.0	16.3	8.5	51.2	12.4	37.9				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	40.9	28.1	31.8	18.2	10.9	28.1	12.0	38.0				
Max Q Clear Time (g_c+1), s	40.9	25.7	28.7	9.1	5.7	14.1	8.4	20.8				
Green Ext Time (p_c), s	0.1	2.0	0.8	1.1	0.0	7.9	0.1	6.9				

Intersection Summary

HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕		↕			↕	
Traffic Vol, veh/h	33	662	6	10	440	12	11	15	20	8	6	17
Future Vol, veh/h	33	662	6	10	440	12	11	15	20	8	6	17
Conflicting Peds, #/hr	2	0	2	2	0	2	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	-	-	200	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	3	2	0	10	3	0	9	0	5	0	0	11
Mvmt Flow	34	676	6	10	449	12	11	15	20	8	6	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	463	0	0	684	0	0	1233	1229	678	1236	1223	451
Stage 1	-	-	-	-	-	-	746	746	-	471	471	-
Stage 2	-	-	-	-	-	-	487	483	-	765	752	-
Critical Hdwy	4.13	-	-	4.2	-	-	7.19	6.5	6.25	7.1	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.227	-	-	2.29	-	-	3.581	4	3.345	3.5	4	3.399
Pot Cap-1 Maneuver	1093	-	-	873	-	-	149	179	447	154	181	590
Stage 1	-	-	-	-	-	-	395	424	-	577	563	-
Stage 2	-	-	-	-	-	-	549	556	-	399	421	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1091	-	-	871	-	-	134	167	446	130	169	589
Mov Cap-2 Maneuver	-	-	-	-	-	-	134	167	-	130	169	-
Stage 1	-	-	-	-	-	-	374	402	-	547	553	-
Stage 2	-	-	-	-	-	-	519	547	-	348	399	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.2			26.7			21.8		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	212	1091	-	-	871	-	-	246
HCM Lane V/C Ratio	0.221	0.031	-	-	0.012	-	-	0.129
HCM Control Delay (s)	26.7	8.4	0	-	9.2	0	-	21.8
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	0.4

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	24	334	5	36	272	62	9	22	116	31	18	33
Future Vol, veh/h	24	334	5	36	272	62	9	22	116	31	18	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
Heavy Vehicles, %	4	1	0	0	1	1	0	0	0	0	0	0
Mvmt Flow	26	355	5	38	289	66	10	23	123	33	19	35
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	15.5	13.5	10.5	10.2
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	6%	7%	12%	0%	38%
Vol Thru, %	15%	92%	88%	0%	22%
Vol Right, %	79%	1%	0%	100%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	147	363	308	62	82
LT Vol	9	24	36	0	31
Through Vol	22	334	272	0	18
RT Vol	116	5	0	62	33
Lane Flow Rate	156	386	328	66	87
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.244	0.576	0.523	0.091	0.147
Departure Headway (Hd)	5.619	5.366	5.745	4.994	6.075
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	636	672	626	716	588
Service Time	3.674	3.405	3.484	2.733	4.136
HCM Lane V/C Ratio	0.245	0.574	0.524	0.092	0.148
HCM Control Delay	10.5	15.5	14.6	8.2	10.2
HCM Lane LOS	B	C	B	A	B
HCM 95th-tile Q	1	3.7	3	0.3	0.5

HCM 6th Signalized Intersection Summary
6: Locust Ave & San Bernardino Ave

Existing Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	314	28	6	137	26	23	303	27	33	125	29
Future Volume (veh/h)	62	314	28	6	137	26	23	303	27	33	125	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		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	1772	1758	1700	1786	1758	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	65	327	29	6	143	27	24	316	28	34	130	30
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	2	3	0	1	3	0	0	0	0	0	0
Cap, veh/h	82	975	801	13	906	755	58	395	34	89	292	61
Arrive On Green	0.05	0.55	0.55	0.01	0.51	0.51	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1619	1772	1456	1619	1786	1488	58	1463	125	155	1081	226
Grp Volume(v), veh/h	65	327	29	6	143	27	368	0	0	194	0	0
Grp Sat Flow(s),veh/h/ln	1619	1772	1456	1619	1786	1488	1646	0	0	1462	0	0
Q Serve(g_s), s	3.6	9.2	0.8	0.3	3.9	0.8	7.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.6	9.2	0.8	0.3	3.9	0.8	18.8	0.0	0.0	8.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.07		0.08	0.18		0.15
Lane Grp Cap(c), veh/h	82	975	801	13	906	755	487	0	0	442	0	0
V/C Ratio(X)	0.79	0.34	0.04	0.48	0.16	0.04	0.76	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	180	975	801	180	906	755	671	0	0	606	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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.3	11.2	9.3	44.5	11.9	11.1	30.8	0.0	0.0	27.2	0.0	0.0
Incr Delay (d2), s/veh	29.8	0.9	0.1	50.3	0.4	0.1	5.6	0.0	0.0	1.5	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	2.1	3.6	0.3	0.3	1.6	0.3	8.0	0.0	0.0	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.1	12.1	9.4	94.8	12.2	11.2	36.4	0.0	0.0	28.6	0.0	0.0
LnGrp LOS	E	B	A	F	B	B	D	A	A	C	A	A
Approach Vol, veh/h		421			176			368			194	
Approach Delay, s/veh		21.2			14.9			36.4			28.6	
Approach LOS		C			B			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	54.5		29.8	9.5	50.7		29.8				
Change Period (Y+Rc), s	5.0	5.0		5.5	5.0	5.0		5.5				
Max Green Setting (Gmax), s	10.0	30.0		34.5	10.0	30.0		34.5				
Max Q Clear Time (g_c+1), s	12.3	11.2		20.8	5.6	5.9		10.8				
Green Ext Time (p_c), s	0.0	3.6		3.3	0.1	1.6		2.1				

Intersection Summary

HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
7: Slover Ave & Cedar Ave

Existing Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	235	69	21	92	98	72	664	37	78	735	42
Future Volume (veh/h)	148	235	69	21	92	98	72	664	37	78	735	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		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		No		No
Adj Sat Flow, veh/h/ln	1673	1660	1660	1647	1617	1505	1554	1744	1744	1368	1716	1716
Adj Flow Rate, veh/h	151	240	70	21	94	100	73	678	38	80	750	43
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, %	2	10	10	4	13	21	11	4	4	25	6	6
Cap, veh/h	168	280	82	43	240	189	88	1373	77	100	1401	80
Arrive On Green	0.11	0.23	0.23	0.03	0.15	0.15	0.06	0.43	0.43	0.08	0.45	0.45
Sat Flow, veh/h	1594	1234	360	1569	1617	1273	1480	3189	179	1303	3129	179
Grp Volume(v), veh/h	151	0	310	21	94	100	73	352	364	80	391	402
Grp Sat Flow(s),veh/h/ln	1594	0	1594	1569	1617	1273	1480	1657	1711	1303	1630	1679
Q Serve(g_s), s	8.4	0.0	16.8	1.2	4.7	6.5	4.4	13.8	13.8	5.4	15.7	15.7
Cycle Q Clear(g_c), s	8.4	0.0	16.8	1.2	4.7	6.5	4.4	13.8	13.8	5.4	15.7	15.7
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.10	1.00		0.11
Lane Grp Cap(c), veh/h	168	0	361	43	240	189	88	713	737	100	730	752
V/C Ratio(X)	0.90	0.00	0.86	0.49	0.39	0.53	0.83	0.49	0.49	0.80	0.54	0.54
Avail Cap(c_a), veh/h	168	0	523	131	494	389	123	713	737	181	730	752
HCM Platoon Ratio	1.00	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	39.8	0.0	33.4	43.2	34.7	35.4	41.9	18.5	18.5	40.9	18.1	18.1
Incr Delay (d2), s/veh	40.5	0.0	9.5	3.2	1.0	2.3	19.5	2.4	2.4	5.4	2.8	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	5.1	0.0	7.3	0.5	1.9	2.1	2.1	5.6	5.7	1.9	6.2	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.3	0.0	42.9	46.4	35.7	37.7	61.3	21.0	20.9	46.3	20.9	20.8
LnGrp LOS	F	A	D	D	D	D	E	C	C	D	C	C
Approach Vol, veh/h		461			215			789			873	
Approach Delay, s/veh		55.2			37.7			24.7			23.1	
Approach LOS		E			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	26.9	9.9	46.3	14.0	19.8	11.4	44.7				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.0	4.5	6.5	4.5	6.0				
Max Green Setting (Gmax), s	7.5	29.5	7.5	24.0	9.5	27.5	12.5	19.0				
Max Q Clear Time (g_c+1/3), s	13.2	18.8	6.4	17.7	10.4	8.5	7.4	15.8				
Green Ext Time (p_c), s	0.0	1.4	0.0	2.9	0.0	0.7	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
8: Santa Ana Ave & Cedar Ave

Existing Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↕		↕	↕↕	
Traffic Volume (veh/h)	78	142	103	24	104	24	115	793	56	37	699	62
Future Volume (veh/h)	78	142	103	24	104	24	115	793	56	37	699	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		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		No		No
Adj Sat Flow, veh/h/ln	1660	1660	1660	1607	1607	1594	1660	1744	1744	1236	1730	1730
Adj Flow Rate, veh/h	83	151	110	26	111	26	122	844	60	39	744	66
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, %	3	3	3	7	7	8	3	4	4	35	5	5
Cap, veh/h	119	184	121	89	328	383	153	1522	108	78	1385	123
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.10	0.49	0.49	0.07	0.45	0.45
Sat Flow, veh/h	260	647	426	163	1156	1348	1581	3137	223	1177	3047	270
Grp Volume(v), veh/h	344	0	0	137	0	26	122	446	458	39	401	409
Grp Sat Flow(s),veh/h/ln	1334	0	0	1319	0	1348	1581	1657	1704	1177	1643	1674
Q Serve(g_s), s	18.5	0.0	0.0	0.0	0.0	1.4	7.6	19.0	19.0	3.2	17.6	17.6
Cycle Q Clear(g_c), s	25.1	0.0	0.0	6.7	0.0	1.4	7.6	19.0	19.0	3.2	17.6	17.6
Prop In Lane	0.24		0.32	0.19		1.00	1.00		0.13	1.00		0.16
Lane Grp Cap(c), veh/h	423	0	0	417	0	383	153	804	826	78	747	761
V/C Ratio(X)	0.81	0.00	0.00	0.33	0.00	0.07	0.80	0.55	0.55	0.50	0.54	0.54
Avail Cap(c_a), veh/h	509	0	0	504	0	465	198	804	826	147	747	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	0.0	0.0	28.0	0.0	26.2	44.2	18.1	18.1	45.1	19.7	19.7
Incr Delay (d2), s/veh	8.3	0.0	0.0	0.5	0.0	0.1	12.2	2.8	2.7	1.8	2.8	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/lr	8.9	0.0	0.0	2.6	0.0	0.5	3.5	7.6	7.8	1.0	7.1	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	0.0	0.0	28.5	0.0	26.2	56.4	20.9	20.8	46.9	22.4	22.4
LnGrp LOS	D	A	A	C	A	C	E	C	C	D	C	C
Approach Vol, veh/h		344			163			1026			849	
Approach Delay, s/veh		43.3			28.1			25.1			23.5	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	55.0		33.9	14.2	52.0		33.9				
Change Period (Y+Rc), s	4.5	6.5		5.5	4.5	6.5		5.5				
Max Green Setting (Gmax), s	12.5	36.5		34.5	12.5	36.5		34.5				
Max Q Clear Time (g_c+1/2), s	15.2	21.0		27.1	9.6	19.6		8.7				
Green Ext Time (p_c), s	0.0	10.0		1.2	0.0	9.7		0.8				

Intersection Summary

HCM 6th Ctrl Delay		27.4										
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	282	21	37	252	6	28	0	27	9	1	1
Future Vol, veh/h	1	282	21	37	252	6	28	0	27	9	1	1
Conflicting Peds, #/hr	0	0	1	1	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	13	4	0	13	0	10	2	3	0	0	0
Mvmt Flow	1	297	22	39	265	6	29	0	28	9	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	271	0	0	320	0	0	522	660	309	670	668	136
Stage 1	-	-	-	-	-	-	311	311	-	346	346	-
Stage 2	-	-	-	-	-	-	211	349	-	324	322	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.45	6.53	6.245	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.25	5.53	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.65	5.53	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.595	4.019	3.3285	3.5	4	3.3
Pot Cap-1 Maneuver	1304	-	-	1251	-	-	436	382	727	360	382	894
Stage 1	-	-	-	-	-	-	679	658	-	649	639	-
Stage 2	-	-	-	-	-	-	752	633	-	692	655	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1304	-	-	1250	-	-	422	367	726	336	367	894
Mov Cap-2 Maneuver	-	-	-	-	-	-	422	367	-	336	367	-
Stage 1	-	-	-	-	-	-	678	657	-	648	615	-
Stage 2	-	-	-	-	-	-	722	610	-	664	654	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.1			12.6			15.4		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	531	1304	-	-	1250	-	-	359
HCM Lane V/C Ratio	0.109	0.001	-	-	0.031	-	-	0.032
HCM Control Delay (s)	12.6	7.8	0	-	8	0.1	-	15.4
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	131	104	5	2	4
Future Vol, veh/h	0	131	104	5	2	4
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	90	90	90	90	90	90
Heavy Vehicles, %	2	3	4	0	0	0
Mvmt Flow	0	146	116	6	2	4















Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	122	0	-	0	265 119
Stage 1	-	-	-	-	119 -
Stage 2	-	-	-	-	146 -
Critical Hdwy	4.12	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.218	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1465	-	-	-	728 938
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	886 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1465	-	-	-	728 938
Mov Cap-2 Maneuver	-	-	-	-	728 -
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	886 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1465	-	-	-	856
HCM Lane V/C Ratio	-	-	-	-	0.008
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th Signalized Intersection Summary
 11: Lytle Creek Rd & Glen Helen Pkwy

Existing Conditions
 PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 		 			
Traffic Volume (veh/h)	241	6	99	492	3	69
Future Volume (veh/h)	241	6	99	492	3	69
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	1600	1575	1800	1786	1700	1800
Adj Flow Rate, veh/h	271	7	111	553	3	78
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	16	0	1	0	0
Cap, veh/h	819	370	540	908	16	774
Arrive On Green	0.28	0.28	0.30	0.30	0.01	0.43
Sat Flow, veh/h	2956	1335	1800	3027	1619	1800
Grp Volume(v), veh/h	271	7	111	553	3	78
Grp Sat Flow(s),veh/h/ln	1478	1335	1800	1514	1619	1800
Q Serve(g_s), s	2.7	0.1	1.7	5.9	0.1	1.0
Cycle Q Clear(g_c), s	2.7	0.1	1.7	5.9	0.1	1.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	819	370	540	908	16	774
V/C Ratio(X)	0.33	0.02	0.21	0.61	0.19	0.10
Avail Cap(c_a), veh/h	1418	640	935	1573	518	1727
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	10.8	9.9	9.8	11.2	18.4	6.4
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.9	2.1	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	0.7	0.0	0.6	1.6	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.1	9.9	10.1	12.2	20.5	6.5
LnGrp LOS	B	A	B	B	C	A
Approach Vol, veh/h			664			81
Approach Delay, s/veh			11.8			7.0
Approach LOS			B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		22.6		14.9	4.9	17.8
Change Period (Y+Rc), s		6.5		4.5	4.5	6.5
Max Green Setting (Gmax), s		36.0		18.0	12.0	19.5
Max Q Clear Time (g_c+I1), s		3.0		4.7	2.1	7.9
Green Ext Time (p_c), s		0.6		1.2	0.0	3.4
Intersection Summary						
HCM 6th Ctrl Delay			11.2			
HCM 6th LOS			B			
Notes						
User approved volume balancing among the lanes for turning movement.						

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	43	4	5	79	64	4	26	9	46	26	10
Future Vol, veh/h	8	43	4	5	79	64	4	26	9	46	26	10
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	0	0	0	40	1	1	0	7	11	0	0	0
Mvmt Flow	11	57	5	7	104	84	5	34	12	61	34	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	9.5	7.9	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	15%	3%	56%
Vol Thru, %	67%	78%	53%	32%
Vol Right, %	23%	7%	43%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	55	148	82
LT Vol	4	8	5	46
Through Vol	26	43	79	26
RT Vol	9	4	64	10
Lane Flow Rate	51	72	195	108
Geometry Grp	1	1	1	1
Degree of Util (X)	0.065	0.09	0.259	0.139
Departure Headway (Hd)	4.564	4.495	4.786	4.651
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	785	798	752	773
Service Time	2.589	2.52	2.806	2.673
HCM Lane V/C Ratio	0.065	0.09	0.259	0.14
HCM Control Delay	7.9	8	9.5	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	1	0.5

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	15	1	3	3	36	1	0	1	33	0	0
Future Vol, veh/h	3	15	1	3	3	36	1	0	1	33	0	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	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	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	2	0	2	0	6	2	2
Mvmt Flow	5	23	2	5	5	55	2	0	2	51	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	60	0	0	26	0	0	78	105	26	79	79	33
Stage 1	-	-	-	-	-	-	35	35	-	43	43	-
Stage 2	-	-	-	-	-	-	43	70	-	36	36	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.52	6.2	7.16	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.16	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.16	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.018	3.3	3.554	4.018	3.318
Pot Cap-1 Maneuver	1556	-	-	1601	-	-	916	785	1056	900	811	1041
Stage 1	-	-	-	-	-	-	986	866	-	961	859	-
Stage 2	-	-	-	-	-	-	976	837	-	969	865	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1556	-	-	1599	-	-	911	780	1054	894	805	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	911	780	-	894	805	-
Stage 1	-	-	-	-	-	-	982	863	-	958	856	-
Stage 2	-	-	-	-	-	-	973	834	-	964	862	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.2		0.5		8.7		9.3	
HCM LOS					A		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	977	1556	-	-	1599	-	-	894
HCM Lane V/C Ratio	0.003	0.003	-	-	0.003	-	-	0.057
HCM Control Delay (s)	8.7	7.3	0	-	7.3	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	10	58	29	16	46	9	36	124	7	5	99	8
Future Vol, veh/h	10	58	29	16	46	9	36	124	7	5	99	8
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	5	3	0	6	0	5	4	28	20	3	12
Mvmt Flow	10	60	30	17	48	9	38	129	7	5	103	8
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8.3	8.3	9.5	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	23%	0%	10%	23%	5%	0%
Vol Thru, %	78%	0%	60%	65%	95%	0%
Vol Right, %	0%	100%	30%	13%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	7	97	71	104	8
LT Vol	36	0	10	16	5	0
Through Vol	124	0	58	46	99	0
RT Vol	0	7	29	9	0	8
Lane Flow Rate	167	7	101	74	108	8
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.242	0.009	0.129	0.098	0.164	0.01
Departure Headway (Hd)	5.226	4.392	4.594	4.753	5.445	4.426
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	687	813	780	754	658	807
Service Time	2.962	2.128	2.624	2.785	3.184	2.164
HCM Lane V/C Ratio	0.243	0.009	0.129	0.098	0.164	0.01
HCM Control Delay	9.6	7.2	8.3	8.3	9.3	7.2
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.9	0	0.4	0.3	0.6	0

HCM 6th Signalized Intersection Summary
 15: Pacific St & Del Rosa Dr

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	290	38	32	195	32	29	384	68	82	339	136
Future Volume (veh/h)	149	290	38	32	195	32	29	384	68	82	339	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	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		No		No
Adj Sat Flow, veh/h/ln	1687	1800	1800	1660	1786	1786	1700	1786	1800	1700	1772	1772
Adj Flow Rate, veh/h	159	309	40	34	207	34	31	409	72	87	361	145
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, %	1	0	0	3	1	1	0	1	0	0	2	2
Cap, veh/h	199	690	88	80	450	73	76	498	425	145	757	299
Arrive On Green	0.12	0.23	0.23	0.05	0.15	0.15	0.05	0.28	0.28	0.09	0.32	0.32
Sat Flow, veh/h	1606	3031	388	1581	2919	471	1619	1786	1522	1619	2353	930
Grp Volume(v), veh/h	159	173	176	34	119	122	31	409	72	87	257	249
Grp Sat Flow(s),veh/h/ln	1606	1710	1709	1581	1697	1693	1619	1786	1522	1619	1683	1600
Q Serve(g_s), s	5.7	5.2	5.3	1.2	3.8	3.9	1.1	12.7	2.1	3.1	7.3	7.5
Cycle Q Clear(g_c), s	5.7	5.2	5.3	1.2	3.8	3.9	1.1	12.7	2.1	3.1	7.3	7.5
Prop In Lane	1.00		0.23	1.00		0.28	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	199	389	389	80	262	261	76	498	425	145	541	514
V/C Ratio(X)	0.80	0.44	0.45	0.43	0.45	0.47	0.41	0.82	0.17	0.60	0.47	0.48
Avail Cap(c_a), veh/h	405	575	575	399	571	569	272	601	512	272	566	538
HCM Platoon Ratio	1.00	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	25.3	19.7	19.8	27.4	22.9	22.9	27.5	20.1	16.2	26.0	16.2	16.2
Incr Delay (d2), s/veh	7.2	1.1	1.2	3.5	1.7	1.8	3.4	8.4	0.3	3.9	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.0	2.1	0.5	1.5	1.6	0.5	5.9	0.7	1.3	2.7	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	20.9	21.0	30.9	24.6	24.8	31.0	28.4	16.5	30.0	17.1	17.2
LnGrp LOS	C	C	C	C	C	C	C	C	B	C	B	B
Approach Vol, veh/h		508			275			512			593	
Approach Delay, s/veh		24.5			25.5			26.9			19.0	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	19.5	9.8	22.6	11.9	15.2	7.3	25.1				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	*6				
Max Green Setting (Gmax), s	15.0	20.0	10.0	20.0	15.0	20.0	10.0	*20				
Max Q Clear Time (g_c+I), s	13.2	7.3	5.1	14.7	7.7	5.9	3.1	9.5				
Green Ext Time (p_c), s	0.0	2.2	0.1	1.7	0.2	1.5	0.0	3.0				

Intersection Summary

HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 16: San Bernardino Ave & Alabama St.

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖	↖	↖↗	↖	↖	↖↗	↖
Traffic Volume (veh/h)	104	558	84	139	126	103	32	318	340	113	350	50
Future Volume (veh/h)	104	558	84	139	126	103	32	318	340	113	350	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		No		No
Adj Sat Flow, veh/h/ln	1634	1786	1786	1673	1758	1744	1660	1744	1800	1673	1744	1688
Adj Flow Rate, veh/h	108	581	88	145	131	107	33	331	0	118	365	52
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, %	5	1	1	2	3	4	3	4	0	2	4	8
Cap, veh/h	218	761	115	218	849	375	118	533		208	718	310
Arrive On Green	0.14	0.26	0.26	0.14	0.25	0.25	0.07	0.16	0.00	0.13	0.22	0.22
Sat Flow, veh/h	1556	2955	446	1594	3340	1476	1581	3313	1525	1594	3313	1430
Grp Volume(v), veh/h	108	333	336	145	131	107	33	331	0	118	365	52
Grp Sat Flow(s),veh/h/ln	1556	1697	1705	1594	1670	1476	1581	1657	1525	1594	1657	1430
Q Serve(g_s), s	4.4	12.4	12.5	5.9	2.1	4.0	1.3	6.4	0.0	4.8	6.6	2.0
Cycle Q Clear(g_c), s	4.4	12.4	12.5	5.9	2.1	4.0	1.3	6.4	0.0	4.8	6.6	2.0
Prop In Lane	1.00		0.26	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	218	437	439	218	849	375	118	533		208	718	310
V/C Ratio(X)	0.50	0.76	0.77	0.66	0.15	0.29	0.28	0.62		0.57	0.51	0.17
Avail Cap(c_a), veh/h	341	620	623	349	1220	539	462	1452		466	1452	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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	23.5	23.5	28.0	19.8	20.5	29.9	26.8	0.0	27.9	23.6	21.8
Incr Delay (d2), s/veh	1.7	3.5	3.6	3.5	0.1	0.4	1.3	1.2	0.0	2.4	0.6	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	1.7	5.1	5.1	2.4	0.8	1.3	0.5	2.5	0.0	1.9	2.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	27.0	27.1	31.5	19.9	20.9	31.2	27.9	0.0	30.3	24.2	22.0
LnGrp LOS	C	C	C	C	B	C	C	C		C	C	C
Approach Vol, veh/h		777			383			364	A		535	
Approach Delay, s/veh		27.3			24.6			28.2			25.3	
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	17.5	13.9	23.6	9.6	21.3	14.1	23.4				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.0	4.5	6.5	4.5	6.0				
Max Green Setting (Gmax), s	20.0	30.0	15.0	25.0	20.0	30.0	15.0	25.0				
Max Q Clear Time (g_c+10), s	10.8	8.4	7.9	14.5	3.3	8.6	6.4	6.0				
Green Ext Time (p_c), s	0.2	2.1	0.2	3.1	0.0	2.5	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 17: State Highway 38 & Crafton Ave

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	470	130	40	294	15	113	56	86	69	52	60
Future Volume (veh/h)	55	470	130	40	294	15	113	56	86	69	52	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1687	1786	1758	1634	1758	1758	1700	1730	1744	1647	1786	1786
Adj Flow Rate, veh/h	56	480	133	41	300	15	115	57	88	70	53	61
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, %	1	1	3	5	3	3	0	5	4	4	1	1
Cap, veh/h	94	678	558	72	609	30	383	314	264	356	616	267
Arrive On Green	0.06	0.38	0.38	0.05	0.37	0.37	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1606	1786	1471	1556	1660	83	1157	1730	1454	1092	3393	1472
Grp Volume(v), veh/h	56	480	133	41	0	315	115	57	88	70	53	61
Grp Sat Flow(s),veh/h/ln	1606	1786	1471	1556	0	1743	1157	1730	1454	1092	1697	1472
Q Serve(g_s), s	1.3	8.7	2.4	1.0	0.0	5.3	3.5	1.1	2.0	2.2	0.5	1.4
Cycle Q Clear(g_c), s	1.3	8.7	2.4	1.0	0.0	5.3	4.0	1.1	2.0	3.3	0.5	1.4
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	94	678	558	72	0	640	383	314	264	356	616	267
V/C Ratio(X)	0.59	0.71	0.24	0.57	0.00	0.49	0.30	0.18	0.33	0.20	0.09	0.23
Avail Cap(c_a), veh/h	1052	1871	1541	1018	0	1825	1082	1359	1142	1016	2665	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(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	17.5	10.0	8.1	17.8	0.0	9.3	14.7	13.2	13.6	14.6	13.0	13.3
Incr Delay (d2), s/veh	2.2	1.4	0.2	2.6	0.0	0.6	0.2	0.1	0.3	0.1	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/lr	0.5	2.7	0.6	0.4	0.0	1.6	0.8	0.4	0.6	0.5	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	11.4	8.3	20.5	0.0	9.9	14.8	13.3	13.9	14.7	13.0	13.5
LnGrp LOS	B	B	A	C	A	A	B	B	B	B	B	B
Approach Vol, veh/h		669			356			260			184	
Approach Delay, s/veh		11.5			11.1			14.2			13.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	20.5		11.9	6.2	20.0		11.9				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	25.0	40.0		30.0	25.0	40.0		30.0				
Max Q Clear Time (g_c+13), s	13.0	10.7		5.3	3.3	7.3		6.0				
Green Ext Time (p_c), s	0.0	3.8		0.5	0.1	2.0		0.6				

Intersection Summary

HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Intersection												
Int Delay, s/veh	23.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	6	180	10	59	101	33	12	28	51	188	127	4
Future Vol, veh/h	6	180	10	59	101	33	12	28	51	188	127	4
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	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	6	10	1	7	12	0	14	1	2	6	50
Mvmt Flow	7	205	11	67	115	38	14	32	58	214	144	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	153	0	0	216	0	0	568	512	211	538	498	134
Stage 1	-	-	-	-	-	-	225	225	-	268	268	-
Stage 2	-	-	-	-	-	-	343	287	-	270	230	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.64	6.21	7.12	6.56	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.64	-	6.12	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.64	-	6.12	5.56	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4.126	3.309	3.518	4.054	3.75
Pot Cap-1 Maneuver	1440	-	-	1360	-	-	437	449	832	454	468	802
Stage 1	-	-	-	-	-	-	782	696	-	738	680	-
Stage 2	-	-	-	-	-	-	676	653	-	736	707	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1440	-	-	1360	-	-	312	425	832	382	443	802
Mov Cap-2 Maneuver	-	-	-	-	-	-	312	425	-	382	443	-
Stage 1	-	-	-	-	-	-	778	693	-	734	647	-
Stage 2	-	-	-	-	-	-	497	621	-	650	703	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			2.4			13.1			53.7		
HCM LOS							B			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	549	1440	-	-	1360	-	-	407
HCM Lane V/C Ratio	0.188	0.005	-	-	0.049	-	-	0.891
HCM Control Delay (s)	13.1	7.5	-	-	7.8	-	-	53.7
HCM Lane LOS	B	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	0.2	-	-	9.2

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	459	3	10	286	3	0	0	10	1	1	1
Future Vol, veh/h	0	459	3	10	286	3	0	0	10	1	1	1
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, %	2	4	33	10	5	0	2	2	0	0	0	0
Mvmt Flow	0	499	3	11	311	3	0	0	11	1	1	1

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	314	0	0	502	0	0	837	837	501	841	837	313
Stage 1	-	-	-	-	-	-	501	501	-	335	335	-
Stage 2	-	-	-	-	-	-	336	336	-	506	502	-
Critical Hdwy	4.12	-	-	4.2	-	-	7.12	6.52	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.218	-	-	2.29	-	-	3.518	4.018	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1246	-	-	1022	-	-	286	303	574	287	305	732
Stage 1	-	-	-	-	-	-	552	543	-	683	646	-
Stage 2	-	-	-	-	-	-	678	642	-	552	545	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1246	-	-	1022	-	-	282	299	574	279	301	732
Mov Cap-2 Maneuver	-	-	-	-	-	-	282	299	-	279	301	-
Stage 1	-	-	-	-	-	-	552	543	-	683	638	-
Stage 2	-	-	-	-	-	-	667	634	-	542	545	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.3			11.4			15		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	574	1246	-	-	1022	-	-	363
HCM Lane V/C Ratio	0.019	-	-	-	0.011	-	-	0.009
HCM Control Delay (s)	11.4	0	-	-	8.6	0	-	15
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 6th Signalized Intersection Summary
 20: State Hwy 138 & Oasis Road

Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	682	11	28	436	83	13	21	21	68	15	20
Future Volume (veh/h)	30	682	11	28	436	83	13	21	21	68	15	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	1660	1617	1800	1660	1674	1744	1700	1800	1800	1634	1800	1800
Adj Flow Rate, veh/h	34	784	13	32	501	95	15	24	24	78	17	23
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	13	0	3	9	4	0	0	0	5	0	0
Cap, veh/h	109	929	876	105	956	844	29	36	36	97	61	82
Arrive On Green	0.07	0.57	0.57	0.07	0.57	0.57	0.02	0.04	0.04	0.06	0.09	0.09
Sat Flow, veh/h	1581	1617	1525	1581	1674	1478	1619	826	826	1556	693	938
Grp Volume(v), veh/h	34	784	13	32	501	95	15	0	48	78	0	40
Grp Sat Flow(s),veh/h/ln	1581	1617	1525	1581	1674	1478	1619	0	1651	1556	0	1631
Q Serve(g_s), s	1.4	28.0	0.3	1.4	12.8	2.1	0.6	0.0	2.0	3.5	0.0	1.6
Cycle Q Clear(g_c), s	1.4	28.0	0.3	1.4	12.8	2.1	0.6	0.0	2.0	3.5	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		0.57
Lane Grp Cap(c), veh/h	109	929	876	105	956	844	29	0	72	97	0	142
V/C Ratio(X)	0.31	0.84	0.01	0.31	0.52	0.11	0.51	0.00	0.67	0.81	0.00	0.28
Avail Cap(c_a), veh/h	452	1155	1089	452	1195	1055	462	0	778	444	0	699
HCM Platoon Ratio	1.00	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	31.0	12.3	6.4	31.2	9.2	6.9	34.1	0.0	33.0	32.4	0.0	29.9
Incr Delay (d2), s/veh	1.2	4.9	0.0	1.2	0.4	0.1	13.2	0.0	10.3	11.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	9.5	0.1	0.5	4.0	0.6	0.4	0.0	1.0	1.6	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	17.2	6.4	32.4	9.6	6.9	47.3	0.0	43.3	43.6	0.0	31.0
LnGrp LOS	C	B	A	C	A	A	D	A	D	D	A	C
Approach Vol, veh/h		831			628			63			118	
Approach Delay, s/veh		17.6			10.4			44.3			39.3	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	46.5	4.8	10.6	8.3	46.3	7.8	7.5				
Change Period (Y+Rc), s	3.5	6.3	3.5	4.5	3.5	6.3	3.5	4.5				
Max Green Setting (Gmax), s	20.0	50.0	20.0	30.0	20.0	50.0	20.0	33.0				
Max Q Clear Time (g_c+I1), s	3.4	30.0	2.6	3.6	3.4	14.8	5.5	4.0				
Green Ext Time (p_c), s	0.0	5.9	0.0	0.2	0.0	4.0	0.1	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			17.4									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
 21: Hwy 138 & Beekley Rd

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	510	4	15	367	29	3	16	8	321	30	16
Future Volume (veh/h)	23	510	4	15	367	29	3	16	8	321	30	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	1700	1561	1800	1528	1632	1716	1700	1800	1800	1673	1758	1758
Adj Flow Rate, veh/h	26	586	5	17	422	33	3	18	9	369	34	18
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	17	0	13	12	6	0	0	0	2	3	3
Cap, veh/h	46	675	660	29	692	617	494	382	191	510	365	193
Arrive On Green	0.03	0.43	0.43	0.02	0.42	0.42	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1619	1561	1525	1455	1632	1454	1229	1132	566	1238	1082	573
Grp Volume(v), veh/h	26	586	5	17	422	33	3	0	27	369	0	52
Grp Sat Flow(s),veh/h/ln	1619	1561	1525	1455	1632	1454	1229	0	1698	1238	0	1655
Q Serve(g_s), s	1.1	23.3	0.1	0.8	13.7	0.9	0.1	0.0	0.7	19.5	0.0	1.5
Cycle Q Clear(g_c), s	1.1	23.3	0.1	0.8	13.7	0.9	1.6	0.0	0.7	20.2	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.35
Lane Grp Cap(c), veh/h	46	675	660	29	692	617	494	0	574	510	0	559
V/C Ratio(X)	0.56	0.87	0.01	0.58	0.61	0.05	0.01	0.00	0.05	0.72	0.00	0.09
Avail Cap(c_a), veh/h	474	1144	1117	426	1195	1065	619	0	746	763	0	897
HCM Platoon Ratio	1.00	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	32.7	17.6	11.0	33.2	15.3	11.6	16.0	0.0	15.2	22.0	0.0	15.5
Incr Delay (d2), s/veh	4.0	3.9	0.0	12.7	0.9	0.0	0.0	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/lr	0.5	8.1	0.0	0.4	4.7	0.3	0.0	0.0	0.3	5.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	21.5	11.0	45.8	16.1	11.6	16.0	0.0	15.2	22.8	0.0	15.5
LnGrp LOS	D	C	B	D	B	B	B	A	B	C	A	B
Approach Vol, veh/h		617			472			30			421	
Approach Delay, s/veh		22.0			16.9			15.3			21.9	
Approach LOS		C			B			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	35.8		27.6	5.4	35.3		27.6				
Change Period (Y+Rc), s	3.5	6.3		4.5	3.5	6.3		4.5				
Max Green Setting (Gmax), s	20.0	50.0		37.0	20.0	50.0		30.0				
Max Q Clear Time (g_c+1/8), s	12.8	25.3		22.2	3.1	15.7		3.6				
Green Ext Time (p_c), s	0.0	4.3		0.8	0.0	3.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
22: Phelan Rd & Sheep Creek Rd

Existing Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗	↖	↖	↖↗	↖
Traffic Volume (veh/h)	72	280	32	104	353	65	101	152	199	114	101	123
Future Volume (veh/h)	72	280	32	104	353	65	101	152	199	114	101	123
Initial Q (Qb), 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		No		No
Adj Sat Flow, veh/h/ln	1647	1730	1730	1673	1772	1772	1673	1758	1730	1660	1716	1772
Adj Flow Rate, veh/h	77	301	34	112	380	70	109	163	214	123	109	132
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, %	4	5	5	2	2	2	2	3	5	3	6	2
Cap, veh/h	177	595	67	207	615	112	205	693	304	231	734	337
Arrive On Green	0.11	0.20	0.20	0.13	0.22	0.22	0.13	0.21	0.21	0.15	0.23	0.23
Sat Flow, veh/h	1569	2979	334	1594	2840	518	1594	3340	1466	1581	3260	1496
Grp Volume(v), veh/h	77	165	170	112	224	226	109	163	214	123	109	132
Grp Sat Flow(s),veh/h/ln	1569	1643	1669	1594	1683	1675	1594	1670	1466	1581	1630	1496
Q Serve(g_s), s	3.1	6.1	6.2	4.5	8.1	8.3	4.3	2.8	9.2	4.9	1.8	5.1
Cycle Q Clear(g_c), s	3.1	6.1	6.2	4.5	8.1	8.3	4.3	2.8	9.2	4.9	1.8	5.1
Prop In Lane	1.00		0.20	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	177	328	334	207	365	363	205	693	304	231	734	337
V/C Ratio(X)	0.43	0.50	0.51	0.54	0.61	0.62	0.53	0.24	0.70	0.53	0.15	0.39
Avail Cap(c_a), veh/h	463	727	738	470	745	741	470	1477	648	466	1442	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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	24.1	24.2	27.6	24.0	24.1	27.6	22.4	24.9	26.8	21.1	22.3
Incr Delay (d2), s/veh	1.7	1.7	1.7	2.2	2.4	2.5	2.1	0.2	4.2	1.9	0.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.4	2.5	1.8	3.3	3.4	1.7	1.1	3.4	1.9	0.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	25.8	25.9	29.8	26.4	26.6	29.8	22.6	29.2	28.7	21.2	23.4
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		412			562			486			364	
Approach Delay, s/veh		26.6			27.1			27.1			24.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	19.6	13.2	21.8	12.2	20.7	14.4	20.6				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+10), s	10.5	8.2	6.3	7.1	5.1	10.3	6.9	11.2				
Green Ext Time (p_c), s	0.2	2.7	0.2	1.6	0.1	3.6	0.2	2.4				

Intersection Summary

HCM 6th Ctrl Delay	26.5
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 23: Phelan Rd & Baldy Mesa Rd

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖	↖↗	↖	↖	↖↗
Traffic Volume (veh/h)	150	510	47	50	519	107	33	22	47	72	30	127
Future Volume (veh/h)	150	510	47	50	519	107	33	22	47	72	30	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		No		No
Adj Sat Flow, veh/h/ln	1687	1744	1744	1620	1744	1744	1620	1744	1716	1647	1758	1744
Adj Flow Rate, veh/h	156	531	49	52	541	111	34	23	49	75	31	132
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, %	1	4	4	6	4	4	6	4	6	4	3	4
Cap, veh/h	393	1466	135	105	824	169	102	183	153	126	210	176
Arrive On Green	0.24	0.48	0.48	0.07	0.30	0.30	0.07	0.11	0.11	0.08	0.12	0.12
Sat Flow, veh/h	1606	3067	282	1543	2740	560	1543	1744	1454	1569	1758	1478
Grp Volume(v), veh/h	156	286	294	52	326	326	34	23	49	75	31	132
Grp Sat Flow(s),veh/h/ln	1606	1657	1693	1543	1657	1643	1543	1744	1454	1569	1758	1478
Q Serve(g_s), s	6.6	8.9	9.0	2.7	14.0	14.1	1.7	1.0	2.6	3.8	1.3	7.1
Cycle Q Clear(g_c), s	6.6	8.9	9.0	2.7	14.0	14.1	1.7	1.0	2.6	3.8	1.3	7.1
Prop In Lane	1.00		0.17	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	393	792	809	105	499	494	102	183	153	126	210	176
V/C Ratio(X)	0.40	0.36	0.36	0.50	0.65	0.66	0.33	0.13	0.32	0.60	0.15	0.75
Avail Cap(c_a), veh/h	393	792	809	378	709	704	378	320	267	384	323	271
HCM Platoon Ratio	1.00	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	13.5	13.5	36.7	24.9	24.9	36.5	33.2	33.9	36.3	32.3	34.8
Incr Delay (d2), s/veh	3.0	1.0	1.0	3.6	5.2	5.3	1.9	0.4	1.7	4.5	0.5	8.7
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	2.8	3.3	3.4	1.1	6.0	6.0	0.7	0.4	1.0	1.6	0.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	14.5	14.5	40.4	30.1	30.2	38.4	33.6	35.6	40.8	32.7	43.5
LnGrp LOS	C	B	B	D	C	C	D	C	D	D	C	D
Approach Vol, veh/h		736			704			106			238	
Approach Delay, s/veh		17.5			30.9			36.0			41.2	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	45.6	9.9	16.3	24.5	31.1	11.0	15.1				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.5	4.5	6.5	4.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	15.0	20.0	35.0	20.0	15.0				
Max Q Clear Time (g_c+I), s	14.7	11.0	3.7	9.1	8.6	16.1	5.8	4.6				
Green Ext Time (p_c), s	0.1	8.5	0.0	0.4	0.3	8.5	0.1	0.2				

Intersection Summary

HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 24: Rancho Rd & Escondido Ave

Existing Conditions
 PM Peak Hour

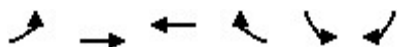


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (veh/h)	299	679	25	39	425	74	11	21	11	129	20	72
Future Volume (veh/h)	299	679	25	39	425	74	11	21	11	129	20	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1687	1758	1744	1673	1758	1786	1700	1800	1800	1700	1800	1786
Adj Flow Rate, veh/h	308	700	26	40	438	76	11	22	11	133	21	74
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, %	1	3	4	2	3	1	0	0	0	0	0	1
Cap, veh/h	369	1235	546	161	805	365	361	360	305	373	360	303
Arrive On Green	0.23	0.37	0.37	0.10	0.24	0.24	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1606	3340	1478	1594	3340	1514	1182	1800	1525	1251	1800	1514
Grp Volume(v), veh/h	308	700	26	40	438	76	11	22	11	133	21	74
Grp Sat Flow(s),veh/h/ln	1606	1670	1478	1594	1670	1514	1182	1800	1525	1251	1800	1514
Q Serve(g_s), s	9.7	8.9	0.6	1.2	6.1	2.1	0.4	0.5	0.3	5.1	0.5	2.2
Cycle Q Clear(g_c), s	9.7	8.9	0.6	1.2	6.1	2.1	0.9	0.5	0.3	5.6	0.5	2.2
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	369	1235	546	161	805	365	361	360	305	373	360	303
V/C Ratio(X)	0.84	0.57	0.05	0.25	0.54	0.21	0.03	0.06	0.04	0.36	0.06	0.24
Avail Cap(c_a), veh/h	605	2202	974	600	2202	998	792	1017	862	830	1017	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	13.3	10.7	22.0	17.6	16.1	17.6	17.2	17.1	19.5	17.2	17.9
Incr Delay (d2), s/veh	5.3	0.6	0.1	0.8	0.8	0.4	0.0	0.1	0.1	0.8	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	2.9	0.2	0.5	2.2	0.7	0.1	0.2	0.1	1.4	0.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	13.9	10.8	22.8	18.4	16.5	17.6	17.3	17.2	20.3	17.3	18.5
LnGrp LOS	C	B	B	C	B	B	B	B	B	C	B	B
Approach Vol, veh/h		1034			554			44			228	
Approach Delay, s/veh		17.1			18.5			17.3			19.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	26.1		17.1	16.7	19.3		17.1				
Change Period (Y+Rc), s	4.5	6.5		6.5	4.5	6.5		6.5				
Max Green Setting (Gmax), s	20.0	35.0		30.0	20.0	35.0		30.0				
Max Q Clear Time (g_c+1), s	13.2	10.9		7.6	11.7	8.1		2.9				
Green Ext Time (p_c), s	0.1	7.2		1.2	0.6	4.7		0.2				

Intersection Summary												
HCM 6th Ctrl Delay											17.8	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary
 25: State Hwy 18 & Lake Gregory Dr

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	274	208	172	132	96
Future Volume (veh/h)	143	274	208	172	132	96
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	1700	1786	1744	1772	1700	1700
Adj Flow Rate, veh/h	149	285	217	179	138	100
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	1	4	2	0	0
Cap, veh/h	188	854	398	343	173	126
Arrive On Green	0.12	0.48	0.23	0.23	0.19	0.19
Sat Flow, veh/h	1619	1786	1744	1502	889	644
Grp Volume(v), veh/h	149	285	217	179	239	0
Grp Sat Flow(s),veh/h/ln	1619	1786	1744	1502	1540	0
Q Serve(g_s), s	3.0	3.3	3.7	3.5	5.0	0.0
Cycle Q Clear(g_c), s	3.0	3.3	3.7	3.5	5.0	0.0
Prop In Lane	1.00			1.00	0.58	0.42
Lane Grp Cap(c), veh/h	188	854	398	343	300	0
V/C Ratio(X)	0.79	0.33	0.55	0.52	0.80	0.00
Avail Cap(c_a), veh/h	1443	4484	2591	2231	1601	0
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	0.00
Uniform Delay (d), s/veh	14.5	5.5	11.4	11.4	12.9	0.0
Incr Delay (d2), s/veh	2.8	0.2	1.2	1.2	1.8	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	1.0	0.7	1.2	1.0	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.3	5.7	12.6	12.6	14.8	0.0
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h		434	396		239	
Approach Delay, s/veh		9.7	12.6		14.8	
Approach LOS		A	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		22.1		11.6	8.4	13.7
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0
Max Green Setting (Gmax), s		84.5		35.0	30.0	50.0
Max Q Clear Time (g_c+I1), s		5.3		7.0	5.0	5.7
Green Ext Time (p_c), s		1.9		0.4	0.2	2.0

Intersection Summary

HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	104	213	187	27	31	126
Future Vol, veh/h	104	213	187	27	31	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	121	248	217	31	36	147

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	217	0	-	0	723
Stage 1	-	-	-	-	233
Stage 2	-	-	-	-	490
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	1365	-	-	-	396
Stage 1	-	-	-	-	810
Stage 2	-	-	-	-	620
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1365	-	-	-	361
Mov Cap-2 Maneuver	-	-	-	-	361
Stage 1	-	-	-	-	738
Stage 2	-	-	-	-	620

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1365	-	-	-	651
HCM Lane V/C Ratio	0.089	-	-	-	0.28
HCM Control Delay (s)	7.9	-	-	-	12.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1

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	12	170	75	89	140	47	81	47	80	38	60	1
Future Vol, veh/h	12	170	75	89	140	47	81	47	80	38	60	1
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	1	2	3	3	2	2	10	1	2	3	0
Mvmt Flow	13	183	81	96	151	51	87	51	86	41	65	1
Number of Lanes	0	1	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	13.6	11.1	10.9	11.4
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	63%	0%	5%	100%	0%	38%
Vol Thru, %	37%	0%	66%	0%	75%	61%
Vol Right, %	0%	100%	29%	0%	25%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	80	257	89	187	99
LT Vol	81	0	12	89	0	38
Through Vol	47	0	170	0	140	60
RT Vol	0	80	75	0	47	1
Lane Flow Rate	138	86	276	96	201	106
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.255	0.138	0.448	0.173	0.325	0.197
Departure Headway (Hd)	6.678	5.784	5.838	6.499	5.814	6.674
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	537	618	616	552	617	537
Service Time	4.427	3.533	3.88	4.242	3.556	4.729
HCM Lane V/C Ratio	0.257	0.139	0.448	0.174	0.326	0.197
HCM Control Delay	11.7	9.5	13.6	10.6	11.3	11.4
HCM Lane LOS	B	A	B	B	B	B
HCM 95th-tile Q	1	0.5	2.3	0.6	1.4	0.7

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	93	225	5	1	198	13	2	2	0	9	2	50
Future Vol, veh/h	93	225	5	1	198	13	2	2	0	9	2	50
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	165	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	40	0	4	0	50	50	2	0	0	2
Mvmt Flow	96	232	5	1	204	13	2	2	0	9	2	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	217	0	0	237	0	0	532	646	119	522	642	109
Stage 1	-	-	-	-	-	-	427	427	-	213	213	-
Stage 2	-	-	-	-	-	-	105	219	-	309	429	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.5	7.5	6.94	7.5	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.5	6.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.5	6.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4	4.5	3.32	3.5	4	3.32
Pot Cap-1 Maneuver	1365	-	-	1342	-	-	339	304	910	442	395	924
Stage 1	-	-	-	-	-	-	464	478	-	775	730	-
Stage 2	-	-	-	-	-	-	766	616	-	682	587	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1365	-	-	1342	-	-	301	282	910	415	367	924
Mov Cap-2 Maneuver	-	-	-	-	-	-	301	282	-	415	367	-
Stage 1	-	-	-	-	-	-	432	445	-	721	729	-
Stage 2	-	-	-	-	-	-	721	615	-	631	546	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0	17.5	10.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	291	1365	-	-	1342	-	-	751
HCM Lane V/C Ratio	0.014	0.07	-	-	0.001	-	-	0.084
HCM Control Delay (s)	17.5	7.8	-	-	7.7	-	-	10.2
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.3

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	44	26	151	51	30
Future Vol, veh/h	185	44	26	151	51	30
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	85	85	85	85	85	85
Heavy Vehicles, %	3	0	0	3	3	0
Mvmt Flow	218	52	31	178	60	35

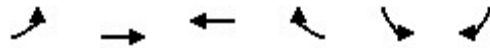
Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	270	0	484
Stage 1	-	-	-	-	244
Stage 2	-	-	-	-	240
Critical Hdwy	-	-	4.1	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.2	-	3.527
Pot Cap-1 Maneuver	-	-	1305	-	540
Stage 1	-	-	-	-	794
Stage 2	-	-	-	-	798
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1305	-	526
Mov Cap-2 Maneuver	-	-	-	-	526
Stage 1	-	-	-	-	773
Stage 2	-	-	-	-	798

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	602	-	-	1305	-
HCM Lane V/C Ratio	0.158	-	-	0.023	-
HCM Control Delay (s)	12.1	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

HCM 6th Signalized Intersection Summary
30: State Hwy 18 & Shore Dr

Existing Conditions
PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↗	↖↗		↘	↘
Traffic Volume (veh/h)	32	87	147	22	14	27
Future Volume (veh/h)	32	87	147	22	14	27
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	1660	1688	1744	1744	1607	1603
Adj Flow Rate, veh/h	36	99	167	25	16	31
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	8	4	4	7	14
Cap, veh/h	71	796	651	96	87	77
Arrive On Green	0.04	0.47	0.22	0.22	0.06	0.06
Sat Flow, veh/h	1581	1688	2984	427	1531	1359
Grp Volume(v), veh/h	36	99	94	98	16	31
Grp Sat Flow(s),veh/h/ln	1581	1688	1657	1667	1531	1359
Q Serve(g_s), s	0.5	0.7	1.0	1.1	0.2	0.5
Cycle Q Clear(g_c), s	0.5	0.7	1.0	1.1	0.2	0.5
Prop In Lane	1.00			0.26	1.00	1.00
Lane Grp Cap(c), veh/h	71	796	372	374	87	77
V/C Ratio(X)	0.51	0.12	0.25	0.26	0.18	0.40
Avail Cap(c_a), veh/h	3552	7923	3721	3745	3541	3144
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	10.4	3.3	7.1	7.1	10.0	10.1
Incr Delay (d2), s/veh	5.5	0.1	0.4	0.4	1.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.2	0.2	0.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.9	3.4	7.4	7.5	11.0	13.5
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		135	192		47	
Approach Delay, s/veh		6.7	7.5		12.7	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		16.5		5.8	5.5	11.0
Change Period (Y+Rc), s		6.0		4.5	4.5	6.0
Max Green Setting (Gmax), s		104.5		51.5	50.0	50.0
Max Q Clear Time (g_c+I1), s		2.7		2.5	2.5	3.1
Green Ext Time (p_c), s		0.6		0.1	0.1	1.2
Intersection Summary						
HCM 6th Ctrl Delay			7.8			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 31: State Hwy 18 & N Division Dr

Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	632	34	33	443	12	31	65	99	17	32	55
Future Volume (veh/h)	99	632	34	33	443	12	31	65	99	17	32	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		0.98	0.99		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1700	1772	1772	1660	1660	1660	1660	1660	1660
Adj Flow Rate, veh/h	103	658	35	34	461	12	32	68	103	18	33	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	2	3	3	3	3	3	3
Cap, veh/h	127	779	659	62	683	18	115	121	153	113	118	159
Arrive On Green	0.08	0.44	0.44	0.04	0.40	0.40	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1594	1772	1500	1619	1718	45	134	585	740	119	570	769
Grp Volume(v), veh/h	103	658	35	34	0	473	203	0	0	108	0	0
Grp Sat Flow(s),veh/h/ln	1594	1772	1500	1619	0	1763	1459	0	0	1458	0	0
Q Serve(g_s), s	3.0	15.7	0.6	1.0	0.0	10.5	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	15.7	0.6	1.0	0.0	10.5	6.0	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.16		0.51	0.17		0.53
Lane Grp Cap(c), veh/h	127	779	659	62	0	701	389	0	0	390	0	0
V/C Ratio(X)	0.81	0.85	0.05	0.55	0.00	0.67	0.52	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	503	1679	1421	511	0	1670	844	0	0	829	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.5	11.9	7.6	22.4	0.0	11.8	17.3	0.0	0.0	16.1	0.0	0.0
Incr Delay (d2), s/veh	4.6	1.0	0.0	2.8	0.0	0.4	0.4	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.9	0.2	0.4	0.0	3.3	1.8	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	12.9	7.7	25.3	0.0	12.2	17.7	0.0	0.0	16.3	0.0	0.0
LnGrp LOS	C	B	A	C	A	B	B	A	A	B	A	A
Approach Vol, veh/h		796			507			203			108	
Approach Delay, s/veh		14.3			13.1			17.7			16.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	26.9		14.8	7.8	24.9		14.8				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	45.0	45.0		25.0	15.0	45.0		25.0				
Max Q Clear Time (g_c+1), s	17.7	17.7		8.0	5.0	12.5		5.0				
Green Ext Time (p_c), s	0.0	3.1		0.7	0.1	2.0		0.4				

Intersection Summary

HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
32: State Hwy 18 & Greenway Dr

Existing Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	43	591	18	7	411	63	27	19	18	128	23	44
Future Volume (veh/h)	43	591	18	7	411	63	27	19	18	128	23	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		0.98	0.99		0.96	0.98		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		No		No
Adj Sat Flow, veh/h/ln	1620	1786	1786	1700	1744	1744	1700	1730	1730	1673	1800	1800
Adj Flow Rate, veh/h	46	635	19	8	442	68	29	20	19	138	25	47
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, %	6	1	1	0	4	4	0	5	5	2	0	0
Cap, veh/h	452	838	25	379	715	110	468	177	168	491	123	231
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	771	1725	52	708	1471	226	1189	798	758	1204	552	1038
Grp Volume(v), veh/h	46	0	654	8	0	510	29	0	39	138	0	72
Grp Sat Flow(s),veh/h/ln	771	0	1777	708	0	1697	1189	0	1555	1204	0	1591
Q Serve(g_s), s	1.4	0.0	8.7	0.3	0.0	6.4	0.6	0.0	0.6	3.0	0.0	1.1
Cycle Q Clear(g_c), s	7.8	0.0	8.7	9.0	0.0	6.4	1.7	0.0	0.6	3.6	0.0	1.1
Prop In Lane	1.00		0.03	1.00		0.13	1.00		0.49	1.00		0.65
Lane Grp Cap(c), veh/h	452	0	863	379	0	825	468	0	345	491	0	353
V/C Ratio(X)	0.10	0.00	0.76	0.02	0.00	0.62	0.06	0.00	0.11	0.28	0.00	0.20
Avail Cap(c_a), veh/h	1270	0	2748	1130	0	2626	1634	0	1871	1673	0	1914
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	0.0	6.1	9.7	0.0	5.5	9.9	0.0	9.0	10.5	0.0	9.2
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.1	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.2	0.0	0.0	1.4	0.0	0.0	1.0	0.1	0.0	0.1	0.6	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	0.0	6.6	9.8	0.0	5.8	9.9	0.0	9.1	10.6	0.0	9.3
LnGrp LOS	A	A	A	A	A	A	A	A	A	B	A	A
Approach Vol, veh/h		700			518			68				210
Approach Delay, s/veh		6.7			5.8			9.4				10.1
Approach LOS		A			A			A				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.6		10.5		18.6		10.5				
Change Period (Y+Rc), s		4.5		4.0		4.5		4.0				
Max Green Setting (Gmax), s		45.0		35.0		45.0		35.0				
Max Q Clear Time (g_c+I1), s		10.7		5.6		11.0		3.7				
Green Ext Time (p_c), s		3.4		0.5		2.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	28	4	29	37	4	6	39	23	0	63	9
Future Vol, veh/h	6	28	4	29	37	4	6	39	23	0	63	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	3	0	6	16	0	0	28	0	2	19	0
Mvmt Flow	6	29	4	30	38	4	6	40	24	0	65	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	155	146	70	150	138	52	74	0	0	64	0	0
Stage 1	70	70	-	64	64	-	-	-	-	-	-	-
Stage 2	85	76	-	86	74	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.2	7.16	6.66	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.53	-	6.16	5.66	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	6.16	5.66	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.3	3.554	4.144	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	816	744	998	809	728	1021	1538	-	-	1538	-	-
Stage 1	945	835	-	937	815	-	-	-	-	-	-	-
Stage 2	928	830	-	912	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	778	741	998	779	725	1021	1538	-	-	1538	-	-
Mov Cap-2 Maneuver	778	741	-	779	725	-	-	-	-	-	-	-
Stage 1	941	835	-	933	812	-	-	-	-	-	-	-
Stage 2	877	827	-	877	807	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	9.9		10.2		0.6		0			
HCM LOS	A		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1538	-	-	768	759	1538	-	-
HCM Lane V/C Ratio	0.004	-	-	0.051	0.095	-	-	-
HCM Control Delay (s)	7.4	0	-	9.9	10.2	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	33	128	34	21	108	19	70	24	41	45	27	38
Future Vol, veh/h	33	128	34	21	108	19	70	24	41	45	27	38
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, %	6	5	2	14	12	26	24	12	14	22	14	5
Mvmt Flow	34	133	35	22	113	20	73	25	43	47	28	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	9.7	9.5	9.7	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	52%	17%	14%	41%
Vol Thru, %	18%	66%	73%	25%
Vol Right, %	30%	17%	13%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	135	195	148	110
LT Vol	70	33	21	45
Through Vol	24	128	108	27
RT Vol	41	34	19	38
Lane Flow Rate	141	203	154	115
Geometry Grp	1	1	1	1
Degree of Util (X)	0.205	0.271	0.215	0.166
Departure Headway (Hd)	5.257	4.797	5.01	5.216
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	678	743	712	683
Service Time	3.328	2.856	3.073	3.289
HCM Lane V/C Ratio	0.208	0.273	0.216	0.168
HCM Control Delay	9.7	9.7	9.5	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	1.1	0.8	0.6

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	0	9	5	16	4	20	8	5	12	0
Future Vol, veh/h	0	5	0	9	5	16	4	20	8	5	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	0	2	0	0	0	0	0	0	0	0	2
Mvmt Flow	0	7	0	13	7	22	6	28	11	7	17	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	91	82	17	81	77	34	17	0	0	39	0	0
Stage 1	31	31	-	46	46	-	-	-	-	-	-	-
Stage 2	60	51	-	35	31	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	893	812	1062	912	817	1045	1613	-	-	1584	-	-
Stage 1	986	873	-	973	861	-	-	-	-	-	-	-
Stage 2	951	856	-	986	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	863	806	1062	900	810	1045	1613	-	-	1584	-	-
Mov Cap-2 Maneuver	863	806	-	900	810	-	-	-	-	-	-	-
Stage 1	982	870	-	969	858	-	-	-	-	-	-	-
Stage 2	920	853	-	974	870	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.5		9		0.9		2.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1613	-	-	806	953	1584	-	-
HCM Lane V/C Ratio	0.003	-	-	0.009	0.044	0.004	-	-
HCM Control Delay (s)	7.2	0	-	9.5	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	6	2	101	14	3	89
Future Vol, veh/h	6	2	101	14	3	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	14	7	0	16
Mvmt Flow	7	2	120	17	4	106

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	243	129	0	0	137
Stage 1	129	-	-	-	-
Stage 2	114	-	-	-	-
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	750	926	-	-	1459
Stage 1	902	-	-	-	-
Stage 2	916	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	748	926	-	-	1459
Mov Cap-2 Maneuver	748	-	-	-	-
Stage 1	899	-	-	-	-
Stage 2	916	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	786	1459
HCM Lane V/C Ratio	-	-	0.012	0.002
HCM Control Delay (s)	-	-	9.6	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	29	4	11	26	42	4	23	19	17	27	4
Future Vol, veh/h	13	29	4	11	26	42	4	23	19	17	27	4
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
Heavy Vehicles, %	7	10	0	0	0	7	0	4	0	5	14	0
Mvmt Flow	14	32	4	12	29	47	4	26	21	19	30	4
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	7.6	7.3	7.3	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	28%	14%	35%
Vol Thru, %	50%	63%	33%	56%
Vol Right, %	41%	9%	53%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	46	79	48
LT Vol	4	13	11	17
Through Vol	23	29	26	27
RT Vol	19	4	42	4
Lane Flow Rate	51	51	88	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.056	0.061	0.093	0.063
Departure Headway (Hd)	3.949	4.271	3.826	4.285
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	895	831	926	827
Service Time	2.024	2.337	1.893	2.355
HCM Lane V/C Ratio	0.057	0.061	0.095	0.064
HCM Control Delay	7.3	7.6	7.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.3	0.2

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	8	0	0	0	19	19	5	1	16	0
Future Vol, veh/h	0	1	8	0	0	0	19	19	5	1	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	0	0	2	2	2	5	0	0	0	6	2
Mvmt Flow	0	1	11	0	0	0	25	25	7	1	21	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	105	108	24	108	105	29	24	0	0	32	0	0
Stage 1	26	26	-	79	79	-	-	-	-	-	-	-
Stage 2	79	82	-	29	26	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.2	7.12	6.52	6.22	4.15	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.3	3.518	4.018	3.318	2.245	-	-	2.2	-	-
Pot Cap-1 Maneuver	875	786	1058	871	785	1046	1572	-	-	1593	-	-
Stage 1	992	878	-	930	829	-	-	-	-	-	-	-
Stage 2	930	831	-	988	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	861	770	1055	850	769	1046	1568	-	-	1593	-	-
Mov Cap-2 Maneuver	861	770	-	850	769	-	-	-	-	-	-	-
Stage 1	973	874	-	915	816	-	-	-	-	-	-	-
Stage 2	915	818	-	976	871	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	0	3.2	0.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1568	-	-	1013	-	1593	-	-
HCM Lane V/C Ratio	0.016	-	-	0.012	-	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.6	0	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↔	↔	↑	↔		↔	↔		↔	
Traffic Vol, veh/h	26	43	64	89	75	12	29	3	41	18	22	22
Future Vol, veh/h	26	43	64	89	75	12	29	3	41	18	22	22
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, %	3	20	4	6	17	0	17	33	12	11	27	36
Mvmt Flow	28	46	69	96	81	13	31	3	44	19	24	24
Number of Lanes	1	1	1	1	1	1	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	3
HCM Control Delay	8.5	9.3	8.9	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	91%	0%	100%	0%	0%	100%	0%	0%	29%
Vol Thru, %	9%	0%	0%	100%	0%	0%	100%	0%	35%
Vol Right, %	0%	100%	0%	0%	100%	0%	0%	100%	35%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	41	26	43	64	89	75	12	62
LT Vol	29	0	26	0	0	89	0	0	18
Through Vol	3	0	0	43	0	0	75	0	22
RT Vol	0	41	0	0	64	0	0	12	22
Lane Flow Rate	34	44	28	46	69	96	81	13	67
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.06	0.066	0.046	0.073	0.09	0.155	0.124	0.016	0.105
Departure Headway (Hd)	6.281	5.401	5.919	5.707	4.73	5.849	5.535	4.541	5.65
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	568	660	603	626	754	612	645	784	631
Service Time	4.041	3.16	3.675	3.463	2.485	3.604	3.289	2.294	3.41
HCM Lane V/C Ratio	0.06	0.067	0.046	0.073	0.092	0.157	0.126	0.017	0.106
HCM Control Delay	9.4	8.5	9	8.9	8	9.7	9.1	7.4	9.1
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0.2	0.3	0.5	0.4	0	0.4

Future AM

Intersection	
Intersection Delay, s/veh	83.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	↕
Traffic Vol, veh/h	30	80	160	100	240	130	200	390	120	40	360	30
Future Vol, veh/h	30	80	160	100	240	130	200	390	120	40	360	30
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
Heavy Vehicles, %	20	3	25	0	2	3	3	5	0	14	10	20
Mvmt Flow	32	84	168	105	253	137	211	411	126	42	379	32
Number of Lanes	0	1	0	0	1	1	0	2	0	0	2	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	2	1
HCM Control Delay	63.6	84.4	118.4	36.5
HCM LOS	F	F	F	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	51%	0%	11%	29%	0%	25%	0%	0%
Vol Thru, %	49%	62%	30%	71%	0%	75%	100%	0%
Vol Right, %	0%	38%	59%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	395	315	270	340	130	160	240	30
LT Vol	200	0	30	100	0	40	0	0
Through Vol	195	195	80	240	0	120	240	0
RT Vol	0	120	160	0	130	0	0	30
Lane Flow Rate	416	332	284	358	137	168	253	32
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	1.228	0.935	0.892	1.082	0.383	0.526	0.776	0.092
Departure Headway (Hd)	11.183	10.665	11.914	11.382	10.529	11.916	11.712	11.152
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	328	342	307	322	343	305	311	323
Service Time	8.883	8.365	9.614	9.082	8.229	9.616	9.412	8.852
HCM Lane V/C Ratio	1.268	0.971	0.925	1.112	0.399	0.551	0.814	0.099
HCM Control Delay	159.1	67.3	63.6	109.2	19.6	27.1	45.4	15
HCM Lane LOS	F	F	F	F	C	D	E	B
HCM 95th-tile Q	17.6	9.6	8.2	13.1	1.7	2.9	6.1	0.3

HCM 6th Signalized Intersection Summary
2: Valley Blvd. & Etiwanda Ave.

Future Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	40	80	210	280	120	380	1090	110	60	1380	130
Future Volume (veh/h)	30	40	80	210	280	120	380	1090	110	60	1380	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		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	1210	1722	1515	1342	1841	1678	1647	1603	1693	1547	1491	1574
Adj Flow Rate, veh/h	32	42	0	221	295	0	400	1147	0	63	1453	137
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, %	42	12	26	27	4	15	4	14	14	18	22	22
Cap, veh/h	34	116		259	386		448	2881		77	2128	201
Arrive On Green	0.03	0.04	0.00	0.10	0.11	0.00	0.15	0.66	0.00	0.05	0.56	0.56
Sat Flow, veh/h	1153	3272	1284	2479	3497	1422	3043	4522	0	1474	3779	356
Grp Volume(v), veh/h	32	42	0	221	295	0	400	1147	0	63	1043	547
Grp Sat Flow(s),veh/h/ln	1153	1636	1284	1240	1749	1422	1521	1459	0	1474	1357	1421
Q Serve(g_s), s	3.3	1.5	0.0	10.5	9.8	0.0	15.5	14.6	0.0	5.1	32.7	32.8
Cycle Q Clear(g_c), s	3.3	1.5	0.0	10.5	9.8	0.0	15.5	14.6	0.0	5.1	32.7	32.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.25
Lane Grp Cap(c), veh/h	34	116		259	386		448	2881		77	1528	800
V/C Ratio(X)	0.95	0.36		0.85	0.76		0.89	0.40		0.82	0.68	0.68
Avail Cap(c_a), veh/h	87	494		260	630		469	2881		146	1528	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(l)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	56.6	0.0	52.8	51.8	0.0	50.2	9.5	0.0	56.3	18.6	18.6
Incr Delay (d2), s/veh	60.3	1.9	0.0	23.1	3.2	0.0	18.6	0.4	0.0	18.8	2.5	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.7	0.0	4.1	4.5	0.0	7.0	4.5	0.0	2.3	10.4	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.5	58.5	0.0	75.9	55.0	0.0	68.8	9.9	0.0	75.2	21.1	23.3
LnGrp LOS	F	E		E	E		E	A		E	C	C
Approach Vol, veh/h		74	A		516	A		1547	A		1653	
Approach Delay, s/veh		84.4			64.0			25.1			23.9	
Approach LOS		F			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.7	83.5	8.0	17.8	22.2	72.1	17.0	8.7				
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	1.9	59.4	9.1	21.6	18.5	52.8	12.6	18.1				
Max Q Clear Time (g_c+1), s	1.9	16.6	5.3	11.8	17.5	34.8	12.5	3.5				
Green Ext Time (p_c), s	0.0	11.1	0.0	1.2	0.2	11.0	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
3: San Bernardino Ave. & Cherry Ave.

Future Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	120	190	110	590	70	270	790	70	90	1100	450
Future Volume (veh/h)	260	120	190	110	590	70	270	790	70	90	1100	450
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1589	1707	1337	1589	1772	1870	1505	1660	1752	1660	1781	1767
Adj Flow Rate, veh/h	274	126	0	116	621	74	284	832	74	95	1158	474
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, %	15	13	38	15	2	2	21	10	10	10	8	9
Cap, veh/h	200	913		139	732	87	215	1529	135	118	1390	428
Arrive On Green	0.13	0.28	0.00	0.09	0.24	0.24	0.15	0.36	0.36	0.07	0.29	0.29
Sat Flow, veh/h	1514	3244	1133	1514	3030	360	1433	4232	375	1581	4863	1497
Grp Volume(v), veh/h	274	126	0	116	345	350	284	593	313	95	1158	474
Grp Sat Flow(s),veh/h/ln	1514	1622	1133	1514	1683	1707	1433	1510	1586	1581	1621	1497
Q Serve(g_s), s	14.5	3.2	0.0	8.3	21.5	21.6	16.5	17.2	17.3	6.5	24.6	31.4
Cycle Q Clear(g_c), s	14.5	3.2	0.0	8.3	21.5	21.6	16.5	17.2	17.3	6.5	24.6	31.4
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	200	913		139	406	412	215	1091	573	118	1390	428
V/C Ratio(X)	1.37	0.14		0.83	0.85	0.85	1.32	0.54	0.55	0.81	0.83	1.11
Avail Cap(c_a), veh/h	200	914		172	444	450	215	1091	573	191	1390	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	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	47.8	29.5	0.0	49.1	39.8	39.8	46.8	27.9	28.0	50.1	36.8	39.3
Incr Delay (d2), s/veh	196.3	0.1	0.0	30.2	15.3	15.4	173.1	1.9	3.7	23.2	6.0	76.1
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/ft	6.3	1.3	0.0	4.3	10.5	10.7	16.2	6.4	7.1	3.3	10.4	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	244.1	29.7	0.0	79.3	55.1	55.2	219.8	29.9	31.7	73.3	42.8	115.3
LnGrp LOS	F	C		E	E	E	F	C	C	E	D	F
Approach Vol, veh/h		400	A		811			1190			1727	
Approach Delay, s/veh		176.5			58.6			75.7			64.4	
Approach LOS		F			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.7	45.7	19.0	32.6	21.0	37.4	14.6	37.0				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	13.3	32.2	14.5	29.0	16.5	29.0	12.5	31.0				
Max Q Clear Time (g_c+1/5), s	19.3	19.3	16.5	23.6	18.5	33.4	10.3	5.2				
Green Ext Time (p_c), s	0.2	7.6	0.0	3.0	0.0	0.0	0.1	1.3				

Intersection Summary

HCM 6th Ctrl Delay	77.4
HCM 6th LOS	E

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔			↔	
Traffic Vol, veh/h	10	400	20	40	1100	10	10	10	30	10	20	30
Future Vol, veh/h	10	400	20	40	1100	10	10	10	30	10	20	30
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	6	6	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	9	0	11	3	0	0	2	4	20	5	7
Mvmt Flow	11	421	21	42	1158	11	11	11	32	11	21	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1170	0	0	442	0	0	1718	1697	427	1724	1707	1160
Stage 1	-	-	-	-	-	-	443	443	-	1243	1243	-
Stage 2	-	-	-	-	-	-	1275	1254	-	481	464	-
Critical Hdwy	4.1	-	-	4.21	-	-	7.1	6.52	6.24	7.3	6.55	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.3	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.3	5.55	-
Follow-up Hdwy	2.2	-	-	2.299	-	-	3.5	4.018	3.336	3.68	4.045	3.363
Pot Cap-1 Maneuver	604	-	-	1072	-	-	71	92	623	63	90	232
Stage 1	-	-	-	-	-	-	598	576	-	196	243	-
Stage 2	-	-	-	-	-	-	207	243	-	534	558	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	603	-	-	1072	-	-	44	80	619	48	78	232
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	80	-	48	78	-
Stage 1	-	-	-	-	-	-	584	562	-	191	216	-
Stage 2	-	-	-	-	-	-	143	216	-	483	545	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.3			43.1			56.7		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	52	315	603	-	-	1072	-	-	59	155
HCM Lane V/C Ratio	0.304	0.117	0.017	-	-	0.039	-	-	0.357	0.272
HCM Control Delay (s)	102	17.9	11.1	0	-	8.5	0	-	96.6	36.7
HCM Lane LOS	F	C	B	A	-	A	A	-	F	E
HCM 95th %tile Q(veh)	1.1	0.4	0.1	-	-	0.1	-	-	1.3	1

Intersection	
Intersection Delay, s/veh	119.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔	↔		↔			↔	
Traffic Vol, veh/h	40	260	10	190	740	70	20	240	230	120	120	70
Future Vol, veh/h	40	260	10	190	740	70	20	240	230	120	120	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
Heavy Vehicles, %	0	1	10	0	2	0	0	2	1	5	0	0
Mvmt Flow	42	274	11	200	779	74	21	253	242	126	126	74
Number of Lanes	0	2	0	0	2	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	2
HCM Control Delay	26.6	144.7	169.4	51
HCM LOS	D	F	F	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	4%	24%	0%	44%	0%	0%	39%
Vol Thru, %	49%	76%	93%	56%	100%	0%	39%
Vol Right, %	47%	0%	7%	0%	0%	100%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	490	170	140	437	493	70	310
LT Vol	20	40	0	190	0	0	120
Through Vol	240	130	130	247	493	0	120
RT Vol	230	0	10	0	0	70	70
Lane Flow Rate	516	179	147	460	519	74	326
Geometry Grp	7	8	8	7	7	7	7
Degree of Util (X)	1.276	0.539	0.438	1.163	1.288	0.168	0.857
Departure Headway (Hd)	9.146	12.377	12.215	9.894	9.7	8.927	10.152
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	402	293	296	372	379	405	359
Service Time	6.846	10.077	9.915	7.594	7.4	6.627	7.852
HCM Lane V/C Ratio	1.284	0.611	0.497	1.237	1.369	0.183	0.908
HCM Control Delay	169.4	28.7	24.1	130	176.3	13.4	51
HCM Lane LOS	F	D	C	F	F	B	F
HCM 95th-tile Q	22.1	3	2.1	16.8	21.6	0.6	8

HCM 6th Signalized Intersection Summary
6: Locust Ave & San Bernardino Ave

Future Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	160	80	140	330	70	40	260	30	60	560	80
Future Volume (veh/h)	50	160	80	140	330	70	40	260	30	60	560	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	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		No		No
Adj Sat Flow, veh/h/ln	1744	1811	1826	1758	1841	1841	1758	1758	1758	1786	1786	1786
Adj Flow Rate, veh/h	53	168	84	147	347	74	42	274	32	63	589	84
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, %	4	6	5	3	4	4	3	3	3	1	1	1
Cap, veh/h	68	1400	630	182	1366	288	87	606	80	103	778	114
Arrive On Green	0.04	0.41	0.41	0.11	0.48	0.48	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1661	3441	1547	1674	2874	606	117	1944	257	181	2497	366
Grp Volume(v), veh/h	53	168	84	147	210	211	155	0	193	380	0	356
Grp Sat Flow(s),veh/h/ln	1661	1721	1547	1674	1749	1732	765	0	1553	1491	0	1553
Q Serve(g_s), s	2.8	2.7	3.1	7.7	6.4	6.6	2.8	0.0	8.8	12.9	0.0	18.4
Cycle Q Clear(g_c), s	2.8	2.7	3.1	7.7	6.4	6.6	21.3	0.0	8.8	21.7	0.0	18.4
Prop In Lane	1.00		1.00	1.00		0.35	0.27		0.17	0.17		0.24
Lane Grp Cap(c), veh/h	68	1400	630	182	831	823	289	0	484	511	0	484
V/C Ratio(X)	0.78	0.12	0.13	0.81	0.25	0.26	0.53	0.00	0.40	0.74	0.00	0.74
Avail Cap(c_a), veh/h	129	1400	630	279	831	823	339	0	545	574	0	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.8	16.6	16.7	39.2	14.1	14.1	25.6	0.0	24.3	28.9	0.0	27.7
Incr Delay (d2), s/veh	33.0	0.2	0.4	16.8	0.7	0.8	3.3	0.0	1.1	6.1	0.0	6.2
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	1.1	1.1	4.0	2.6	2.6	2.7	0.0	3.3	8.2	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.8	16.8	17.2	56.0	14.8	14.9	28.9	0.0	25.5	35.0	0.0	33.8
LnGrp LOS	E	B	B	E	B	B	C	A	C	D	A	C
Approach Vol, veh/h		305			568			348			736	
Approach Delay, s/veh		27.2			25.5			27.0			34.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	41.6		33.6	8.7	47.8		33.6				
Change Period (Y+Rc), s	5.0	5.0		5.5	5.0	5.0		5.5				
Max Green Setting (Gmax), s	15.0	27.9		31.6	7.0	35.9		31.6				
Max Q Clear Time (g_c+1), s	19.5	5.1		23.3	4.8	8.6		23.7				
Green Ext Time (p_c), s	0.3	2.5		2.2	0.0	5.0		4.3				

Intersection Summary

HCM 6th Ctrl Delay		29.4										
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
7: Slover Ave & Cedar Ave

Future Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	80	110	20	250	90	100	750	20	90	1130	480
Future Volume (veh/h)	195	80	110	20	250	90	100	750	20	90	1130	480
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1744	1752	1752	1589	1693	1693	1688	1796	1796	1519	1811	1811
Adj Flow Rate, veh/h	205	84	116	21	263	95	105	789	21	95	1189	505
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, %	4	10	10	15	14	14	8	7	7	20	6	6
Cap, veh/h	120	333	297	41	362	127	107	1539	41	117	1113	455
Arrive On Green	0.07	0.20	0.20	0.03	0.16	0.16	0.07	0.45	0.45	0.08	0.47	0.47
Sat Flow, veh/h	1661	1664	1485	1514	2331	822	1607	3396	90	1447	2383	973
Grp Volume(v), veh/h	205	84	116	21	179	179	105	396	414	95	845	849
Grp Sat Flow(s),veh/h/ln	1661	1664	1485	1514	1608	1545	1607	1706	1780	1447	1721	1636
Q Serve(g_s), s	6.5	3.8	6.1	1.2	9.6	9.9	5.9	14.9	14.9	5.8	42.0	42.0
Cycle Q Clear(g_c), s	6.5	3.8	6.1	1.2	9.6	9.9	5.9	14.9	14.9	5.8	42.0	42.0
Prop In Lane	1.00		1.00	1.00		0.53	1.00		0.05	1.00		0.59
Lane Grp Cap(c), veh/h	120	333	297	41	249	240	107	773	807	117	804	764
V/C Ratio(X)	1.71	0.25	0.39	0.51	0.72	0.75	0.98	0.51	0.51	0.81	1.05	1.11
Avail Cap(c_a), veh/h	120	545	487	126	545	523	107	773	807	130	804	764
HCM Platoon Ratio	1.00	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	41.8	30.3	31.2	43.2	36.2	36.3	41.9	17.5	17.5	40.7	24.0	24.0
Incr Delay (d2), s/veh	351.9	0.4	0.8	3.6	3.9	4.6	80.1	2.4	2.3	26.0	46.2	67.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	1.5	2.2	0.5	4.0	4.0	4.7	6.1	6.3	2.9	26.1	29.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	393.6	30.7	32.1	46.8	40.0	40.9	122.0	20.0	19.9	66.7	70.2	91.3
LnGrp LOS	F	C	C	D	D	D	F	B	B	E	F	F
Approach Vol, veh/h		405			379			915			1789	
Approach Delay, s/veh		214.8			40.8			31.6			80.0	
Approach LOS		F			D			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	24.5	10.5	48.0	11.0	20.5	11.8	46.8				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.0	4.5	6.5	4.5	6.0				
Max Green Setting (Gmax), s	7.5	29.5	6.0	25.5	6.5	30.5	8.1	23.4				
Max Q Clear Time (g_c+1/3), s	13.2	8.1	7.9	44.0	8.5	11.9	7.8	16.9				
Green Ext Time (p_c), s	0.0	1.1	0.0	0.0	0.0	2.0	0.0	3.1				

Intersection Summary

HCM 6th Ctrl Delay	78.7
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
8: Santa Ana Ave & Cedar Ave

Future Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	80	150	70	50	230	50	140	740	40	80	1080	100
Future Volume (veh/h)	80	150	70	50	230	50	140	740	40	80	1080	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		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		No		No
Adj Sat Flow, veh/h/ln	1758	1758	1758	1772	1772	1772	1702	1781	1781	1674	1811	1811
Adj Flow Rate, veh/h	84	158	74	53	242	53	147	779	42	84	1137	105
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, %	3	3	3	2	2	2	7	8	8	9	6	6
Cap, veh/h	144	279	146	104	446	103	175	1682	91	144	1585	146
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.11	0.51	0.51	0.09	0.50	0.50
Sat Flow, veh/h	388	1242	651	254	1984	459	1621	3266	176	1594	3185	294
Grp Volume(v), veh/h	148	0	168	172	0	176	147	404	417	84	614	628
Grp Sat Flow(s),veh/h/ln	802	0	1478	1177	0	1520	1621	1692	1750	1594	1721	1758
Q Serve(g_s), s	9.4	0.0	9.9	5.5	0.0	10.1	8.9	15.2	15.2	5.1	27.9	27.9
Cycle Q Clear(g_c), s	19.5	0.0	9.9	15.5	0.0	10.1	8.9	15.2	15.2	5.1	27.9	27.9
Prop In Lane	0.57		0.44	0.31		0.30	1.00		0.10	1.00		0.17
Lane Grp Cap(c), veh/h	237	0	332	312	0	342	175	871	901	144	856	875
V/C Ratio(X)	0.62	0.00	0.51	0.55	0.00	0.51	0.84	0.46	0.46	0.58	0.72	0.72
Avail Cap(c_a), veh/h	281	0	384	364	0	395	222	871	901	185	856	875
HCM Platoon Ratio	1.00	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	40.0	0.0	33.9	35.9	0.0	34.0	43.8	15.5	15.5	43.7	19.6	19.6
Incr Delay (d2), s/veh	3.2	0.0	1.2	1.5	0.0	1.2	16.9	1.8	1.7	1.4	5.1	5.0
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	0.0	3.6	4.0	0.0	3.8	4.4	6.0	6.2	2.0	11.8	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	0.0	35.1	37.4	0.0	35.2	60.6	17.2	17.2	45.1	24.7	24.7
LnGrp LOS	D	A	D	D	A	D	E	B	B	D	C	C
Approach Vol, veh/h		316			348			968			1326	
Approach Delay, s/veh		38.9			36.3			23.8			26.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.5	58.0		28.5	15.3	56.3		28.5				
Change Period (Y+Rc), s	4.5	6.5		6.0	4.5	6.5		6.0				
Max Green Setting (Gmax), s	1.6	45.4		26.0	13.7	43.3		26.0				
Max Q Clear Time (g_c+1), s	17.2			21.5	10.9	29.9		17.5				
Green Ext Time (p_c), s	0.0	13.6		0.8	0.1	11.0		1.3				

Intersection Summary

HCM 6th Ctrl Delay		27.9										
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	10	260	20	40	290	10	30	10	80	10	10	10
Future Vol, veh/h	10	260	20	40	290	10	30	10	80	10	10	10
Conflicting Peds, #/hr	1	0	0	0	0	1	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	33	8	16	4	16	0	4	2	2	12	2	25
Mvmt Flow	11	274	21	42	305	11	32	11	84	11	11	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	317	0	0	295	0	0	549	708	148	561	713	159
Stage 1	-	-	-	-	-	-	307	307	-	396	396	-
Stage 2	-	-	-	-	-	-	242	401	-	165	317	-
Critical Hdwy	4.76	-	-	4.18	-	-	7.58	6.54	6.94	7.74	6.54	7.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.54	-	6.74	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.54	-	6.74	5.54	-
Follow-up Hdwy	2.53	-	-	2.24	-	-	3.54	4.02	3.32	3.62	4.02	3.55
Pot Cap-1 Maneuver	1044	-	-	1249	-	-	414	358	872	390	356	790
Stage 1	-	-	-	-	-	-	672	660	-	574	602	-
Stage 2	-	-	-	-	-	-	734	599	-	792	653	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1043	-	-	1249	-	-	383	339	872	330	337	789
Mov Cap-2 Maneuver	-	-	-	-	-	-	383	339	-	330	337	-
Stage 1	-	-	-	-	-	-	663	651	-	566	577	-
Stage 2	-	-	-	-	-	-	682	574	-	695	645	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1	12.6	14.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	601	1043	-	-	1249	-	-	413
HCM Lane V/C Ratio	0.21	0.01	-	-	0.034	-	-	0.076
HCM Control Delay (s)	12.6	8.5	0.1	-	8	0.1	-	14.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.2

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	10	80	30	10	10	10
Future Vol, veh/h	10	80	30	10	10	10
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	95	95	95	95	95	95
Heavy Vehicles, %	2	1	0	0	2	0
Mvmt Flow	11	84	32	11	11	11













Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	43	0	-	0	144 38
Stage 1	-	-	-	-	38 -
Stage 2	-	-	-	-	106 -
Critical Hdwy	4.12	-	-	-	6.42 6.2
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.3
Pot Cap-1 Maneuver	1566	-	-	-	849 1040
Stage 1	-	-	-	-	984 -
Stage 2	-	-	-	-	918 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1566	-	-	-	843 1040
Mov Cap-2 Maneuver	-	-	-	-	843 -
Stage 1	-	-	-	-	977 -
Stage 2	-	-	-	-	918 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1566	-	-	-	931
HCM Lane V/C Ratio	0.007	-	-	-	0.023
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th Signalized Intersection Summary
 11: Lytle Creek Rd & Glen Helen Pkwy

Future Conditions
 AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1240	10	60	380	10	140
Future Volume (veh/h)	1240	10	60	380	10	140
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1687	1900	1544	1841	1800	1826
Adj Flow Rate, veh/h	1305	11	63	400	11	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	24	4	0	5
Cap, veh/h	1503	777	293	579	58	564
Arrive On Green	0.48	0.48	0.19	0.19	0.03	0.31
Sat Flow, veh/h	3116	1610	1544	3051	1714	1826
Grp Volume(v), veh/h	1305	11	63	400	11	147
Grp Sat Flow(s),veh/h/ln	1558	1610	1544	1526	1714	1826
Q Serve(g_s), s	19.7	0.2	1.8	6.4	0.3	3.2
Cycle Q Clear(g_c), s	19.7	0.2	1.8	6.4	0.3	3.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1503	777	293	579	58	564
V/C Ratio(X)	0.87	0.01	0.22	0.69	0.19	0.26
Avail Cap(c_a), veh/h	1626	840	293	579	390	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	7.1	18.0	19.9	24.8	13.7
Incr Delay (d2), s/veh	5.3	0.0	0.5	3.9	0.6	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	6.4	0.0	0.6	2.4	0.1	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.4	7.1	18.6	23.8	25.3	14.0
LnGrp LOS	B	A	B	C	C	B
Approach Vol, veh/h	1316		463			158
Approach Delay, s/veh	17.3		23.1			14.8
Approach LOS	B		C			B
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		22.8		29.9	6.3	16.5
Change Period (Y+Rc), s		6.5		4.5	4.5	6.5
Max Green Setting (Gmax), s		26.5		27.5	12.0	10.0
Max Q Clear Time (g_c+I1), s		5.2		21.7	2.3	8.4
Green Ext Time (p_c), s		1.0		3.8	0.0	0.5
Intersection Summary						
HCM 6th Ctrl Delay			18.5			
HCM 6th LOS			B			

Notes

User approved volume balancing among the lanes for turning movement.

Intersection

Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	50	10	10	40	90	10	50	10	50	30	10
Future Vol, veh/h	20	50	10	10	40	90	10	50	10	50	30	10
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
Heavy Vehicles, %	5	4	22	25	3	3	0	4	28	2	4	0
Mvmt Flow	21	53	11	11	42	95	11	53	11	53	32	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8.5	8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	25%	7%	56%
Vol Thru, %	71%	62%	29%	33%
Vol Right, %	14%	12%	64%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	80	140	90
LT Vol	10	20	10	50
Through Vol	50	50	40	30
RT Vol	10	10	90	10
Lane Flow Rate	74	84	147	95
Geometry Grp	1	1	1	1
Degree of Util (X)	0.092	0.106	0.182	0.121
Departure Headway (Hd)	4.489	4.519	4.444	4.597
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	799	794	809	781
Service Time	2.512	2.54	2.463	2.62
HCM Lane V/C Ratio	0.093	0.106	0.182	0.122
HCM Control Delay	8	8.1	8.5	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.7	0.4

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	50	10	10	70	20	10	10	10	30	10	20
Future Vol, veh/h	20	50	10	10	70	20	10	10	10	30	10	20
Conflicting Peds, #/hr	7	0	0	0	0	7	14	0	2	2	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	8	0	2	100	0	16	2	0	2	8	2	0
Mvmt Flow	21	53	11	11	74	21	11	11	11	32	11	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	102	0	0	64	0	0	238	225	61	228	220	106
Stage 1	-	-	-	-	-	-	101	101	-	114	114	-
Stage 2	-	-	-	-	-	-	137	124	-	114	106	-
Critical Hdwy	4.18	-	-	5.1	-	-	7.12	6.5	6.22	7.18	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.18	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.18	5.52	-
Follow-up Hdwy	2.272	-	-	3.1	-	-	3.518	4	3.318	3.572	4.018	3.3
Pot Cap-1 Maneuver	1453	-	-	1090	-	-	716	678	1004	715	678	954
Stage 1	-	-	-	-	-	-	905	815	-	876	801	-
Stage 2	-	-	-	-	-	-	866	797	-	876	807	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1443	-	-	1090	-	-	669	656	1002	679	656	935
Mov Cap-2 Maneuver	-	-	-	-	-	-	669	656	-	679	656	-
Stage 1	-	-	-	-	-	-	891	803	-	857	787	-
Stage 2	-	-	-	-	-	-	815	783	-	841	795	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0.8			10			10.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	747	1443	-	-	1090	-	-	742
HCM Lane V/C Ratio	0.042	0.015	-	-	0.01	-	-	0.085
HCM Control Delay (s)	10	7.5	0	-	8.3	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	40	130	130	20	100	10	50	50	20	10	130	20
Future Vol, veh/h	40	130	130	20	100	10	50	50	20	10	130	20
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
Heavy Vehicles, %	0	1	0	0	0	14	2	10	0	25	8	5
Mvmt Flow	42	137	137	21	105	11	53	53	21	11	137	21
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	11.2	9.6	10	10.9
HCM LOS	B	A	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	50%	0%	13%	15%	7%	0%
Vol Thru, %	50%	0%	43%	77%	93%	0%
Vol Right, %	0%	100%	43%	8%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	20	300	130	140	20
LT Vol	50	0	40	20	10	0
Through Vol	50	0	130	100	130	0
RT Vol	0	20	130	10	0	20
Lane Flow Rate	105	21	316	137	147	21
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.182	0.032	0.42	0.199	0.259	0.031
Departure Headway (Hd)	6.215	5.389	4.788	5.223	6.32	5.281
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	578	664	758	687	569	678
Service Time	3.948	3.121	2.788	3.254	4.051	3.011
HCM Lane V/C Ratio	0.182	0.032	0.417	0.199	0.258	0.031
HCM Control Delay	10.3	8.3	11.2	9.6	11.3	8.2
HCM Lane LOS	B	A	B	A	B	A
HCM 95th-tile Q	0.7	0.1	2.1	0.7	1	0.1

HCM 6th Signalized Intersection Summary
15: Pacific St & Del Rosa Dr

Future Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	220	30	130	250	80	30	210	60	60	530	180
Future Volume (veh/h)	140	220	30	130	250	80	30	210	60	60	530	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		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		No		No
Adj Sat Flow, veh/h/ln	1772	1856	1856	1716	1841	1841	1800	1841	1678	1772	1841	1841
Adj Flow Rate, veh/h	147	232	32	137	263	84	32	221	63	63	558	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	3	6	4	4	0	4	15	2	4	4
Cap, veh/h	187	617	84	173	507	158	82	510	393	127	777	262
Arrive On Green	0.11	0.20	0.20	0.11	0.19	0.19	0.05	0.28	0.28	0.08	0.30	0.30
Sat Flow, veh/h	1688	3104	422	1634	2611	813	1714	1841	1420	1688	2554	862
Grp Volume(v), veh/h	147	130	134	137	174	173	32	221	63	63	381	366
Grp Sat Flow(s),veh/h/ln	1688	1763	1763	1634	1749	1676	1714	1841	1420	1688	1749	1667
Q Serve(g_s), s	5.2	3.9	4.0	5.0	5.4	5.7	1.1	6.0	2.1	2.2	11.9	12.0
Cycle Q Clear(g_c), s	5.2	3.9	4.0	5.0	5.4	5.7	1.1	6.0	2.1	2.2	11.9	12.0
Prop In Lane	1.00		0.24	1.00		0.49	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	187	350	350	173	339	325	82	510	393	127	532	507
V/C Ratio(X)	0.79	0.37	0.38	0.79	0.51	0.53	0.39	0.43	0.16	0.50	0.72	0.72
Avail Cap(c_a), veh/h	373	597	597	355	586	562	196	659	509	251	701	668
HCM Platoon Ratio	1.00	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	26.5	21.2	21.2	26.7	22.1	22.2	28.2	18.2	16.7	27.2	18.9	19.0
Incr Delay (d2), s/veh	7.2	0.9	1.0	7.9	1.7	1.9	3.0	0.8	0.3	3.0	3.1	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	2.3	1.6	1.6	2.2	2.2	2.3	0.5	2.5	0.6	0.9	4.8	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	22.1	22.2	34.6	23.8	24.1	31.2	19.0	17.0	30.1	22.0	22.3
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		411			484			316			810	
Approach Delay, s/veh		26.3			26.9			19.8			22.8	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	18.2	9.1	22.9	11.3	17.9	7.4	24.6				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	*6				
Max Green Setting (Gmax), s	1.0	20.7	9.1	21.9	13.5	20.5	7.0	*25				
Max Q Clear Time (g_c+1), s	1.0	6.0	4.2	8.0	7.2	7.7	3.1	14.0				
Green Ext Time (p_c), s	0.2	1.7	0.0	1.7	0.2	2.2	0.0	4.6				

Intersection Summary

HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 16: San Bernardino Ave & Alabama St.

Future Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	280	70	160	740	100	90	370	130	90	560	300
Future Volume (veh/h)	100	280	70	160	740	100	90	370	130	90	560	300
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1744	1841	1841	1758	1870	1826	1786	1707	1811	1786	1796	1826
Adj Flow Rate, veh/h	105	295	74	168	779	105	95	389	0	95	589	316
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, %	4	4	4	3	2	5	1	13	6	1	7	5
Cap, veh/h	189	745	184	203	981	427	189	876		172	887	402
Arrive On Green	0.11	0.27	0.27	0.12	0.28	0.28	0.11	0.27	0.00	0.10	0.26	0.26
Sat Flow, veh/h	1661	2780	686	1674	3554	1547	1701	3244	1535	1701	3413	1547
Grp Volume(v), veh/h	105	184	185	168	779	105	95	389	0	95	589	316
Grp Sat Flow(s),veh/h/ln	1661	1749	1717	1674	1777	1547	1701	1622	1535	1701	1706	1547
Q Serve(g_s), s	5.4	7.7	7.9	8.8	18.3	4.7	4.7	8.9	0.0	4.8	13.9	17.1
Cycle Q Clear(g_c), s	5.4	7.7	7.9	8.8	18.3	4.7	4.7	8.9	0.0	4.8	13.9	17.1
Prop In Lane	1.00		0.40	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	469	460	203	981	427	189	876		172	887	402
V/C Ratio(X)	0.56	0.39	0.40	0.83	0.79	0.25	0.50	0.44		0.55	0.66	0.79
Avail Cap(c_a), veh/h	235	487	478	371	1274	555	248	1134		259	1216	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(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	26.9	27.0	38.5	30.1	25.3	37.6	27.2	0.0	38.4	29.7	30.9
Incr Delay (d2), s/veh	2.6	0.5	0.6	8.2	2.7	0.3	2.1	0.4	0.0	2.8	0.9	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.2	3.3	4.0	7.9	1.7	2.1	3.4	0.0	2.1	5.7	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	27.4	27.5	46.7	32.8	25.5	39.6	27.5	0.0	41.2	30.6	36.0
LnGrp LOS	D	C	C	D	C	C	D	C		D	C	D
Approach Vol, veh/h		474			1052			484	A		1000	
Approach Delay, s/veh		30.3			34.3			29.9			33.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	3.6	30.8	15.4	30.1	14.5	29.9	14.7	30.8				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.0	4.5	6.5	4.5	6.0				
Max Green Setting (Gmax), s	3.7	31.4	19.9	25.0	13.1	32.0	12.7	32.2				
Max Q Clear Time (g_c+1/8), s	10.8	10.9	10.8	9.9	6.7	19.1	7.4	20.3				
Green Ext Time (p_c), s	0.1	2.5	0.3	1.9	0.1	4.3	0.1	4.5				

Intersection Summary

HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 17: State Highway 38 & Crafton Ave

Future Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↗		↘	↑	↗	↘	↑↑	↗
Traffic Volume (veh/h)	30	330	80	270	780	150	150	80	180	30	90	80
Future Volume (veh/h)	30	330	80	270	780	150	150	80	180	30	90	80
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	0.99		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		No		No
Adj Sat Flow, veh/h/ln	1617	1781	1752	1758	1885	1885	1772	1781	1826	1688	1796	1826
Adj Flow Rate, veh/h	32	347	84	284	821	158	158	84	189	32	95	84
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, %	13	8	10	3	1	1	2	8	5	8	7	5
Cap, veh/h	48	768	631	318	902	174	287	357	309	246	684	306
Arrive On Green	0.03	0.43	0.43	0.19	0.59	0.59	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1540	1781	1464	1674	1530	295	1131	1781	1543	996	3413	1528
Grp Volume(v), veh/h	32	347	84	284	0	979	158	84	189	32	95	84
Grp Sat Flow(s),veh/h/ln	1540	1781	1464	1674	0	1825	1131	1781	1543	996	1706	1528
Q Serve(g_s), s	1.7	11.6	2.9	13.9	0.0	39.9	11.2	3.3	9.4	2.3	1.9	3.9
Cycle Q Clear(g_c), s	1.7	11.6	2.9	13.9	0.0	39.9	13.1	3.3	9.4	5.7	1.9	3.9
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	768	631	318	0	1076	287	357	309	246	684	306
V/C Ratio(X)	0.66	0.45	0.13	0.89	0.00	0.91	0.55	0.24	0.61	0.13	0.14	0.27
Avail Cap(c_a), veh/h	92	997	820	339	0	1282	478	658	570	414	1260	564
HCM Platoon Ratio	1.00	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	40.2	16.9	14.4	33.2	0.0	15.3	33.0	28.2	30.6	30.5	27.6	28.4
Incr Delay (d2), s/veh	5.7	0.4	0.1	22.7	0.0	8.7	0.6	0.1	0.7	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.6	0.9	7.5	0.0	16.7	3.0	1.4	3.5	0.6	0.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	17.3	14.5	55.9	0.0	24.0	33.6	28.3	31.3	30.6	27.6	28.6
LnGrp LOS	D	B	B	E	A	C	C	C	C	C	C	C
Approach Vol, veh/h		463			1263			431			211	
Approach Delay, s/veh		18.8			31.2			31.6			28.5	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.9	42.2		21.8	6.6	55.5		21.8				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	47.0			31.0	5.0	59.0		31.0				
Max Q Clear Time (g_c+115), s	13.6			7.7	3.7	41.9		15.1				
Green Ext Time (p_c), s	0.1	2.6		0.6	0.0	7.6		0.9				

Intersection Summary

HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Intersection												
Int Delay, s/veh	29.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	20	320	10	130	550	80	10	70	70	60	40	10
Future Vol, veh/h	20	320	10	130	550	80	10	70	70	60	40	10
Conflicting Peds, #/hr	1	0	0	0	0	1	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	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	25	10	0	0	15	6	0	5	4	12	2	0
Mvmt Flow	21	337	11	137	579	84	11	74	74	63	42	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	664	0	0	348	0	0	970	1323	174	1144	1286	333
Stage 1	-	-	-	-	-	-	385	385	-	896	896	-
Stage 2	-	-	-	-	-	-	585	938	-	248	390	-
Critical Hdwy	4.6	-	-	4.1	-	-	7.5	6.6	6.98	7.74	6.54	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.6	-	6.74	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.6	-	6.74	5.54	-
Follow-up Hdwy	2.45	-	-	2.2	-	-	3.5	4.05	3.34	3.62	4.02	3.3
Pot Cap-1 Maneuver	782	-	-	1222	-	-	211	151	833	143	163	669
Stage 1	-	-	-	-	-	-	615	602	-	282	357	-
Stage 2	-	-	-	-	-	-	469	334	-	706	606	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	781	-	-	1222	-	-	144	130	833	65	141	668
Mov Cap-2 Maneuver	-	-	-	-	-	-	144	130	-	65	141	-
Stage 1	-	-	-	-	-	-	598	586	-	274	317	-
Stage 2	-	-	-	-	-	-	355	296	-	548	590	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			1.4			56.2			274.7		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	217	781	-	-	1222	-	-	90
HCM Lane V/C Ratio	0.728	0.027	-	-	0.112	-	-	1.287
HCM Control Delay (s)	56.2	9.7	-	-	8.3	-	-	274.7
HCM Lane LOS	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	4.8	0.1	-	-	0.4	-	-	8.4

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	10	560	10	10	740	10	10	10	10	10	10	10
Future Vol, veh/h	10	560	10	10	740	10	10	10	10	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	6	2	25	9	0	0	0	0	0	2	2
Mvmt Flow	11	589	11	11	779	11	11	11	11	11	11	11























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	790	0	0	600	0	0	1034	1429	300	1129	1429	395
Stage 1	-	-	-	-	-	-	617	617	-	807	807	-
Stage 2	-	-	-	-	-	-	417	812	-	322	622	-
Critical Hdwy	4.14	-	-	4.6	-	-	7.5	6.5	6.9	7.5	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.54	-
Follow-up Hdwy	2.22	-	-	2.45	-	-	3.5	4	3.3	3.5	4.02	3.32
Pot Cap-1 Maneuver	826	-	-	831	-	-	189	136	702	161	134	604
Stage 1	-	-	-	-	-	-	449	484	-	346	392	-
Stage 2	-	-	-	-	-	-	589	395	-	670	477	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	826	-	-	831	-	-	168	130	702	144	128	604
Mov Cap-2 Maneuver	-	-	-	-	-	-	168	130	-	144	128	-
Stage 1	-	-	-	-	-	-	440	474	-	339	383	-
Stage 2	-	-	-	-	-	-	549	386	-	632	467	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			26.5			28.7		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	199	826	-	-	831	-	-	183
HCM Lane V/C Ratio	0.159	0.013	-	-	0.013	-	-	0.173
HCM Control Delay (s)	26.5	9.4	0.1	-	9.4	0.1	-	28.7
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.6

HCM 6th Signalized Intersection Summary
 20: State Hwy 138 & Oasis Road

Future Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	570	10	10	620	140	10	10	10	170	20	90
Future Volume (veh/h)	60	570	10	10	620	140	10	10	10	170	20	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	1716	1737	1900	1800	1663	1870	1772	1900	1900	1744	1900	1900
Adj Flow Rate, veh/h	63	600	11	11	653	147	11	11	11	179	21	95
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, %	6	11	0	0	16	2	2	0	0	4	0	0
Cap, veh/h	157	1934	944	47	1635	820	23	21	21	219	43	194
Arrive On Green	0.10	0.59	0.59	0.03	0.52	0.52	0.01	0.02	0.02	0.13	0.14	0.14
Sat Flow, veh/h	1634	3300	1610	1714	3159	1585	1688	872	872	1661	300	1356
Grp Volume(v), veh/h	63	600	11	11	653	147	11	0	22	179	0	116
Grp Sat Flow(s),veh/h/ln	1634	1650	1610	1714	1580	1585	1688	0	1743	1661	0	1656
Q Serve(g_s), s	2.8	7.1	0.2	0.5	9.7	3.8	0.5	0.0	1.0	8.1	0.0	5.0
Cycle Q Clear(g_c), s	2.8	7.1	0.2	0.5	9.7	3.8	0.5	0.0	1.0	8.1	0.0	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		0.82
Lane Grp Cap(c), veh/h	157	1934	944	47	1635	820	23	0	42	219	0	237
V/C Ratio(X)	0.40	0.31	0.01	0.24	0.40	0.18	0.48	0.00	0.52	0.82	0.00	0.49
Avail Cap(c_a), veh/h	243	2134	1041	233	2002	1005	120	0	744	634	0	1221
HCM Platoon Ratio	1.00	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	32.9	8.1	6.7	36.8	11.3	9.9	37.9	0.0	37.3	32.6	0.0	30.5
Incr Delay (d2), s/veh	1.2	0.1	0.0	1.9	0.2	0.1	14.7	0.0	9.4	5.5	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	1.1	2.2	0.1	0.2	3.1	1.2	0.3	0.0	0.5	3.5	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	8.2	6.7	38.7	11.5	10.0	52.5	0.0	46.7	38.1	0.0	32.1
LnGrp LOS	C	A	A	D	B	B	D	A	D	D	A	C
Approach Vol, veh/h		674			811			33				295
Approach Delay, s/veh		10.6			11.6			48.6				35.7
Approach LOS		B			B			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.6	51.6	4.6	15.5	10.9	46.3	13.7	6.4				
Change Period (Y+Rc), s	3.5	6.3	3.5	4.5	3.5	6.3	3.5	4.5				
Max Green Setting (Gmax), s	10.5	50.0	5.5	57.0	11.5	49.0	29.5	33.0				
Max Q Clear Time (g_c+I1), s	2.5	9.1	2.5	7.0	4.8	11.7	10.1	3.0				
Green Ext Time (p_c), s	0.0	4.8	0.0	0.8	0.0	5.8	0.3	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				15.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
21: Hwy 138 & Beekley Rd

Future Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	70	470	10	10	600	70	10	40	20	350	30	40
Future Volume (veh/h)	70	470	10	10	600	70	10	40	20	350	30	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		No		No
Adj Sat Flow, veh/h/ln	1603	1722	1722	1800	1604	1604	1575	1870	1870	1716	1841	1841
Adj Flow Rate, veh/h	74	495	11	11	632	74	11	42	21	368	32	42
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, %	14	12	12	0	20	20	16	2	2	6	4	4
Cap, veh/h	92	1215	27	24	893	104	500	428	214	544	263	345
Arrive On Green	0.06	0.37	0.37	0.01	0.32	0.32	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1527	3272	73	1714	2748	321	1117	1176	588	1227	722	948
Grp Volume(v), veh/h	74	247	259	11	350	356	11	0	63	368	0	74
Grp Sat Flow(s),veh/h/ln	1527	1636	1709	1714	1523	1546	1117	0	1763	1227	0	1670
Q Serve(g_s), s	2.7	6.4	6.4	0.4	11.5	11.5	0.4	0.0	1.3	16.1	0.0	1.7
Cycle Q Clear(g_c), s	2.7	6.4	6.4	0.4	11.5	11.5	2.1	0.0	1.3	17.5	0.0	1.7
Prop In Lane	1.00		0.04	1.00		0.21	1.00		0.33	1.00		0.57
Lane Grp Cap(c), veh/h	92	608	635	24	495	502	500	0	642	544	0	608
V/C Ratio(X)	0.80	0.41	0.41	0.46	0.71	0.71	0.02	0.00	0.10	0.68	0.00	0.12
Avail Cap(c_a), veh/h	308	1417	1480	153	1148	1165	1121	0	1623	1226	0	1537
HCM Platoon Ratio	1.00	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	26.5	13.3	13.3	27.9	16.9	16.9	12.8	0.0	12.0	17.7	0.0	12.1
Incr Delay (d2), s/veh	5.9	0.4	0.4	9.7	1.9	1.9	0.0	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	1.1	2.1	2.2	0.2	3.8	3.9	0.1	0.0	0.5	4.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	13.7	13.7	37.7	18.7	18.8	12.8	0.0	12.0	18.3	0.0	12.1
LnGrp LOS	C	B	B	D	B	B	B	A	B	B	A	B
Approach Vol, veh/h		580			717			74			442	
Approach Delay, s/veh		16.1			19.0			12.1			17.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	27.5		25.3	7.0	24.8		25.3				
Change Period (Y+Rc), s	3.5	6.3		4.5	3.5	6.3		4.5				
Max Green Setting (Gmax), s	5.0	49.4		52.5	11.5	43.0		52.5				
Max Q Clear Time (g_c+1/2), s	12.4	8.4		19.5	4.7	13.5		4.1				
Green Ext Time (p_c), s	0.0	3.4		1.0	0.0	5.0		0.3				

Intersection Summary

HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 22: Phelan Rd & Sheep Creek Rd

Future Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘ ↑↑↑	↘ ↑↑↑		↘ ↑↑↑	↘ ↑↑↑		↘ ↑↑	↑↑	↗	↘	↑↑	↗
Traffic Volume (veh/h)	60	220	40	270	510	30	90	120	120	80	140	80
Future Volume (veh/h)	60	220	40	270	510	30	90	120	120	80	140	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1758	1796	1796	1744	1796	1796	1758	1811	1826	1702	1870	1856
Adj Flow Rate, veh/h	63	232	42	284	537	32	95	126	126	84	147	84
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, %	3	7	7	4	7	7	3	6	5	7	2	3
Cap, veh/h	177	672	117	342	1232	73	214	560	252	217	599	264
Arrive On Green	0.11	0.16	0.16	0.21	0.26	0.26	0.13	0.16	0.16	0.13	0.17	0.17
Sat Flow, veh/h	1674	4201	731	1661	4735	280	1674	3441	1547	1621	3554	1567
Grp Volume(v), veh/h	63	179	95	284	370	199	95	126	126	84	147	84
Grp Sat Flow(s),veh/h/ln	1674	1635	1663	1661	1635	1746	1674	1721	1547	1621	1777	1567
Q Serve(g_s), s	2.2	3.1	3.3	10.4	6.0	6.1	3.3	2.0	4.7	3.0	2.3	3.0
Cycle Q Clear(g_c), s	2.2	3.1	3.3	10.4	6.0	6.1	3.3	2.0	4.7	3.0	2.3	3.0
Prop In Lane	1.00		0.44	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	177	523	266	342	850	454	214	560	252	217	599	264
V/C Ratio(X)	0.36	0.34	0.36	0.83	0.43	0.44	0.44	0.22	0.50	0.39	0.25	0.32
Avail Cap(c_a), veh/h	274	1557	792	749	2497	1333	266	1622	729	280	1726	761
HCM Platoon Ratio	1.00	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	26.5	23.7	23.8	24.2	19.6	19.7	25.7	23.2	24.3	25.2	22.9	23.2
Incr Delay (d2), s/veh	1.2	0.5	1.2	5.2	0.5	1.0	1.4	0.3	2.2	1.1	0.3	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	0.9	1.2	1.3	4.3	2.2	2.4	1.3	0.8	1.8	1.2	0.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	24.3	25.0	29.5	20.1	20.6	27.1	23.4	26.5	26.3	23.2	24.2
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		337		853		347		315				
Approach Delay, s/veh		25.1		23.4		25.5		24.3				
Approach LOS		C		C		C		C				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	16.2	12.6	17.2	11.2	22.6	13.0	16.9				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5				
Max Green Setting (Gmax), s	28.7	30.3	10.1	30.9	10.4	48.6	11.0	30.0				
Max Q Clear Time (g_c+1), s	12.4	5.3	5.3	5.0	4.2	8.1	5.0	6.7				
Green Ext Time (p_c), s	0.8	2.4	0.1	1.7	0.0	6.0	0.1	1.7				

Intersection Summary												
HCM 6th Ctrl Delay											24.2	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
23: Phelan Rd & Baldy Mesa Rd

Future Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗			↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	170	550	30	10	500	120	50	70	50	190	50	210
Future Volume (veh/h)	170	550	30	10	500	120	50	70	50	190	50	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1702	1841	1841	1800	1781	1781	1744	1856	1870	1786	1841	1841
Adj Flow Rate, veh/h	179	579	32	11	526	126	53	74	53	200	53	221
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, %	7	4	4	0	8	8	4	3	2	1	4	4
Cap, veh/h	370	2260	124	37	1010	236	139	216	185	239	319	269
Arrive On Green	0.23	0.46	0.46	0.02	0.26	0.26	0.08	0.12	0.12	0.14	0.17	0.17
Sat Flow, veh/h	1621	4875	268	1714	3937	921	1661	1856	1585	1701	1841	1555
Grp Volume(v), veh/h	179	397	214	11	431	221	53	74	53	200	53	221
Grp Sat Flow(s),veh/h/ln	1621	1675	1793	1714	1621	1616	1661	1856	1585	1701	1841	1555
Q Serve(g_s), s	8.2	6.2	6.2	0.5	9.7	10.1	2.6	3.1	2.6	9.8	2.1	11.7
Cycle Q Clear(g_c), s	8.2	6.2	6.2	0.5	9.7	10.1	2.6	3.1	2.6	9.8	2.1	11.7
Prop In Lane	1.00		0.15	1.00		0.57	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	1553	831	37	832	415	139	216	185	239	319	269
V/C Ratio(X)	0.48	0.26	0.26	0.30	0.52	0.53	0.38	0.34	0.29	0.84	0.17	0.82
Avail Cap(c_a), veh/h	370	1865	998	161	1368	682	195	326	279	389	528	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	13.9	13.9	41.1	27.2	27.3	37.0	34.7	34.5	35.7	30.0	34.0
Incr Delay (d2), s/veh	4.5	0.3	0.6	4.4	1.8	3.8	1.7	1.3	1.2	8.3	0.3	8.5
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	3.6	2.3	2.5	0.3	3.9	4.2	1.1	1.5	1.0	4.5	0.9	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	14.2	14.5	45.5	29.0	31.2	38.7	36.0	35.7	44.0	30.4	42.5
LnGrp LOS	C	B	B	D	C	C	D	D	D	D	C	D
Approach Vol, veh/h		790			663			180			474	
Approach Delay, s/veh		18.6			30.0			36.7			41.8	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	46.1	11.7	21.3	24.0	28.4	16.5	16.5				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.5	4.5	6.5	4.5	6.5				
Max Green Setting (Gmax), s	30.0	47.5	10.0	24.5	19.5	36.0	19.5	15.0				
Max Q Clear Time (g_c+I), s	12.5	8.2	4.6	13.7	10.2	12.1	11.8	5.1				
Green Ext Time (p_c), s	0.0	11.2	0.0	1.1	0.3	9.8	0.3	0.4				

Intersection Summary

HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 24: Rancho Rd & Escondido Ave

Future Conditions
 AM Peak Hour



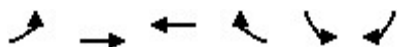
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (veh/h)	90	490	20	20	1160	30	40	30	30	90	30	200
Future Volume (veh/h)	90	490	20	20	1160	30	40	30	30	90	30	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1716	1841	1737	1800	1841	1796	1674	1856	1781	1702	1841	1870
Adj Flow Rate, veh/h	95	516	21	21	1221	32	42	32	32	95	32	211
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, %	6	4	11	0	4	7	9	3	8	7	4	2
Cap, veh/h	220	1890	795	97	1615	703	258	329	267	291	326	281
Arrive On Green	0.13	0.54	0.54	0.06	0.46	0.46	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1634	3497	1472	1714	3497	1522	1016	1856	1507	1215	1841	1582
Grp Volume(v), veh/h	95	516	21	21	1221	32	42	32	32	95	32	211
Grp Sat Flow(s),veh/h/ln	1634	1749	1472	1714	1749	1522	1016	1856	1507	1215	1841	1582
Q Serve(g_s), s	4.1	6.2	0.5	0.9	22.4	0.9	2.8	1.1	1.4	5.5	1.1	9.8
Cycle Q Clear(g_c), s	4.1	6.2	0.5	0.9	22.4	0.9	3.9	1.1	1.4	6.6	1.1	9.8
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	220	1890	795	97	1615	703	258	329	267	291	326	281
V/C Ratio(X)	0.43	0.27	0.03	0.22	0.76	0.05	0.16	0.10	0.12	0.33	0.10	0.75
Avail Cap(c_a), veh/h	253	1942	817	266	1942	845	472	719	584	546	713	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	9.6	8.3	34.9	17.2	11.5	28.3	26.7	26.8	29.4	26.7	30.2
Incr Delay (d2), s/veh	1.3	0.1	0.0	1.1	1.7	0.0	0.4	0.2	0.3	0.9	0.2	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.1	0.2	0.4	8.5	0.3	0.7	0.5	0.5	1.6	0.5	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	9.7	8.3	36.0	18.9	11.5	28.7	26.8	27.1	30.4	26.9	35.9
LnGrp LOS	C	A	A	D	B	B	C	C	C	C	C	D
Approach Vol, veh/h		632			1274			106			338	
Approach Delay, s/veh		13.0			19.0			27.7			33.5	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	48.3		20.2	14.9	42.3		20.2				
Change Period (Y+Rc), s	4.5	6.5		6.5	4.5	6.5		6.5				
Max Green Setting (Gmax), s	43.0	43.0		30.0	12.0	43.0		30.0				
Max Q Clear Time (g_c+I), s	8.2	8.2		11.8	6.1	24.4		5.9				
Green Ext Time (p_c), s	0.0	5.6		1.8	0.1	11.4		0.6				

Intersection Summary

HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
25: State Hwy 18 & Lake Gregory Dr

Future Conditions
AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑	↗	↘	↖
Traffic Volume (veh/h)	50	150	350	100	210	330
Future Volume (veh/h)	50	150	350	100	210	330
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	1772	1811	1870	1678	1800	1800
Adj Flow Rate, veh/h	53	158	368	105	221	347
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	2	15	0	0
Cap, veh/h	86	729	502	382	244	383
Arrive On Green	0.05	0.40	0.27	0.27	0.39	0.39
Sat Flow, veh/h	1688	1811	1870	1422	619	972
Grp Volume(v), veh/h	53	158	368	105	569	0
Grp Sat Flow(s),veh/h/ln	1688	1811	1870	1422	1594	0
Q Serve(g_s), s	1.7	3.1	9.7	3.1	18.2	0.0
Cycle Q Clear(g_c), s	1.7	3.1	9.7	3.1	18.2	0.0
Prop In Lane	1.00			1.00	0.39	0.61
Lane Grp Cap(c), veh/h	86	729	502	382	627	0
V/C Ratio(X)	0.62	0.22	0.73	0.28	0.91	0.00
Avail Cap(c_a), veh/h	266	1964	1578	1199	1803	0
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	0.00
Uniform Delay (d), s/veh	25.1	10.5	18.0	15.6	15.4	0.0
Incr Delay (d2), s/veh	2.7	0.1	2.1	0.4	2.1	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	0.7	1.1	4.0	1.0	5.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.8	10.7	20.1	16.0	17.6	0.0
LnGrp LOS	C	B	C	B	B	A
Approach Vol, veh/h		211	473		569	
Approach Delay, s/veh		15.0	19.2		17.6	
Approach LOS		B	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.7		26.2	7.2	20.5
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0
Max Green Setting (Gmax), s		58.5		61.0	8.5	45.5
Max Q Clear Time (g_c+I1), s		5.1		20.2	3.7	11.7
Green Ext Time (p_c), s		1.0		1.1	0.0	2.8

Intersection Summary

HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	180	240	30	20	120
Future Vol, veh/h	140	180	240	30	20	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	147	189	253	32	21	126

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	253	0	-	0	752 269
Stage 1	-	-	-	-	269 -
Stage 2	-	-	-	-	483 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1312	-	-	-	378 770
Stage 1	-	-	-	-	776 -
Stage 2	-	-	-	-	620 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1312	-	-	-	336 770
Mov Cap-2 Maneuver	-	-	-	-	336 -
Stage 1	-	-	-	-	689 -
Stage 2	-	-	-	-	620 -

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1312	-	-	-	650
HCM Lane V/C Ratio	0.112	-	-	-	0.227
HCM Control Delay (s)	8.1	-	-	-	12.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.9

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕	
Traffic Vol, veh/h	10	70	40	80	100	40	30	50	90	20	30	10
Future Vol, veh/h	10	70	40	80	100	40	30	50	90	20	30	10
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
Heavy Vehicles, %	0	14	7	11	5	2	16	2	10	7	4	2
Mvmt Flow	11	74	42	84	105	42	32	53	95	21	32	11
Number of Lanes	0	1	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	9.5	9.4	9	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	38%	0%	8%	100%	0%	33%
Vol Thru, %	62%	0%	58%	0%	71%	50%
Vol Right, %	0%	100%	33%	0%	29%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	90	120	80	140	60
LT Vol	30	0	10	80	0	20
Through Vol	50	0	70	0	100	30
RT Vol	0	90	40	0	40	10
Lane Flow Rate	84	95	126	84	147	63
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.139	0.127	0.184	0.139	0.211	0.101
Departure Headway (Hd)	5.958	4.824	5.245	5.957	5.15	5.743
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	600	739	681	600	694	620
Service Time	3.718	2.583	3.307	3.714	2.906	3.813
HCM Lane V/C Ratio	0.14	0.129	0.185	0.14	0.212	0.102
HCM Control Delay	9.7	8.3	9.5	9.7	9.3	9.5
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.5	0.4	0.7	0.5	0.8	0.3

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	40	120	10	10	470	10	10	10	10	20	10	210
Future Vol, veh/h	40	120	10	10	470	10	10	10	10	20	10	210
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	165	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	8	100	20	2	0	25	0	0	8	0	0
Mvmt Flow	42	126	11	11	495	11	11	11	11	21	11	221

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	506	0	0	137	0	0	491	744	69	676	744	253
Stage 1	-	-	-	-	-	-	216	216	-	523	523	-
Stage 2	-	-	-	-	-	-	275	528	-	153	221	-
Critical Hdwy	4.16	-	-	4.5	-	-	8	6.5	6.9	7.66	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7	5.5	-	6.66	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7	5.5	-	6.66	5.5	-
Follow-up Hdwy	2.23	-	-	2.4	-	-	3.75	4	3.3	3.58	4	3.3
Pot Cap-1 Maneuver	1048	-	-	1323	-	-	412	345	986	328	345	753
Stage 1	-	-	-	-	-	-	704	728	-	490	534	-
Stage 2	-	-	-	-	-	-	647	531	-	817	724	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1048	-	-	1323	-	-	274	328	986	305	328	753
Mov Cap-2 Maneuver	-	-	-	-	-	-	274	328	-	305	328	-
Stage 1	-	-	-	-	-	-	676	699	-	470	530	-
Stage 2	-	-	-	-	-	-	444	527	-	764	695	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0.2			15.1			14.2		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	389	1048	-	-	1323	-	-	640
HCM Lane V/C Ratio	0.081	0.04	-	-	0.008	-	-	0.395
HCM Control Delay (s)	15.1	8.6	-	-	7.7	-	-	14.2
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	1.9

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	140	40	260	80	30
Future Vol, veh/h	130	140	40	260	80	30
Conflicting Peds, #/hr	0	1	1	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	95	95	95	95	95	95
Heavy Vehicles, %	11	9	0	8	0	0
Mvmt Flow	137	147	42	274	84	32

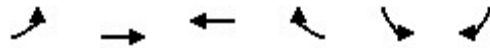
Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	285	0	570
Stage 1	-	-	-	-	212
Stage 2	-	-	-	-	358
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1289	-	486
Stage 1	-	-	-	-	828
Stage 2	-	-	-	-	712
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1288	-	467
Mov Cap-2 Maneuver	-	-	-	-	467
Stage 1	-	-	-	-	796
Stage 2	-	-	-	-	712

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	530	-	-	1288	-
HCM Lane V/C Ratio	0.218	-	-	0.033	-
HCM Control Delay (s)	13.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

HCM 6th Signalized Intersection Summary
30: State Hwy 18 & Shore Dr

Future Conditions
AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	80	230	20	10	60
Future Volume (veh/h)	30	80	230	20	10	60
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	1758	1618	1707	1707	1519	1767
Adj Flow Rate, veh/h	32	84	242	21	11	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	19	13	13	20	9
Cap, veh/h	67	708	656	57	116	120
Arrive On Green	0.04	0.44	0.22	0.22	0.08	0.08
Sat Flow, veh/h	1674	1618	3108	260	1447	1497
Grp Volume(v), veh/h	32	84	129	134	11	63
Grp Sat Flow(s),veh/h/ln	1674	1618	1622	1661	1447	1497
Q Serve(g_s), s	0.5	0.8	1.7	1.7	0.2	1.0
Cycle Q Clear(g_c), s	0.5	0.8	1.7	1.7	0.2	1.0
Prop In Lane	1.00			0.16	1.00	1.00
Lane Grp Cap(c), veh/h	67	708	352	361	116	120
V/C Ratio(X)	0.48	0.12	0.37	0.37	0.09	0.52
Avail Cap(c_a), veh/h	1781	6856	4852	4967	2847	2946
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	11.7	4.2	8.3	8.3	10.6	11.0
Incr Delay (d2), s/veh	5.2	0.1	0.6	0.6	0.3	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.4	0.4	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.0	4.2	8.9	8.9	11.0	14.5
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		116	263		74	
Approach Delay, s/veh		7.7	8.9		14.0	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		16.9		8.0	5.5	11.4
Change Period (Y+Rc), s		6.0		6.0	4.5	6.0
Max Green Setting (Gmax), s		105.5		49.0	26.5	74.5
Max Q Clear Time (g_c+I1), s		2.8		3.0	2.5	3.7
Green Ext Time (p_c), s		0.5		0.2	0.0	1.7
Intersection Summary						
HCM 6th Ctrl Delay			9.4			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 31: State Hwy 18 & N Division Dr

Future Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	240	20	50	660	40	40	40	50	30	60	170
Future Volume (veh/h)	110	240	20	50	660	40	40	40	50	30	60	170
Initial Q (Qb), 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	0.99		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		No		No
Adj Sat Flow, veh/h/ln	1617	1767	1500	1617	1811	1811	1688	1688	1688	1575	1575	1575
Adj Flow Rate, veh/h	116	253	21	53	695	42	42	42	53	32	63	179
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, %	13	9	27	13	6	6	8	8	8	16	16	16
Cap, veh/h	142	1148	435	84	1001	60	185	164	151	115	99	229
Arrive On Green	0.09	0.34	0.34	0.05	0.30	0.30	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1540	3357	1271	1540	3292	199	296	638	590	87	386	891
Grp Volume(v), veh/h	116	253	21	53	363	374	137	0	0	274	0	0
Grp Sat Flow(s),veh/h/ln	1540	1678	1271	1540	1721	1770	1524	0	0	1364	0	0
Q Serve(g_s), s	3.2	2.3	0.5	1.5	8.0	8.1	0.0	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	3.2	2.3	0.5	1.5	8.0	8.1	3.1	0.0	0.0	8.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.11	0.31		0.39	0.12		0.65
Lane Grp Cap(c), veh/h	142	1148	435	84	523	538	500	0	0	443	0	0
V/C Ratio(X)	0.82	0.22	0.05	0.63	0.69	0.69	0.27	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	605	3181	1205	356	1352	1391	1203	0	0	1151	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.3	10.1	9.5	20.0	13.3	13.3	13.1	0.0	0.0	14.9	0.0	0.0
Incr Delay (d2), s/veh	4.3	0.0	0.0	2.9	0.6	0.6	0.1	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	1.2	0.7	0.1	0.5	2.6	2.7	0.9	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	10.2	9.5	22.9	13.9	13.9	13.2	0.0	0.0	15.4	0.0	0.0
LnGrp LOS	C	B	A	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		390			790			137			274	
Approach Delay, s/veh		14.1			14.5			13.2			15.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	20.8		16.1	8.0	19.2		16.1				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	41.0	41.0		34.0	17.0	34.0		34.0				
Max Q Clear Time (g_c+1), s	4.3	4.3		5.1	5.2	10.1		10.0				
Green Ext Time (p_c), s	0.0	1.2		0.6	0.1	3.1		1.2				

Intersection Summary

HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 32: State Hwy 18 & Greenway Dr

Future Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	230	10	10	670	80	30	20	20	60	20	50
Future Volume (veh/h)	30	230	10	10	670	80	30	20	20	60	20	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	0.99		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	1646	1826	1826	1337	1856	1856	1688	1796	1796	1758	1900	1900
Adj Flow Rate, veh/h	32	242	11	11	705	84	32	21	21	63	21	53
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, %	11	5	5	33	3	3	8	7	7	3	0	0
Cap, veh/h	384	969	44	642	909	108	377	121	121	409	70	176
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	604	1733	79	805	1627	194	1190	824	824	1283	476	1200
Grp Volume(v), veh/h	32	0	253	11	0	789	32	0	42	63	0	74
Grp Sat Flow(s),veh/h/ln	604	0	1812	805	0	1821	1190	0	1648	1283	0	1676
Q Serve(g_s), s	1.3	0.0	2.1	0.2	0.0	9.7	0.7	0.0	0.6	1.3	0.0	1.1
Cycle Q Clear(g_c), s	11.0	0.0	2.1	2.3	0.0	9.7	1.9	0.0	0.6	1.9	0.0	1.1
Prop In Lane	1.00		0.04	1.00		0.11	1.00		0.50	1.00		0.72
Lane Grp Cap(c), veh/h	384	0	1013	642	0	1018	377	0	241	409	0	245
V/C Ratio(X)	0.08	0.00	0.25	0.02	0.00	0.78	0.08	0.00	0.17	0.15	0.00	0.30
Avail Cap(c_a), veh/h	1260	0	3642	1810	0	3659	1110	0	1256	1199	0	1278
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.2	0.0	3.3	3.8	0.0	5.0	11.8	0.0	10.8	11.6	0.0	11.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.1	0.1	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/lr0.1	0.0	0.2	0.0	0.0	0.0	1.1	0.1	0.0	0.2	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	0.0	3.3	3.8	0.0	5.4	11.9	0.0	10.9	11.7	0.0	11.3
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h		285			800			74			137	
Approach Delay, s/veh		4.0			5.4			11.3			11.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.6		8.2		20.6		8.2				
Change Period (Y+Rc), s		4.5		4.0		4.5		4.0				
Max Green Setting (Gmax), s		58.0		22.0		58.0		22.0				
Max Q Clear Time (g_c+I1), s		13.0		3.9		11.7		3.9				
Green Ext Time (p_c), s		1.3		0.3		4.4		0.1				

Intersection Summary

HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	50	10	30	30	10	10	40	20	10	20	70
Future Vol, veh/h	10	50	10	30	30	10	10	40	20	10	20	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	20	8	0	0	0	0	50	21	0	20	27	0
Mvmt Flow	11	53	11	32	32	11	11	42	21	11	21	74

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	176	165	58	187	192	53	95	0	0	63	0	0
Stage 1	80	80	-	75	75	-	-	-	-	-	-	-
Stage 2	96	85	-	112	117	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.58	6.2	7.1	6.5	6.2	4.6	-	-	4.3	-	-
Critical Hdwy Stg 1	6.3	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4.072	3.3	3.5	4	3.3	2.65	-	-	2.38	-	-
Pot Cap-1 Maneuver	748	717	1014	778	707	1020	1246	-	-	1432	-	-
Stage 1	886	817	-	939	836	-	-	-	-	-	-	-
Stage 2	868	813	-	898	803	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	705	705	1014	717	695	1020	1246	-	-	1432	-	-
Mov Cap-2 Maneuver	705	705	-	717	695	-	-	-	-	-	-	-
Stage 1	878	810	-	931	828	-	-	-	-	-	-	-
Stage 2	819	806	-	824	797	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		10.4		1.1		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1246	-	-	737	738	1432	-	-
HCM Lane V/C Ratio	0.008	-	-	0.1	0.1	0.007	-	-
HCM Control Delay (s)	7.9	0	-	10.4	10.4	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	-	-

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	340	20	20	90	30	30	40	10	10	20	20
Future Vol, veh/h	30	340	20	20	90	30	30	40	10	10	20	20
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
Heavy Vehicles, %	3	16	27	17	8	4	65	15	28	33	18	0
Mvmt Flow	32	358	21	21	95	32	32	42	11	11	21	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	12.4	9.3	10.6	9.3
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	8%	14%	20%
Vol Thru, %	50%	87%	64%	40%
Vol Right, %	12%	5%	21%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	390	140	50
LT Vol	30	30	20	10
Through Vol	40	340	90	20
RT Vol	10	20	30	20
Lane Flow Rate	84	411	147	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.149	0.517	0.203	0.083
Departure Headway (Hd)	6.379	4.532	4.967	5.703
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	558	792	719	623
Service Time	4.462	2.574	3.026	3.791
HCM Lane V/C Ratio	0.151	0.519	0.204	0.085
HCM Control Delay	10.6	12.4	9.3	9.3
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	0.5	3	0.8	0.3

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	20	10	20	20	10	10	10	20	20	20	10
Future Vol, veh/h	10	20	10	20	20	10	10	10	20	20	20	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	2
Mvmt Flow	11	21	11	21	21	11	11	11	21	21	21	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	129	123	27	129	118	22	32	0	0	32	0	0
Stage 1	69	69	-	44	44	-	-	-	-	-	-	-
Stage 2	60	54	-	85	74	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	849	771	1054	849	776	1061	1593	-	-	1593	-	-
Stage 1	946	841	-	975	862	-	-	-	-	-	-	-
Stage 2	957	854	-	928	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	810	756	1054	810	760	1061	1593	-	-	1593	-	-
Mov Cap-2 Maneuver	810	756	-	810	760	-	-	-	-	-	-	-
Stage 1	939	830	-	968	856	-	-	-	-	-	-	-
Stage 2	918	848	-	884	826	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.6		9.6		1.8		2.9	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1593	-	-	828	827	1593	-	-
HCM Lane V/C Ratio	0.007	-	-	0.051	0.064	0.013	-	-
HCM Control Delay (s)	7.3	0	-	9.6	9.6	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	20	10	70	10	10	220
Future Vol, veh/h	20	10	70	10	10	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	11	0	15	0	0	22
Mvmt Flow	21	11	74	11	11	232

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	334	80	0	0	85
Stage 1	80	-	-	-	-
Stage 2	254	-	-	-	-
Critical Hdwy	6.51	6.2	-	-	4.1
Critical Hdwy Stg 1	5.51	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2
Pot Cap-1 Maneuver	643	986	-	-	1524
Stage 1	921	-	-	-	-
Stage 2	768	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	638	986	-	-	1524
Mov Cap-2 Maneuver	638	-	-	-	-
Stage 1	914	-	-	-	-
Stage 2	768	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	723	1524
HCM Lane V/C Ratio	-	-	0.044	0.007
HCM Control Delay (s)	-	-	10.2	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	30	20	60	20	20	10	20	30	30	50	10
Future Vol, veh/h	10	30	20	60	20	20	10	20	30	30	50	10
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
Heavy Vehicles, %	14	4	0	5	11	17	14	7	4	7	9	0
Mvmt Flow	11	32	21	63	21	21	11	21	32	32	53	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	8.1	7.7	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	17%	60%	33%
Vol Thru, %	33%	50%	20%	56%
Vol Right, %	50%	33%	20%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	60	100	90
LT Vol	10	10	60	30
Through Vol	20	30	20	50
RT Vol	30	20	20	10
Lane Flow Rate	63	63	105	95
Geometry Grp	1	1	1	1
Degree of Util (X)	0.077	0.078	0.129	0.118
Departure Headway (Hd)	4.367	4.453	4.42	4.478
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	823	807	814	803
Service Time	2.38	2.467	2.434	2.49
HCM Lane V/C Ratio	0.077	0.078	0.129	0.118
HCM Control Delay	7.7	7.8	8.1	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.4	0.4

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	10	30	10	10	10	10	20	10	10	20	10
Future Vol, veh/h	10	10	30	10	10	10	10	20	10	10	20	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	0	5	0	0	2	16	7	33	2	20	0
Mvmt Flow	11	11	32	11	11	11	11	21	11	11	21	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	109	103	27	119	103	27	32	0	0	32	0	0
Stage 1	49	49	-	49	49	-	-	-	-	-	-	-
Stage 2	60	54	-	70	54	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.25	7.1	6.5	6.22	4.26	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.345	3.5	4	3.318	2.344	-	-	2.218	-	-
Pot Cap-1 Maneuver	870	791	1040	861	791	1048	1494	-	-	1580	-	-
Stage 1	964	858	-	969	858	-	-	-	-	-	-	-
Stage 2	951	854	-	945	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	843	779	1040	817	779	1048	1494	-	-	1580	-	-
Mov Cap-2 Maneuver	843	779	-	817	779	-	-	-	-	-	-	-
Stage 1	956	852	-	961	851	-	-	-	-	-	-	-
Stage 2	922	847	-	899	848	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.1		9.3		1.9		1.8	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1494	-	-	934	867	1580	-	-
HCM Lane V/C Ratio	0.007	-	-	0.056	0.036	0.007	-	-
HCM Control Delay (s)	7.4	0	-	9.1	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗		↖	↗		↕	
Traffic Vol, veh/h	20	40	40	70	60	10	10	20	30	20	80	20
Future Vol, veh/h	20	40	40	70	60	10	10	20	30	20	80	20
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
Heavy Vehicles, %	33	39	16	13	31	0	0	0	10	0	72	38
Mvmt Flow	21	42	42	74	63	11	11	21	32	21	84	21
Number of Lanes	1	1	1	1	1	1	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	3
HCM Control Delay	8.8	9.3	8.3	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	33%	0%	100%	0%	0%	100%	0%	0%	17%
Vol Thru, %	67%	0%	0%	100%	0%	0%	100%	0%	67%
Vol Right, %	0%	100%	0%	0%	100%	0%	0%	100%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	30	20	40	40	70	60	10	120
LT Vol	10	0	20	0	0	70	0	0	20
Through Vol	20	0	0	40	0	0	60	0	80
RT Vol	0	30	0	0	40	0	0	10	20
Lane Flow Rate	32	32	21	42	42	74	63	11	126
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.05	0.042	0.038	0.071	0.058	0.123	0.102	0.013	0.187
Departure Headway (Hd)	5.664	4.797	6.46	6.059	4.961	6.016	5.821	4.586	5.321
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	630	742	553	589	718	594	614	776	672
Service Time	3.421	2.554	4.217	3.816	2.717	3.771	3.576	2.341	3.069
HCM Lane V/C Ratio	0.051	0.043	0.038	0.071	0.058	0.125	0.103	0.014	0.188
HCM Control Delay	8.7	7.8	9.5	9.3	8	9.6	9.2	7.4	9.3
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2	0.2	0.4	0.3	0	0.7

Future PM

Intersection	
Intersection Delay, s/veh	158.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	↕
Traffic Vol, veh/h	50	300	190	80	120	80	130	470	150	140	390	30
Future Vol, veh/h	50	300	190	80	120	80	130	470	150	140	390	30
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
Heavy Vehicles, %	14	1	0	0	4	0	0	4	9	0	7	36
Mvmt Flow	53	316	200	84	126	84	137	495	158	147	411	32
Number of Lanes	0	1	0	0	1	1	0	2	0	0	2	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	2	1
HCM Control Delay	376.7	34.2	125.7	55
HCM LOS	F	D	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	36%	0%	9%	40%	0%	52%	0%	0%
Vol Thru, %	64%	61%	56%	60%	0%	48%	100%	0%
Vol Right, %	0%	39%	35%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	365	385	540	200	80	270	260	30
LT Vol	130	0	50	80	0	140	0	0
Through Vol	235	235	300	120	0	130	260	0
RT Vol	0	150	190	0	80	0	0	30
Lane Flow Rate	384	405	568	211	84	284	274	32
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	1.112	1.129	1.75	0.675	0.25	0.852	0.81	0.092
Departure Headway (Hd)	12.55	12.133	11.506	13.44	12.547	13.03	12.88	12.659
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	292	304	324	272	288	281	285	285
Service Time	10.25	9.833	9.206	11.14	10.247	10.73	10.58	10.359
HCM Lane V/C Ratio	1.315	1.332	1.753	0.776	0.292	1.011	0.961	0.112
HCM Control Delay	123.6	127.6	376.7	40.1	19.4	60.6	53.6	16.6
HCM Lane LOS	F	F	F	E	C	F	F	C
HCM 95th-tile Q	13.1	13.9	35.2	4.4	1	7.2	6.5	0.3

HCM 6th Signalized Intersection Summary
2: Valley Blvd. & Etiwanda Ave.

Future Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	250	400	150	100	60	200	1400	310	210	1140	40
Future Volume (veh/h)	90	250	400	150	100	60	200	1400	310	210	1140	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	1716	1811	1826	1342	1767	1322	1581	1589	1678	1337	1561	1648
Adj Flow Rate, veh/h	95	263	0	158	105	0	211	1474	0	221	1200	42
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, %	6	6	5	27	9	39	9	15	15	33	17	17
Cap, veh/h	116	341		178	335		262	2170		228	2493	87
Arrive On Green	0.07	0.10	0.00	0.07	0.10	0.00	0.09	0.50	0.00	0.18	0.59	0.59
Sat Flow, veh/h	1634	3441	1547	2479	3357	1120	2920	4482	0	1273	4228	148
Grp Volume(v), veh/h	95	263	0	158	105	0	211	1474	0	221	806	436
Grp Sat Flow(s),veh/h/ln	1634	1721	1547	1240	1678	1120	1460	1446	0	1273	1421	1535
Q Serve(g_s), s	6.9	8.9	0.0	7.6	3.5	0.0	8.5	30.9	0.0	20.7	19.5	19.5
Cycle Q Clear(g_c), s	6.9	8.9	0.0	7.6	3.5	0.0	8.5	30.9	0.0	20.7	19.5	19.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.10
Lane Grp Cap(c), veh/h	116	341		178	335		262	2170		228	1675	905
V/C Ratio(X)	0.82	0.77		0.89	0.31		0.80	0.68		0.97	0.48	0.48
Avail Cap(c_a), veh/h	116	542		178	531		365	2170		228	1675	905
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	52.7	0.0	55.2	50.2	0.0	53.6	22.7	0.0	48.9	14.1	14.1
Incr Delay (d2), s/veh	35.5	3.7	0.0	38.1	0.5	0.0	8.7	1.7	0.0	50.7	1.0	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	4.0	4.0	0.0	3.3	1.5	0.0	3.4	10.6	0.0	9.8	6.3	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.5	56.4	0.0	93.3	50.7	0.0	62.3	24.4	0.0	99.6	15.1	16.0
LnGrp LOS	F	E		F	D		E	C		F	B	B
Approach Vol, veh/h		358	A		263	A		1685	A		1463	
Approach Delay, s/veh		65.5			76.3			29.2			28.1	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.0	64.5	13.0	16.5	15.3	75.2	13.1	16.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	21.5	53.0	8.5	19.0	15.0	59.5	8.6	18.9				
Max Q Clear Time (g_c+Q), s	22.7	32.9	8.9	5.5	10.5	21.5	9.6	10.9				
Green Ext Time (p_c), s	0.0	11.2	0.0	0.4	0.3	11.3	0.0	0.9				

Intersection Summary

HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
3: San Bernardino Ave. & Cherry Ave.

Future Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑		↘	↑↑↑	↗
Traffic Volume (veh/h)	510	790	510	80	140	100	70	1430	130	80	720	210
Future Volume (veh/h)	510	790	510	80	140	100	70	1430	130	80	720	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1688	1856	1693	1632	1674	1767	1281	1688	1781	1744	1752	1796
Adj Flow Rate, veh/h	537	832	0	84	147	105	74	1505	137	84	758	221
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, %	8	3	14	12	9	9	37	8	8	4	10	7
Cap, veh/h	431	1120		104	212	142	83	1554	141	104	1704	542
Arrive On Green	0.27	0.32	0.00	0.07	0.12	0.12	0.07	0.36	0.36	0.06	0.36	0.36
Sat Flow, veh/h	1607	3526	1434	1554	1822	1218	1220	4298	391	1661	4782	1521
Grp Volume(v), veh/h	537	832	0	84	127	125	74	1075	567	84	758	221
Grp Sat Flow(s),veh/h/ln	1607	1763	1434	1554	1590	1451	1220	1536	1617	1661	1594	1521
Q Serve(g_s), s	29.5	23.2	0.0	5.9	8.4	9.2	6.6	37.8	37.9	5.5	13.3	12.0
Cycle Q Clear(g_c), s	29.5	23.2	0.0	5.9	8.4	9.2	6.6	37.8	37.9	5.5	13.3	12.0
Prop In Lane	1.00		1.00	1.00		0.84	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	431	1120		104	185	169	83	1111	585	104	1704	542
V/C Ratio(X)	1.25	0.74		0.81	0.69	0.74	0.89	0.97	0.97	0.80	0.44	0.41
Avail Cap(c_a), veh/h	431	1237		157	292	266	83	1111	585	113	1704	542
HCM Platoon Ratio	1.00	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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	33.5	0.0	50.6	46.7	47.0	50.8	34.5	34.5	50.9	27.1	26.7
Incr Delay (d2), s/veh	128.8	2.9	0.0	27.8	9.2	12.7	66.1	20.4	30.3	36.3	0.8	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.9	10.2	0.0	3.1	3.8	3.9	3.5	16.9	19.4	3.3	5.2	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	169.0	36.4	0.0	78.4	55.9	59.7	116.9	54.8	64.8	87.1	27.9	28.9
LnGrp LOS	F	D		E	E	E	F	D	E	F	C	C
Approach Vol, veh/h		1369	A		336			1716			1063	
Approach Delay, s/veh		88.5			62.9			60.8			32.8	
Approach LOS		F			E			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.4	45.8	34.0	18.8	12.0	45.2	11.9	41.0				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	7.5	31.8	29.5	20.2	7.5	31.8	11.1	38.6				
Max Q Clear Time (g_c+11), s	7.5	39.9	31.5	11.2	8.6	15.3	7.9	25.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	9.2	0.1	7.5				

Intersection Summary

HCM 6th Ctrl Delay	62.8
HCM 6th LOS	E

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	48.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↖↗			↖↗	
Traffic Vol, veh/h	130	1140	10	10	610	80	20	60	30	10	10	20
Future Vol, veh/h	130	1140	10	10	610	80	20	60	30	10	10	20
Conflicting Peds, #/hr	2	0	2	2	0	2	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	-	-	200	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	2	0	10	3	0	9	0	5	0	0	11
Mvmt Flow	137	1200	11	11	642	84	21	63	32	11	11	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	728	0	0	1213	0	0	2198	2226	1202	2193	2153	644
Stage 1	-	-	-	-	-	-	1476	1476	-	666	666	-
Stage 2	-	-	-	-	-	-	722	750	-	1527	1487	-
Critical Hdwy	4.13	-	-	4.2	-	-	7.19	6.5	6.25	7.1	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.227	-	-	2.29	-	-	3.581	4	3.345	3.5	4	3.399
Pot Cap-1 Maneuver	871	-	-	548	-	-	31	~ 44	222	33	49	457
Stage 1	-	-	-	-	-	-	152	192	-	452	460	-
Stage 2	-	-	-	-	-	-	407	422	-	149	190	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	869	-	-	547	-	-	~ 12	~ 22	222	-	24	456
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	~ 22	-	-	24	-
Stage 1	-	-	-	-	-	-	78	99	-	233	443	-
Stage 2	-	-	-	-	-	-	366	407	-	24	98	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.2			\$ 917.9					
HCM LOS							F			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	17	40	869	-	-	547	-	-	-	99
HCM Lane V/C Ratio	3.096	1.579	0.157	-	-	0.019	-	-	-	0.266
HCM Control Delay (s)	\$ 1407.7	\$ 509.7	9.9	0	-	11.7	0	-	-	54
HCM Lane LOS	F	F	A	A	-	B	A	-	-	F
HCM 95th %tile Q(veh)	7.2	6.5	0.6	-	-	0.1	-	-	-	1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	123.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔	↔		↔			↔	
Traffic Vol, veh/h	30	960	10	80	540	100	10	120	160	40	140	40
Future Vol, veh/h	30	960	10	80	540	100	10	120	160	40	140	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	4	1	0	0	1	1	0	0	0	0	0	0
Mvmt Flow	32	1011	11	84	568	105	11	126	168	42	147	42
Number of Lanes	0	2	0	0	2	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	2
HCM Control Delay	230.7	38	38	27.9
HCM LOS	F	E	E	D

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	3%	6%	0%	31%	0%	0%	18%
Vol Thru, %	41%	94%	98%	69%	100%	0%	64%
Vol Right, %	55%	0%	2%	0%	0%	100%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	290	510	490	260	360	100	220
LT Vol	10	30	0	80	0	0	40
Through Vol	120	480	480	180	360	0	140
RT Vol	160	0	10	0	0	100	40
Lane Flow Rate	305	537	516	274	379	105	232
Geometry Grp	7	8	8	7	7	7	7
Degree of Util (X)	0.771	1.456	1.385	0.662	0.902	0.23	0.621
Departure Headway (Hd)	9.543	9.765	9.666	8.836	8.693	7.871	10.052
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	382	376	377	411	421	454	361
Service Time	7.243	7.527	7.427	6.536	6.393	5.665	7.752
HCM Lane V/C Ratio	0.798	1.428	1.369	0.667	0.9	0.231	0.643
HCM Control Delay	38	245.4	215.5	27.2	52.7	13	27.9
HCM Lane LOS	E	F	F	D	F	B	D
HCM 95th-tile Q	6.4	28	25.4	4.6	9.6	0.9	4

HCM 6th Signalized Intersection Summary
6: Locust Ave & San Bernardino Ave

Future Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	500	80	70	230	50	110	690	100	130	340	50
Future Volume (veh/h)	150	500	80	70	230	50	110	690	100	130	340	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1800	1870	1856	1800	1885	1885	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	158	526	84	74	242	53	116	726	105	137	358	53
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	2	3	0	1	1	0	0	0	0	0	0
Cap, veh/h	152	1227	535	94	912	196	148	898	147	163	641	104
Arrive On Green	0.09	0.35	0.35	0.05	0.31	0.31	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1714	3554	1550	1714	2931	630	229	2100	344	225	1499	243
Grp Volume(v), veh/h	158	526	84	74	146	149	466	0	481	201	0	347
Grp Sat Flow(s),veh/h/ln	1714	1777	1550	1714	1791	1771	1097	0	1575	373	0	1594
Q Serve(g_s), s	8.0	10.2	3.4	3.8	5.5	5.7	23.9	0.0	22.6	15.9	0.0	14.3
Cycle Q Clear(g_c), s	8.0	10.2	3.4	3.8	5.5	5.7	38.2	0.0	22.6	38.5	0.0	14.3
Prop In Lane	1.00		1.00	1.00		0.36	0.25		0.22	0.68		0.15
Lane Grp Cap(c), veh/h	152	1227	535	94	557	551	519	0	674	227	0	682
V/C Ratio(X)	1.04	0.43	0.16	0.79	0.26	0.27	0.90	0.00	0.71	0.89	0.00	0.51
Avail Cap(c_a), veh/h	152	1227	535	114	557	551	519	0	674	227	0	682
HCM Platoon Ratio	1.00	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	41.0	22.6	20.4	42.0	23.3	23.3	28.8	0.0	21.2	35.9	0.0	18.8
Incr Delay (d2), s/veh	83.0	1.1	0.6	33.1	1.1	1.2	19.1	0.0	4.5	32.8	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	4.4	1.3	2.5	2.5	2.5	12.4	0.0	8.7	6.5	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	124.0	23.7	21.0	75.1	24.4	24.5	47.9	0.0	25.7	68.7	0.0	20.1
LnGrp LOS	F	C	C	E	C	C	D	A	C	E	A	C
Approach Vol, veh/h		768			369			947			548	
Approach Delay, s/veh		44.1			34.6			36.6			37.9	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	36.1		44.0	13.0	33.0		44.0				
Change Period (Y+Rc), s	5.0	5.0		5.5	5.0	5.0		5.5				
Max Green Setting (Gmax), s	30.0	30.0		38.5	8.0	28.0		38.5				
Max Q Clear Time (g_c+1/3), s	12.2	12.2		40.2	10.0	7.7		40.5				
Green Ext Time (p_c), s	0.0	6.2		0.0	0.0	3.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
7: Slover Ave & Cedar Ave

Future Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	
Traffic Volume (veh/h)	225	440	80	30	170	140	90	780	40	80	960	490
Future Volume (veh/h)	225	440	80	30	170	140	90	780	40	80	960	490
Initial Q (Qb), veh	0	0	0	0	0	0	0	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		No		No
Adj Sat Flow, veh/h/ln	1772	1752	1752	1744	1707	1707	1646	1841	1841	1449	1811	1811
Adj Flow Rate, veh/h	237	463	84	32	179	147	95	821	42	84	1011	516
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	10	10	4	13	13	11	4	4	25	6	6
Cap, veh/h	141	599	108	61	289	223	104	1468	75	108	987	489
Arrive On Green	0.08	0.21	0.21	0.04	0.17	0.17	0.07	0.43	0.43	0.08	0.45	0.45
Sat Flow, veh/h	1688	2816	508	1661	1740	1344	1567	3385	173	1380	2218	1098
Grp Volume(v), veh/h	237	272	275	32	166	160	95	424	439	84	777	750
Grp Sat Flow(s),veh/h/ln	1688	1664	1660	1661	1622	1462	1567	1749	1809	1380	1721	1596
Q Serve(g_s), s	7.5	13.9	14.0	1.7	8.6	9.2	5.4	16.3	16.3	5.4	40.1	40.1
Cycle Q Clear(g_c), s	7.5	13.9	14.0	1.7	8.6	9.2	5.4	16.3	16.3	5.4	40.1	40.1
Prop In Lane	1.00		0.31	1.00		0.92	1.00		0.10	1.00		0.69
Lane Grp Cap(c), veh/h	141	354	353	61	269	243	104	759	785	108	766	710
V/C Ratio(X)	1.69	0.77	0.78	0.52	0.62	0.66	0.91	0.56	0.56	0.78	1.01	1.06
Avail Cap(c_a), veh/h	141	545	544	111	505	455	104	759	785	123	766	710
HCM Platoon Ratio	1.00	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	41.3	33.4	33.4	42.6	34.9	35.1	41.7	19.0	19.0	40.7	25.0	25.0
Incr Delay (d2), s/veh	337.2	3.6	3.8	2.6	2.3	3.0	58.9	3.0	2.9	20.6	36.3	49.3
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/ft	6.2	5.8	5.9	0.7	3.5	3.4	3.8	6.9	7.2	2.4	22.9	23.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	378.4	36.9	37.3	45.2	37.2	38.2	100.6	22.0	21.9	61.4	61.2	74.3
LnGrp LOS	F	D	D	D	D	D	F	C	C	E	F	F
Approach Vol, veh/h		784			358			958			1611	
Approach Delay, s/veh		140.3			38.3			29.8			67.3	
Approach LOS		F			D			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	25.6	10.5	46.1	12.0	21.4	11.5	45.0				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.0	4.5	6.5	4.5	6.0				
Max Green Setting (Gmax), s	6.0	29.5	6.0	27.0	7.5	28.0	8.0	25.0				
Max Q Clear Time (g_c+1/3), s	13.7	16.0	7.4	42.1	9.5	11.2	7.4	18.3				
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.0	1.8	0.0	3.3				

Intersection Summary

HCM 6th Ctrl Delay	70.2
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
8: Santa Ana Ave & Cedar Ave

Future Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	90	350	200	50	260	60	180	860	70	60	910	70
Future Volume (veh/h)	90	350	200	50	260	60	180	860	70	60	910	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1758	1758	1758	1702	1702	1702	1758	1841	1841	1309	1826	1826
Adj Flow Rate, veh/h	95	368	211	53	274	63	189	905	74	63	958	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, %	3	3	3	7	7	7	3	4	4	35	5	5
Cap, veh/h	120	408	279	83	478	131	219	1465	120	103	1302	101
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.13	0.45	0.45	0.08	0.40	0.40
Sat Flow, veh/h	242	1337	913	119	1566	428	1674	3274	268	1246	3260	252
Grp Volume(v), veh/h	343	0	331	174	0	216	189	483	496	63	510	522
Grp Sat Flow(s),veh/h/ln	1059	0	1433	642	0	1470	1674	1749	1793	1246	1735	1777
Q Serve(g_s), s	18.5	0.0	20.9	7.5	0.0	12.0	11.1	21.1	21.1	4.9	25.0	25.0
Cycle Q Clear(g_c), s	30.5	0.0	20.9	28.4	0.0	12.0	11.1	21.1	21.1	4.9	25.0	25.0
Prop In Lane	0.28		0.64	0.31		0.29	1.00		0.15	1.00		0.14
Lane Grp Cap(c), veh/h	369	0	437	243	0	448	219	782	802	103	693	710
V/C Ratio(X)	0.93	0.00	0.76	0.72	0.00	0.48	0.86	0.62	0.62	0.61	0.74	0.74
Avail Cap(c_a), veh/h	369	0	437	243	0	448	266	782	802	143	693	710
HCM Platoon Ratio	1.00	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	38.1	0.0	31.4	34.3	0.0	28.3	42.6	21.1	21.1	44.3	25.5	25.6
Incr Delay (d2), s/veh	29.5	0.0	7.5	9.6	0.0	0.8	18.7	3.6	3.6	2.2	6.8	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	8.0	4.8	0.0	4.3	5.7	9.1	9.3	1.6	11.3	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.6	0.0	38.9	43.9	0.0	29.1	61.3	24.7	24.7	46.5	32.4	32.2
LnGrp LOS	E	A	D	D	A	C	E	C	C	D	C	C
Approach Vol, veh/h		674			390			1168			1095	
Approach Delay, s/veh		53.5			35.7			30.6			33.1	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	4	5	6	8						
Phs Duration (G+Y+Rc), s	2.8	51.2	36.0	17.6	46.4	36.0						
Change Period (Y+Rc), s	4.5	6.5	5.5	4.5	6.5	5.5						
Max Green Setting (Gmax), s	1.5	41.5	30.5	15.9	37.1	30.5						
Max Q Clear Time (g_c+10), s	10.9	23.1	32.5	13.1	27.0	30.4						
Green Ext Time (p_c), s	0.0	12.1	0.0	0.1	7.7	0.0						

Intersection Summary

HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	10	350	30	90	320	10	30	10	60	10	10	10
Future Vol, veh/h	10	350	30	90	320	10	30	10	60	10	10	10
Conflicting Peds, #/hr	0	0	1	1	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	13	4	0	13	0	10	2	3	0	0	0
Mvmt Flow	11	368	32	95	337	11	32	11	63	11	11	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	348	0	0	401	0	0	771	945	201	745	956	174
Stage 1	-	-	-	-	-	-	407	407	-	533	533	-
Stage 2	-	-	-	-	-	-	364	538	-	212	423	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.7	6.54	6.96	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.7	5.54	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.54	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.6	4.02	3.33	3.5	4	3.3
Pot Cap-1 Maneuver	1222	-	-	1169	-	-	276	260	803	306	260	846
Stage 1	-	-	-	-	-	-	571	596	-	503	528	-
Stage 2	-	-	-	-	-	-	606	521	-	776	591	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1222	-	-	1168	-	-	240	231	802	249	231	846
Mov Cap-2 Maneuver	-	-	-	-	-	-	240	231	-	249	231	-
Stage 1	-	-	-	-	-	-	564	588	-	497	475	-
Stage 2	-	-	-	-	-	-	526	468	-	694	583	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			2			16.7			17.7		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	411	1222	-	-	1168	-	-	315
HCM Lane V/C Ratio	0.256	0.009	-	-	0.081	-	-	0.1
HCM Control Delay (s)	16.7	8	0	-	8.4	0.3	-	17.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0	-	-	0.3	-	-	0.3

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	10	140	110	10	10	10
Future Vol, veh/h	10	140	110	10	10	10
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	95	95	95	95	95	95
Heavy Vehicles, %	2	3	4	0	0	0
Mvmt Flow	11	147	116	11	11	11













Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	127	0	-	0	291
Stage 1	-	-	-	-	122
Stage 2	-	-	-	-	169
Critical Hdwy	4.12	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.218	-	-	-	3.5
Pot Cap-1 Maneuver	1459	-	-	-	704
Stage 1	-	-	-	-	908
Stage 2	-	-	-	-	866
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1459	-	-	-	698
Mov Cap-2 Maneuver	-	-	-	-	698
Stage 1	-	-	-	-	901
Stage 2	-	-	-	-	866

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1459	-	-	-	799
HCM Lane V/C Ratio	0.007	-	-	-	0.026
HCM Control Delay (s)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th Signalized Intersection Summary
 11: Lytle Creek Rd & Glen Helen Pkwy

Future Conditions
 PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	460	30	130	1000	10	100
Future Volume (veh/h)	460	30	130	1000	10	100
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	1700	1663	1900	1885	1800	1900
Adj Flow Rate, veh/h	484	32	137	1053	11	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	16	0	1	0	0
Cap, veh/h	693	311	825	1388	58	1061
Arrive On Green	0.22	0.22	0.43	0.43	0.03	0.56
Sat Flow, veh/h	3141	1409	1900	3195	1714	1900
Grp Volume(v), veh/h	484	32	137	1053	11	105
Grp Sat Flow(s),veh/h/ln	1570	1409	1900	1598	1714	1900
Q Serve(g_s), s	7.1	0.9	2.2	13.9	0.3	1.3
Cycle Q Clear(g_c), s	7.1	0.9	2.2	13.9	0.3	1.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	693	311	825	1388	58	1061
V/C Ratio(X)	0.70	0.10	0.17	0.76	0.19	0.10
Avail Cap(c_a), veh/h	694	311	1011	1700	413	1640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	15.5	8.6	11.9	23.4	5.1
Incr Delay (d2), s/veh	3.4	0.2	0.1	1.9	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.8	4.2	0.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.3	15.7	8.7	13.8	24.0	5.2
LnGrp LOS	C	B	A	B	C	A
Approach Vol, veh/h	516		1190			116
Approach Delay, s/veh	21.0		13.2			7.0
Approach LOS	C		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.3		15.5	6.2	28.1
Change Period (Y+Rc), s		6.5		4.5	4.5	6.5
Max Green Setting (Gmax), s		43.0		11.0	12.0	26.5
Max Q Clear Time (g_c+I1), s		3.3		9.1	2.3	15.9
Green Ext Time (p_c), s		0.8		0.6	0.0	5.8
Intersection Summary						
HCM 6th Ctrl Delay			15.0			
HCM 6th LOS			B			

Notes

User approved volume balancing among the lanes for turning movement.

Intersection

Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	50	10	10	80	70	10	30	10	50	30	10
Future Vol, veh/h	10	50	10	10	80	70	10	30	10	50	30	10
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
Heavy Vehicles, %	0	0	0	40	1	1	0	7	11	0	0	0
Mvmt Flow	11	53	11	11	84	74	11	32	11	53	32	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	9.1	7.9	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	14%	6%	56%
Vol Thru, %	60%	71%	50%	33%
Vol Right, %	20%	14%	44%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	70	160	90
LT Vol	10	10	10	50
Through Vol	30	50	80	30
RT Vol	10	10	70	10
Lane Flow Rate	53	74	168	95
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.09	0.223	0.121
Departure Headway (Hd)	4.516	4.387	4.757	4.589
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	794	818	756	783
Service Time	2.539	2.409	2.776	2.61
HCM Lane V/C Ratio	0.067	0.09	0.222	0.121
HCM Control Delay	7.9	7.8	9.1	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.9	0.4

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	20	10	10	10	40	10	10	10	40	10	10
Future Vol, veh/h	10	20	10	10	10	40	10	10	10	40	10	10
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	2	0	2	0	6	2	2
Mvmt Flow	11	21	11	11	11	42	11	11	11	42	11	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	53	0	0	33	0	0	115	125	29	115	109	32
Stage 1	-	-	-	-	-	-	50	50	-	54	54	-
Stage 2	-	-	-	-	-	-	65	75	-	61	55	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.52	6.2	7.16	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.16	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.16	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.018	3.3	3.554	4.018	3.318
Pot Cap-1 Maneuver	1566	-	-	1592	-	-	867	765	1052	852	781	1042
Stage 1	-	-	-	-	-	-	968	853	-	948	850	-
Stage 2	-	-	-	-	-	-	951	833	-	940	849	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1566	-	-	1590	-	-	839	754	1050	825	769	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	839	754	-	825	769	-
Stage 1	-	-	-	-	-	-	960	846	-	941	844	-
Stage 2	-	-	-	-	-	-	923	827	-	912	842	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			1.2			9.3			9.6		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	864	1566	-	-	1590	-	-	844
HCM Lane V/C Ratio	0.037	0.007	-	-	0.007	-	-	0.075
HCM Control Delay (s)	9.3	7.3	0	-	7.3	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	10	80	30	20	90	10	40	140	20	10	100	10
Future Vol, veh/h	10	80	30	20	90	10	40	140	20	10	100	10
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
Heavy Vehicles, %	0	5	3	0	6	0	5	4	28	20	3	12
Mvmt Flow	11	84	32	21	95	11	42	147	21	11	105	11
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8.9	9	10.1	9.6
HCM LOS	A	A	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	22%	0%	8%	17%	9%	0%
Vol Thru, %	78%	0%	67%	75%	91%	0%
Vol Right, %	0%	100%	25%	8%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	180	20	120	120	110	10
LT Vol	40	0	10	20	10	0
Through Vol	140	0	80	90	100	0
RT Vol	0	20	30	10	0	10
Lane Flow Rate	189	21	126	126	116	11
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.287	0.027	0.169	0.173	0.184	0.014
Departure Headway (Hd)	5.448	4.613	4.823	4.936	5.725	4.682
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	656	770	739	723	623	758
Service Time	3.212	2.377	2.882	2.995	3.495	2.451
HCM Lane V/C Ratio	0.288	0.027	0.171	0.174	0.186	0.015
HCM Control Delay	10.4	7.5	8.9	9	9.8	7.5
HCM Lane LOS	B	A	A	A	A	A
HCM 95th-tile Q	1.2	0.1	0.6	0.6	0.7	0

HCM 6th Signalized Intersection Summary
 15: Pacific St & Del Rosa Dr

Future Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	330	40	60	210	40	40	550	130	130	430	140
Future Volume (veh/h)	150	330	40	60	210	40	40	550	130	130	430	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	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		No		No
Adj Sat Flow, veh/h/ln	1786	1900	1900	1758	1885	1885	1800	1885	1900	1800	1870	1870
Adj Flow Rate, veh/h	158	347	42	63	221	42	42	579	137	137	453	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	0	3	1	1	0	1	0	0	2	2
Cap, veh/h	194	616	74	117	441	82	95	654	558	170	1032	332
Arrive On Green	0.11	0.19	0.19	0.07	0.15	0.15	0.06	0.35	0.35	0.10	0.39	0.39
Sat Flow, veh/h	1701	3225	386	1674	3005	560	1714	1885	1607	1714	2641	850
Grp Volume(v), veh/h	158	193	196	63	130	133	42	579	137	137	304	296
Grp Sat Flow(s),veh/h/ln	1701	1805	1806	1674	1791	1775	1714	1885	1607	1714	1777	1714
Q Serve(g_s), s	6.5	6.9	7.1	2.6	4.8	5.0	1.7	20.7	4.4	5.6	9.0	9.1
Cycle Q Clear(g_c), s	6.5	6.9	7.1	2.6	4.8	5.0	1.7	20.7	4.4	5.6	9.0	9.1
Prop In Lane	1.00		0.21	1.00		0.32	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	194	345	345	117	263	260	95	654	558	170	694	670
V/C Ratio(X)	0.81	0.56	0.57	0.54	0.49	0.51	0.44	0.89	0.25	0.81	0.44	0.44
Avail Cap(c_a), veh/h	226	539	540	213	525	520	167	710	606	179	694	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	26.2	26.3	32.2	28.1	28.2	32.8	22.1	16.7	31.6	16.0	16.1
Incr Delay (d2), s/veh	17.8	2.0	2.1	3.8	2.0	2.2	3.2	12.7	0.3	22.0	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	3.0	3.1	1.1	2.1	2.2	0.8	10.8	1.6	3.3	3.5	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	28.3	28.4	36.0	30.2	30.4	36.0	34.8	17.0	53.6	16.7	16.7
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	B	B
Approach Vol, veh/h		547			326			758			737	
Approach Delay, s/veh		34.2			31.4			31.6			23.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	19.7	11.6	30.9	12.7	16.5	8.5	34.0				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	*6				
Max Green Setting (Gmax), s	9.5	21.4	7.5	27.0	9.5	21.0	7.0	*28				
Max Q Clear Time (g_c+14), s	14.6	9.1	7.6	22.7	8.5	7.0	3.7	11.1				
Green Ext Time (p_c), s	0.0	2.4	0.0	2.1	0.0	1.7	0.0	4.7				

Intersection Summary

HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 16: San Bernardino Ave & Alabama St.

Future Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖	↖	↖↗	↖	↖	↖↗	↖
Traffic Volume (veh/h)	320	950	90	140	330	120	40	610	340	160	750	110
Future Volume (veh/h)	320	950	90	140	330	120	40	610	340	160	750	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1730	1885	1885	1772	1856	1841	1758	1841	1900	1772	1841	1781
Adj Flow Rate, veh/h	337	1000	95	147	347	126	42	642	0	168	789	116
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, %	5	1	1	2	3	4	3	4	0	2	4	8
Cap, veh/h	364	1121	106	175	783	346	126	800		194	939	405
Arrive On Green	0.22	0.34	0.34	0.10	0.22	0.22	0.08	0.23	0.00	0.12	0.27	0.27
Sat Flow, veh/h	1647	3305	314	1688	3526	1558	1674	3497	1610	1688	3497	1510
Grp Volume(v), veh/h	337	542	553	147	347	126	42	642	0	168	789	116
Grp Sat Flow(s),veh/h/ln	1647	1791	1828	1688	1763	1558	1674	1749	1610	1688	1749	1510
Q Serve(g_s), s	20.2	28.9	28.9	8.6	8.6	6.9	2.4	17.5	0.0	9.9	21.5	6.1
Cycle Q Clear(g_c), s	20.2	28.9	28.9	8.6	8.6	6.9	2.4	17.5	0.0	9.9	21.5	6.1
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	364	607	620	175	783	346	126	800		194	939	405
V/C Ratio(X)	0.93	0.89	0.89	0.84	0.44	0.36	0.33	0.80		0.87	0.84	0.29
Avail Cap(c_a), veh/h	374	650	664	189	874	386	183	1058		194	1078	466
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	31.6	31.6	44.4	33.9	33.2	44.2	36.7	0.0	43.9	34.9	29.2
Incr Delay (d2), s/veh	28.2	14.0	13.8	25.7	0.4	0.6	1.5	3.4	0.0	31.1	5.4	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/ft	0.9	14.5	14.8	4.8	3.7	2.7	1.0	7.7	0.0	5.8	9.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	45.6	45.4	70.0	34.3	33.9	45.7	40.1	0.0	75.0	40.3	29.6
LnGrp LOS	E	D	D	E	C	C	D	D		E	D	C
Approach Vol, veh/h		1432			620			684	A		1073	
Approach Delay, s/veh		50.5			42.7			40.5			44.6	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	29.6	15.0	40.2	12.1	33.6	26.8	28.4				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.0	4.5	6.5	4.5	6.0				
Max Green Setting (Gmax), s	1.6	30.5	11.3	36.6	11.0	31.1	22.9	25.0				
Max Q Clear Time (g_c+fl), s	1.6	19.5	10.6	30.9	4.4	23.5	22.2	10.6				
Green Ext Time (p_c), s	0.0	3.3	0.0	3.3	0.0	3.4	0.1	2.3				

Intersection Summary

HCM 6th Ctrl Delay	45.7
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 17: State Highway 38 & Crafton Ave

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	700	130	230	490	30	120	60	300	190	60	60
Future Volume (veh/h)	60	700	130	230	490	30	120	60	300	190	60	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1885	1856	1730	1856	1856	1800	1826	1841	1744	1885	1885
Adj Flow Rate, veh/h	63	737	58	242	516	30	126	63	67	200	63	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	3	5	3	3	0	5	4	4	1	1
Cap, veh/h	79	790	651	276	937	54	363	419	352	325	822	357
Arrive On Green	0.05	0.42	0.42	0.17	0.54	0.54	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1701	1885	1553	1647	1736	101	1272	1826	1536	1172	3582	1556
Grp Volume(v), veh/h	63	737	58	242	0	546	126	63	67	200	63	10
Grp Sat Flow(s),veh/h/ln	1701	1885	1553	1647	0	1837	1272	1826	1536	1172	1791	1556
Q Serve(g_s), s	3.0	30.4	1.8	11.7	0.0	15.9	7.0	2.2	2.9	13.4	1.1	0.4
Cycle Q Clear(g_c), s	3.0	30.4	1.8	11.7	0.0	15.9	8.1	2.2	2.9	15.6	1.1	0.4
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	790	651	276	0	992	363	419	352	325	822	357
V/C Ratio(X)	0.79	0.93	0.09	0.88	0.00	0.55	0.35	0.15	0.19	0.62	0.08	0.03
Avail Cap(c_a), veh/h	188	833	686	283	0	992	539	672	565	488	1319	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(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	38.5	22.6	14.3	33.1	0.0	12.3	27.8	25.1	25.3	31.3	24.6	24.3
Incr Delay (d2), s/veh	6.5	16.7	0.1	23.9	0.0	0.7	0.2	0.1	0.1	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	1.4	16.1	0.6	6.4	0.0	6.0	2.1	1.0	1.0	3.7	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	39.3	14.3	57.0	0.0	12.9	28.0	25.1	25.4	32.0	24.6	24.4
LnGrp LOS	D	D	B	E	A	B	C	C	C	C	C	C
Approach Vol, veh/h		858			788			256			273	
Approach Delay, s/veh		38.0			26.5			26.6			30.0	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	40.1		23.7	7.8	50.0		23.7				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	4.0	36.0		30.0	9.0	41.0		30.0				
Max Q Clear Time (g_c+1/3), s	11.3	32.4		17.6	5.0	17.9		10.1				
Green Ext Time (p_c), s	0.0	1.8		0.5	0.0	3.7		0.5				

Intersection Summary

HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Intersection												
Int Delay, s/veh	185.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗			↕			↕	
Traffic Vol, veh/h	10	510	10	130	380	90	20	30	130	190	130	10
Future Vol, veh/h	10	510	10	130	380	90	20	30	130	190	130	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	6	10	1	7	12	0	14	1	2	6	50
Mvmt Flow	11	537	11	137	400	95	21	32	137	200	137	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	495	0	0	548	0	0	1108	1334	274	1029	1292	248
Stage 1	-	-	-	-	-	-	565	565	-	722	722	-
Stage 2	-	-	-	-	-	-	543	769	-	307	570	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.5	6.78	6.92	7.54	6.62	7.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.78	-	6.54	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.78	-	6.54	5.62	-
Follow-up Hdwy	2.2	-	-	2.21	-	-	3.5	4.14	3.31	3.52	4.06	3.8
Pot Cap-1 Maneuver	1079	-	-	1025	-	-	167	138	727	~188	157	625
Stage 1	-	-	-	-	-	-	482	477	-	384	420	-
Stage 2	-	-	-	-	-	-	497	381	-	678	494	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1079	-	-	1025	-	-	118	727	~108	~135	625	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	118	-	~108	~135	-	-
Stage 1	-	-	-	-	-	-	477	472	-	380	364	-
Stage 2	-	-	-	-	-	-	264	330	-	508	489	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2		\$ 920
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1079	-	-	1025	-	-	121
HCM Lane V/C Ratio	-	0.01	-	-	0.134	-	-	2.871
HCM Control Delay (s)	-	8.4	-	-	9.1	-	-	\$ 920
HCM Lane LOS	-	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	-	0	-	-	0.5	-	-	32.3

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	10	760	10	10	570	10	10	10	10	10	10	10
Future Vol, veh/h	10	760	10	10	570	10	10	10	10	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	4	33	10	5	0	2	2	0	0	0	0
Mvmt Flow	11	800	11	11	600	11	11	11	11	11	11	11

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	611	0	0	811	0	0	1156	1461	406	1056	1461	306
Stage 1	-	-	-	-	-	-	828	828	-	628	628	-
Stage 2	-	-	-	-	-	-	328	633	-	428	833	-
Critical Hdwy	4.14	-	-	4.3	-	-	7.54	6.54	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.5	5.5	-
Follow-up Hdwy	2.22	-	-	2.3	-	-	3.52	4.02	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	964	-	-	761	-	-	152	128	600	182	130	696
Stage 1	-	-	-	-	-	-	332	384	-	442	479	-
Stage 2	-	-	-	-	-	-	659	472	-	581	386	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	964	-	-	761	-	-	135	122	600	162	124	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	122	-	162	124	-
Stage 1	-	-	-	-	-	-	325	376	-	433	468	-
Stage 2	-	-	-	-	-	-	620	462	-	543	378	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			30.2			27.5		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	174	964	-	-	761	-	-	191
HCM Lane V/C Ratio	0.181	0.011	-	-	0.014	-	-	0.165
HCM Control Delay (s)	30.2	8.8	0.1	-	9.8	0.1	-	27.5
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.6

HCM 6th Signalized Intersection Summary
 20: State Hwy 138 & Oasis Road

Future Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	980	20	30	730	90	20	40	30	70	40	160
Future Volume (veh/h)	120	980	20	30	730	90	20	40	30	70	40	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1707	1900	1758	1767	1841	1800	1900	1900	1730	1900	1900
Adj Flow Rate, veh/h	126	1032	21	32	768	95	21	42	32	74	42	168
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, %	3	13	0	3	9	4	0	0	0	5	0	0
Cap, veh/h	192	1742	865	106	1629	757	40	127	97	93	53	214
Arrive On Green	0.11	0.54	0.54	0.06	0.49	0.49	0.02	0.13	0.13	0.06	0.16	0.16
Sat Flow, veh/h	1674	3244	1610	1674	3357	1560	1714	1001	762	1647	332	1329
Grp Volume(v), veh/h	126	1032	21	32	768	95	21	0	74	74	0	210
Grp Sat Flow(s),veh/h/ln	1674	1622	1610	1674	1678	1560	1714	0	1763	1647	0	1661
Q Serve(g_s), s	5.9	17.8	0.5	1.5	12.6	2.8	1.0	0.0	3.2	3.7	0.0	10.0
Cycle Q Clear(g_c), s	5.9	17.8	0.5	1.5	12.6	2.8	1.0	0.0	3.2	3.7	0.0	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		0.80
Lane Grp Cap(c), veh/h	192	1742	865	106	1629	757	40	0	225	93	0	267
V/C Ratio(X)	0.66	0.59	0.02	0.30	0.47	0.13	0.53	0.00	0.33	0.79	0.00	0.79
Avail Cap(c_a), veh/h	416	2559	1270	213	2240	1041	135	0	706	290	0	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.9	13.0	9.0	36.9	14.1	11.6	39.8	0.0	32.7	38.4	0.0	33.2
Incr Delay (d2), s/veh	2.8	0.3	0.0	1.2	0.2	0.1	10.5	0.0	0.8	10.6	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.9	0.2	0.6	4.5	0.9	0.5	0.0	1.4	1.7	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	13.3	9.0	38.1	14.4	11.7	50.3	0.0	33.6	49.0	0.0	38.3
LnGrp LOS	D	B	A	D	B	B	D	A	C	D	A	D
Approach Vol, veh/h		1179			895			95				284
Approach Delay, s/veh		15.8			14.9			37.3				41.1
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	50.5	5.4	17.8	12.9	46.3	8.2	15.0				
Change Period (Y+Rc), s	3.5	6.3	3.5	4.5	3.5	6.3	3.5	4.5				
Max Green Setting (Gmax), s	10.5	65.0	6.5	41.0	20.5	55.0	14.5	33.0				
Max Q Clear Time (g_c+I1), s	3.5	19.8	3.0	12.0	7.9	14.6	5.7	5.2				
Green Ext Time (p_c), s	0.0	10.0	0.0	1.4	0.2	6.8	0.1	0.4				
Intersection Summary												
HCM 6th Ctrl Delay				19.2								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 21: Hwy 138 & Beekley Rd

Future Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	30	770	10	20	690	70	10	20	10	330	30	30
Future Volume (veh/h)	30	770	10	20	690	70	10	20	10	330	30	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1800	1648	1648	1617	1722	1722	1800	1900	1900	1772	1856	1856
Adj Flow Rate, veh/h	32	811	11	21	726	74	11	21	11	347	32	32
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	17	17	13	12	12	0	0	0	2	3	3
Cap, veh/h	61	1187	16	39	1094	111	517	374	196	541	271	271
Arrive On Green	0.04	0.38	0.38	0.03	0.36	0.36	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1714	3163	43	1540	2998	305	1288	1174	615	1305	851	851
Grp Volume(v), veh/h	32	401	421	21	396	404	11	0	32	347	0	64
Grp Sat Flow(s),veh/h/ln	1714	1566	1640	1540	1636	1667	1288	0	1789	1305	0	1702
Q Serve(g_s), s	0.9	11.0	11.0	0.7	10.3	10.4	0.3	0.0	0.6	12.8	0.0	1.4
Cycle Q Clear(g_c), s	0.9	11.0	11.0	0.7	10.3	10.4	1.7	0.0	0.6	13.4	0.0	1.4
Prop In Lane	1.00		0.03	1.00		0.18	1.00		0.34	1.00		0.50
Lane Grp Cap(c), veh/h	61	588	616	39	597	608	517	0	570	541	0	543
V/C Ratio(X)	0.52	0.68	0.68	0.54	0.66	0.66	0.02	0.00	0.06	0.64	0.00	0.12
Avail Cap(c_a), veh/h	256	1468	1539	203	1506	1534	1433	0	1843	1469	0	1754
HCM Platoon Ratio	1.00	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	24.1	13.4	13.4	24.5	13.6	13.6	12.9	0.0	12.0	16.7	0.0	12.3
Incr Delay (d2), s/veh	2.5	1.4	1.3	8.4	1.3	1.3	0.0	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/lr	0.4	3.5	3.6	0.3	3.4	3.5	0.1	0.0	0.2	3.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	14.8	14.7	32.9	14.8	14.8	12.9	0.0	12.1	17.2	0.0	12.3
LnGrp LOS	C	B	B	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h		854			821			43			411	
Approach Delay, s/veh		15.2			15.3			12.3			16.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	25.4		20.7	5.3	24.9		20.7				
Change Period (Y+Rc), s	3.5	6.3		4.5	3.5	6.3		4.5				
Max Green Setting (Gmax), s	3.5	47.8		52.5	7.6	46.9		52.5				
Max Q Clear Time (g_c+1), s	3.5	13.0		15.4	2.9	12.4		3.7				
Green Ext Time (p_c), s	0.0	6.2		0.8	0.0	6.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 22: Phelan Rd & Sheep Creek Rd

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗			↖ ↑↑	↑↑	↖	↖	↑↑	↖
Traffic Volume (veh/h)	80	280	40	120	380	70	110	160	600	120	110	130
Future Volume (veh/h)	80	280	40	120	380	70	110	160	600	120	110	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		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	1744	1826	1826	1772	1870	1870	1772	1856	1826	1758	1811	1870
Adj Flow Rate, veh/h	84	295	21	126	400	45	116	168	287	126	116	34
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, %	4	5	5	2	2	2	2	3	5	3	6	2
Cap, veh/h	193	771	54	224	831	92	219	870	382	244	904	415
Arrive On Green	0.12	0.16	0.16	0.13	0.18	0.18	0.13	0.25	0.25	0.15	0.26	0.26
Sat Flow, veh/h	1661	4755	334	1688	4663	515	1688	3526	1547	1674	3441	1580
Grp Volume(v), veh/h	84	205	111	126	290	155	116	168	287	126	116	34
Grp Sat Flow(s),veh/h/ln	1661	1662	1765	1688	1702	1774	1688	1763	1547	1674	1721	1580
Q Serve(g_s), s	3.2	3.8	3.9	4.8	5.3	5.4	4.4	2.6	11.8	4.8	1.8	1.1
Cycle Q Clear(g_c), s	3.2	3.8	3.9	4.8	5.3	5.4	4.4	2.6	11.8	4.8	1.8	1.1
Prop In Lane	1.00		0.19	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	193	539	286	224	607	316	219	870	382	244	904	415
V/C Ratio(X)	0.43	0.38	0.39	0.56	0.48	0.49	0.53	0.19	0.75	0.52	0.13	0.08
Avail Cap(c_a), veh/h	266	1471	781	273	1512	788	258	1566	687	280	1578	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	25.7	25.7	27.9	25.3	25.4	27.9	20.5	23.9	27.1	19.3	19.1
Incr Delay (d2), s/veh	1.5	0.6	1.2	2.2	0.8	1.7	2.0	0.2	4.2	1.7	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	1.3	1.5	1.6	2.0	2.1	2.3	1.8	1.0	4.5	1.9	0.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	26.3	26.9	30.2	26.2	27.1	29.9	20.6	28.2	28.8	19.4	19.2
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h	400		571		571		276					
Approach Delay, s/veh	27.2		27.3		26.3		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	3.6	17.1	13.4	24.5	12.5	18.2	14.5	23.4				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5				
Max Green Setting (Gmax), s	30.4	10.5	31.5	11.0	30.5	11.5	30.5					
Max Q Clear Time (g_c+1/3), s	5.9	6.4	3.8	5.2	7.4	6.8	13.8					
Green Ext Time (p_c), s	0.1	2.8	0.1	1.1	0.1	4.0	0.1	2.8				

Intersection Summary

HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 23: Phelan Rd & Baldy Mesa Rd

Future Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗			↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	250	640	50	50	520	130	40	30	50	80	30	170
Future Volume (veh/h)	250	640	50	50	520	130	40	30	50	80	30	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1786	1841	1841	1716	1841	1841	1716	1841	1811	1744	1856	1841
Adj Flow Rate, veh/h	263	674	53	53	547	137	42	32	53	84	32	179
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	4	4	6	4	4	6	4	6	4	3	4
Cap, veh/h	522	2332	182	105	999	244	116	243	202	127	254	214
Arrive On Green	0.31	0.49	0.49	0.06	0.25	0.25	0.07	0.13	0.13	0.08	0.14	0.14
Sat Flow, veh/h	1701	4753	371	1634	4027	986	1634	1841	1535	1661	1856	1560
Grp Volume(v), veh/h	263	474	253	53	453	231	42	32	53	84	32	179
Grp Sat Flow(s),veh/h/ln	1701	1675	1774	1634	1675	1663	1634	1841	1535	1661	1856	1560
Q Serve(g_s), s	11.8	7.8	7.9	2.9	10.9	11.3	2.3	1.4	2.9	4.6	1.4	10.4
Cycle Q Clear(g_c), s	11.8	7.8	7.9	2.9	10.9	11.3	2.3	1.4	2.9	4.6	1.4	10.4
Prop In Lane	1.00		0.21	1.00		0.59	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	522	1644	870	105	831	412	116	243	202	127	254	214
V/C Ratio(X)	0.50	0.29	0.29	0.51	0.55	0.56	0.36	0.13	0.26	0.66	0.13	0.84
Avail Cap(c_a), veh/h	522	1941	1028	171	1263	627	176	297	248	206	330	277
HCM Platoon Ratio	1.00	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	26.4	14.0	14.0	42.0	30.4	30.5	41.1	35.6	36.2	41.7	35.2	39.1
Incr Delay (d2), s/veh	3.4	0.3	0.7	3.7	2.0	4.3	1.9	0.3	1.0	5.8	0.3	17.8
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	5.2	2.9	3.2	1.3	4.6	4.9	1.0	0.7	1.1	2.1	0.7	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	14.4	14.7	45.7	32.4	34.8	43.0	36.0	37.2	47.5	35.5	56.9
LnGrp LOS	C	B	B	D	C	C	D	D	D	D	D	E
Approach Vol, veh/h	990		737		127		295					
Approach Delay, s/veh	18.6		34.1		38.8		51.9					
Approach LOS	B		C		D		D					
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	52.1	11.1	19.2	33.0	29.5	11.6	18.7				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.5	4.5	6.5	4.5	6.5				
Max Green Setting (Gmax), s	53.8	53.8	10.0	16.5	28.5	35.0	11.5	15.0				
Max Q Clear Time (g_c+14), s	9.9	9.9	4.3	12.4	13.8	13.3	6.6	4.9				
Green Ext Time (p_c), s	0.0	14.4	0.0	0.4	0.7	9.8	0.1	0.2				

Intersection Summary

HCM 6th Ctrl Delay	29.7											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary
24: Rancho Rd & Escondido Ave

Future Conditions
PM Peak Hour



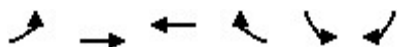
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	1300	30	40	590	80	20	30	20	130	20	80
Future Volume (veh/h)	340	1300	30	40	590	80	20	30	20	130	20	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1856	1841	1772	1856	1885	1800	1900	1900	1800	1900	1885
Adj Flow Rate, veh/h	358	1368	32	42	621	84	21	32	21	137	21	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	3	4	2	3	1	0	0	0	0	0	1
Cap, veh/h	400	1794	794	159	1296	587	282	299	254	285	299	252
Arrive On Green	0.24	0.51	0.51	0.09	0.37	0.37	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1701	3526	1560	1688	3526	1598	1241	1900	1610	1300	1900	1598
Grp Volume(v), veh/h	358	1368	32	42	621	84	21	32	21	137	21	84
Grp Sat Flow(s),veh/h/ln	1701	1763	1560	1688	1763	1598	1241	1900	1610	1300	1900	1598
Q Serve(g_s), s	14.9	22.8	0.8	1.7	9.9	2.6	1.1	1.1	0.8	7.4	0.7	3.4
Cycle Q Clear(g_c), s	14.9	22.8	0.8	1.7	9.9	2.6	1.8	1.1	0.8	8.4	0.7	3.4
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	1794	794	159	1296	587	282	299	254	285	299	252
V/C Ratio(X)	0.89	0.76	0.04	0.26	0.48	0.14	0.07	0.11	0.08	0.48	0.07	0.33
Avail Cap(c_a), veh/h	454	2074	918	277	1712	776	596	780	661	613	780	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	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	14.4	9.0	30.8	17.7	15.4	27.0	26.4	26.3	30.0	26.2	27.4
Incr Delay (d2), s/veh	18.4	1.7	0.0	0.9	0.4	0.2	0.2	0.2	0.2	1.8	0.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	8.4	0.2	0.7	3.8	0.9	0.3	0.5	0.3	2.4	0.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	16.1	9.0	31.6	18.1	15.6	27.1	26.6	26.5	31.8	26.4	28.5
LnGrp LOS	D	B	A	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1758			747			74			242	
Approach Delay, s/veh		21.9			18.6			26.7			30.2	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.4	43.7		18.0	21.7	33.4		18.0				
Change Period (Y+Rc), s	4.5	6.5		6.5	4.5	6.5		6.5				
Max Green Setting (Gmax), s	12.0	43.0		30.0	19.5	35.5		30.0				
Max Q Clear Time (g_c+13), s	13.7	24.8		10.4	16.9	11.9		3.8				
Green Ext Time (p_c), s	0.0	12.4		1.2	0.3	6.6		0.4				

Intersection Summary

HCM 6th Ctrl Delay		21.9										
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
25: State Hwy 18 & Lake Gregory Dr

Future Conditions
PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	280	390	220	190	140	100
Future Volume (veh/h)	280	390	220	190	140	100
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	1800	1885	1841	1870	1800	1800
Adj Flow Rate, veh/h	295	411	232	200	147	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	4	2	0	0
Cap, veh/h	368	1012	391	337	185	132
Arrive On Green	0.21	0.54	0.21	0.21	0.19	0.19
Sat Flow, veh/h	1714	1885	1841	1585	948	677
Grp Volume(v), veh/h	295	411	232	200	253	0
Grp Sat Flow(s),veh/h/ln	1714	1885	1841	1585	1631	0
Q Serve(g_s), s	6.7	5.3	4.7	4.7	6.1	0.0
Cycle Q Clear(g_c), s	6.7	5.3	4.7	4.7	6.1	0.0
Prop In Lane	1.00			1.00	0.58	0.42
Lane Grp Cap(c), veh/h	368	1012	391	337	318	0
V/C Ratio(X)	0.80	0.41	0.59	0.59	0.80	0.00
Avail Cap(c_a), veh/h	1944	3793	1414	1218	1472	0
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	0.00
Uniform Delay (d), s/veh	15.3	5.6	14.5	14.5	15.7	0.0
Incr Delay (d2), s/veh	1.6	0.3	1.4	1.7	1.7	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	2.3	1.3	1.8	1.5	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.8	5.9	16.0	16.2	17.5	0.0
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h		706	432		253	
Approach Delay, s/veh		10.5	16.1		17.5	
Approach LOS		B	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		28.0		13.0	13.3	14.7
Change Period (Y+Rc), s		6.0		5.0	4.5	6.0
Max Green Setting (Gmax), s		82.5		37.0	46.5	31.5
Max Q Clear Time (g_c+l1), s		7.3		8.1	8.7	6.7
Green Ext Time (p_c), s		2.9		0.4	0.4	2.1

Intersection Summary

HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	150	240	190	30	40	160
Future Vol, veh/h	150	240	190	30	40	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	158	253	200	32	42	168

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	200	0	-	0	785 216
Stage 1	-	-	-	-	216 -
Stage 2	-	-	-	-	569 -
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	1384	-	-	-	364 829
Stage 1	-	-	-	-	825 -
Stage 2	-	-	-	-	570 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1384	-	-	-	323 829
Mov Cap-2 Maneuver	-	-	-	-	323 -
Stage 1	-	-	-	-	731 -
Stage 2	-	-	-	-	570 -

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1384	-	-	-	631
HCM Lane V/C Ratio	0.114	-	-	-	0.334
HCM Control Delay (s)	7.9	-	-	-	13.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.5

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕	
Traffic Vol, veh/h	20	170	80	120	140	50	90	50	100	40	60	10
Future Vol, veh/h	20	170	80	120	140	50	90	50	100	40	60	10
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
Heavy Vehicles, %	0	1	2	3	3	2	2	10	1	2	3	0
Mvmt Flow	21	179	84	126	147	53	95	53	105	42	63	11
Number of Lanes	0	1	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	14.5	11.6	11.3	11.8
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	64%	0%	7%	100%	0%	36%
Vol Thru, %	36%	0%	63%	0%	74%	55%
Vol Right, %	0%	100%	30%	0%	26%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	100	270	120	190	110
LT Vol	90	0	20	120	0	40
Through Vol	50	0	170	0	140	60
RT Vol	0	100	80	0	50	10
Lane Flow Rate	147	105	284	126	200	116
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.28	0.174	0.476	0.234	0.332	0.219
Departure Headway (Hd)	6.842	5.942	6.03	6.67	5.975	6.821
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	523	601	597	537	600	523
Service Time	4.604	3.703	4.084	4.424	3.73	4.894
HCM Lane V/C Ratio	0.281	0.175	0.476	0.235	0.333	0.222
HCM Control Delay	12.3	10	14.5	11.5	11.7	11.8
HCM Lane LOS	B	A	B	B	B	B
HCM 95th-tile Q	1.1	0.6	2.6	0.9	1.4	0.8

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	150	390	10	10	200	20	10	10	10	10	10	60
Future Vol, veh/h	150	390	10	10	200	20	10	10	10	10	10	60
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	165	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	40	0	4	0	50	50	2	0	0	2
Mvmt Flow	158	411	11	11	211	21	11	11	11	11	11	63

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	232	0	0	422	0	0	866	987	211	771	982	116
Stage 1	-	-	-	-	-	-	733	733	-	244	244	-
Stage 2	-	-	-	-	-	-	133	254	-	527	738	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.5	7.5	6.94	7.5	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.5	6.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.5	6.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4	4.5	3.32	3.5	4	3.32
Pot Cap-1 Maneuver	1348	-	-	1148	-	-	181	178	794	293	251	914
Stage 1	-	-	-	-	-	-	286	325	-	744	708	-
Stage 2	-	-	-	-	-	-	734	590	-	508	427	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1348	-	-	1148	-	-	147	156	794	248	219	914
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	156	-	248	219	-
Stage 1	-	-	-	-	-	-	253	287	-	657	701	-
Stage 2	-	-	-	-	-	-	667	584	-	426	377	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			0.4			25.5			13.1		
HCM LOS							D			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	207	1348	-	-	1148	-	-	528
HCM Lane V/C Ratio	0.153	0.117	-	-	0.009	-	-	0.159
HCM Control Delay (s)	25.5	8	-	-	8.2	-	-	13.1
HCM Lane LOS	D	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.4	-	-	0	-	-	0.6

Intersection						
Int Delay, s/veh	3.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	240	70	30	170	100	40
Future Vol, veh/h	240	70	30	170	100	40
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	95	95	95	95	95	95
Heavy Vehicles, %	3	0	0	3	3	0
Mvmt Flow	253	74	32	179	105	42

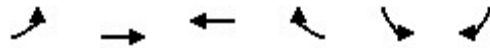
Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	327	0	533 290
Stage 1	-	-	-	-	290 -
Stage 2	-	-	-	-	243 -
Critical Hdwy	-	-	4.1	-	6.43 6.2
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	-	-	2.2	-	3.527 3.3
Pot Cap-1 Maneuver	-	-	1244	-	506 754
Stage 1	-	-	-	-	757 -
Stage 2	-	-	-	-	795 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1244	-	491 754
Mov Cap-2 Maneuver	-	-	-	-	491 -
Stage 1	-	-	-	-	735 -
Stage 2	-	-	-	-	795 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	545	-	-	1244	-
HCM Lane V/C Ratio	0.27	-	-	0.025	-
HCM Control Delay (s)	14	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.1	-

HCM 6th Signalized Intersection Summary
30: State Hwy 18 & Shore Dr

Future Conditions
PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	210	160	30	20	30
Future Volume (veh/h)	60	210	160	30	20	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1758	1781	1841	1841	1702	1693
Adj Flow Rate, veh/h	63	221	168	32	21	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	8	4	4	7	14
Cap, veh/h	120	861	637	119	101	90
Arrive On Green	0.07	0.48	0.22	0.22	0.06	0.06
Sat Flow, veh/h	1674	1781	3034	549	1621	1434
Grp Volume(v), veh/h	63	221	98	102	21	32
Grp Sat Flow(s),veh/h/ln	1674	1781	1749	1742	1621	1434
Q Serve(g_s), s	0.8	1.7	1.1	1.1	0.3	0.5
Cycle Q Clear(g_c), s	0.8	1.7	1.1	1.1	0.3	0.5
Prop In Lane	1.00			0.32	1.00	1.00
Lane Grp Cap(c), veh/h	120	861	378	377	101	90
V/C Ratio(X)	0.52	0.26	0.26	0.27	0.21	0.36
Avail Cap(c_a), veh/h	3514	9060	4882	4863	2701	2390
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	10.3	3.5	7.5	7.5	10.3	10.4
Incr Delay (d2), s/veh	3.5	0.2	0.4	0.4	1.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.3	0.3	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	3.7	7.9	7.9	11.3	12.8
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		284	200		53	
Approach Delay, s/veh		5.9	7.9		12.2	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		17.2		5.9	6.2	11.0
Change Period (Y+Rc), s		6.0		4.5	4.5	6.0
Max Green Setting (Gmax), s		117.5		38.5	48.5	64.5
Max Q Clear Time (g_c+I1), s		3.7		2.5	2.8	3.1
Green Ext Time (p_c), s		1.4		0.1	0.2	1.3
Intersection Summary						
HCM 6th Ctrl Delay			7.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 31: State Hwy 18 & N Division Dr

Future Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	750	40	40	500	20	40	70	100	20	40	90
Future Volume (veh/h)	180	750	40	40	500	20	40	70	100	20	40	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		0.98	0.99		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1870	1870	1800	1870	1870	1758	1758	1758	1758	1758	1758
Adj Flow Rate, veh/h	189	789	42	42	526	21	42	74	105	21	42	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	3	3	3	3	3	3
Cap, veh/h	243	1229	547	80	864	34	150	140	164	127	114	207
Arrive On Green	0.14	0.35	0.35	0.05	0.25	0.25	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1688	3554	1583	1714	3480	139	181	626	730	104	509	924
Grp Volume(v), veh/h	189	789	42	42	268	279	221	0	0	158	0	0
Grp Sat Flow(s),veh/h/ln	1688	1777	1583	1714	1777	1841	1537	0	0	1537	0	0
Q Serve(g_s), s	4.2	7.3	0.7	0.9	5.2	5.2	1.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	7.3	0.7	0.9	5.2	5.2	4.9	0.0	0.0	3.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.08	0.19		0.48	0.13		0.60
Lane Grp Cap(c), veh/h	243	1229	547	80	441	457	454	0	0	449	0	0
V/C Ratio(X)	0.78	0.64	0.08	0.52	0.61	0.61	0.49	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	1250	4721	2103	263	1316	1364	1144	0	0	1132	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.1	10.8	8.6	18.2	13.0	13.0	13.7	0.0	0.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.2	0.0	2.0	0.5	0.5	0.3	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.2	0.2	0.4	1.7	1.8	1.5	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	11.0	8.6	20.2	13.5	13.5	14.0	0.0	0.0	13.3	0.0	0.0
LnGrp LOS	B	B	A	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1020			589			221			158	
Approach Delay, s/veh		12.2			14.0			14.0			13.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	19.5		13.8	9.6	15.7		13.8				
Change Period (Y+Rc), s	4.0	6.0		5.0	4.0	6.0		5.0				
Max Green Setting (Gmax), s	60	52.0		27.0	29.0	29.0		27.0				
Max Q Clear Time (g_c+I), s	12.5	9.3		6.9	6.2	7.2		5.4				
Green Ext Time (p_c), s	0.0	4.2		0.8	0.2	2.1		0.6				

Intersection Summary

HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 32: State Hwy 18 & Greenway Dr

Future Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	50	660	20	10	450	70	30	20	20	130	30	50
Future Volume (veh/h)	50	660	20	10	450	70	30	20	20	130	30	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.99		0.96	0.98		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		No		No
Adj Sat Flow, veh/h/ln	1716	1885	1885	1800	1841	1841	1800	1826	1826	1772	1900	1900
Adj Flow Rate, veh/h	53	695	21	11	474	74	32	21	21	137	32	53
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, %	6	1	1	0	4	4	0	5	5	2	0	0
Cap, veh/h	461	916	28	376	779	122	455	178	178	487	138	228
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	788	1820	55	707	1549	242	1245	818	818	1271	635	1052
Grp Volume(v), veh/h	53	0	716	11	0	548	32	0	42	137	0	85
Grp Sat Flow(s),veh/h/ln	788	0	1875	707	0	1791	1245	0	1637	1271	0	1687
Q Serve(g_s), s	1.6	0.0	9.3	0.4	0.0	6.6	0.7	0.0	0.6	2.9	0.0	1.3
Cycle Q Clear(g_c), s	8.2	0.0	9.3	9.7	0.0	6.6	1.9	0.0	0.6	3.6	0.0	1.3
Prop In Lane	1.00		0.03	1.00		0.14	1.00		0.50	1.00		0.62
Lane Grp Cap(c), veh/h	461	0	943	376	0	901	455	0	355	487	0	366
V/C Ratio(X)	0.11	0.00	0.76	0.03	0.00	0.61	0.07	0.00	0.12	0.28	0.00	0.23
Avail Cap(c_a), veh/h	1544	0	3521	1348	0	3363	1128	0	1240	1174	0	1278
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.3	0.0	6.1	10.0	0.0	5.4	10.6	0.0	9.6	11.0	0.0	9.8
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.0	0.2	0.0	0.0	0.1	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.6	0.0	0.0	1.1	0.1	0.0	0.2	0.6	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	0.0	6.5	10.0	0.0	5.6	10.6	0.0	9.6	11.1	0.0	9.9
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		769			559			74			222	
Approach Delay, s/veh		6.7			5.7			10.0			10.7	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.8		10.6		19.8		10.6				
Change Period (Y+Rc), s		4.5		4.0		4.5		4.0				
Max Green Setting (Gmax), s		57.0		23.0		57.0		23.0				
Max Q Clear Time (g_c+I1), s		11.3		5.6		11.7		3.9				
Green Ext Time (p_c), s		4.0		0.5		2.7		0.1				

Intersection Summary

HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	40	10	40	40	30	10	40	30	10	70	20
Future Vol, veh/h	70	40	10	40	40	30	10	40	30	10	70	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	3	0	6	16	0	0	28	0	2	19	0
Mvmt Flow	74	42	11	42	42	32	11	42	32	11	74	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	224	203	85	213	197	58	95	0	0	74	0	0
Stage 1	107	107	-	80	80	-	-	-	-	-	-	-
Stage 2	117	96	-	133	117	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.2	7.16	6.66	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.53	-	6.16	5.66	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	6.16	5.66	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.3	3.554	4.144	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	736	691	980	735	674	1014	1512	-	-	1526	-	-
Stage 1	903	805	-	919	802	-	-	-	-	-	-	-
Stage 2	892	814	-	861	773	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	670	680	980	684	663	1014	1512	-	-	1526	-	-
Mov Cap-2 Maneuver	670	680	-	684	663	-	-	-	-	-	-	-
Stage 1	896	799	-	912	796	-	-	-	-	-	-	-
Stage 2	812	807	-	800	767	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.4		10.8		0.9		0.7	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1512	-	-	692	741	1526	-	-
HCM Lane V/C Ratio	0.007	-	-	0.183	0.156	0.007	-	-
HCM Control Delay (s)	7.4	0	-	11.4	10.8	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.6	0	-	-

Intersection	
Intersection Delay, s/veh	21.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	220	40	30	440	20	70	40	50	50	30	40
Future Vol, veh/h	40	220	40	30	440	20	70	40	50	50	30	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	6	5	2	14	12	26	24	12	14	22	14	5
Mvmt Flow	42	232	42	32	463	21	74	42	53	53	32	42
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	15.4	30.8	13.4	12.4
HCM LOS	C	D	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	13%	6%	42%
Vol Thru, %	25%	73%	90%	25%
Vol Right, %	31%	13%	4%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	300	490	120
LT Vol	70	40	30	50
Through Vol	40	220	440	30
RT Vol	50	40	20	40
Lane Flow Rate	168	316	516	126
Geometry Grp	1	1	1	1
Degree of Util (X)	0.326	0.523	0.83	0.248
Departure Headway (Hd)	6.971	5.965	5.794	7.06
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	515	606	629	508
Service Time	5.024	3.982	3.806	5.116
HCM Lane V/C Ratio	0.326	0.521	0.82	0.248
HCM Control Delay	13.4	15.4	30.8	12.4
HCM Lane LOS	B	C	D	B
HCM 95th-tile Q	1.4	3	8.8	1

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	20	10	10	20	20	10	20	10	10	20	10
Future Vol, veh/h	10	20	10	10	20	20	10	20	10	10	20	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	0	2	0	0	0	0	0	0	0	0	2
Mvmt Flow	11	21	11	11	21	21	11	21	11	11	21	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	119	103	27	114	103	27	32	0	0	32	0	0
Stage 1	49	49	-	49	49	-	-	-	-	-	-	-
Stage 2	70	54	-	65	54	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	857	791	1048	868	791	1054	1593	-	-	1593	-	-
Stage 1	964	858	-	969	858	-	-	-	-	-	-	-
Stage 2	940	854	-	951	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	814	780	1048	832	780	1054	1593	-	-	1593	-	-
Mov Cap-2 Maneuver	814	780	-	832	780	-	-	-	-	-	-	-
Stage 1	957	852	-	962	852	-	-	-	-	-	-	-
Stage 2	892	848	-	912	848	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.5		9.3		1.8		1.8	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1593	-	-	843	883	1593	-	-
HCM Lane V/C Ratio	0.007	-	-	0.05	0.06	0.007	-	-
HCM Control Delay (s)	7.3	0	-	9.5	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	10	10	110	20	10	220
Future Vol, veh/h	10	10	110	20	10	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	14	7	0	16
Mvmt Flow	11	11	116	21	11	232

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	381	127	0	0	137
Stage 1	127	-	-	-	-
Stage 2	254	-	-	-	-
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	625	929	-	-	1459
Stage 1	904	-	-	-	-
Stage 2	793	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	619	929	-	-	1459
Mov Cap-2 Maneuver	619	-	-	-	-
Stage 1	896	-	-	-	-
Stage 2	793	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	743	1459
HCM Lane V/C Ratio	-	-	0.028	0.007
HCM Control Delay (s)	-	-	10	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	30	10	20	30	50	10	40	20	20	30	10
Future Vol, veh/h	20	30	10	20	30	50	10	40	20	20	30	10
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
Heavy Vehicles, %	7	10	0	0	0	7	0	4	0	5	14	0
Mvmt Flow	21	32	11	21	32	53	11	42	21	21	32	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.5	7.6	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	33%	20%	33%
Vol Thru, %	57%	50%	30%	50%
Vol Right, %	29%	17%	50%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	60	100	60
LT Vol	10	20	20	20
Through Vol	40	30	30	30
RT Vol	20	10	50	10
Lane Flow Rate	74	63	105	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.084	0.076	0.115	0.075
Departure Headway (Hd)	4.098	4.304	3.924	4.301
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	859	820	898	820
Service Time	2.194	2.398	2.015	2.398
HCM Lane V/C Ratio	0.086	0.077	0.117	0.077
HCM Control Delay	7.6	7.8	7.5	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.4	0.2

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	10	10	10	10	10	30	20	10	10	20	10
Future Vol, veh/h	10	10	10	10	10	10	30	20	10	10	20	10
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	0	0	2	2	2	5	0	0	0	6	2
Mvmt Flow	11	11	11	11	11	11	32	21	11	11	21	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	154	148	30	151	148	27	35	0	0	32	0	0
Stage 1	52	52	-	91	91	-	-	-	-	-	-	-
Stage 2	102	96	-	60	57	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.2	7.12	6.52	6.22	4.15	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.3	3.518	4.018	3.318	2.245	-	-	2.2	-	-
Pot Cap-1 Maneuver	813	747	1050	816	743	1048	1557	-	-	1593	-	-
Stage 1	961	856	-	916	820	-	-	-	-	-	-	-
Stage 2	904	819	-	951	847	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	776	724	1047	782	720	1048	1553	-	-	1593	-	-
Mov Cap-2 Maneuver	776	724	-	782	720	-	-	-	-	-	-	-
Stage 1	938	847	-	897	803	-	-	-	-	-	-	-
Stage 2	865	802	-	923	839	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.5		9.5		3.7		1.8	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1553	-	-	828	828	1593	-	-
HCM Lane V/C Ratio	0.02	-	-	0.038	0.038	0.007	-	-
HCM Control Delay (s)	7.4	0	-	9.5	9.5	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗		↖	↗		↕	
Traffic Vol, veh/h	80	70	70	90	80	20	30	10	50	20	30	30
Future Vol, veh/h	80	70	70	90	80	20	30	10	50	20	30	30
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
Heavy Vehicles, %	3	20	4	6	17	0	17	33	12	11	27	36
Mvmt Flow	84	74	74	95	84	21	32	11	53	21	32	32
Number of Lanes	1	1	1	1	1	1	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	3	3
HCM Control Delay	9.2	9.7	9.5	9.7
HCM LOS	A	A	A	A

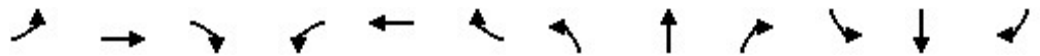
Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	75%	0%	100%	0%	0%	100%	0%	0%	25%
Vol Thru, %	25%	0%	0%	100%	0%	0%	100%	0%	38%
Vol Right, %	0%	100%	0%	0%	100%	0%	0%	100%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	50	80	70	70	90	80	20	80
LT Vol	30	0	80	0	0	90	0	0	20
Through Vol	10	0	0	70	0	0	80	0	30
RT Vol	0	50	0	0	70	0	0	20	30
Lane Flow Rate	42	53	84	74	74	95	84	21	84
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.078	0.085	0.142	0.12	0.1	0.165	0.139	0.029	0.141
Departure Headway (Hd)	6.628	5.825	6.181	5.969	4.989	6.269	5.953	4.956	6.034
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	543	617	584	604	723	576	606	727	596
Service Time	4.342	3.538	3.881	3.669	2.689	3.969	3.653	2.656	3.748
HCM Lane V/C Ratio	0.077	0.086	0.144	0.123	0.102	0.165	0.139	0.029	0.141
HCM Control Delay	9.9	9.1	9.9	9.5	8.2	10.2	9.6	7.8	9.7
HCM Lane LOS	A	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0.3	0.3	0.5	0.4	0.3	0.6	0.5	0.1	0.5

Future Mitigated AM

HCM 6th Signalized Intersection Summary

1: Francis Ave. & End Ave.

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	↕
Traffic Volume (veh/h)	30	80	160	100	240	130	200	390	120	40	360	30
Future Volume (veh/h)	30	80	160	100	240	130	200	390	120	40	360	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1758	1758	1758	1772	1772	1856	1730	1730	1826	1660	1660	1604
Adj Flow Rate, veh/h	32	84	168	105	253	137	211	411	126	42	379	32
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, %	3	3	3	2	2	3	5	5	5	10	10	20
Cap, veh/h	102	128	203	200	342	486	399	729	232	177	1312	652
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	41	413	657	313	1106	1571	552	1487	473	165	2674	1329
Grp Volume(v), veh/h	284	0	0	358	0	137	351	0	397	214	207	32
Grp Sat Flow(s),veh/h/ln	1111	0	0	1420	0	1571	1024	0	1488	1404	1435	1329
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	3.0	9.3	0.0	8.3	0.2	3.9	0.6
Cycle Q Clear(g_c), s	11.6	0.0	0.0	10.5	0.0	3.0	13.2	0.0	8.3	8.5	3.9	0.6
Prop In Lane	0.11		0.59	0.29		1.00	0.60		0.32	0.20		1.00
Lane Grp Cap(c), veh/h	433	0	0	543	0	486	630	0	730	784	704	652
V/C Ratio(X)	0.66	0.00	0.00	0.66	0.00	0.28	0.56	0.00	0.54	0.27	0.29	0.05
Avail Cap(c_a), veh/h	565	0	0	677	0	628	630	0	730	784	704	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	0.0	14.0	0.0	11.8	9.6	0.0	8.0	6.7	6.8	6.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	1.7	0.0	0.3	3.5	0.0	2.9	0.9	1.1	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	2.2	0.0	0.0	2.9	0.0	0.9	2.7	0.0	2.5	1.0	1.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	0.0	0.0	15.7	0.0	12.1	13.1	0.0	10.9	7.6	7.9	6.1
LnGrp LOS	B	A	A	B	A	B	B	A	B	A	A	A
Approach Vol, veh/h		284			495			748				453
Approach Delay, s/veh		15.1			14.7			11.9				7.6
Approach LOS		B			B			B				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.6		18.4		26.6		18.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		15.2		13.6		10.5		12.5				
Green Ext Time (p_c), s		1.4		0.7		1.6		1.3				

Intersection Summary

HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary

3: San Bernardino Ave. & Cherry Ave.

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑		↔↔	↑↑↑		↔↔	↑↑↑	↗
Traffic Volume (veh/h)	260	120	190	110	590	70	270	790	70	90	1100	450
Future Volume (veh/h)	260	120	190	110	590	70	270	790	70	90	1100	450
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1589	1707	1337	1589	1772	1870	1505	1660	1752	1660	1781	1767
Adj Flow Rate, veh/h	274	126	0	116	621	74	284	832	74	95	1158	474
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, %	15	13	38	15	2	2	21	10	10	10	8	9
Cap, veh/h	308	974		170	767	91	317	1626	144	146	1546	476
Arrive On Green	0.10	0.30	0.00	0.06	0.25	0.25	0.11	0.38	0.38	0.05	0.32	0.32
Sat Flow, veh/h	2937	3244	1133	2937	3030	360	2781	4232	375	3066	4863	1497
Grp Volume(v), veh/h	274	126	0	116	345	350	284	593	313	95	1158	474
Grp Sat Flow(s),veh/h/ln	1468	1622	1133	1468	1683	1707	1390	1510	1586	1533	1621	1497
Q Serve(g_s), s	9.2	2.8	0.0	3.9	19.2	19.3	10.1	15.0	15.2	3.0	21.3	31.6
Cycle Q Clear(g_c), s	9.2	2.8	0.0	3.9	19.2	19.3	10.1	15.0	15.2	3.0	21.3	31.6
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	308	974		170	426	432	317	1161	609	146	1546	476
V/C Ratio(X)	0.89	0.13		0.68	0.81	0.81	0.90	0.51	0.51	0.65	0.75	1.00
Avail Cap(c_a), veh/h	308	1009		247	488	495	317	1161	609	227	1546	476
HCM Platoon Ratio	1.00	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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	25.5	0.0	46.2	35.1	35.1	43.7	23.6	23.6	46.8	30.5	34.0
Incr Delay (d2), s/veh	26.7	0.1	0.0	9.9	10.9	10.9	27.4	1.6	3.1	9.9	3.4	40.2
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	4.5	1.1	0.0	1.6	9.0	9.2	4.6	5.5	6.1	1.4	8.6	16.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	25.6	0.0	56.1	45.9	46.0	71.1	25.2	26.7	56.7	33.9	74.2
LnGrp LOS	E	C		E	D	D	E	C	C	E	C	E
Approach Vol, veh/h		400	A		811			1190			1727	
Approach Delay, s/veh		56.6			47.4			36.5			46.2	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	44.4	15.0	31.3	15.9	37.8	10.3	36.0				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	7.4	32.1	10.5	29.0	11.4	28.1	8.4	31.1				
Max Q Clear Time (g_c+1/3), s	15.0	17.2	11.2	21.3	12.1	33.6	5.9	4.8				
Green Ext Time (p_c), s	0.1	8.4	0.0	4.0	0.0	0.0	0.1	1.3				

Intersection Summary

HCM 6th Ctrl Delay	44.7
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
4: Arrow Route & Live Oak Blvd.

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	400	20	40	1100	10	10	10	30	10	20	30
Future Volume (veh/h)	10	400	20	40	1100	10	10	10	30	10	20	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.99	0.99		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	1800	1674	1800	1646	1758	1800	1772	1772	1772	1730	1730	1730
Adj Flow Rate, veh/h	11	421	21	42	1158	11	11	11	32	11	21	32
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	9	0	11	3	0	2	2	2	5	5	5
Cap, veh/h	21	1118	1006	52	1210	1050	176	163	282	129	228	275
Arrive On Green	0.01	0.67	0.67	0.03	0.69	0.69	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1714	1674	1506	1567	1758	1525	669	782	1347	461	1090	1315
Grp Volume(v), veh/h	11	421	21	42	1158	11	22	0	32	32	0	32
Grp Sat Flow(s),veh/h/ln	1714	1674	1506	1567	1758	1525	1450	0	1347	1551	0	1315
Q Serve(g_s), s	1.0	16.8	0.7	4.0	90.2	0.3	0.0	0.0	2.9	0.0	0.0	3.0
Cycle Q Clear(g_c), s	1.0	16.8	0.7	4.0	90.2	0.3	3.0	0.0	2.9	2.2	0.0	3.0
Prop In Lane	1.00		1.00	1.00		1.00	0.50		1.00	0.34		1.00
Lane Grp Cap(c), veh/h	21	1118	1006	52	1210	1050	339	0	282	357	0	275
V/C Ratio(X)	0.52	0.38	0.02	0.81	0.96	0.01	0.06	0.00	0.11	0.09	0.00	0.12
Avail Cap(c_a), veh/h	57	1207	1086	108	1330	1154	339	0	282	357	0	275
HCM Platoon Ratio	1.00	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	73.6	11.1	8.4	72.0	21.3	7.3	47.5	0.0	48.0	47.8	0.0	48.1
Incr Delay (d2), s/veh	18.7	0.2	0.0	24.7	14.9	0.0	0.4	0.0	0.8	0.5	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.5	6.2	0.2	2.0	39.3	0.1	0.7	0.0	1.0	1.0	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.4	11.3	8.4	96.7	36.2	7.3	47.9	0.0	48.9	48.3	0.0	48.9
LnGrp LOS	F	B	A	F	D	A	D	A	D	D	A	D
Approach Vol, veh/h		453			1211			54			64	
Approach Delay, s/veh		13.1			38.0			48.5			48.6	
Approach LOS		B			D			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.9	9.5	104.7		35.9	6.3	107.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	10.3	108.2		18.0	5.0	113.5				
Max Q Clear Time (g_c+I1), s		5.0	6.0	18.8		5.0	3.0	92.2				
Green Ext Time (p_c), s		0.1	0.0	3.1		0.2	0.0	11.1				
Intersection Summary												
HCM 6th Ctrl Delay											32.4	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary

5: Santa Ana Ave & Alder Ave

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔			↔	
Traffic Volume (veh/h)	40	260	10	190	740	70	20	240	230	120	120	70
Future Volume (veh/h)	40	260	10	190	740	70	20	240	230	120	120	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1786	1772	1772	1900	1772	1772	1772	1800	1800	1800
Adj Flow Rate, veh/h	42	274	11	200	779	74	21	253	242	126	126	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, %	1	1	1	2	2	0	2	2	2	0	0	0
Cap, veh/h	126	878	40	302	945	662	80	341	311	239	224	109
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	95	2077	94	490	2237	1567	28	823	752	357	542	264
Grp Volume(v), veh/h	138	0	189	449	530	74	516	0	0	326	0	0
Grp Sat Flow(s),veh/h/ln	660	0	1605	1195	1532	1567	1602	0	0	1164	0	0
Q Serve(g_s), s	1.7	0.0	4.2	15.6	16.8	1.6	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.5	0.0	4.2	19.8	16.8	1.6	15.2	0.0	0.0	12.6	0.0	0.0
Prop In Lane	0.30		0.06	0.45		1.00	0.04		0.47	0.39		0.23
Lane Grp Cap(c), veh/h	364	0	678	599	647	662	731	0	0	572	0	0
V/C Ratio(X)	0.38	0.00	0.28	0.75	0.82	0.11	0.71	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	382	0	703	621	671	687	731	0	0	572	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	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	0.0	10.4	15.8	14.0	9.6	13.9	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.2	4.9	7.7	0.1	5.7	0.0	0.0	4.1	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	1.0	0.0	1.3	5.3	6.2	0.5	5.8	0.0	0.0	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	0.0	10.6	20.7	21.7	9.7	19.5	0.0	0.0	16.6	0.0	0.0
LnGrp LOS	B	A	B	C	C	A	B	A	A	B	A	A
Approach Vol, veh/h		327			1053			516			326	
Approach Delay, s/veh		11.3			20.5			19.5			16.6	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.3		27.7		27.3		27.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		21.9		24.1		21.9		24.1				
Max Q Clear Time (g_c+I1), s		17.2		20.5		14.6		21.8				
Green Ext Time (p_c), s		1.5		0.7		1.3		1.4				
Intersection Summary												
HCM 6th Ctrl Delay				18.3								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

7: Slover Ave & Cedar Ave

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↓		↔	↑↓		↔↔	↑↓		↔	↑↑↓	
Traffic Volume (veh/h)	195	80	110	20	250	90	100	750	20	90	1130	480
Future Volume (veh/h)	195	80	110	20	250	90	100	750	20	90	1130	480
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1744	1752	1752	1589	1693	1693	1688	1796	1796	1519	1811	1811
Adj Flow Rate, veh/h	205	84	116	21	263	95	105	789	21	95	1189	505
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, %	4	10	10	15	14	14	8	7	7	20	6	6
Cap, veh/h	272	352	314	41	360	127	193	1501	40	117	1569	664
Arrive On Green	0.08	0.21	0.21	0.03	0.15	0.15	0.06	0.44	0.44	0.08	0.46	0.46
Sat Flow, veh/h	3222	1664	1485	1514	2331	822	3118	3396	90	1447	3406	1442
Grp Volume(v), veh/h	205	84	116	21	179	179	105	396	414	95	1150	544
Grp Sat Flow(s),veh/h/ln	1611	1664	1485	1514	1608	1545	1559	1706	1780	1447	1648	1552
Q Serve(g_s), s	5.6	3.8	6.0	1.2	9.6	10.0	2.9	15.2	15.2	5.8	26.0	26.2
Cycle Q Clear(g_c), s	5.6	3.8	6.0	1.2	9.6	10.0	2.9	15.2	15.2	5.8	26.0	26.2
Prop In Lane	1.00		1.00	1.00		0.53	1.00		0.05	1.00		0.93
Lane Grp Cap(c), veh/h	272	352	314	41	248	238	193	754	787	117	1518	715
V/C Ratio(X)	0.75	0.24	0.37	0.51	0.72	0.75	0.54	0.53	0.53	0.81	0.76	0.76
Avail Cap(c_a), veh/h	301	545	487	126	511	491	208	754	787	130	1518	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	29.5	30.4	43.2	36.2	36.4	41.0	18.3	18.3	40.7	20.1	20.1
Incr Delay (d2), s/veh	7.9	0.3	0.7	3.6	4.0	4.7	1.0	2.6	2.5	26.0	3.6	7.5
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	2.5	1.5	2.2	0.5	4.0	4.0	1.1	6.3	6.5	2.9	10.1	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	29.8	31.1	46.8	40.2	41.1	42.0	20.9	20.8	66.7	23.7	27.6
LnGrp LOS	D	C	C	D	D	D	D	C	C	E	C	C
Approach Vol, veh/h		405			379			915			1789	
Approach Delay, s/veh		39.5			41.0			23.2			27.2	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	25.5	10.1	47.5	12.1	20.4	11.8	45.8				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.0	4.5	6.5	4.5	6.0				
Max Green Setting (Gmax), s	7.5	29.5	6.0	25.5	8.4	28.6	8.1	23.4				
Max Q Clear Time (g_c+1), s	13.5	8.0	4.9	28.2	7.6	12.0	7.8	17.2				
Green Ext Time (p_c), s	0.0	1.1	0.0	0.0	0.0	1.9	0.0	3.0				

Intersection Summary

HCM 6th Ctrl Delay	29.1
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 18: Palmdale Rd & Sheep Creek Rd

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	320	10	130	550	80	10	70	70	60	40	10
Future Volume (veh/h)	20	320	10	130	550	80	10	70	70	60	40	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1449	1752	1752	1800	1678	1678	1730	1730	1730	1772	1772	1772
Adj Flow Rate, veh/h	21	337	11	137	579	84	11	74	74	63	42	11
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, %	25	10	10	0	15	15	5	5	5	2	2	2
Cap, veh/h	458	1372	45	648	1165	169	173	163	153	363	156	30
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	598	3289	107	993	2794	404	60	782	733	631	748	144
Grp Volume(v), veh/h	21	170	178	137	330	333	159	0	0	116	0	0
Grp Sat Flow(s),veh/h/ln	598	1664	1732	993	1594	1604	1575	0	0	1523	0	0
Q Serve(g_s), s	0.6	1.6	1.6	2.5	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	1.6	1.6	4.1	3.7	3.7	2.1	0.0	0.0	1.4	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.25	0.07		0.47	0.54		0.09
Lane Grp Cap(c), veh/h	458	694	723	648	665	669	488	0	0	548	0	0
V/C Ratio(X)	0.05	0.25	0.25	0.21	0.50	0.50	0.33	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	657	1247	1298	978	1194	1202	1331	0	0	1290	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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.7	4.5	4.5	5.9	5.1	5.2	8.4	0.0	0.0	8.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.2	0.6	0.6	0.4	0.0	0.0	0.2	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/lr0.0	0.0	0.2	0.2	0.3	0.5	0.5	0.5	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	4.7	4.7	6.0	5.7	5.7	8.7	0.0	0.0	8.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		369			800			159			116	
Approach Delay, s/veh		4.8			5.8			8.7			8.3	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		14.5		9.5		14.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		4.1		6.3		3.4		6.1				
Green Ext Time (p_c), s		0.7		1.7		0.5		3.9				

Intersection Summary

HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
 19: Palmdale Rd & Caughlin Rd

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	10	560	10	10	740	10	10	10	10	10	10	10
Future Volume (veh/h)	10	560	10	10	740	10	10	10	10	10	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1716	1716	1716	1674	1674	1674	1800	1800	1800	1772	1772	1772
Adj Flow Rate, veh/h	11	589	11	11	779	11	11	11	11	11	11	11
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, %	6	6	6	9	9	9	0	0	0	2	2	2
Cap, veh/h	159	1364	25	156	1344	19	252	160	109	252	157	107
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	18	3160	59	13	3114	44	284	787	535	279	775	527
Grp Volume(v), veh/h	319	0	292	419	0	382	33	0	0	33	0	0
Grp Sat Flow(s),veh/h/ln	1685	0	1551	1656	0	1515	1606	0	0	1581	0	0
Q Serve(g_s), s	0.0	0.0	3.2	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	3.2	4.7	0.0	4.7	0.4	0.0	0.0	0.4	0.0	0.0
Prop In Lane	0.03		0.04	0.03		0.03	0.33		0.33	0.33		0.33
Lane Grp Cap(c), veh/h	879	0	669	865	0	654	521	0	0	516	0	0
V/C Ratio(X)	0.36	0.00	0.44	0.48	0.00	0.58	0.06	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	1363	0	1133	1349	0	1107	1329	0	0	1311	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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.9	0.0	4.9	5.3	0.0	5.3	8.0	0.0	0.0	8.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.4	0.0	0.8	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.4	0.7	0.0	0.7	0.1	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.1	0.0	5.3	5.7	0.0	6.1	8.0	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		611			801			33			33	
Approach Delay, s/veh		5.2			5.9			8.0			8.0	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		15.1		9.5		15.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.4		5.2		2.4		6.7				
Green Ext Time (p_c), s		0.1		3.1		0.1		3.9				

Intersection Summary

HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
 22: Phelan Rd & Sheep Creek Rd

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗			↖ ↑↑	↑↑	↗	↖ ↗	↑↑	↗
Traffic Volume (veh/h)	60	220	40	270	510	30	90	120	120	80	140	80
Future Volume (veh/h)	60	220	40	270	510	30	90	120	120	80	140	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1758	1796	1796	1744	1796	1796	1758	1811	1826	1702	1870	1856
Adj Flow Rate, veh/h	63	232	42	284	537	32	95	126	126	84	147	84
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, %	3	7	7	4	7	7	3	6	5	7	2	3
Cap, veh/h	177	672	117	342	1232	73	214	560	252	217	599	264
Arrive On Green	0.11	0.16	0.16	0.21	0.26	0.26	0.13	0.16	0.16	0.13	0.17	0.17
Sat Flow, veh/h	1674	4201	731	1661	4735	280	1674	3441	1547	1621	3554	1567
Grp Volume(v), veh/h	63	179	95	284	370	199	95	126	126	84	147	84
Grp Sat Flow(s),veh/h/ln	1674	1635	1663	1661	1635	1746	1674	1721	1547	1621	1777	1567
Q Serve(g_s), s	2.2	3.1	3.3	10.4	6.0	6.1	3.3	2.0	4.7	3.0	2.3	3.0
Cycle Q Clear(g_c), s	2.2	3.1	3.3	10.4	6.0	6.1	3.3	2.0	4.7	3.0	2.3	3.0
Prop In Lane	1.00		0.44	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	177	523	266	342	850	454	214	560	252	217	599	264
V/C Ratio(X)	0.36	0.34	0.36	0.83	0.43	0.44	0.44	0.22	0.50	0.39	0.25	0.32
Avail Cap(c_a), veh/h	274	1557	792	749	2497	1333	266	1622	729	280	1726	761
HCM Platoon Ratio	1.00	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	26.5	23.7	23.8	24.2	19.6	19.7	25.7	23.2	24.3	25.2	22.9	23.2
Incr Delay (d2), s/veh	1.2	0.5	1.2	5.2	0.5	1.0	1.4	0.3	2.2	1.1	0.3	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/lr	0.9	1.2	1.3	4.3	2.2	2.4	1.3	0.8	1.8	1.2	0.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	24.3	25.0	29.5	20.1	20.6	27.1	23.4	26.5	26.3	23.2	24.2
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h	337		853		347		315					
Approach Delay, s/veh	25.1		23.4		25.5		24.3					
Approach LOS	C		C		C		C					
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	16.2	12.6	17.2	11.2	22.6	13.0	16.9				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5				
Max Green Setting (Gmax), s	28.7	30.3	10.1	30.9	10.4	48.6	11.0	30.0				
Max Q Clear Time (g_c+1/2), s	12.4	5.3	5.3	5.0	4.2	8.1	5.0	6.7				
Green Ext Time (p_c), s	0.8	2.4	0.1	1.7	0.0	6.0	0.1	1.7				

Intersection Summary

HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 28: City Creek Rd & Live Oak Dr

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	120	10	10	470	10	10	10	10	20	10	210
Future Volume (veh/h)	40	120	10	10	470	10	10	10	10	20	10	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1781	1781	1519	1870	1870	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	42	126	11	11	495	11	11	11	11	21	11	221
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, %	3	8	8	20	2	2	0	0	0	0	0	0
Cap, veh/h	491	984	85	611	1109	25	289	221	148	194	36	381
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	839	3153	272	1017	3554	79	261	777	519	66	128	1341
Grp Volume(v), veh/h	42	67	70	11	247	259	33	0	0	253	0	0
Grp Sat Flow(s),veh/h/ln	839	1692	1732	1017	1777	1856	1557	0	0	1536	0	0
Q Serve(g_s), s	0.9	0.6	0.6	0.2	2.5	2.5	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.6	0.6	0.8	2.5	2.5	0.3	0.0	0.0	3.1	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.04	0.33		0.33	0.08		0.87
Lane Grp Cap(c), veh/h	491	528	541	611	554	579	658	0	0	611	0	0
V/C Ratio(X)	0.09	0.13	0.13	0.02	0.45	0.45	0.05	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	907	1366	1398	1114	1434	1498	1399	0	0	1405	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.5	5.5	5.5	5.8	6.1	6.1	5.8	0.0	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.0	0.6	0.5	0.0	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/ln0.1	0.1	0.1	0.0	0.5	0.5	0.1	0.0	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.6	5.6	5.6	5.8	6.7	6.7	5.9	0.0	0.0	7.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		179			517			33			253	
Approach Delay, s/veh		6.1			6.7			5.9			7.3	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.8		11.5		10.8		11.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.3		5.4		5.1		4.5				
Green Ext Time (p_c), s		0.1		0.7		1.2		2.6				

Intersection Summary

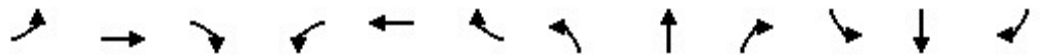
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Future Mitigated PM

HCM 6th Signalized Intersection Summary

1: Francis Ave. & End Ave.

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	↕
Traffic Volume (veh/h)	50	300	190	80	120	80	130	470	150	140	390	30
Future Volume (veh/h)	50	300	190	80	120	80	130	470	150	140	390	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1786	1786	1786	1744	1744	1900	1744	1744	1841	1702	1702	1366
Adj Flow Rate, veh/h	53	316	200	84	126	84	137	495	158	147	411	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	4	4	0	4	4	4	7	7	36
Cap, veh/h	114	373	221	227	293	622	195	686	253	302	637	502
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	91	965	572	327	759	1609	225	1582	584	365	1471	1158
Grp Volume(v), veh/h	569	0	0	210	0	84	389	0	401	147	411	32
Grp Sat Flow(s),veh/h/ln	1628	0	0	1086	0	1609	909	0	1482	365	1471	1158
Q Serve(g_s), s	8.9	0.0	0.0	0.0	0.0	1.7	10.4	0.0	10.5	10.2	11.0	0.8
Cycle Q Clear(g_c), s	16.4	0.0	0.0	5.6	0.0	1.7	21.4	0.0	10.5	20.7	11.0	0.8
Prop In Lane	0.09		0.35	0.40		1.00	0.35		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	708	0	0	521	0	622	491	0	642	302	637	502
V/C Ratio(X)	0.80	0.00	0.00	0.40	0.00	0.14	0.79	0.00	0.62	0.49	0.64	0.06
Avail Cap(c_a), veh/h	758	0	0	558	0	673	491	0	642	302	637	502
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	0.0	0.0	10.8	0.0	9.9	15.2	0.0	11.0	19.0	11.1	8.3
Incr Delay (d2), s/veh	5.9	0.0	0.0	0.5	0.0	0.1	12.3	0.0	4.5	5.5	5.0	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	6.0	0.0	0.0	1.4	0.0	0.5	5.5	0.0	3.6	1.9	3.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	0.0	11.3	0.0	10.0	27.5	0.0	15.6	24.6	16.1	8.5
LnGrp LOS	C	A	A	B	A	B	C	A	B	C	B	A
Approach Vol, veh/h		569			294			790			590	
Approach Delay, s/veh		20.3			11.0			21.4			17.8	
Approach LOS		C			B			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.2		23.8		26.2		23.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		20.1		20.9		20.1		20.9				
Max Q Clear Time (g_c+I1), s		23.4		18.4		22.7		7.6				
Green Ext Time (p_c), s		0.0		1.0		0.0		1.4				
Intersection Summary												
HCM 6th Ctrl Delay				18.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 3: San Bernardino Ave. & Cherry Ave.

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑		↖↗	↑↑↑		↖↗	↑↑↑	↖
Traffic Volume (veh/h)	510	790	510	80	140	100	70	1430	130	80	720	210
Future Volume (veh/h)	510	790	510	80	140	100	70	1430	130	80	720	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1688	1856	1693	1632	1674	1767	1281	1688	1781	1744	1752	1796
Adj Flow Rate, veh/h	537	832	0	84	147	105	74	1505	137	84	758	221
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, %	8	3	14	12	9	9	37	8	8	4	10	7
Cap, veh/h	655	1095		120	256	171	101	2047	186	107	2232	710
Arrive On Green	0.21	0.31	0.00	0.04	0.14	0.14	0.04	0.48	0.48	0.03	0.47	0.47
Sat Flow, veh/h	3118	3526	1434	3014	1822	1219	2366	4298	391	3222	4782	1521
Grp Volume(v), veh/h	537	832	0	84	127	125	74	1075	567	84	758	221
Grp Sat Flow(s),veh/h/ln	1559	1763	1434	1507	1590	1451	1183	1536	1617	1611	1594	1521
Q Serve(g_s), s	24.7	31.9	0.0	4.1	11.2	12.2	4.6	42.3	42.4	3.9	15.1	13.6
Cycle Q Clear(g_c), s	24.7	31.9	0.0	4.1	11.2	12.2	4.6	42.3	42.4	3.9	15.1	13.6
Prop In Lane	1.00		1.00	1.00		0.84	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	655	1095		120	223	204	101	1463	770	107	2232	710
V/C Ratio(X)	0.82	0.76		0.70	0.57	0.61	0.73	0.74	0.74	0.78	0.34	0.31
Avail Cap(c_a), veh/h	1154	1570		139	223	204	150	1463	770	107	2232	710
HCM Platoon Ratio	1.00	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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	46.6	0.0	71.1	60.2	60.6	70.9	31.7	31.7	72.0	25.3	24.9
Incr Delay (d2), s/veh	5.4	2.5	0.0	17.8	5.5	7.8	19.4	3.3	6.2	34.2	0.4	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ft	0.2	14.5	0.0	1.9	4.9	4.9	1.7	16.3	17.8	2.1	5.9	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	49.2	0.0	89.0	65.7	68.4	90.3	35.0	37.9	106.1	25.8	26.1
LnGrp LOS	E	D		F	E	E	F	C	D	F	C	C
Approach Vol, veh/h		1369	A		336			1716			1063	
Approach Delay, s/veh		54.2			72.5			38.3			32.2	
Approach LOS		D			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	77.4	36.0	27.1	10.9	76.0	10.5	52.6				
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	5.0	50.3	55.5	18.2	9.5	45.8	6.9	66.8				
Max Q Clear Time (g_c+1/3), s	5.0	44.4	26.7	14.2	6.6	17.1	6.1	33.9				
Green Ext Time (p_c), s	0.0	5.4	4.8	0.8	0.1	12.7	0.0	12.7				

Intersection Summary

HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
4: Arrow Route & Live Oak Blvd.

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1140	10	10	610	80	20	60	30	10	10	20
Future Volume (veh/h)	130	1140	10	10	610	80	20	60	30	10	10	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1758	1772	1800	1660	1758	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	137	1200	11	11	642	84	21	63	32	11	11	21
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, %	3	2	0	10	3	0	0	0	0	0	0	0
Cap, veh/h	159	1249	1061	19	1093	948	124	341	168	156	144	268
Arrive On Green	0.09	0.70	0.70	0.01	0.62	0.62	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1674	1772	1505	1581	1758	1524	474	1766	872	621	745	1388
Grp Volume(v), veh/h	137	1200	11	11	642	84	62	0	54	22	0	21
Grp Sat Flow(s),veh/h/ln	1674	1772	1505	1581	1758	1524	1630	0	1481	1366	0	1388
Q Serve(g_s), s	12.1	92.9	0.3	1.0	32.6	3.3	0.5	0.0	4.6	0.0	0.0	1.9
Cycle Q Clear(g_c), s	12.1	92.9	0.3	1.0	32.6	3.3	4.3	0.0	4.6	4.7	0.0	1.9
Prop In Lane	1.00		1.00	1.00		1.00	0.34		0.59	0.50		1.00
Lane Grp Cap(c), veh/h	159	1249	1061	19	1093	948	347	0	286	300	0	268
V/C Ratio(X)	0.86	0.96	0.01	0.57	0.59	0.09	0.18	0.00	0.19	0.07	0.00	0.08
Avail Cap(c_a), veh/h	242	1341	1139	53	1134	983	347	0	286	300	0	268
HCM Platoon Ratio	1.00	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	66.9	20.3	6.6	73.7	16.9	11.3	50.6	0.0	50.7	49.5	0.0	49.6
Incr Delay (d2), s/veh	17.6	15.7	0.0	23.5	0.7	0.0	1.1	0.0	1.5	0.5	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	6.0	40.4	0.1	0.6	13.2	1.2	2.1	0.0	1.9	0.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.5	35.9	6.6	97.2	17.6	11.4	51.7	0.0	52.2	49.9	0.0	50.2
LnGrp LOS	F	D	A	F	B	B	D	A	D	D	A	D
Approach Vol, veh/h		1348			737			116				43
Approach Delay, s/veh		40.6			18.1			51.9				50.1
Approach LOS		D			B			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.5	6.3	110.2		33.5	18.7	97.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.0	5.0	113.5		18.0	21.7	96.8				
Max Q Clear Time (g_c+I1), s		6.6	3.0	94.9		6.7	14.1	34.6				
Green Ext Time (p_c), s		0.4	0.0	10.8		0.1	0.2	5.6				
Intersection Summary												
HCM 6th Ctrl Delay				34.0								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

5: Santa Ana Ave & Alder Ave

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔	↔		↔			↔↔	
Traffic Volume (veh/h)	30	960	10	80	540	100	10	120	160	40	140	40
Future Volume (veh/h)	30	960	10	80	540	100	10	120	160	40	140	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	0.99		0.97	0.99		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	1786	1786	1786	1786	1786	1885	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	32	1011	11	84	568	105	11	126	168	42	147	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	89	1413	15	163	858	701	75	277	349	148	452	116
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	45	3212	35	157	1949	1594	19	699	880	177	1140	293
Grp Volume(v), veh/h	544	0	510	196	456	105	305	0	0	231	0	0
Grp Sat Flow(s),veh/h/ln	1673	0	1619	562	1544	1594	1598	0	0	1610	0	0
Q Serve(g_s), s	1.7	0.0	14.2	5.9	12.9	2.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.6	0.0	14.2	20.1	12.9	2.2	7.8	0.0	0.0	5.1	0.0	0.0
Prop In Lane	0.06		0.02	0.43		1.00	0.04		0.55	0.18		0.18
Lane Grp Cap(c), veh/h	806	0	712	341	679	701	701	0	0	716	0	0
V/C Ratio(X)	0.68	0.00	0.72	0.57	0.67	0.15	0.44	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	886	0	792	384	755	780	701	0	0	716	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	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.5	0.0	12.6	13.8	12.2	9.2	12.4	0.0	0.0	11.6	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	2.8	1.6	2.0	0.1	2.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	4.8	1.4	4.0	0.7	2.8	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	15.3	15.5	14.3	9.3	14.3	0.0	0.0	12.8	0.0	0.0
LnGrp LOS	B	A	B	B	B	A	B	A	A	B	A	A
Approach Vol, veh/h		1054			757			305			231	
Approach Delay, s/veh		14.8			13.9			14.3			12.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.3		28.7		26.3		28.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.1		26.9		19.1		26.9				
Max Q Clear Time (g_c+I1), s		9.8		16.6		7.1		22.1				
Green Ext Time (p_c), s		1.3		5.0		1.0		2.1				
Intersection Summary												
HCM 6th Ctrl Delay					14.2							
HCM 6th LOS					B							

HCM 6th Signalized Intersection Summary

7: Slover Ave & Cedar Ave

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↓		↔	↑↓		↔↔	↑↓		↔	↑↑↓	
Traffic Volume (veh/h)	225	440	80	30	170	140	90	780	40	80	960	490
Future Volume (veh/h)	225	440	80	30	170	140	90	780	40	80	960	490
Initial Q (Qb), veh	0	0	0	0	0	0	0	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		No		No
Adj Sat Flow, veh/h/ln	1772	1752	1752	1744	1707	1707	1646	1841	1841	1449	1811	1811
Adj Flow Rate, veh/h	237	463	84	32	179	147	95	821	42	84	1011	516
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	10	10	4	13	13	11	4	4	25	6	6
Cap, veh/h	301	586	106	57	261	202	157	1659	85	100	1684	774
Arrive On Green	0.09	0.21	0.21	0.03	0.15	0.15	0.05	0.49	0.49	0.07	0.51	0.51
Sat Flow, veh/h	3274	2816	508	1661	1740	1344	3040	3385	173	1380	3296	1515
Grp Volume(v), veh/h	237	272	275	32	166	160	95	424	439	84	1011	516
Grp Sat Flow(s),veh/h/ln	1637	1664	1660	1661	1622	1462	1520	1749	1809	1380	1648	1515
Q Serve(g_s), s	7.8	17.1	17.3	2.1	10.7	11.5	3.4	18.0	18.0	6.6	23.8	27.8
Cycle Q Clear(g_c), s	7.8	17.1	17.3	2.1	10.7	11.5	3.4	18.0	18.0	6.6	23.8	27.8
Prop In Lane	1.00		0.31	1.00		0.92	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	301	346	345	57	244	220	157	857	887	100	1684	774
V/C Ratio(X)	0.79	0.79	0.79	0.57	0.68	0.73	0.61	0.49	0.50	0.84	0.60	0.67
Avail Cap(c_a), veh/h	616	629	628	100	405	366	169	857	887	104	1684	774
HCM Platoon Ratio	1.00	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	48.9	41.2	41.3	52.3	44.2	44.6	51.1	18.9	18.9	50.4	19.0	20.0
Incr Delay (d2), s/veh	1.7	4.0	4.2	3.3	3.3	4.6	3.4	2.0	2.0	39.7	1.6	4.5
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	3.2	7.3	7.4	0.9	4.5	4.4	1.4	7.6	7.8	3.4	9.2	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	45.2	45.5	55.6	47.6	49.2	54.5	20.9	20.9	90.1	20.6	24.5
LnGrp LOS	D	D	D	E	D	D	D	C	C	F	C	C
Approach Vol, veh/h		784			358			958			1611	
Approach Delay, s/veh		46.9			49.0			24.2			25.5	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	29.4	10.2	62.2	14.6	23.0	12.5	59.9				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.0	4.5	6.5	4.5	6.0				
Max Green Setting (Gmax), s	6.6	41.6	6.1	34.2	20.7	27.5	8.3	32.0				
Max Q Clear Time (g_c+14), s	14.1	19.3	5.4	29.8	9.8	13.5	8.6	20.0				
Green Ext Time (p_c), s	0.0	3.4	0.0	3.6	0.3	1.6	0.0	5.0				
Intersection Summary												
HCM 6th Ctrl Delay											31.9	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 18: Palmdale Rd & Sheep Creek Rd

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	510	10	130	380	90	20	30	130	190	130	10
Future Volume (veh/h)	10	510	10	130	380	90	20	30	130	190	130	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1800	1811	1811	1786	1796	1796	1603	1603	1603	1716	1716	1716
Adj Flow Rate, veh/h	11	537	11	137	400	95	21	32	137	200	137	11
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	6	6	1	7	7	14	14	14	6	6	6
Cap, veh/h	481	1362	28	461	1083	255	150	103	325	412	209	14
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	868	3448	71	820	2742	645	71	323	1019	728	656	45
Grp Volume(v), veh/h	11	268	280	137	247	248	190	0	0	348	0	0
Grp Sat Flow(s),veh/h/ln	868	1721	1798	820	1706	1680	1414	0	0	1428	0	0
Q Serve(g_s), s	0.3	3.5	3.5	4.5	3.2	3.3	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	3.6	3.5	3.5	8.0	3.2	3.3	3.3	0.0	0.0	6.5	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.38	0.11		0.72	0.57		0.03
Lane Grp Cap(c), veh/h	481	680	710	461	674	664	578	0	0	636	0	0
V/C Ratio(X)	0.02	0.39	0.39	0.30	0.37	0.37	0.33	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	635	985	1029	607	977	962	921	0	0	967	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.0	6.8	6.8	9.7	6.7	6.7	8.4	0.0	0.0	9.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.4	0.3	0.3	0.3	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.0	0.8	0.9	0.6	0.8	0.8	0.7	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	7.2	7.2	10.1	7.1	7.1	8.8	0.0	0.0	10.1	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h		559			632			190			348	
Approach Delay, s/veh		7.2			7.7			8.8			10.1	
Approach LOS		A			A			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.5		16.9		14.5		16.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		5.3		5.6		8.5		10.0				
Green Ext Time (p_c), s		0.9		2.7		1.5		2.4				

Intersection Summary

HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
 19: Palmdale Rd & Caughlin Rd

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	10	760	10	10	570	10	10	10	10	10	10	10
Future Volume (veh/h)	10	760	10	10	570	10	10	10	10	10	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1744	1744	1744	1730	1730	1730	1772	1772	1772	1800	1800	1800
Adj Flow Rate, veh/h	11	800	11	11	600	11	11	11	11	11	11	11
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, %	4	4	4	5	5	5	2	2	2	0	0	0
Cap, veh/h	156	1400	19	159	1374	25	252	157	107	253	160	109
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	14	3247	44	18	3187	58	279	775	527	284	787	535
Grp Volume(v), veh/h	430	0	392	325	0	297	33	0	0	33	0	0
Grp Sat Flow(s),veh/h/ln	1726	0	1579	1699	0	1564	1581	0	0	1606	0	0
Q Serve(g_s), s	0.0	0.0	4.6	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.6	0.0	4.6	3.2	0.0	3.3	0.4	0.0	0.0	0.4	0.0	0.0
Prop In Lane	0.03		0.03	0.03		0.04	0.33		0.33	0.33		0.33
Lane Grp Cap(c), veh/h	894	0	681	884	0	674	516	0	0	521	0	0
V/C Ratio(X)	0.48	0.00	0.58	0.37	0.00	0.44	0.06	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	1401	0	1155	1373	0	1144	1312	0	0	1330	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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.3	0.0	5.3	4.9	0.0	4.9	8.0	0.0	0.0	8.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.8	0.3	0.0	0.5	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.7	0.5	0.0	0.4	0.1	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.7	0.0	6.1	5.2	0.0	5.4	8.0	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		822			622			33			33	
Approach Delay, s/veh		5.9			5.3			8.0			8.0	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		15.1		9.5		15.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.4		6.6		2.4		5.3				
Green Ext Time (p_c), s		0.1		4.0		0.1		3.2				
Intersection Summary												
HCM 6th Ctrl Delay					5.7							
HCM 6th LOS					A							

HCM 6th Signalized Intersection Summary
 28: City Creek Rd & Live Oak Dr

04/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	390	10	10	200	20	10	10	10	10	10	60
Future Volume (veh/h)	150	390	10	10	200	20	10	10	10	10	10	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	1800	1870	1870	1800	1841	1841	1098	1098	1098	1800	1800	1800
Adj Flow Rate, veh/h	158	411	11	11	211	21	11	11	11	11	11	63
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	2	2	0	4	4	50	50	50	0	0	0
Cap, veh/h	676	1268	34	584	1153	114	258	110	74	211	68	264
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1105	3536	94	929	3215	317	167	481	324	108	295	1153
Grp Volume(v), veh/h	158	206	216	11	114	118	33	0	0	85	0	0
Grp Sat Flow(s),veh/h/ln	1105	1777	1853	929	1749	1784	971	0	0	1555	0	0
Q Serve(g_s), s	2.5	1.8	1.8	0.2	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	1.8	1.8	2.0	1.0	1.0	0.6	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.18	0.33		0.33	0.13		0.74
Lane Grp Cap(c), veh/h	676	637	665	584	627	640	442	0	0	543	0	0
V/C Ratio(X)	0.23	0.32	0.32	0.02	0.18	0.18	0.07	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	1191	1465	1528	1017	1442	1471	989	0	0	1453	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.0	5.1	5.1	5.8	4.8	4.8	6.7	0.0	0.0	6.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.3	0.0	0.1	0.2	0.1	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.2	5.4	5.4	5.8	4.9	4.9	6.8	0.0	0.0	7.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		580			243			33			85	
Approach Delay, s/veh		5.6			5.0			6.8			7.0	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		12.3		9.5		12.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.6		5.5		3.0		4.0				
Green Ext Time (p_c), s		0.1		2.6		0.3		1.1				

Intersection Summary

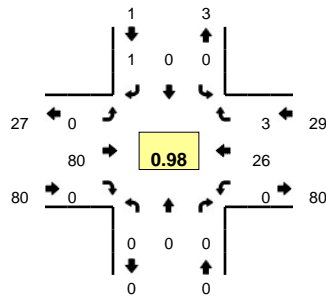
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A

Appendix B:
Counts

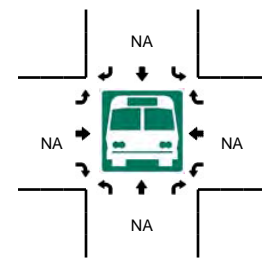
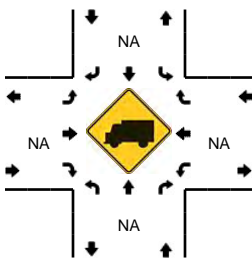
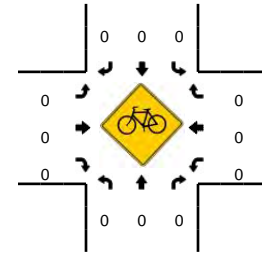
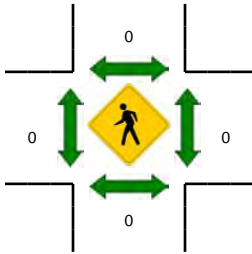
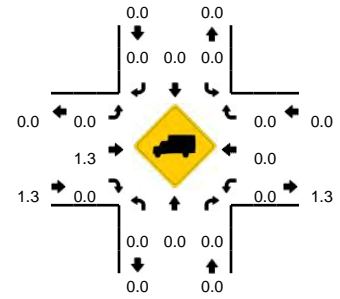


LOCATION: Entrance To Ranger Station -- Lytle Creek Rd
CITY/STATE: Lytle Creek, CA

QC JOB #: 13862901
DATE: Tue, Jul 26 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:00 AM -- 7:15 AM

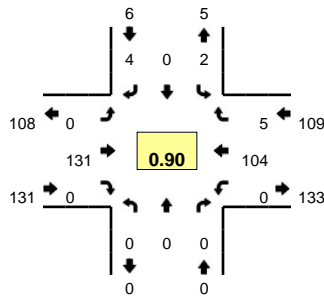


15-Min Count Period Beginning At	Entrance To Ranger Station (Northbound)				Entrance To Ranger Station (Southbound)				Lytle Creek Rd (Eastbound)				Lytle Creek Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	23	0	0	0	4	1	0	28	
7:15 AM	0	0	0	0	0	0	0	0	0	19	0	0	0	9	0	0	28	
7:30 AM	0	0	0	0	0	0	0	0	0	22	0	0	0	5	1	0	28	
7:45 AM	0	0	0	0	0	0	1	0	0	16	0	0	0	8	1	0	26	110
8:00 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	9	2	0	28	110
8:15 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	9	1	0	27	109
8:30 AM	0	0	0	0	1	0	1	0	0	12	0	0	0	8	4	0	26	107
8:45 AM	0	0	0	0	0	0	1	0	0	11	0	0	0	9	1	0	22	103
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	0	0	0	92	0	0	0	16	4	0	112	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

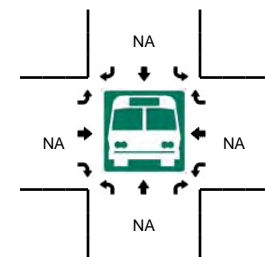
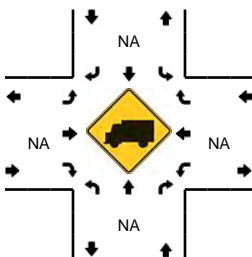
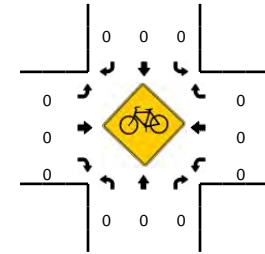
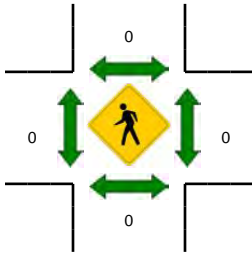
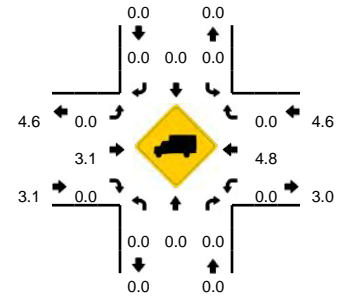
Comments:

LOCATION: Entrance To Ranger Station -- Lytle Creek Rd
CITY/STATE: Lytle Creek, CA

QC JOB #: 13862902
DATE: Tue, Jul 26 2016



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

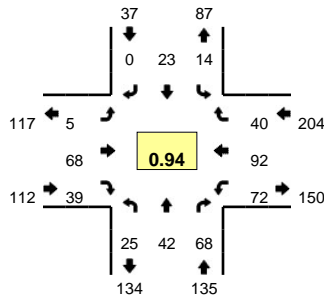


15-Min Count Period Beginning At	Entrance To Ranger Station (Northbound)				Entrance To Ranger Station (Southbound)				Lytle Creek Rd (Eastbound)				Lytle Creek Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	3	0	0	28	0	0	0	24	3	0	58	
4:15 PM	0	0	0	0	0	0	1	0	0	31	0	0	0	28	1	0	61	
4:30 PM	0	0	0	0	1	0	0	0	0	40	0	0	0	27	0	0	68	
4:45 PM	0	0	0	0	1	0	0	0	0	32	0	0	0	25	1	0	59	246
5:00 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	37	0	0	53	241
5:15 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	30	0	0	53	233
5:30 PM	0	0	0	0	1	0	0	0	0	10	0	0	0	36	0	0	47	212
5:45 PM	0	0	0	0	1	0	1	0	0	20	0	0	0	34	2	0	58	211
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	4	0	0	0	0	160	0	0	0	108	0	0	272	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	0	12	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

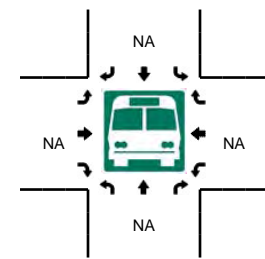
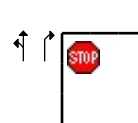
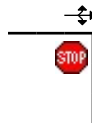
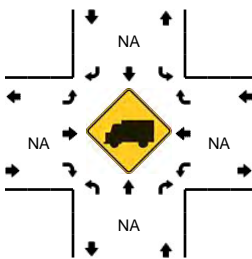
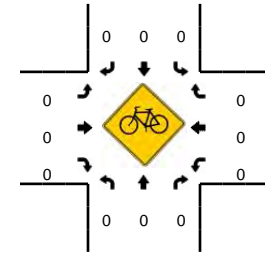
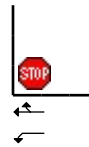
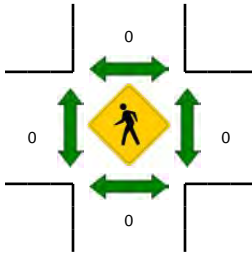
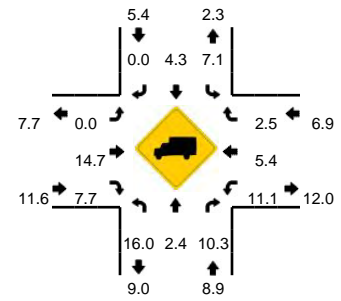
Comments:

LOCATION: SH 173 -- Lakes Edge Rd
CITY/STATE: Lake Arrowhead, CA

QC JOB #: 13863001
DATE: Tue, Aug 30 2016



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

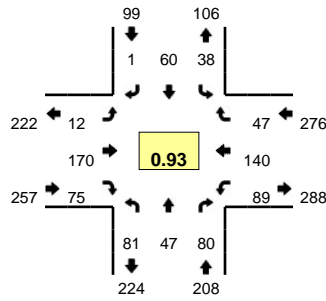


15-Min Count Period Beginning At	SH 173 (Northbound)				SH 173 (Southbound)				Lakes Edge Rd (Eastbound)				Lakes Edge Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	5	21	0	0	1	0	0	0	12	12	0	21	10	1	0	87	
7:15 AM	4	3	16	0	2	1	0	0	0	6	6	0	17	16	3	0	74	
7:30 AM	6	6	22	0	2	2	1	0	0	16	8	0	29	14	5	1	112	
7:45 AM	13	7	20	0	3	2	0	0	2	16	15	0	15	23	10	0	126	399
8:00 AM	5	14	21	0	5	5	0	0	1	17	8	0	20	19	15	0	130	442
8:15 AM	4	4	18	0	6	4	0	0	2	22	9	0	19	20	8	0	116	484
8:30 AM	4	12	14	0	2	4	0	0	1	15	12	0	15	29	7	0	115	487
8:45 AM	12	12	15	0	1	10	0	0	1	14	10	0	18	24	10	0	127	488
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	56	84	0	20	20	0	0	4	68	32	0	80	76	60	0	520	
Heavy Trucks	4	0	8		0	0	0		0	12	0		16	4	4		48	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

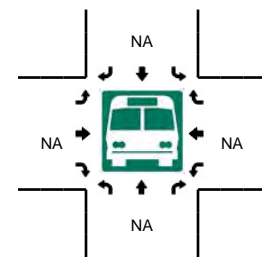
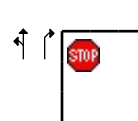
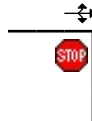
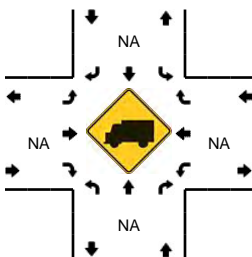
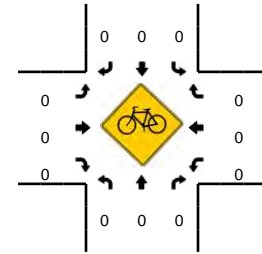
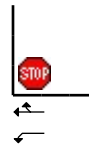
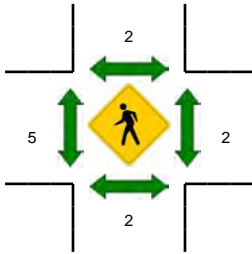
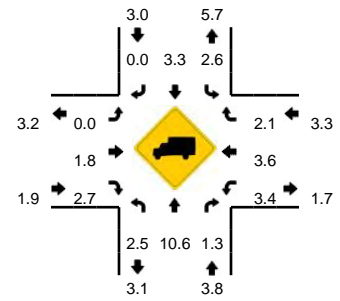
Comments:

LOCATION: SH 173 -- Lakes Edge Rd
CITY/STATE: Lake Arrowhead, CA

QC JOB #: 13863002
DATE: Tue, Aug 30 2016



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

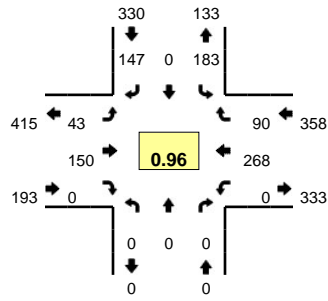


15-Min Count Period Beginning At	SH 173 (Northbound)				SH 173 (Southbound)				Lakes Edge Rd (Eastbound)				Lakes Edge Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	20	13	24	0	7	12	0	0	2	42	21	0	27	34	16	0	218	
4:15 PM	17	12	11	0	12	18	0	0	4	42	14	0	23	33	12	0	198	
4:30 PM	22	11	24	0	10	22	1	0	4	41	19	0	23	36	13	0	226	
4:45 PM	22	11	21	0	9	8	0	0	2	45	21	0	16	37	6	0	198	840
5:00 PM	13	8	16	0	6	13	0	0	4	51	18	0	22	25	8	0	184	806
5:15 PM	8	14	12	0	11	16	2	0	4	47	24	0	32	19	8	0	197	805
5:30 PM	12	5	21	0	17	9	1	0	1	30	13	0	15	21	7	0	152	731
5:45 PM	15	9	20	0	10	10	1	0	1	24	23	0	16	32	10	0	171	704
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	88	44	96	0	40	88	4	0	16	164	76	0	92	144	52	0	904	
Heavy Trucks	0	0	4		0	8	0		0	4	4		4	0	0		24	
Pedestrians		0				0				4				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

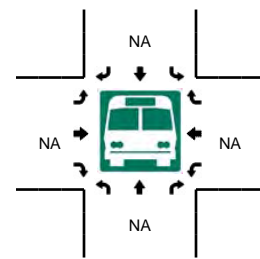
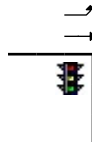
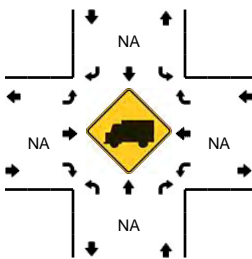
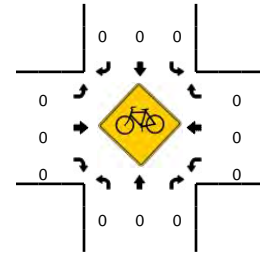
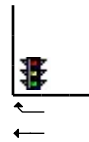
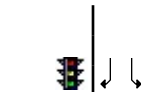
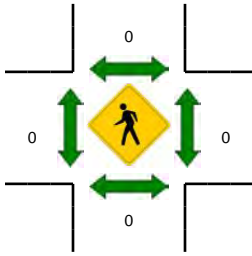
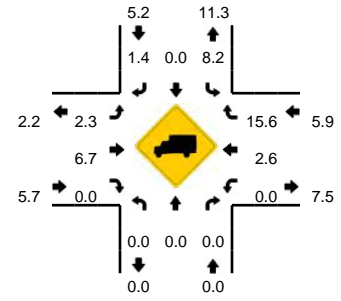
Comments:

LOCATION: Lake Gregory Dr -- SH 18
CITY/STATE: Crestline, CA

QC JOB #: 13863005
DATE: Tue, Aug 30 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

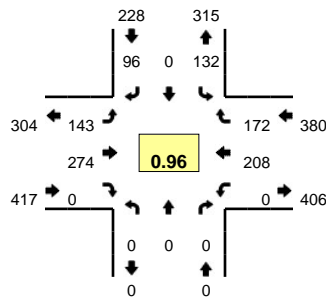


15-Min Count Period Beginning At	Lake Gregory Dr (Northbound)				Lake Gregory Dr (Southbound)				SH 18 (Eastbound)				SH 18 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	28	0	41	0	15	27	0	0	0	76	23	0	210	
7:15 AM	0	0	0	0	43	0	33	0	11	30	0	0	0	69	26	0	212	
7:30 AM	0	0	0	0	45	0	44	0	10	49	0	0	0	60	21	0	229	
7:45 AM	0	0	0	0	67	0	29	0	7	44	0	0	0	63	20	0	230	881
8:00 AM	0	0	0	0	44	0	33	0	8	46	0	0	0	60	18	1	210	881
8:15 AM	0	0	0	0	39	0	26	0	9	37	0	0	0	58	20	0	189	858
8:30 AM	0	0	0	0	57	0	20	0	20	43	0	0	0	66	18	0	224	853
8:45 AM	0	0	0	0	44	0	25	0	18	44	0	0	0	60	23	0	214	837
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	268	0	116	0	28	176	0	0	0	252	80	0	920	
Heavy Trucks	0	0	0	0	16	0	0	0	0	4	0	0	0	8	28	0	56	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

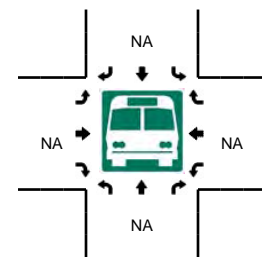
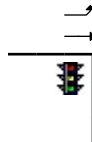
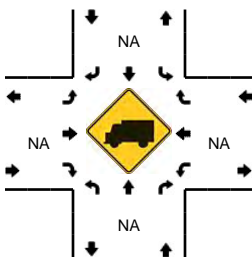
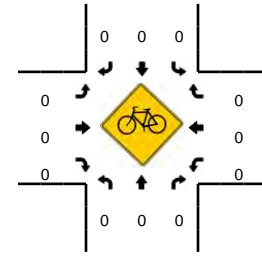
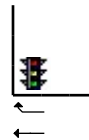
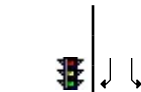
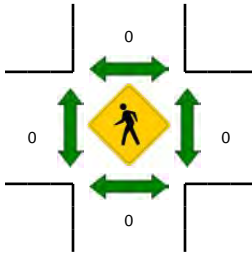
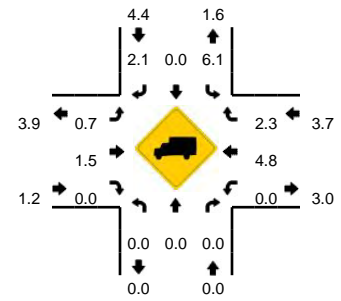
Comments:

LOCATION: Lake Gregory Dr -- SH 18
CITY/STATE: Crestline, CA

QC JOB #: 13863006
DATE: Tue, Aug 30 2016



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

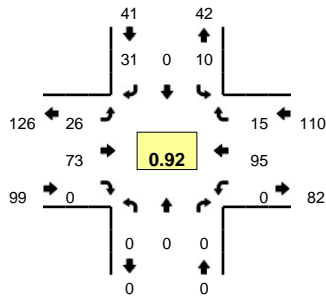


15-Min Count Period Beginning At	Lake Gregory Dr (Northbound)				Lake Gregory Dr (Southbound)				SH 18 (Eastbound)				SH 18 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	24	0	19	0	32	71	0	0	0	58	38	0	242	
4:15 PM	0	0	0	0	26	0	16	0	23	70	0	0	0	48	54	0	237	
4:30 PM	0	0	0	0	38	0	20	0	30	68	0	0	0	46	38	0	240	
4:45 PM	0	0	0	0	19	0	33	0	33	62	0	0	0	56	41	0	244	963
5:00 PM	0	0	0	0	34	0	28	0	33	64	0	0	0	52	51	0	262	983
5:15 PM	0	0	0	0	45	0	23	0	32	74	0	0	0	48	46	0	268	1014
5:30 PM	0	0	0	0	34	0	12	0	45	74	0	0	0	52	34	0	251	1025
5:45 PM	0	0	0	0	30	0	18	0	40	76	0	0	0	39	29	0	232	1013
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	180	0	92	0	128	296	0	0	0	192	184	0	1072	
Heavy Trucks	0	0	0	0	16	0	4	0	0	4	0	0	0	0	0	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

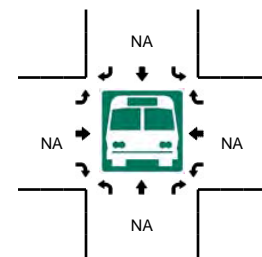
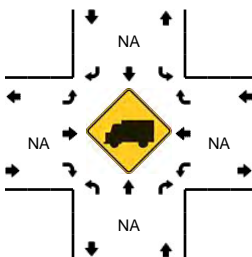
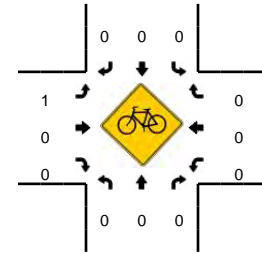
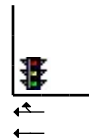
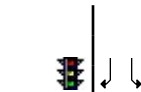
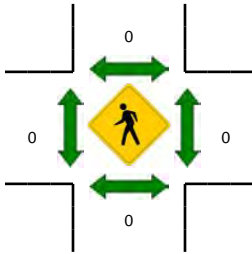
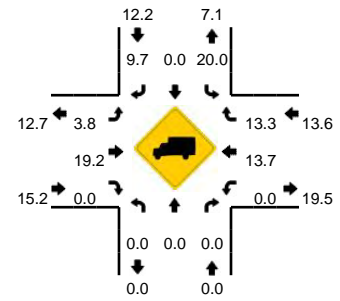
Comments:

LOCATION: Shore Dr -- Big Bear Blvd
CITY/STATE: San Bernardino, CA

QC JOB #: 13863007
DATE: Tue, Aug 30 2016



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM



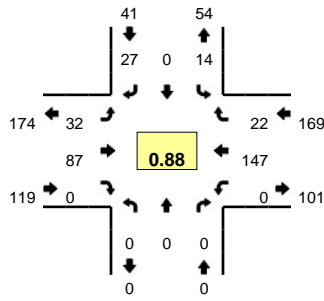
15-Min Count Period Beginning At	Shore Dr (Northbound)				Shore Dr (Southbound)				Big Bear Blvd (Eastbound)				Big Bear Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	2	0	11	0	3	16	0	0	0	17	2	0	51	
7:15 AM	0	0	0	0	0	0	7	0	0	26	0	0	0	22	3	0	58	
7:30 AM	0	0	0	0	1	0	10	0	3	22	0	0	0	24	2	0	62	
7:45 AM	0	0	0	0	0	0	5	0	10	21	0	0	0	19	4	0	59	230
8:00 AM	0	0	0	0	2	0	5	0	6	22	0	0	0	23	3	0	61	240
8:15 AM	0	0	0	0	3	0	6	0	4	11	0	0	0	29	2	0	55	237
8:30 AM	0	0	0	0	1	0	12	0	9	20	0	0	0	18	6	0	66	241
8:45 AM	0	0	0	0	3	0	8	1	7	20	0	0	0	25	4	0	68	250

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	12	0	32	4	28	80	0	0	0	100	16	0	272
Heavy Trucks	0	0	0	0	4	0	0	0	0	12	0	0	0	8	0	0	24
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

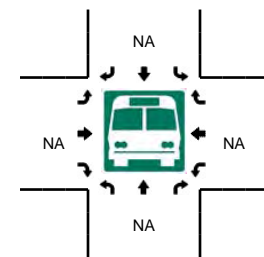
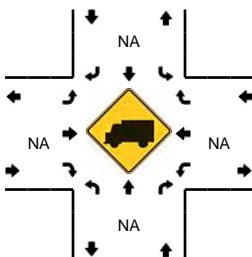
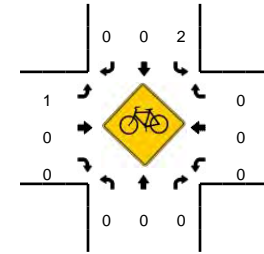
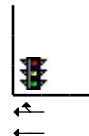
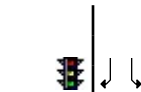
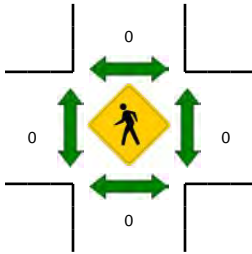
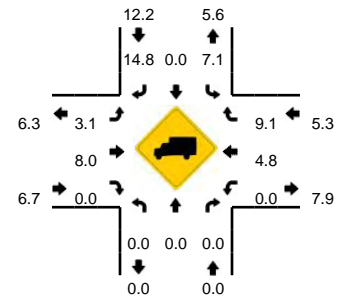
Comments:

LOCATION: Shore Dr -- Big Bear Blvd
CITY/STATE: San Bernardino, CA

QC JOB #: 13863008
DATE: Tue, Aug 30 2016



Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

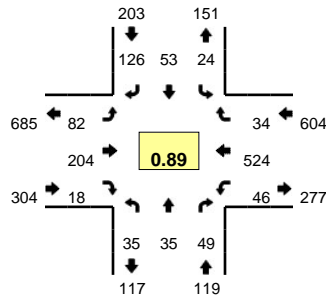


15-Min Count Period Beginning At	Shore Dr (Northbound)				Shore Dr (Southbound)				Big Bear Blvd (Eastbound)				Big Bear Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	5	0	6	0	8	20	0	0	0	24	3	0	66	
4:15 PM	0	0	0	0	4	0	4	0	8	20	0	0	0	37	6	0	79	
4:30 PM	0	0	0	0	4	0	5	0	8	18	0	0	0	34	2	0	71	
4:45 PM	0	0	0	0	3	0	11	0	5	29	0	0	0	41	5	0	94	310
5:00 PM	0	0	0	0	3	0	7	0	11	20	0	0	0	35	9	0	85	329
5:15 PM	0	0	0	0	0	0	8	0	3	21	0	0	0	19	1	1	53	303
5:30 PM	0	0	0	0	3	0	4	0	4	22	0	0	0	18	4	0	55	287
5:45 PM	0	0	0	0	4	0	10	0	4	19	0	0	0	18	3	0	58	251
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	12	0	44	0	20	116	0	0	0	164	20	0	376	
Heavy Trucks	0	0	0	0	0	0	8	0	0	20	0	0	0	16	0	0	44	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

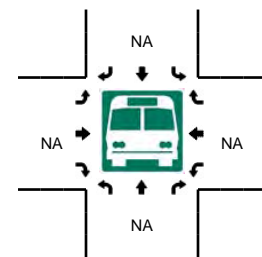
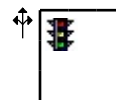
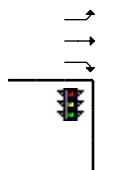
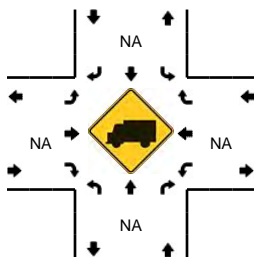
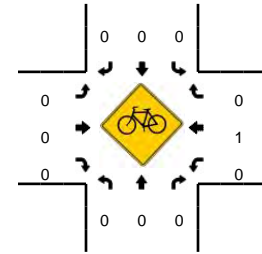
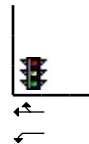
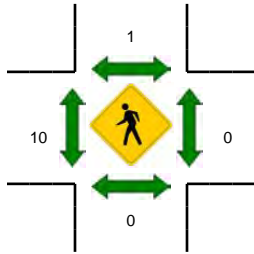
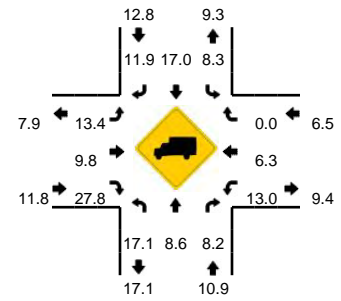
Comments:

LOCATION: Division Dr -- Big Bear Blvd
CITY/STATE: Big Bear, CA

QC JOB #: 13863009
DATE: Tue, Aug 30 2016



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

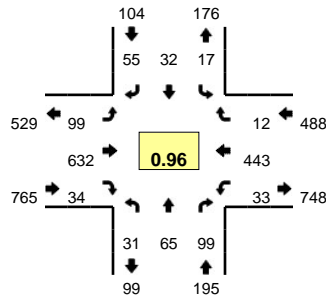


15-Min Count Period Beginning At	Division Dr (Northbound)				Division Dr (Southbound)				Big Bear Blvd (Eastbound)				Big Bear Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	5	12	0	6	2	17	0	15	41	1	0	8	115	6	0	231	
7:15 AM	10	5	6	0	0	10	21	0	14	33	5	0	12	170	9	0	295	
7:30 AM	9	9	0	0	4	7	11	0	20	64	4	0	8	111	6	0	253	
7:45 AM	10	12	15	0	4	14	38	0	16	43	6	0	15	166	7	0	346	1125
8:00 AM	11	7	9	0	9	18	36	0	16	50	4	0	11	129	8	0	308	1202
8:15 AM	8	8	13	0	7	14	28	0	21	50	5	0	9	114	5	0	282	1189
8:30 AM	6	8	12	0	4	7	24	0	29	61	3	0	11	115	14	0	294	1230
8:45 AM	9	6	9	0	8	14	20	0	21	65	4	0	12	126	20	0	314	1198
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	48	60	0	16	56	152	0	64	172	24	0	60	664	28	0	1384	
Heavy Trucks	0	0	0		0	0	20		8	16	8		12	36	0		100	
Pedestrians										16				0			16	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

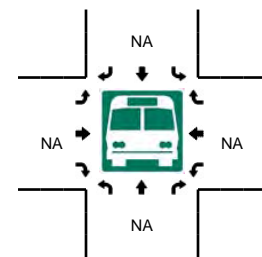
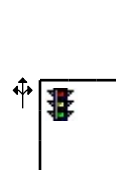
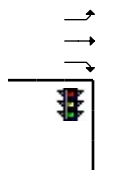
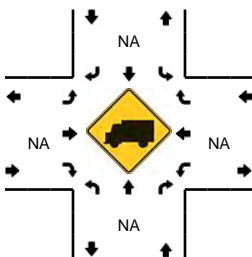
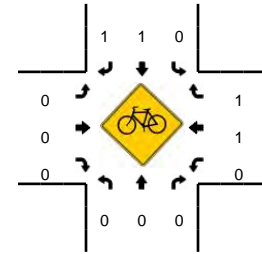
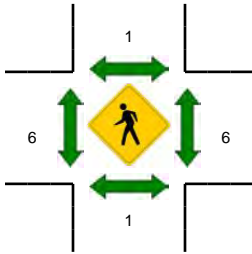
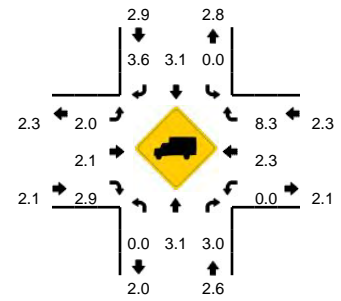
Comments:

LOCATION: Division Dr -- Big Bear Blvd
CITY/STATE: Big Bear, CA

QC JOB #: 13863010
DATE: Tue, Aug 30 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

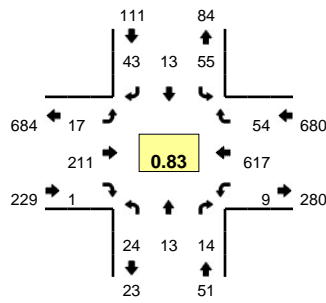


15-Min Count Period Beginning At	Division Dr (Northbound)				Division Dr (Southbound)				Big Bear Blvd (Eastbound)				Big Bear Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	13	20	0	5	8	15	0	21	164	8	0	13	116	6	0	392	
4:15 PM	7	7	17	0	11	10	15	0	24	169	8	0	9	102	5	0	384	
4:30 PM	9	16	12	0	5	6	13	0	27	144	7	0	4	121	4	0	368	
4:45 PM	9	10	16	0	3	7	15	0	24	154	11	0	14	122	1	0	386	1530
5:00 PM	8	19	26	0	7	11	14	0	23	174	12	0	8	102	1	0	405	1543
5:15 PM	5	20	45	0	2	8	13	0	25	160	4	0	7	98	6	0	393	1552
5:30 PM	7	8	24	0	7	6	10	0	24	160	4	0	5	84	2	0	341	1525
5:45 PM	9	8	8	0	4	5	11	0	21	138	2	0	5	88	2	0	301	1440
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	32	76	104	0	28	44	56	0	92	696	48	0	32	408	4	0	1620	
Heavy Trucks	0	4	4		0	0	4		0	20	0		0	8	0		40	
Pedestrians		0				0				8				12			20	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

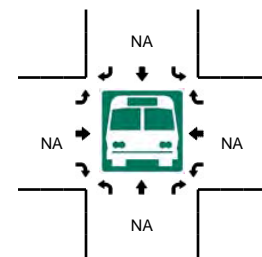
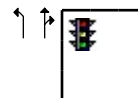
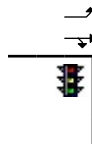
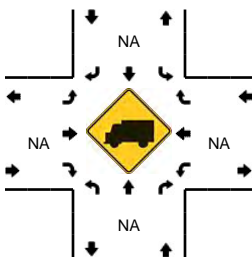
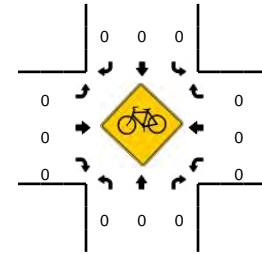
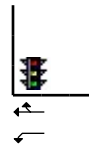
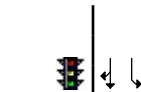
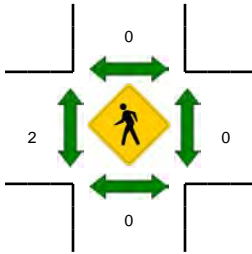
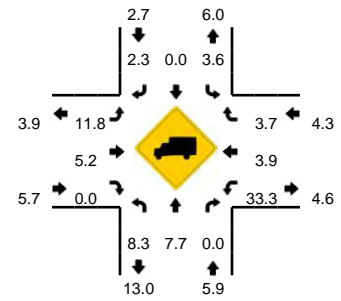
Comments:

LOCATION: Sierra Ave (Greenway Dr.) -- Big Bear Blvd
CITY/STATE: Big Bear, CA

QC JOB #: 13863011
DATE: Tue, Aug 30 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

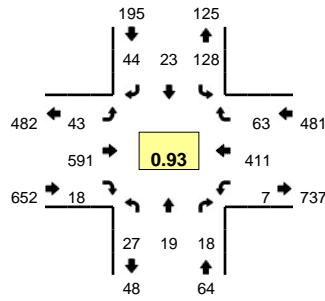


15-Min Count Period Beginning At	Sierra Ave (Greenway Dr.) (Northbound)				Sierra Ave (Greenway Dr.) (Southbound)				Big Bear Blvd (Eastbound)				Big Bear Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	2	6	0	25	0	8	0	2	83	0	0	1	134	14	0	277	
7:15 AM	5	4	1	0	9	5	11	0	5	27	1	0	3	165	11	0	247	
7:30 AM	7	4	3	0	9	2	10	0	2	46	0	0	2	128	13	0	226	
7:45 AM	10	3	4	0	12	6	14	0	8	55	0	0	3	190	16	0	321	1071
8:00 AM	2	4	4	0	19	1	12	0	6	51	2	0	3	120	13	0	237	1031
8:15 AM	7	1	2	0	24	2	13	0	6	48	1	0	6	117	8	0	235	1019
8:30 AM	5	0	2	0	11	1	9	0	1	66	2	0	4	138	9	0	248	1041
8:45 AM	4	1	1	0	17	1	11	0	6	64	1	0	2	174	12	0	294	1014
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	12	16	0	48	24	56	0	32	220	0	0	12	760	64	0	1284	
Heavy Trucks	0	0	0		4	0	4		4	8	0		8	32	4		64	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

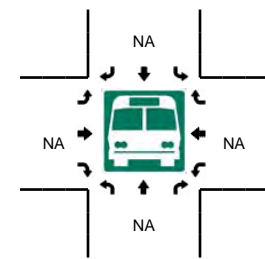
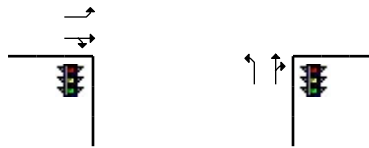
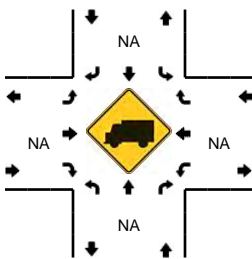
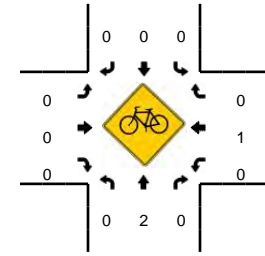
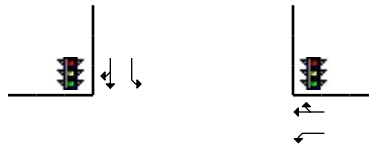
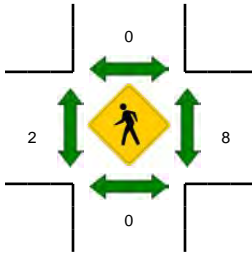
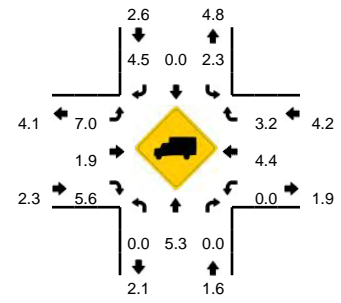
Comments:

LOCATION: Sierra Ave (Greenway Dr.) -- Big Bear Blvd
CITY/STATE: Big Bear, CA

QC JOB #: 13863012
DATE: Tue, Aug 30 2016



Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

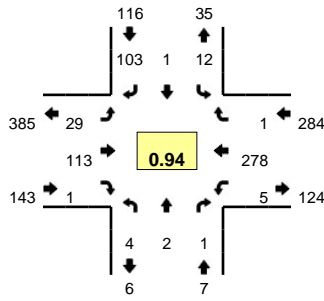


15-Min Count Period Beginning At	Sierra Ave (Greenway Dr.) (Northbound)				Sierra Ave (Greenway Dr.) (Southbound)				Big Bear Blvd (Eastbound)				Big Bear Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	4	4	0	43	3	14	0	13	139	4	0	4	90	19	0	342	
4:15 PM	8	7	5	0	35	8	11	0	16	151	5	0	3	92	16	0	357	
4:30 PM	6	2	4	0	35	4	13	0	11	133	4	0	2	111	14	0	339	
4:45 PM	9	4	7	0	29	2	11	0	10	131	4	0	0	100	16	0	323	1361
5:00 PM	4	6	2	0	29	9	9	0	6	176	5	0	2	108	17	0	373	1392
5:15 PM	1	4	6	0	34	1	7	0	10	180	2	0	1	76	10	0	332	1367
5:30 PM	5	4	4	0	30	2	6	0	9	173	5	0	5	98	16	0	357	1385
5:45 PM	2	2	6	0	26	2	5	0	8	126	7	0	1	82	9	0	276	1338
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	24	8	0	116	36	36	0	24	704	20	0	8	432	68	0	1492	
Heavy Trucks	0	0	0		0	0	4		4	12	0		0	36	4		60	
Pedestrians		0				0				0				20			20	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

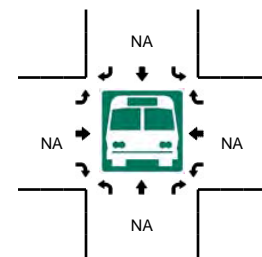
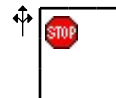
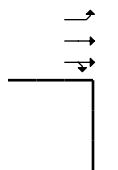
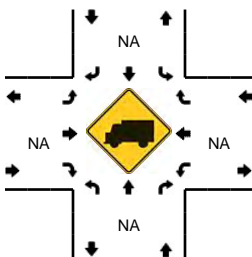
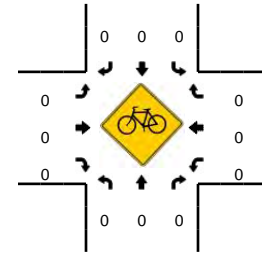
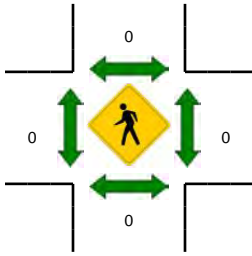
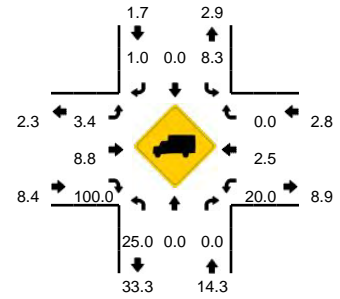
Comments:

LOCATION: Live Oak Dr/Old City Creek Rd -- City Creek Rd
CITY/STATE: San Bernardino, CA

QC JOB #: 13863013
DATE: Tue, Aug 30 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

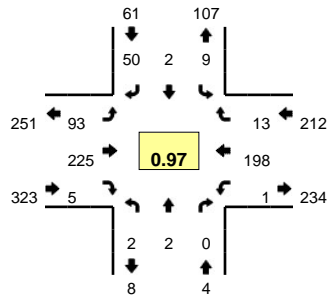


15-Min Count Period Beginning At	Live Oak Dr/Old City Creek Rd (Northbound)				Live Oak Dr/Old City Creek Rd (Southbound)				City Creek Rd (Eastbound)				City Creek Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	0	0	1	0	23	0	4	30	1	0	1	68	0	0	129	
7:15 AM	1	0	1	0	2	0	26	0	6	30	0	0	2	79	0	0	147	
7:30 AM	1	0	0	0	1	0	25	3	10	25	0	0	1	64	1	0	131	
7:45 AM	2	1	0	0	5	1	29	0	9	28	0	0	0	67	0	1	143	550
8:00 AM	3	2	0	0	1	1	12	0	9	39	0	0	0	57	2	0	126	547
8:15 AM	3	0	1	0	4	0	26	1	7	33	0	0	1	58	3	1	138	538
8:30 AM	2	1	0	0	0	1	24	0	9	20	2	0	1	57	3	0	120	527
8:45 AM	0	1	0	0	1	0	21	0	5	45	0	0	0	43	1	0	117	501
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	0	4	0	8	0	104	0	24	120	0	0	8	316	0	0	588	
Heavy Trucks	0	0	0		4	0	0		0	24	0		0	4	0		32	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

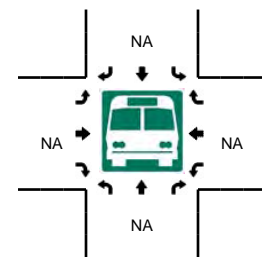
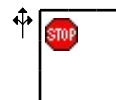
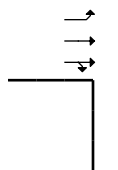
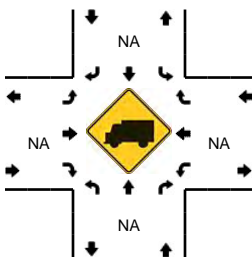
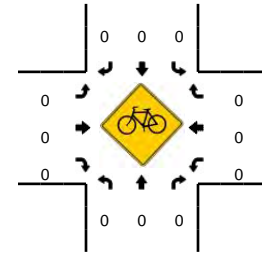
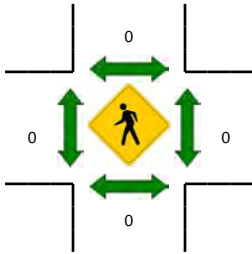
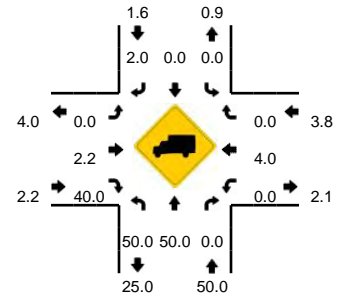
Comments:

LOCATION: Live Oak Dr/Old City Creek Rd -- City Creek Rd
CITY/STATE: San Bernardino, CA

QC JOB #: 13863014
DATE: Tue, Aug 30 2016



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

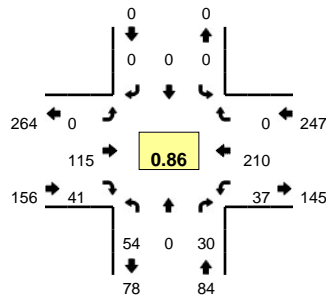


15-Min Count Period Beginning At	Live Oak Dr/Old City Creek Rd (Northbound)				Live Oak Dr/Old City Creek Rd (Southbound)				City Creek Rd (Eastbound)				City Creek Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	4	0	15	0	26	54	0	0	0	49	2	0	150	
4:15 PM	1	0	0	0	1	1	20	0	17	67	1	0	0	45	3	0	156	
4:30 PM	0	0	0	0	2	0	13	0	17	52	0	0	0	35	1	0	120	
4:45 PM	0	1	0	0	1	1	10	0	26	55	2	0	0	46	3	0	145	571
5:00 PM	1	0	0	0	2	1	13	0	14	57	0	0	0	63	3	0	154	575
5:15 PM	1	1	0	0	2	0	17	0	24	53	2	0	0	49	5	0	154	573
5:30 PM	0	0	0	0	4	0	10	0	28	60	1	1	1	40	2	0	147	600
5:45 PM	0	0	0	0	2	0	8	0	29	57	1	0	0	33	2	0	132	587
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	0	0	0	8	4	52	0	56	228	0	0	0	252	12	0	616	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

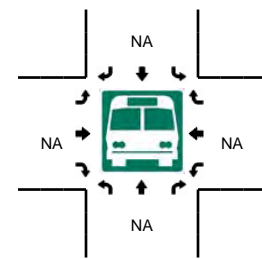
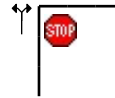
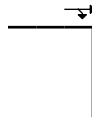
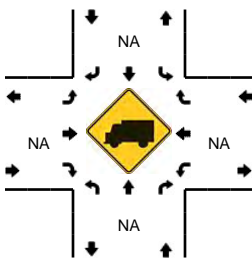
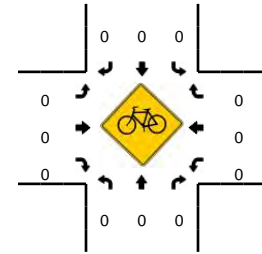
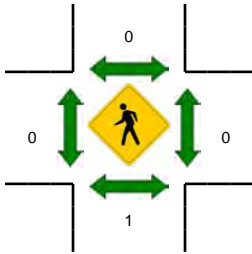
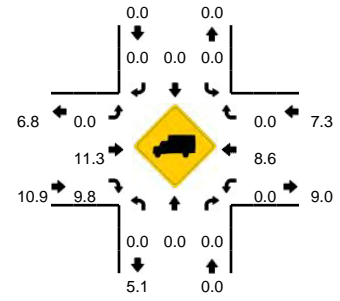
Comments:

LOCATION: Live Oak Dr -- SH 18
CITY/STATE: San Bernardino, CA

QC JOB #: 13863015
DATE: Tue, Aug 30 2016



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

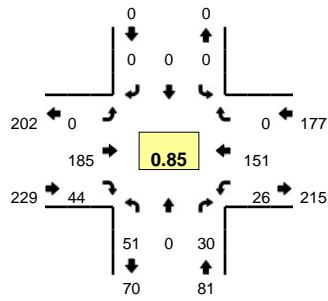


15-Min Count Period Beginning At	Live Oak Dr (Northbound)				Live Oak Dr (Southbound)				SH 18 (Eastbound)				SH 18 (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	12	0	3	0	0	0	0	0	0	21	10	0	8	21	0	0	75		
7:15 AM	5	0	2	0	0	0	0	0	0	24	12	0	11	28	0	0	82		
7:30 AM	12	0	5	0	0	0	0	0	0	25	8	0	10	59	0	0	119		
7:45 AM	8	0	9	0	0	0	0	0	0	18	10	0	12	35	0	0	92	368	
8:00 AM	14	0	11	0	0	0	0	0	0	28	7	0	4	46	0	0	110	403	
8:15 AM	15	0	8	0	0	0	0	0	0	40	13	0	12	53	0	0	141	462	
8:30 AM	10	0	3	0	0	0	0	0	0	24	11	0	16	54	0	0	118	461	
8:45 AM	15	0	8	0	0	0	0	0	0	23	10	0	5	57	0	0	118	487	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	60	0	32	0	0	0	0	0	0	160	52	0	48	212	0	0	564		
Heavy Trucks	0	0	0	0	0	0	0	0	0	16	8	0	0	8	0	0	32		
Pedestrians		4				0				0				0			4		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Railroad																	0		
Stopped Buses																			

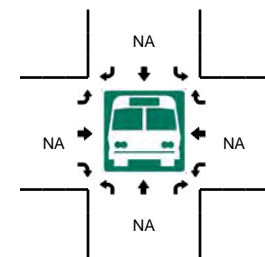
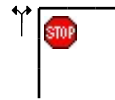
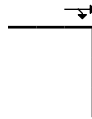
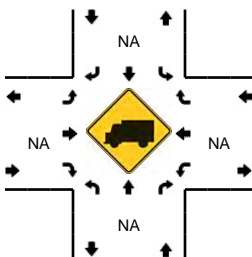
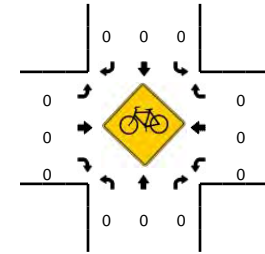
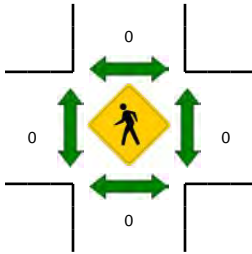
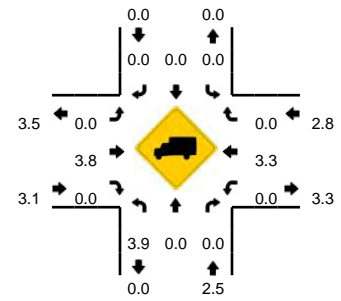
Comments:

LOCATION: Live Oak Dr -- SH 18
CITY/STATE: San Bernardino, CA

QC JOB #: 13863016
DATE: Tue, Aug 30 2016



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

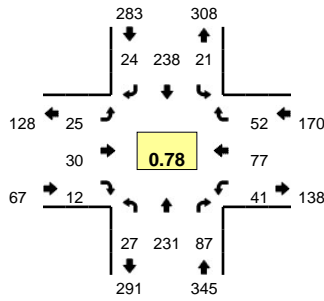


15-Min Count Period Beginning At	Live Oak Dr (Northbound)				Live Oak Dr (Southbound)				SH 18 (Eastbound)				SH 18 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	13	0	10	0	0	0	0	0	0	56	14	0	7	39	0	0	139	
4:15 PM	11	0	6	0	0	0	0	0	0	41	11	0	7	31	0	0	107	
4:30 PM	7	0	9	0	0	0	0	0	0	41	7	0	6	27	0	0	97	
4:45 PM	9	0	9	0	0	0	0	0	0	43	14	0	5	25	0	0	105	448
5:00 PM	11	0	7	0	0	0	0	0	0	41	9	0	10	40	0	0	118	427
5:15 PM	14	0	6	0	0	0	0	0	0	53	15	0	6	49	0	0	143	463
5:30 PM	17	0	8	0	0	0	0	0	0	48	6	0	5	37	0	0	121	487
5:45 PM	11	0	12	0	0	0	0	0	0	40	7	0	6	29	0	0	105	487
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	56	0	24	0	0	0	0	0	0	212	60	0	24	196	0	0	572	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	12	0	0	20	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

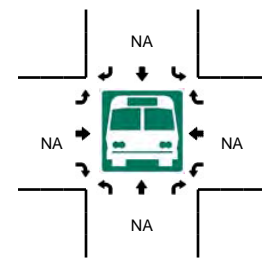
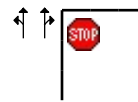
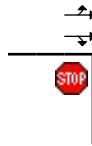
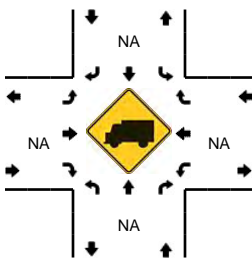
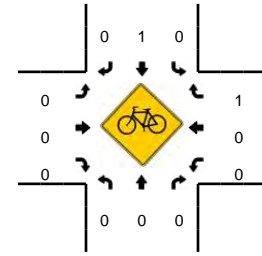
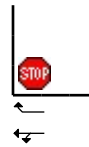
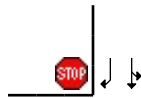
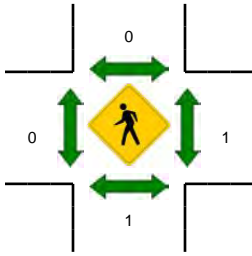
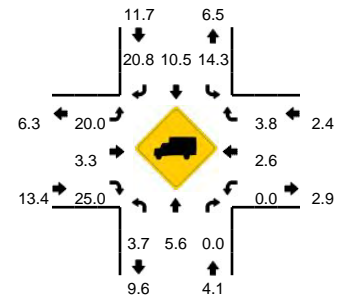
Comments:

LOCATION: End Ave -- Francis Ave
CITY/STATE: Chino, CA

QC JOB #: 13917601
DATE: Thu, Sep 29 2016



Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

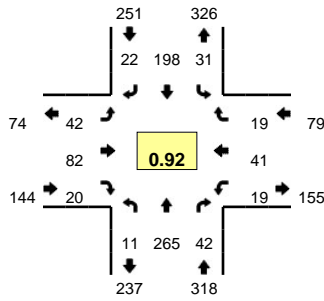


15-Min Count Period Beginning At	End Ave (Northbound)				End Ave (Southbound)				Francis Ave (Eastbound)				Francis Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	35	7	0	2	42	3	0	5	8	4	0	11	16	9	0	147	
7:15 AM	7	37	23	0	5	57	4	0	3	6	4	0	11	17	9	0	183	
7:30 AM	10	72	34	0	7	74	6	0	9	7	1	0	14	23	19	0	276	
7:45 AM	6	72	11	0	3	47	8	0	6	7	4	0	10	24	10	0	208	814
8:00 AM	4	50	19	0	6	60	6	0	7	10	3	0	6	13	14	0	198	865
8:15 AM	4	53	2	0	0	41	6	0	4	9	2	0	3	13	5	0	142	824
8:30 AM	7	43	2	0	1	45	4	0	2	4	2	0	7	12	8	0	137	685
8:45 AM	5	39	1	0	3	25	5	0	3	2	3	0	6	6	4	0	102	579
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	288	136	0	28	296	24	0	36	28	4	0	56	92	76	0	1104	
Heavy Trucks	0	20	0		0	24	4		0	0	0		0	0	4		52	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

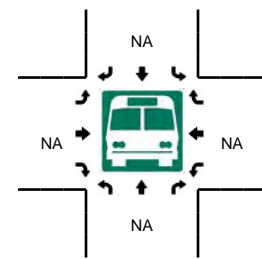
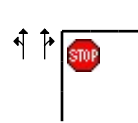
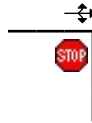
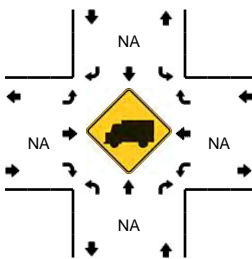
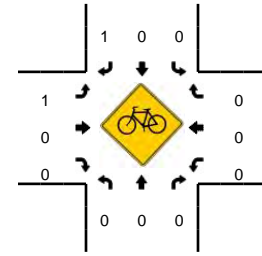
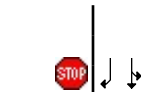
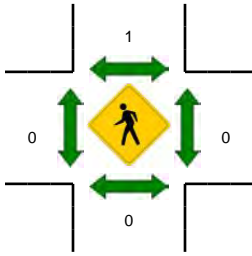
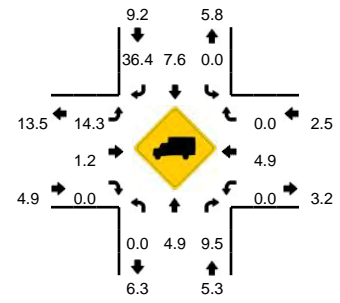
Comments:

LOCATION: End Ave -- Francis Ave
CITY/STATE: Chino, CA

QC JOB #: 13917602
DATE: Wed, Nov 09 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

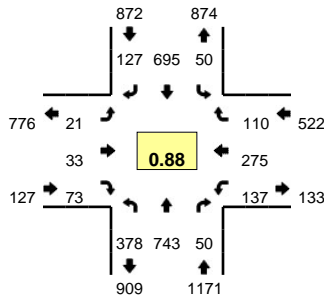


15-Min Count Period Beginning At	End Ave (Northbound)				End Ave (Southbound)				Francis Ave (Eastbound)				Francis Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	74	8	0	7	49	3	0	3	13	3	0	8	11	7	0	186	
4:15 PM	5	68	10	0	2	51	12	0	10	14	4	0	6	6	3	0	191	
4:30 PM	2	77	12	0	7	55	6	0	9	22	3	0	5	10	7	0	215	
4:45 PM	1	60	7	0	8	44	10	0	15	17	4	0	5	9	6	0	186	778
5:00 PM	7	62	8	0	10	53	4	0	11	21	9	0	3	8	3	0	199	791
5:15 PM	1	66	15	0	6	46	2	0	7	22	4	0	6	14	3	0	192	792
5:30 PM	2	66	5	0	2	46	9	0	9	19	3	1	8	10	3	0	183	760
5:45 PM	5	49	4	1	6	49	5	0	7	15	7	0	2	7	5	0	162	736
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	308	48	0	28	220	24	0	36	88	12	0	20	40	28	0	860	
Heavy Trucks	0	20	4		0	16	12		12	4	0		0	4	0		72	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		1	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

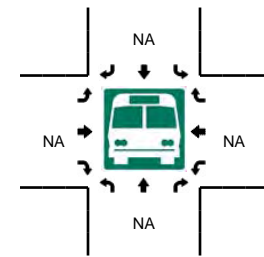
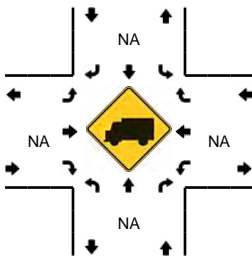
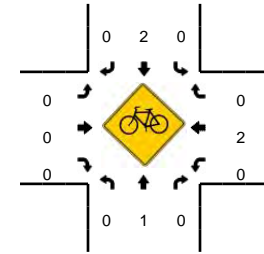
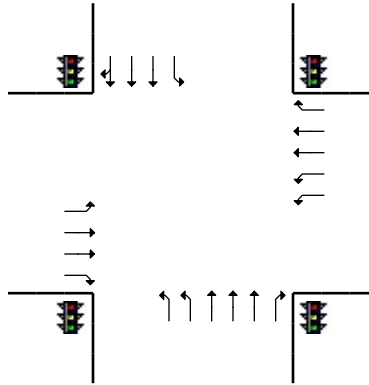
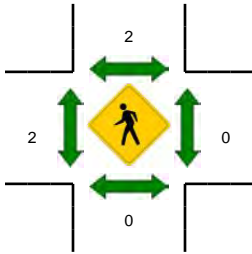
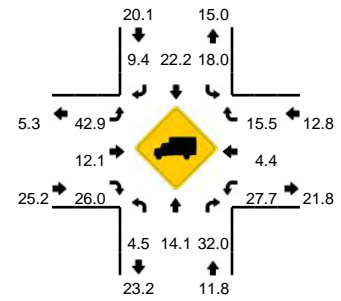
Comments:

LOCATION: Etiwanda Ave -- Valley Blvd
CITY/STATE: Ontario, CA

QC JOB #: 13917603
DATE: Thu, Sep 29 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

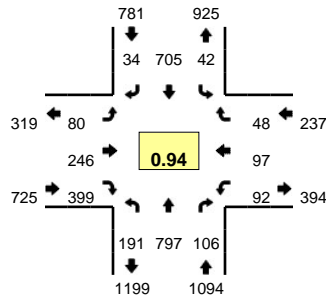


15-Min Count Period Beginning At	Etiwanda Ave (Northbound)				Etiwanda Ave (Southbound)				Valley Blvd (Eastbound)				Valley Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	71	173	10	2	25	154	29	0	4	12	14	0	20	46	27	0	587	
7:15 AM	85	165	10	1	11	161	23	0	6	4	19	0	33	45	27	0	590	
7:30 AM	98	205	13	1	9	202	40	0	3	7	15	0	42	85	32	0	752	
7:45 AM	120	200	17	0	5	178	35	0	8	10	25	0	42	99	24	0	763	2692
8:00 AM	65	166	8	0	3	141	25	1	1	4	17	0	23	32	14	0	500	2605
8:15 AM	59	154	12	0	4	171	17	0	2	13	20	0	24	26	12	0	514	2529
8:30 AM	89	143	14	0	5	126	10	0	2	8	19	0	25	24	7	0	472	2249
8:45 AM	77	177	16	2	4	117	9	0	3	8	14	0	16	21	8	0	472	1958
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	480	800	68	0	20	712	140	0	32	40	100	0	168	396	96	0	3052	
Heavy Trucks	12	92	24		4	144	8		12	4	24		44	8	4		380	
Pedestrians		0				0				0				0				0
Bicycles		0	1	0		0	0	0		0	0	0		0	2	0		3
Railroad																		
Stopped Buses																		

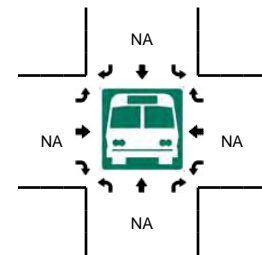
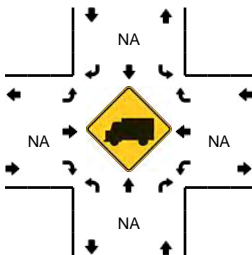
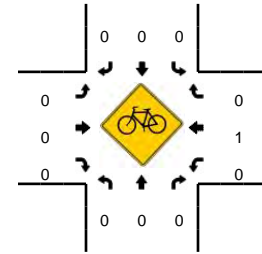
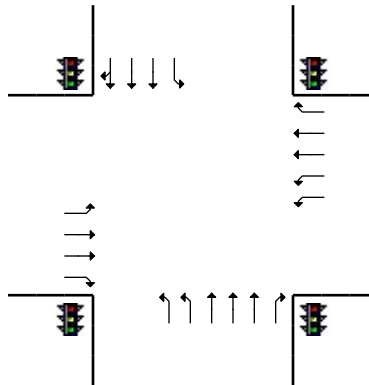
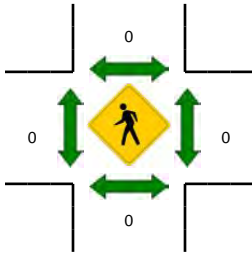
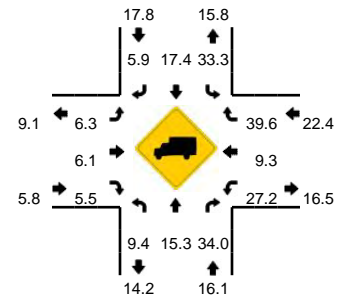
Comments:

LOCATION: Etiwanda Ave -- Valley Blvd
CITY/STATE: Ontario, CA

QC JOB #: 13917604
DATE: Thu, Sep 29 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

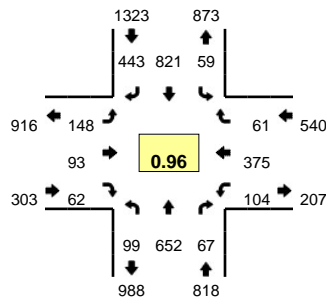


15-Min Count Period Beginning At	Etiwanda Ave (Northbound)				Etiwanda Ave (Southbound)				Valley Blvd (Eastbound)				Valley Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	42	195	26	0	12	183	8	0	17	46	106	0	30	22	14	0	701	
4:15 PM	37	188	35	1	16	168	12	0	15	42	74	0	16	17	12	0	633	
4:30 PM	44	213	21	2	9	174	10	0	24	62	93	0	25	27	14	0	718	
4:45 PM	51	195	33	0	12	156	10	0	13	50	87	0	25	23	15	0	670	2722
5:00 PM	31	176	20	1	11	186	6	0	27	63	121	0	24	19	8	0	693	2714
5:15 PM	62	213	32	0	10	189	8	0	16	71	98	0	18	28	11	0	756	2837
5:30 PM	42	220	14	0	9	157	7	0	20	62	90	0	22	27	20	0	690	2809
5:45 PM	45	185	24	4	9	123	7	0	8	44	60	0	21	18	8	0	556	2695
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	248	852	128	0	40	756	32	0	64	284	392	0	72	112	44	0	3024	
Heavy Trucks	28	100	36		16	128	0		4	20	16		20	8	16		392	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

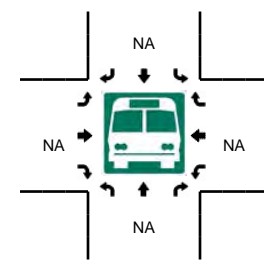
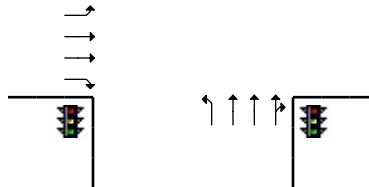
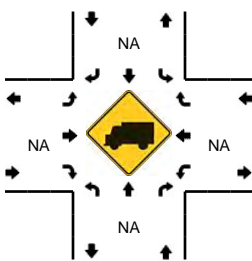
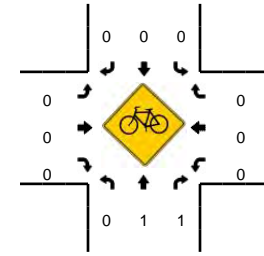
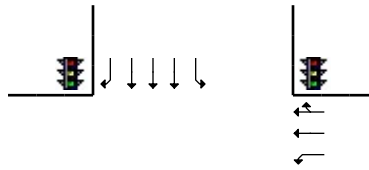
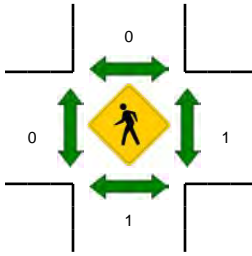
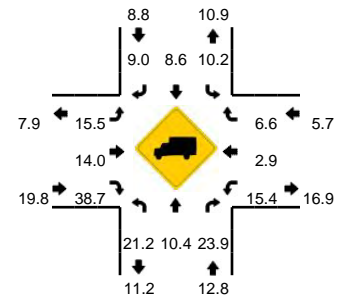
Comments:

LOCATION: Cherry Ave -- San Bernardino Ave
CITY/STATE: Fontana, CA

QC JOB #: 13917605
DATE: Thu, Sep 29 2016



Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

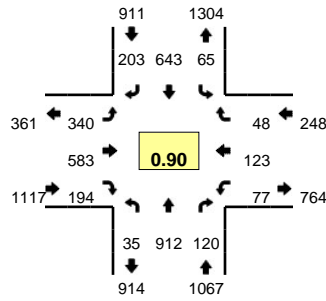


15-Min Count Period Beginning At	Cherry Ave (Northbound)				Cherry Ave (Southbound)				San Bernardino Ave (Eastbound)				San Bernardino Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	12	149	19	0	9	177	90	6	27	29	22	0	30	67	15	0	652	
7:15 AM	17	179	16	0	15	226	93	3	31	22	16	0	40	91	22	0	771	
7:30 AM	34	165	19	0	9	198	140	5	33	20	15	0	17	108	18	0	781	
7:45 AM	26	159	15	0	14	211	136	4	39	24	16	0	23	102	10	0	779	2983
8:00 AM	21	149	17	1	9	186	74	0	45	27	15	0	24	74	11	0	653	2984
8:15 AM	14	147	17	1	9	154	78	5	35	18	12	0	22	53	8	0	573	2786
8:30 AM	8	146	16	0	10	151	54	4	32	13	27	0	18	38	15	0	532	2537
8:45 AM	18	122	15	0	5	146	66	3	32	22	13	0	15	47	3	0	507	2265
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	136	660	76	0	36	792	560	20	132	80	60	0	68	432	72	0	3124	
Heavy Trucks	20	68	12		0	48	16		20	8	24		4	0	8		228	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

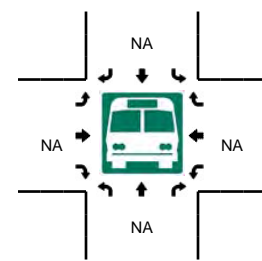
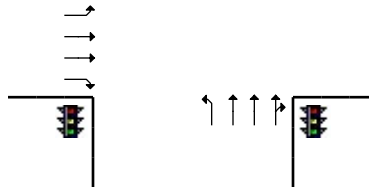
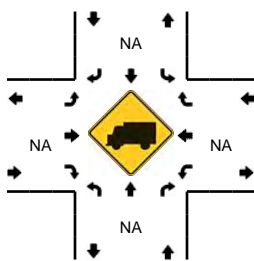
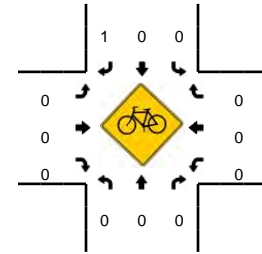
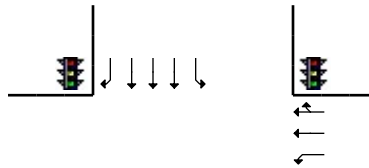
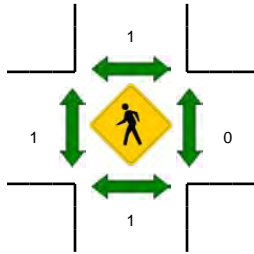
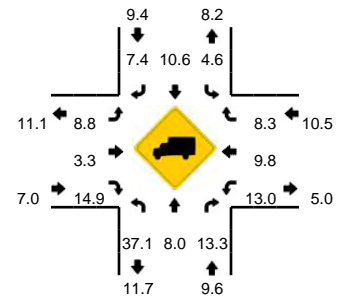
Comments:

LOCATION: Cherry Ave -- San Bernardino Ave
CITY/STATE: Fontana, CA

QC JOB #: 13917606
DATE: Thu, Sep 29 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

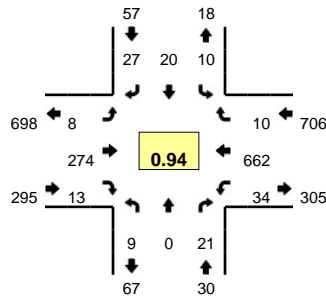


15-Min Count Period Beginning At	Cherry Ave (Northbound)				Cherry Ave (Southbound)				San Bernardino Ave (Eastbound)				San Bernardino Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	214	26	2	16	192	70	2	70	140	49	0	17	37	10	0	854	
4:15 PM	10	259	25	0	18	155	50	0	85	155	42	0	14	42	10	0	865	
4:30 PM	7	213	22	0	20	189	56	1	74	139	45	0	14	31	13	0	824	3301
4:45 PM	9	209	26	0	15	140	35	0	90	135	31	0	26	26	16	0	758	
5:00 PM	9	223	37	0	10	161	64	1	83	132	59	0	19	27	10	0	835	3282
5:15 PM	10	267	35	0	16	153	48	2	93	177	59	0	18	39	9	0	926	3343
5:30 PM	10	245	23	0	10	158	38	0	88	128	33	0	23	49	16	0	821	3340
5:45 PM	11	218	23	0	8	114	45	0	70	101	44	0	15	28	12	0	689	3271
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	1068	140	0	64	612	192	8	372	708	236	0	72	156	36	0	3704	
Heavy Trucks	8	68	20		4	72	20		28	16	16		8	8	4		272	
Pedestrians		0				0				0				0				0
Bicycles		0	0			0	0			0	0			0	0			0
Railroad																		0
Stopped Buses																		0

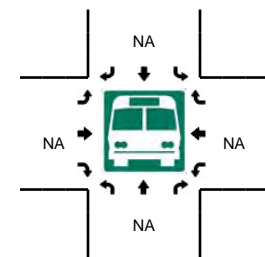
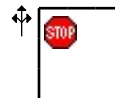
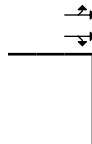
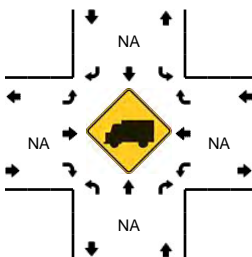
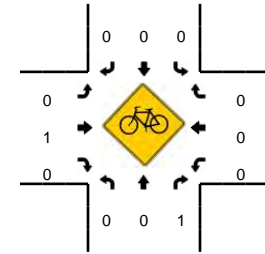
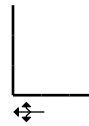
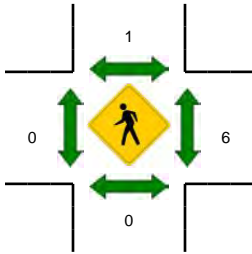
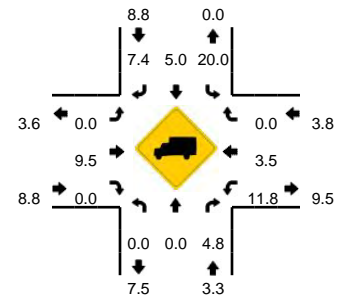
Comments:

LOCATION: Live Oak Ave -- Arrow Blvd
CITY/STATE: Fontana, CA

QC JOB #: 13917607
DATE: Thu, Sep 29 2016



Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

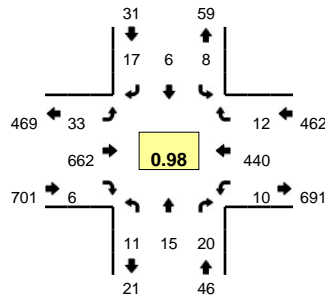


15-Min Count Period Beginning At	Live Oak Ave (Northbound)				Live Oak Ave (Southbound)				Arrow Blvd (Eastbound)				Arrow Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	5	3	0	2	4	5	0	3	56	4	0	7	114	3	0	213	
7:15 AM	3	0	3	0	3	4	7	0	3	50	3	0	4	172	3	0	255	
7:30 AM	2	0	4	0	5	6	5	0	2	59	4	0	7	174	2	0	270	
7:45 AM	2	0	5	0	1	6	11	0	1	80	2	0	9	170	3	0	290	1028
8:00 AM	2	0	9	0	1	4	4	0	2	85	4	0	14	146	2	0	273	1088
8:15 AM	4	3	5	0	3	5	8	0	7	73	3	0	12	124	1	0	248	1081
8:30 AM	1	9	15	0	2	8	7	0	11	54	5	0	12	120	3	0	247	1058
8:45 AM	3	2	2	0	3	2	4	0	1	75	2	0	1	103	3	0	201	969
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	8	0	20	0	4	24	44	0	4	320	8	0	36	680	12	0	1160	
Heavy Trucks	0	0	0		4	0	4		0	8	0		0	20	0		36	
Pedestrians	0	0	0		0	0	0		0	0	0		12	0	0		12	
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1	
Railroad																		
Stopped Buses																		

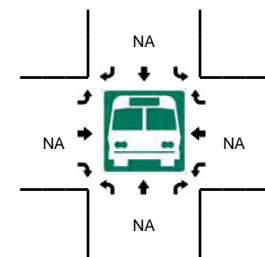
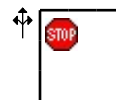
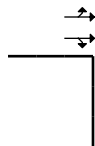
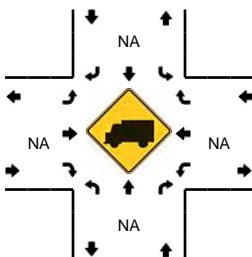
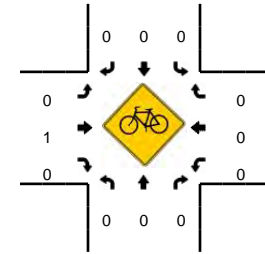
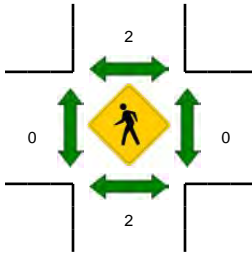
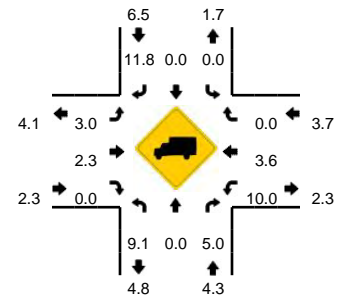
Comments:

LOCATION: Live Oak Ave -- Arrow Blvd
CITY/STATE: Fontana, CA

QC JOB #: 13917608
DATE: Thu, Sep 29 2016



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

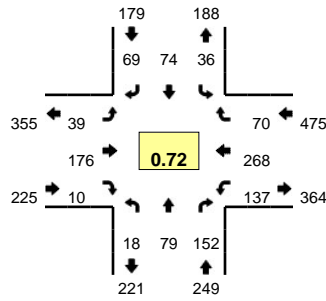


15-Min Count Period Beginning At	Live Oak Ave (Northbound)				Live Oak Ave (Southbound)				Arrow Blvd (Eastbound)				Arrow Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	4	4	0	7	2	6	0	4	150	0	0	0	102	4	0	284	
4:15 PM	1	3	13	0	5	2	1	0	4	127	4	0	6	90	10	0	266	
4:30 PM	2	2	5	0	0	5	5	0	2	150	3	0	2	118	2	1	297	
4:45 PM	2	3	4	0	2	1	3	0	8	173	1	0	0	115	4	0	316	1163
5:00 PM	3	6	5	0	2	0	6	0	6	166	1	0	4	100	2	0	301	1180
5:15 PM	3	3	6	0	3	3	6	0	10	162	1	1	2	107	5	0	312	1226
5:30 PM	3	3	5	0	1	2	2	0	8	161	3	0	3	118	1	1	311	1240
5:45 PM	1	3	8	0	2	5	6	0	10	154	0	0	3	96	3	0	291	1215
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	8	12	16	0	8	4	12	0	32	692	4	0	0	460	16	0	1264	
Heavy Trucks	0	0	0		0	0	4		0	28	0		0	28	0		60	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

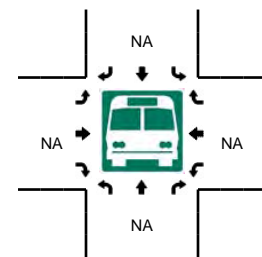
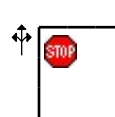
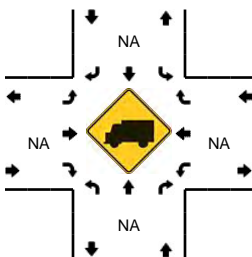
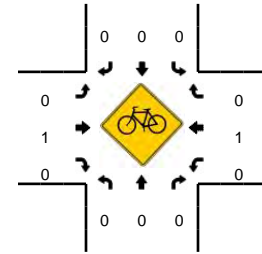
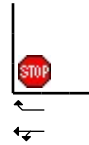
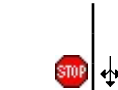
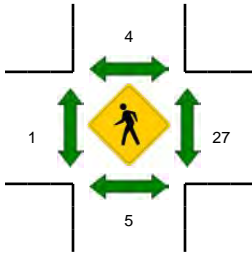
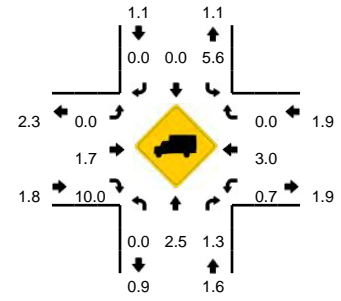
Comments:

LOCATION: Alder Ave -- Santa Ana Ave
CITY/STATE: Bloomington, CA

QC JOB #: 13917609
DATE: Tue, Sep 27 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

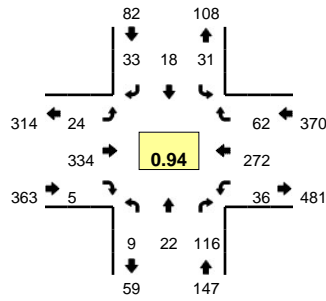


15-Min Count Period Beginning At	Alder Ave (Northbound)				Alder Ave (Southbound)				Santa Ana Ave (Eastbound)				Santa Ana Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	21	23	0	14	12	28	0	17	57	1	0	12	67	11	0	263	
7:15 AM	1	35	37	0	20	30	37	0	20	50	0	0	19	90	51	0	390	
7:30 AM	4	3	39	0	1	11	3	0	2	41	1	0	52	65	3	0	225	
7:45 AM	13	20	53	0	1	21	1	0	0	28	8	0	54	46	5	0	250	1128
8:00 AM	9	8	49	0	2	17	4	0	1	28	4	0	42	38	4	0	206	1071
8:15 AM	2	2	23	0	4	6	1	0	0	30	0	0	8	41	3	0	120	801
8:30 AM	0	1	11	0	1	3	2	0	3	33	1	0	4	56	3	0	118	694
8:45 AM	3	2	18	0	2	4	5	0	1	32	0	0	7	67	2	0	143	587
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	140	148	0	80	120	148	0	80	200	0	0	76	360	204	0	1560	
Heavy Trucks	0	0	0		4	0	0		0	0	0		0	0	0		4	
Pedestrians	0	0	0		0	0	0		0	0	0		28	0	0		28	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

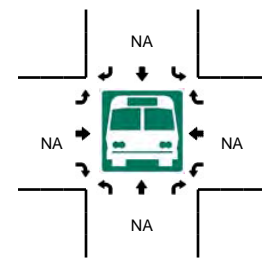
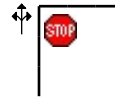
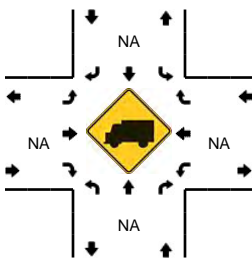
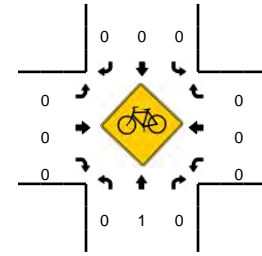
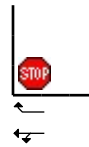
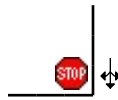
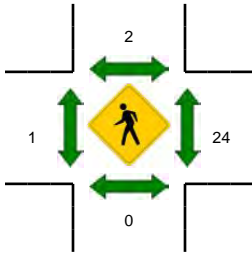
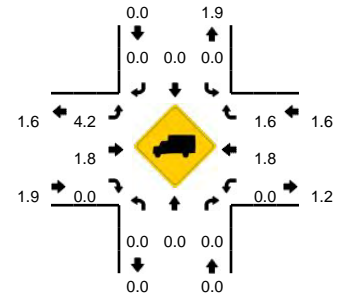
Comments:

LOCATION: Alder Ave -- Santa Ana Ave
CITY/STATE: Bloomington, CA

QC JOB #: 13917610
DATE: Tue, Sep 27 2016



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM



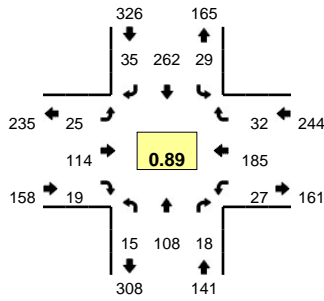
15-Min Count Period Beginning At	Alder Ave (Northbound)				Alder Ave (Southbound)				Santa Ana Ave (Eastbound)				Santa Ana Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	8	36	0	3	5	3	0	3	70	0	0	13	54	4	0	199	
4:15 PM	1	6	34	0	1	0	0	0	2	65	0	0	2	55	2	0	168	
4:30 PM	0	4	29	0	2	5	1	0	2	70	4	0	10	69	6	0	202	
4:45 PM	0	9	30	0	8	1	9	0	3	80	2	0	7	58	8	0	215	784
5:00 PM	2	6	29	0	7	3	2	0	1	97	0	0	9	57	8	0	221	806
5:15 PM	4	2	35	0	4	4	7	0	4	73	1	0	8	86	14	0	242	880
5:30 PM	2	8	29	0	11	4	8	0	3	84	1	0	12	68	13	0	243	921
5:45 PM	1	6	23	0	9	7	16	0	16	80	3	0	7	61	27	0	256	962

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	24	92	0	36	28	64	0	64	320	12	0	28	244	108	0	1024
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	12	0		16
Pedestrians	0	0	0		0	4	0		0	0	0		0	8	0		12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

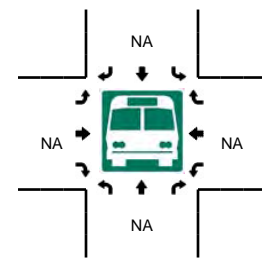
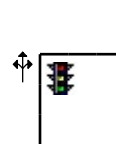
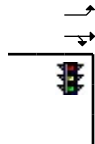
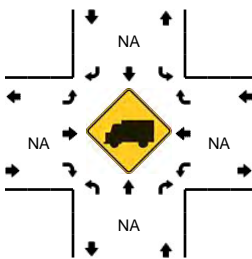
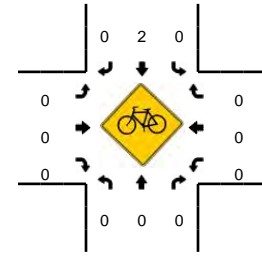
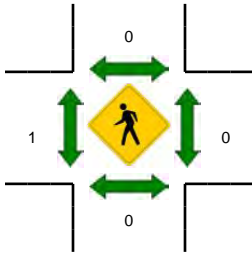
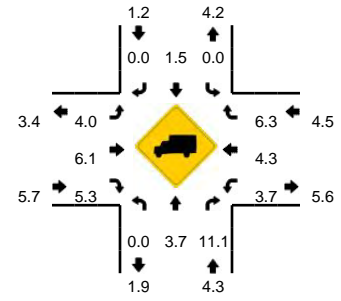
Comments:

LOCATION: Locust Ave -- San Bernardino Ave
CITY/STATE: Fontana, CA

QC JOB #: 13917611
DATE: Wed, Nov 09 2016



Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

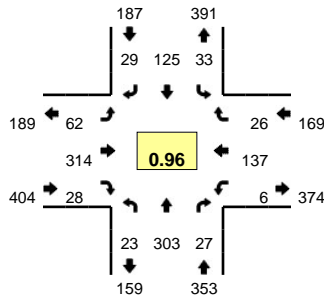


15-Min Count Period Beginning At	Locust Ave (Northbound)				Locust Ave (Southbound)				San Bernardino Ave (Eastbound)				San Bernardino Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	21	1	0	5	57	7	0	2	17	4	0	7	32	5	0	159	
7:15 AM	2	36	3	0	2	63	9	0	5	27	3	0	2	33	7	0	192	
7:30 AM	2	37	2	0	8	75	8	0	9	34	9	0	5	45	7	0	241	
7:45 AM	7	17	7	0	10	56	14	0	8	27	7	0	12	69	11	0	245	837
8:00 AM	4	18	6	0	9	68	4	0	3	26	0	0	8	38	7	0	191	869
8:15 AM	1	26	5	0	9	50	7	0	2	26	4	0	5	43	10	0	188	865
8:30 AM	14	21	1	0	3	41	11	0	15	29	5	0	8	35	7	0	190	814
8:45 AM	36	32	1	0	8	37	20	0	5	25	12	0	5	46	12	0	239	808
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	28	68	28	0	40	224	56	0	32	108	28	0	48	276	44	0	980	
Heavy Trucks	0	0	0		0	4	0		0	4	0		0	16	8		32	
Pedestrians		0				0				4				0			4	
Bicycles		0	0			0	2	0		0	0			0	0		2	
Railroad																		
Stopped Buses																		

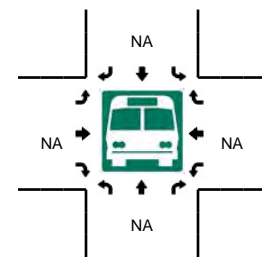
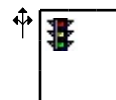
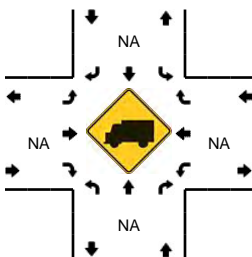
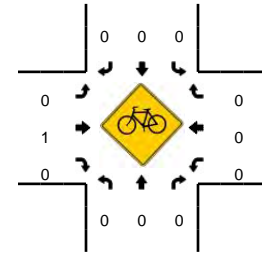
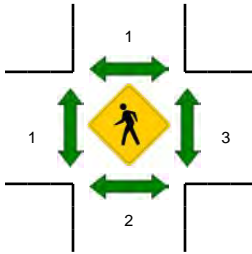
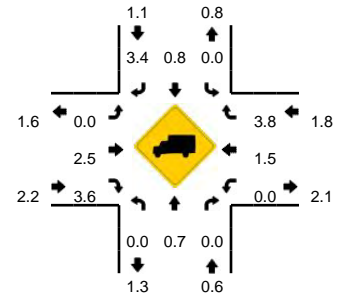
Comments:

LOCATION: Locust Ave -- San Bernardino Ave
CITY/STATE: Fontana, CA

QC JOB #: 13917612
DATE: Wed, Nov 09 2016



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

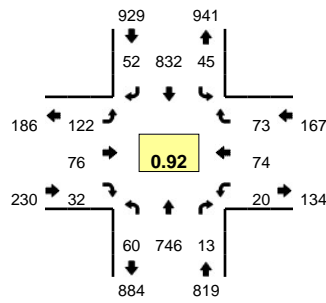


15-Min Count Period Beginning At	Locust Ave (Northbound)				Locust Ave (Southbound)				San Bernardino Ave (Eastbound)				San Bernardino Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	55	8	0	8	28	7	0	10	63	5	0	4	39	7	0	236	
4:15 PM	10	66	5	0	6	36	7	0	10	75	7	0	6	49	5	0	282	
4:30 PM	8	73	12	0	7	47	9	0	13	55	5	0	3	46	4	0	282	
4:45 PM	2	85	5	0	6	43	5	0	16	77	3	0	3	38	2	0	285	1085
5:00 PM	5	73	8	0	7	26	3	0	11	82	6	0	2	32	8	0	263	1112
5:15 PM	9	74	8	0	8	24	9	0	12	77	8	0	1	35	11	0	276	1106
5:30 PM	7	71	6	0	12	32	12	0	23	78	11	0	0	32	5	0	289	1113
5:45 PM	10	60	2	0	7	26	13	0	6	53	2	0	4	42	4	0	229	1057
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	28	284	24	0	48	128	48	0	92	312	44	0	0	128	20	0	1156	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	
Pedestrians		4				0				0				4			8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																	0	
Stopped Buses																	0	

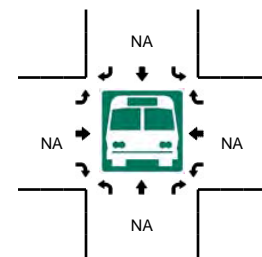
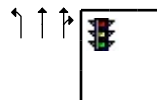
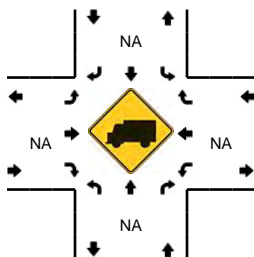
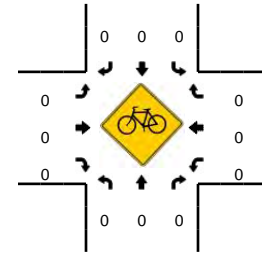
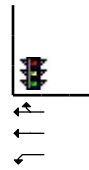
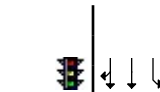
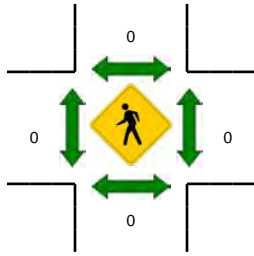
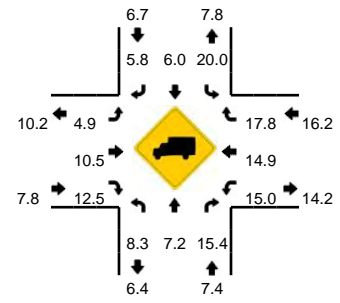
Comments:

LOCATION: Slover Ave -- Cedar Ave
CITY/STATE: San Bernardino, CA

QC JOB #: 13917613
DATE: Wed, Nov 09 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

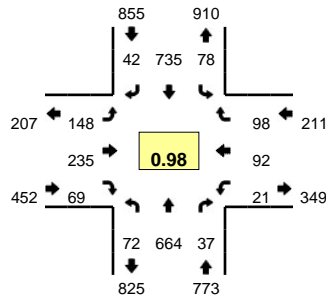


15-Min Count Period Beginning At	Slover Ave (Northbound)				Slover Ave (Southbound)				Cedar Ave (Eastbound)				Cedar Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	12	156	1	0	11	180	9	0	25	17	3	0	8	15	15	0	452	
7:15 AM	21	199	4	0	9	239	13	0	26	18	10	0	4	17	21	0	581	
7:30 AM	10	195	5	0	13	216	8	0	31	25	13	0	6	21	17	0	560	
7:45 AM	17	196	3	0	12	197	22	0	40	16	6	0	2	21	20	0	552	2145
8:00 AM	9	110	3	0	8	159	16	0	26	15	5	0	3	24	17	0	395	2088
8:15 AM	16	226	5	0	15	182	13	0	42	20	3	0	1	21	19	0	563	2070
8:30 AM	11	153	9	0	10	147	12	0	51	17	7	1	4	27	19	0	468	1978
8:45 AM	13	173	2	0	18	144	14	0	45	12	7	0	3	27	36	0	494	1920
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	84	796	16	0	36	956	52	0	104	72	40	0	16	68	84	0	2324	
Heavy Trucks	4	44	4		4	64	0		8	4	0		0	12	20		164	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

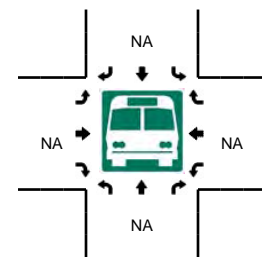
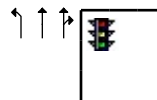
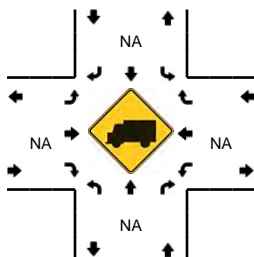
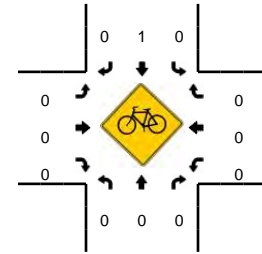
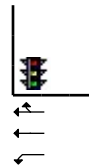
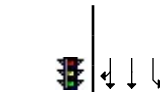
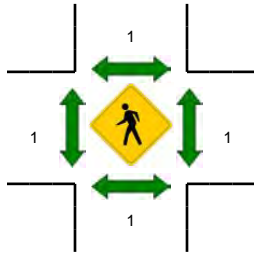
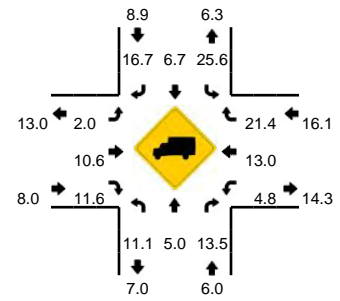
Comments:

LOCATION: Slover Ave -- Cedar Ave
CITY/STATE: San Bernardino, CA

QC JOB #: 13917614
DATE: Wed, Nov 09 2016



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

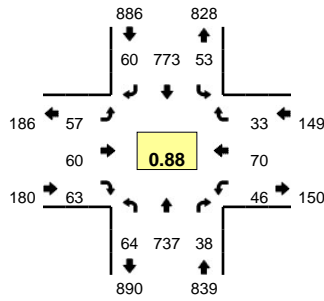


15-Min Count Period Beginning At	Slover Ave (Northbound)				Slover Ave (Southbound)				Cedar Ave (Eastbound)				Cedar Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	20	189	6	0	21	185	11	0	38	45	17	0	5	18	28	0	583	
4:15 PM	10	165	11	0	20	177	14	1	39	65	15	0	5	31	28	0	581	
4:30 PM	27	130	10	0	20	178	9	0	27	67	15	0	7	18	32	0	540	
4:45 PM	15	180	10	0	16	195	8	0	43	58	22	1	4	25	10	0	587	2291
5:00 PM	21	170	11	0	16	179	12	0	39	57	19	1	4	30	23	0	582	2290
5:15 PM	23	157	3	0	13	170	11	0	34	78	21	0	6	31	27	0	574	2283
5:30 PM	11	113	13	1	18	164	9	0	27	77	19	1	3	29	20	0	505	2248
5:45 PM	12	137	7	0	17	175	18	0	31	48	22	0	4	28	13	0	512	2173
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	60	720	40	0	64	780	32	0	172	232	88	4	16	100	40	0	2348	
Heavy Trucks	8	28	0		0	56	0		4	24	4		0	28	8		160	
Pedestrians	4				4				0				0				8	
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

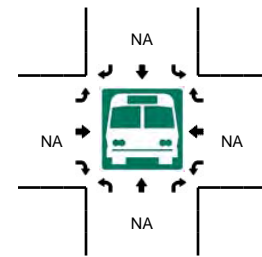
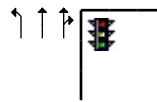
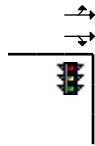
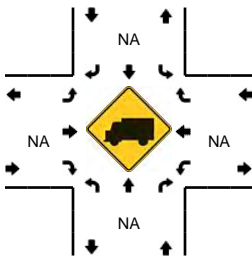
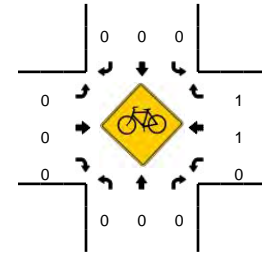
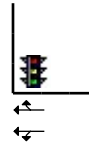
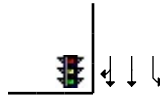
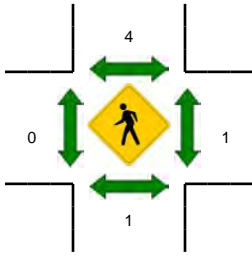
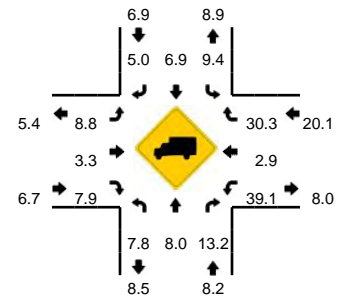
Comments:

LOCATION: Santa Ana Ave -- Cedar Ave
CITY/STATE: San Bernardino, CA

QC JOB #: 13917615
DATE: Wed, Nov 09 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

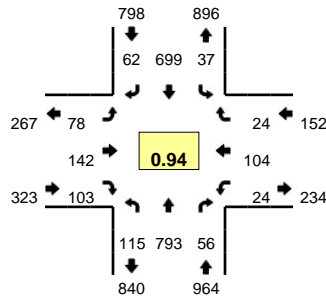


15-Min Count Period Beginning At	Santa Ana Ave (Northbound)				Santa Ana Ave (Southbound)				Cedar Ave (Eastbound)				Cedar Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	17	144	7	0	12	165	17	0	16	10	11	0	5	14	6	0	424	
7:15 AM	15	190	8	0	20	237	16	0	18	17	16	0	14	16	10	0	577	
7:30 AM	17	203	18	2	14	221	16	0	14	19	18	0	11	24	9	0	586	
7:45 AM	7	200	5	6	6	150	11	1	9	14	18	0	16	16	8	0	467	2054
8:00 AM	10	144	6	0	7	133	13	0	12	10	16	0	10	17	5	0	383	2013
8:15 AM	9	220	6	4	9	151	8	0	14	14	9	0	5	18	6	0	473	1909
8:30 AM	17	131	3	1	9	146	11	0	19	24	9	0	4	15	4	0	393	1716
8:45 AM	14	144	3	1	7	132	9	0	20	22	11	0	7	25	7	0	402	1651
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	68	812	72	8	56	884	64	0	56	76	72	0	44	96	36	0	2344	
Heavy Trucks	0	64	8		12	68	4		4	4	8		20	4	4		200	
Pedestrians		4				4				0				0				8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0			0
Railroad																		
Stopped Buses																		

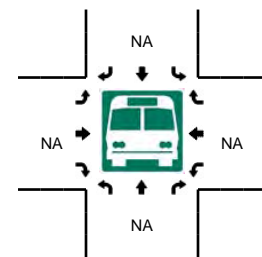
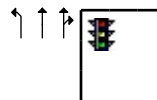
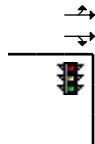
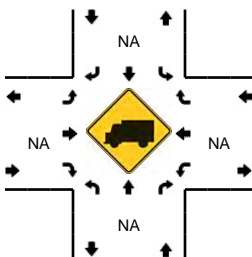
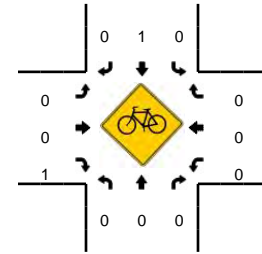
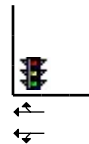
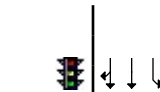
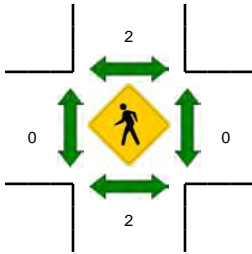
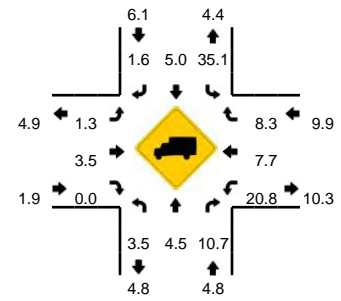
Comments:

LOCATION: Santa Ana Ave -- Cedar Ave
CITY/STATE: San Bernardino, CA

QC JOB #: 13917616
DATE: Wed, Nov 09 2016



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

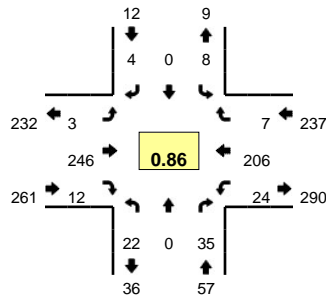


15-Min Count Period Beginning At	Santa Ana Ave (Northbound)				Santa Ana Ave (Southbound)				Cedar Ave (Eastbound)				Cedar Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	26	185	10	6	12	149	7	0	15	35	23	0	12	12	8	0	500	
4:15 PM	21	162	15	3	5	183	8	1	23	31	27	0	7	25	4	0	515	
4:30 PM	13	150	8	1	8	175	9	1	22	34	15	0	6	26	4	0	472	
4:45 PM	24	205	11	4	11	196	13	1	19	32	27	0	5	36	8	0	592	2079
5:00 PM	27	201	9	4	10	183	14	0	23	47	27	0	9	26	6	0	586	2165
5:15 PM	21	192	14	1	7	164	12	0	21	39	30	0	5	23	6	0	535	2185
5:30 PM	29	195	22	5	8	156	23	0	15	24	19	0	5	19	4	0	524	2237
5:45 PM	20	166	25	7	13	174	23	0	16	26	20	0	4	16	6	0	516	2161
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	96	820	44	16	44	784	52	4	76	128	108	0	20	144	32	0	2368	
Heavy Trucks	4	36	8		20	52	0		0	4	0		8	12	8		152	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

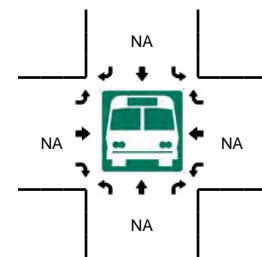
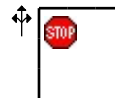
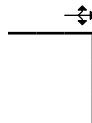
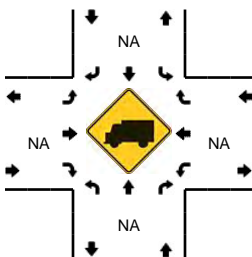
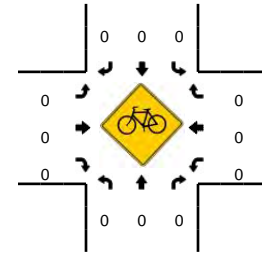
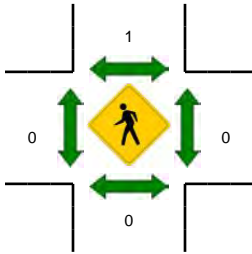
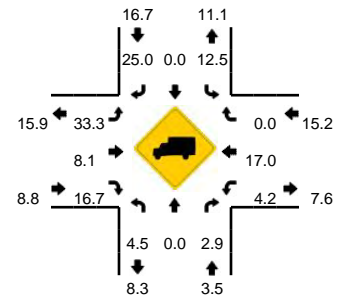
Comments:

LOCATION: Spruce Ace -- Slover Ave
CITY/STATE: San Bernardino, CA

QC JOB #: 13917617
DATE: Tue, Sep 27 2016



Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

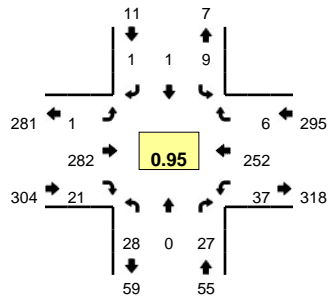


15-Min Count Period Beginning At	Spruce Ace (Northbound)				Spruce Ace (Southbound)				Slover Ave (Eastbound)				Slover Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	0	11	0	1	0	1	0	0	43	1	0	2	33	3	0	101	
7:15 AM	5	0	10	0	4	0	0	0	0	53	2	0	4	64	4	1	147	
7:30 AM	8	0	14	1	2	0	4	0	1	61	5	0	6	60	3	0	165	
7:45 AM	3	0	8	0	1	0	0	0	1	80	3	1	7	48	0	0	152	565
8:00 AM	5	0	3	0	1	0	0	0	0	52	2	0	6	34	0	0	103	567
8:15 AM	6	0	7	0	2	0	2	0	0	38	2	0	6	35	2	0	100	520
8:30 AM	5	0	8	0	1	0	0	0	2	51	2	0	4	31	2	1	107	462
8:45 AM	2	0	6	0	6	0	2	0	0	38	4	0	2	48	3	0	111	421
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	32	0	56	4	8	0	16	0	4	244	20	0	24	240	12	0	660	
Heavy Trucks	0	0	4		0	0	4		0	12	4		0	24	0		48	
Pedestrians			0				4			0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

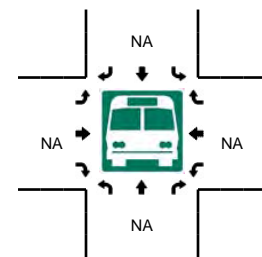
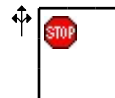
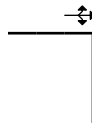
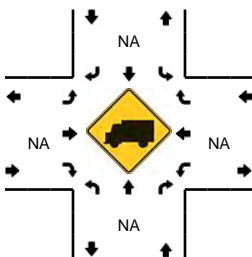
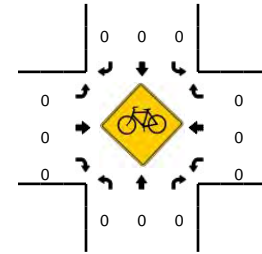
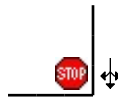
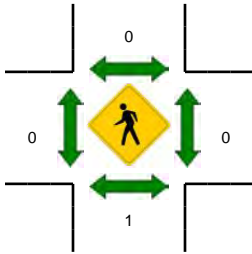
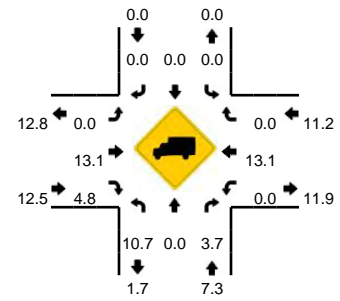
Comments:

LOCATION: Spruce Ace -- Slover Ave
CITY/STATE: San Bernardino, CA

QC JOB #: 13917618
DATE: Tue, Sep 27 2016



Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

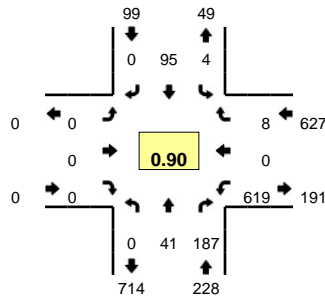


15-Min Count Period Beginning At	Spruce Ace (Northbound)				Spruce Ace (Southbound)				Slover Ave (Eastbound)				Slover Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	0	7	0	2	0	2	0	1	55	8	0	4	57	2	1	142	
4:15 PM	7	0	9	0	1	0	1	0	0	75	7	0	11	59	0	0	170	
4:30 PM	5	0	3	0	2	0	0	0	1	72	3	0	8	67	2	0	163	
4:45 PM	5	0	7	0	4	0	0	0	0	71	10	0	6	69	3	0	175	650
5:00 PM	11	0	8	0	2	1	0	0	0	64	1	0	12	57	1	0	157	665
5:15 PM	4	0	9	0	4	0	1	0	1	73	4	0	8	59	2	0	165	660
5:30 PM	6	0	12	0	1	1	1	0	0	60	3	0	9	45	1	0	139	636
5:45 PM	6	0	13	0	1	0	0	0	0	71	3	0	7	61	2	0	164	625
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	0	28	0	16	0	0	0	0	284	40	0	24	276	12	0	700	
Heavy Trucks	0	0	0		0	0	0		0	32	0		0	56	0		88	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

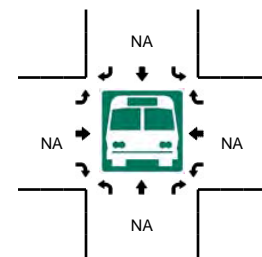
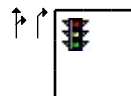
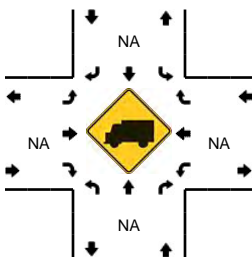
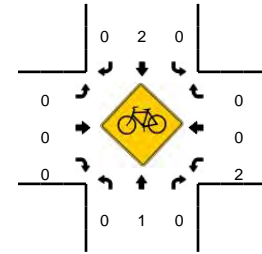
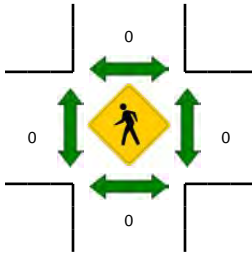
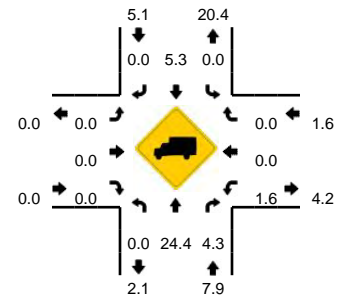
Comments:

LOCATION: Lytle Creek Rd -- Glen Helen Pkwy
CITY/STATE: San Bernardino, CA

QC JOB #: 13917619
DATE: Tue, Sep 27 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

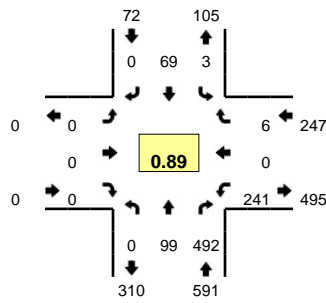


15-Min Count Period Beginning At	Lytle Creek Rd (Northbound)				Lytle Creek Rd (Southbound)				Glen Helen Pkwy (Eastbound)				Glen Helen Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	8	44	0	0	26	0	0	0	0	0	0	135	0	2	0	215	
7:15 AM	0	7	52	0	2	24	0	0	0	0	0	0	181	0	0	0	266	
7:30 AM	0	8	50	0	2	16	0	0	0	0	0	0	164	0	2	0	242	
7:45 AM	0	18	41	0	0	29	0	0	0	0	0	0	139	0	4	0	231	954
8:00 AM	0	16	59	0	2	19	0	0	0	0	0	0	91	0	0	0	187	926
8:15 AM	0	13	47	0	0	15	0	0	0	0	0	0	72	0	1	0	148	808
8:30 AM	0	8	38	0	0	15	0	0	0	0	0	0	90	0	0	0	151	717
8:45 AM	0	18	49	0	1	15	0	0	0	0	0	0	61	0	1	0	145	631
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	28	208	0	8	96	0	0	0	0	0	0	724	0	0	0	1064	
Heavy Trucks	0	12	16		0	4	0		0	0	0		12	0	0		44	
Pedestrians	0				0				0				0				0	
Bicycles	0	0	0		0	2	0		0	0	0		1	0	0		3	
Railroad																		
Stopped Buses																		

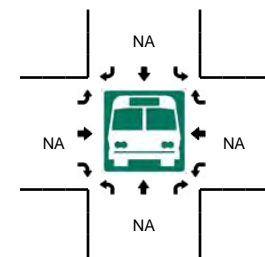
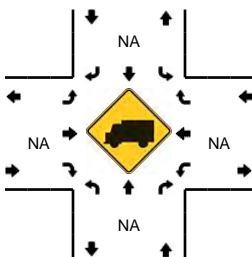
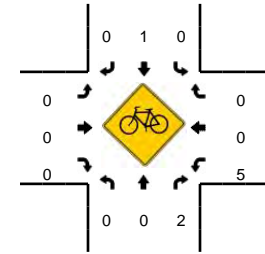
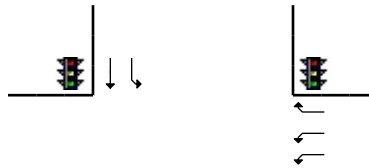
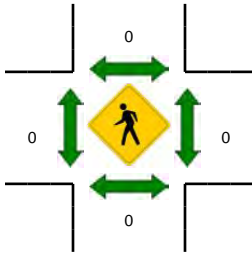
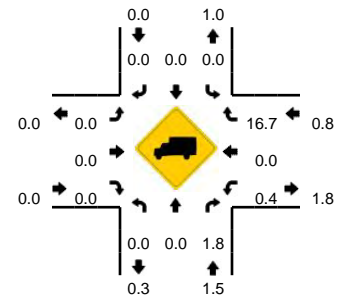
Comments:

LOCATION: Lytle Creek Rd -- Glen Helen Pkwy
CITY/STATE: San Bernardino, CA

QC JOB #: 13917620
DATE: Tue, Sep 27 2016



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

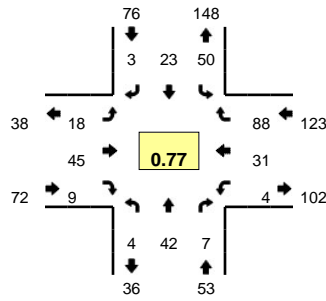


15-Min Count Period Beginning At	Lytle Creek Rd (Northbound)				Lytle Creek Rd (Southbound)				Glen Helen Pkwy (Eastbound)				Glen Helen Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	23	91	0	2	22	0	0	0	0	0	0	81	0	5	0	224	
4:15 PM	0	14	116	0	0	14	0	0	0	0	0	0	86	0	3	0	233	
4:30 PM	0	19	108	0	0	13	0	0	0	0	0	0	72	0	0	0	212	
4:45 PM	0	28	102	0	1	14	0	0	0	0	0	0	65	0	0	0	210	879
5:00 PM	0	21	97	0	0	19	0	0	0	0	0	0	51	0	0	0	188	843
5:15 PM	0	30	134	0	2	21	0	0	0	0	0	0	67	0	1	0	255	865
5:30 PM	0	25	129	0	0	20	0	0	0	0	0	0	75	0	2	0	251	904
5:45 PM	0	23	132	0	1	9	0	0	0	0	0	0	48	0	3	0	216	910
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	120	536	0	8	84	0	0	0	0	0	0	268	0	4	0	1020	
Heavy Trucks	0	0	8		0	0	0		0	0	0		4	0	0		12	
Pedestrians	0				0				0				0				0	
Bicycles	0	0	1		0	1	0		0	0	0		0	0	0		2	
Railroad																		
Stopped Buses																		

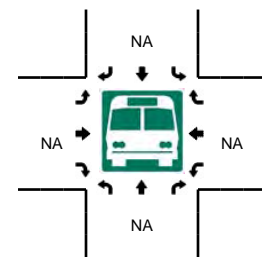
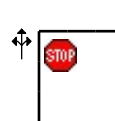
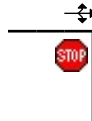
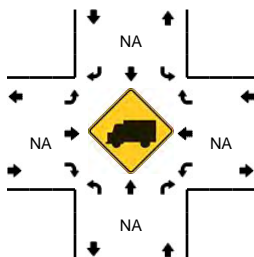
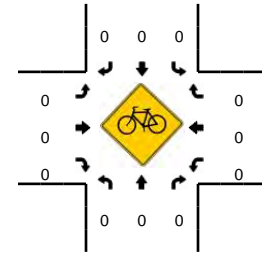
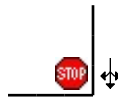
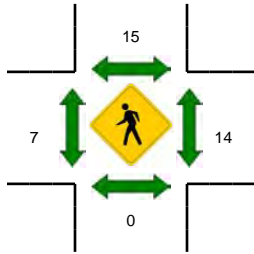
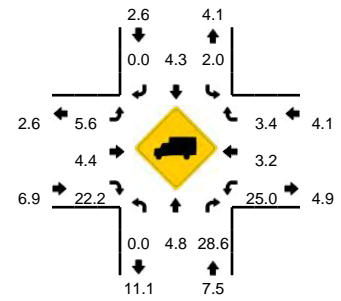
Comments:

LOCATION: Vermont St -- Ogden St
CITY/STATE: San Bernardino, CA

QC JOB #: 13917621
DATE: Tue, Sep 27 2016



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM



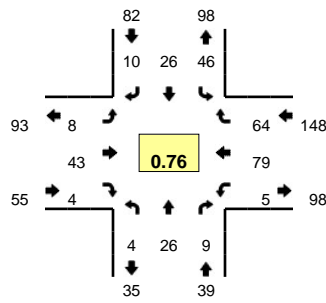
15-Min Count Period Beginning At	Vermont St (Northbound)				Vermont St (Southbound)				Ogden St (Eastbound)				Ogden St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	3	0	8	2	0	0	1	14	1	0	2	5	4	0	41	
7:15 AM	0	4	0	0	11	5	1	0	2	13	1	0	1	5	4	0	47	
7:30 AM	0	3	0	0	4	5	2	0	1	16	2	0	1	8	11	0	53	
7:45 AM	0	3	4	0	9	11	0	0	1	14	1	0	5	3	10	0	61	202
8:00 AM	1	14	5	0	9	2	0	0	0	5	2	0	2	6	10	0	56	217
8:15 AM	0	6	1	0	14	5	2	0	5	8	1	0	0	12	26	0	80	250
8:30 AM	1	11	1	0	14	5	0	0	10	21	1	0	1	8	32	0	105	302
8:45 AM	2	11	0	0	13	11	1	0	3	11	5	0	1	5	20	0	83	324

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	44	4	0	56	20	0	0	40	84	4	0	4	32	128	0	420
Heavy Trucks	0	4	0		4	0	0		4	4	0		4	4	8		32
Pedestrians		0				8				0				20			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	0
Stopped Buses																	

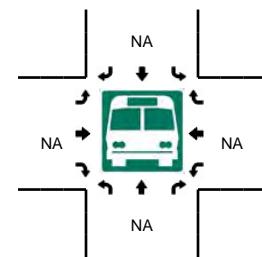
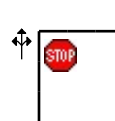
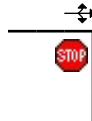
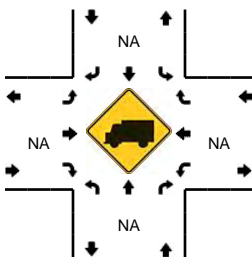
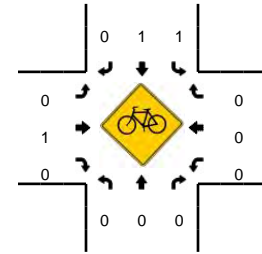
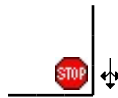
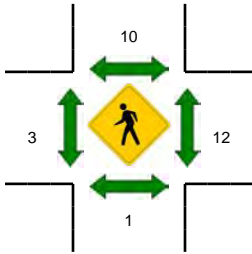
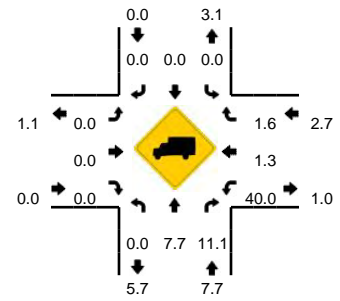
Comments:

LOCATION: Vermont St -- Ogden St
CITY/STATE: San Bernardino, CA

QC JOB #: 13917622
DATE: Tue, Sep 27 2016



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM



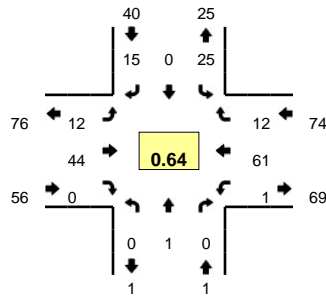
15-Min Count Period Beginning At	Vermont St (Northbound)				Vermont St (Southbound)				Ogden St (Eastbound)				Ogden St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	7	2	0	14	4	1	0	2	10	1	0	1	17	7	0	66	
4:15 PM	8	13	5	0	6	4	3	0	0	10	2	0	3	10	4	0	68	
4:30 PM	1	3	1	0	10	1	2	0	1	13	0	0	5	15	12	0	64	
4:45 PM	2	2	1	0	6	5	1	0	0	12	1	0	5	15	12	0	62	260
5:00 PM	0	10	4	0	5	8	2	0	0	9	1	0	2	16	14	0	71	265
5:15 PM	0	5	3	0	13	4	1	0	0	14	1	0	0	18	14	0	73	270
5:30 PM	4	8	2	0	11	5	4	0	2	7	0	0	1	13	17	0	74	280
5:45 PM	0	3	0	0	17	9	3	0	6	13	2	0	2	32	19	0	106	324

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	12	0	0	68	36	12	0	24	52	8	0	8	128	76	0	424
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	4	4		8
Pedestrians	0				0	12			0	0			0	20			32
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1
Railroad																	
Stopped Buses																	

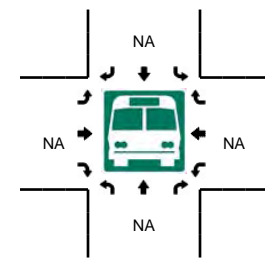
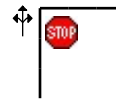
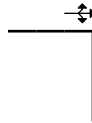
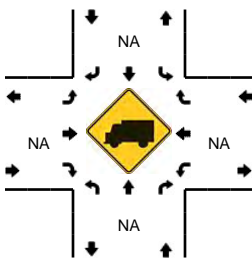
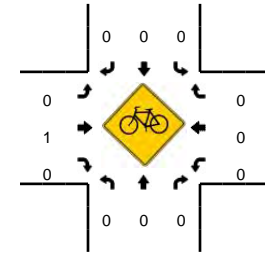
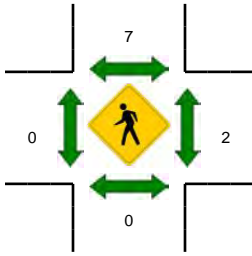
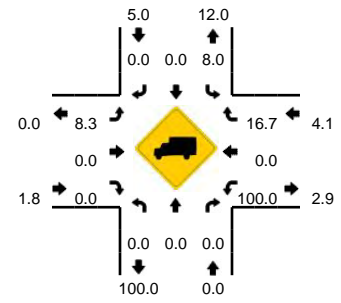
Comments:

LOCATION: Vermont St -- Blake St
CITY/STATE: San Bernardino, CA

QC JOB #: 13917623
DATE: Tue, Sep 27 2016



Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

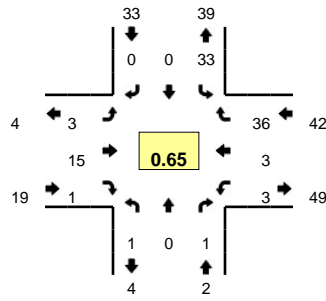


15-Min Count Period Beginning At	Vermont St (Northbound)				Vermont St (Southbound)				Blake St (Eastbound)				Blake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	4	0	2	0	0	2	0	0	0	4	1	0	13	
7:15 AM	0	0	0	0	7	0	1	0	1	2	0	0	1	7	3	0	22	
7:30 AM	0	0	0	0	5	0	2	0	1	7	0	0	0	10	2	0	27	
7:45 AM	0	1	0	0	9	0	9	0	4	16	0	0	0	25	3	0	67	129
8:00 AM	0	0	0	0	4	0	3	0	6	19	0	0	0	19	4	0	55	171
8:15 AM	0	1	0	0	6	0	0	0	0	3	0	0	0	4	5	1	20	169
8:30 AM	0	0	0	0	8	0	2	0	1	4	0	0	0	4	7	0	26	168
8:45 AM	0	0	0	0	6	0	3	0	1	2	0	0	0	3	5	0	20	121
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	4	0	0	36	0	36	0	16	64	0	0	0	100	12	0	268	
Heavy Trucks	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

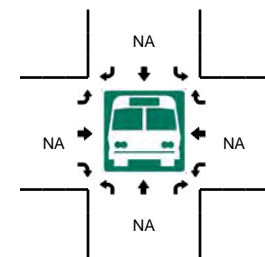
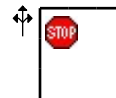
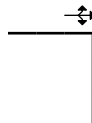
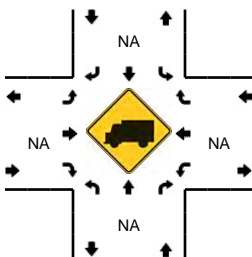
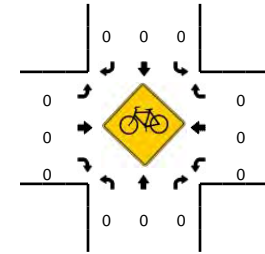
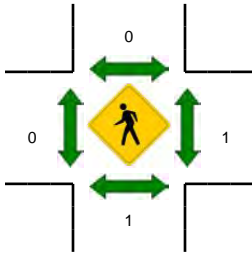
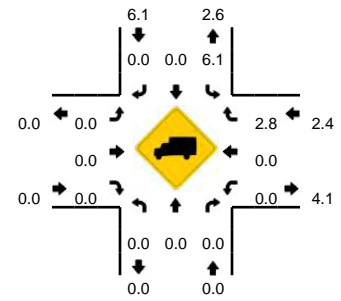
Comments:

LOCATION: Vermont St -- Blake St
CITY/STATE: San Bernardino, CA

QC JOB #: 13917624
DATE: Tue, Sep 27 2016



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



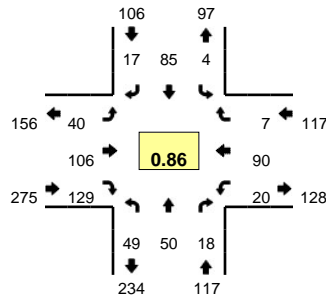
15-Min Count Period Beginning At	Vermont St (Northbound)				Vermont St (Southbound)				Blake St (Eastbound)				Blake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	5	0	0	0	1	8	1	0	0	1	6	0	22	
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	13	0	15	
4:30 PM	0	0	1	0	3	0	0	0	1	5	0	0	3	2	6	0	21	
4:45 PM	0	0	0	0	3	0	3	0	0	3	0	0	0	0	7	0	16	74
5:00 PM	0	0	0	0	12	0	0	0	0	9	0	0	1	0	15	0	37	89
5:15 PM	0	0	0	0	4	0	0	0	1	3	0	0	0	0	6	0	14	88
5:30 PM	0	0	0	0	5	0	0	0	2	2	1	0	2	1	8	0	21	88
5:45 PM	1	0	1	0	12	0	0	0	0	1	0	0	0	2	7	0	24	96

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	48	0	0	0	0	36	0	0	4	0	60	0	148
Heavy Trucks	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0	8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

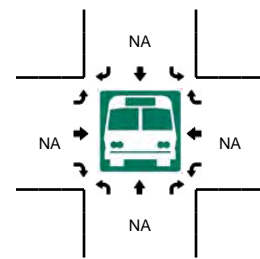
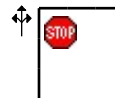
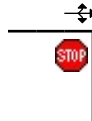
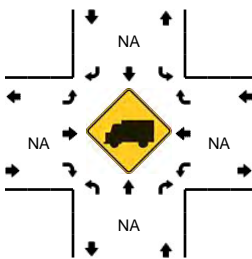
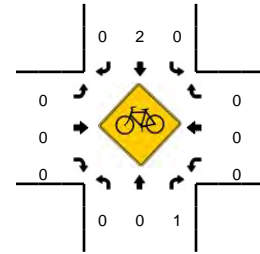
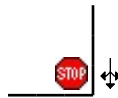
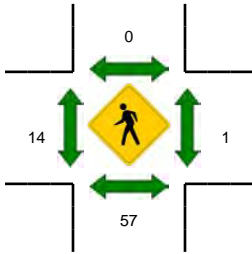
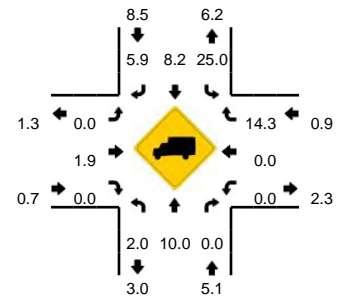
Comments:

LOCATION: Macy St -- Blake St
CITY/STATE: San Bernardino, CA

QC JOB #: 13917625
DATE: Tue, Sep 27 2016



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

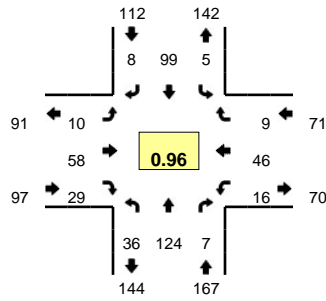


15-Min Count Period Beginning At	Macy St (Northbound)				Macy St (Southbound)				Blake St (Eastbound)				Blake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	11	1	0	0	30	1	0	0	7	6	0	5	6	1	0	72	
7:15 AM	11	11	5	0	1	26	1	0	2	11	11	0	4	6	0	0	89	
7:30 AM	9	25	2	0	3	27	0	0	1	10	11	0	1	18	1	0	108	
7:45 AM	13	21	4	0	0	26	2	0	2	17	7	0	2	30	2	0	126	395
8:00 AM	13	12	2	0	1	17	5	0	5	23	21	0	4	21	2	0	126	449
8:15 AM	9	12	5	0	0	19	3	0	9	30	32	0	7	21	2	0	149	509
8:30 AM	13	13	3	0	1	28	4	0	9	27	45	0	5	30	1	0	179	580
8:45 AM	14	13	8	0	2	21	5	0	17	26	31	0	4	18	2	0	161	615
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	52	52	12	0	4	112	16	0	36	108	180	0	20	120	4	0	716	
Heavy Trucks	0	4	0		0	16	0		0	8	0		0	0	0		28	
Pedestrians	108				0				24				4				136	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

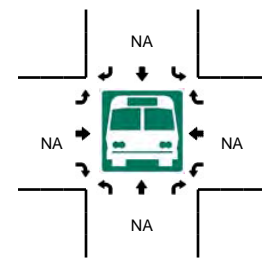
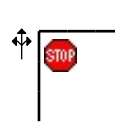
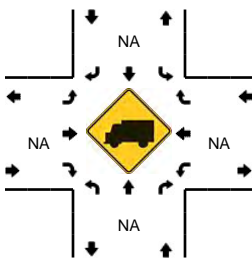
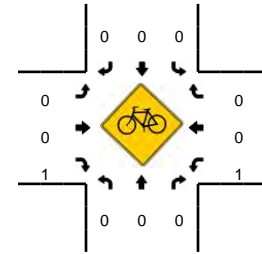
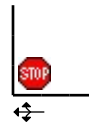
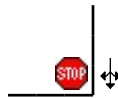
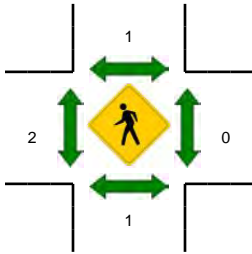
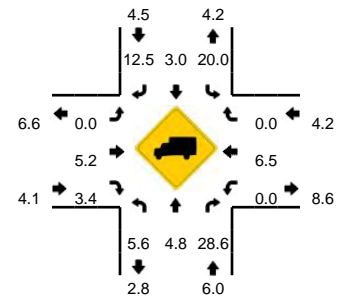
Comments:

LOCATION: Macy St -- Blake St
CITY/STATE: San Bernardino, CA

QC JOB #: 13917626
DATE: Tue, Sep 27 2016



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

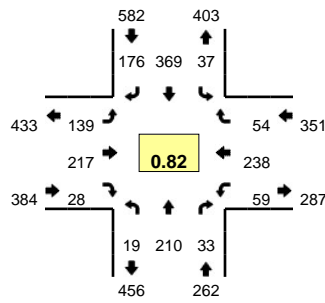


15-Min Count Period Beginning At	Macy St (Northbound)				Macy St (Southbound)				Blake St (Eastbound)				Blake St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	24	4	0	1	20	0	0	5	16	10	0	6	8	3	0	103	
4:15 PM	15	32	1	0	0	22	2	0	3	14	7	1	4	12	3	0	116	
4:30 PM	10	27	1	0	0	30	3	0	1	19	6	0	3	15	2	0	117	
4:45 PM	5	41	1	0	4	27	3	0	0	9	6	0	3	11	1	0	111	447
5:00 PM	9	22	3	0	0	25	1	0	0	14	17	0	3	7	2	0	103	447
5:15 PM	7	33	2	0	0	18	3	0	4	7	12	0	2	7	3	0	98	429
5:30 PM	15	38	1	0	1	22	0	0	2	18	10	0	2	10	2	0	121	433
5:45 PM	14	36	2	0	1	25	2	1	2	15	16	0	0	9	1	0	124	446
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	108	4	0	0	120	12	0	4	76	24	0	12	60	8	0	468	
Heavy Trucks	0	8	0		0	8	4		0	8	4		0	4	0		36	
Pedestrians		4				0				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		1	0	0		1	
Railroad																		
Stopped Buses																		

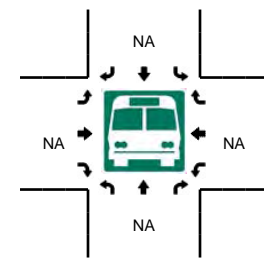
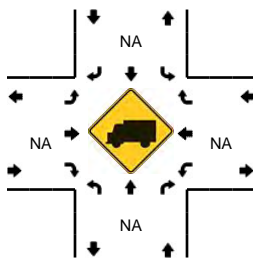
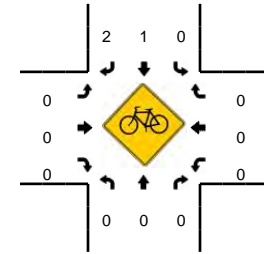
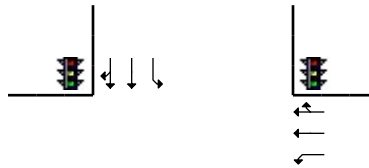
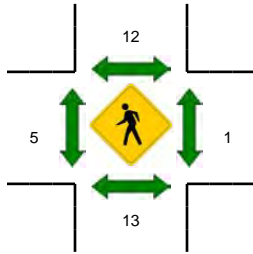
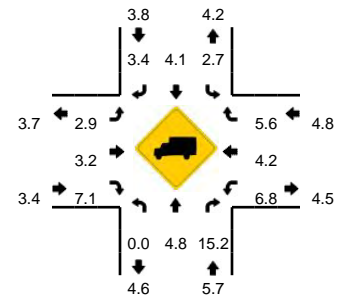
Comments:

LOCATION: Del Rosa Dr -- Pacific St
CITY/STATE: San Bernardino, CA

QC JOB #: 13917627
DATE: Tue, Sep 27 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

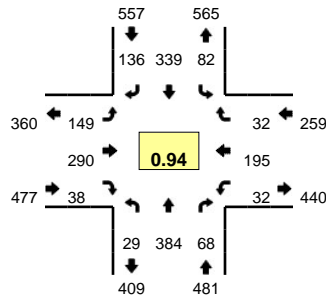


15-Min Count Period Beginning At	Del Rosa Dr (Northbound)				Del Rosa Dr (Southbound)				Pacific St (Eastbound)				Pacific St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	50	9	0	5	92	44	0	26	47	9	0	10	39	14	0	348	
7:15 AM	5	53	14	0	8	106	58	0	50	76	9	0	17	72	11	0	479	
7:30 AM	7	62	8	0	17	85	45	0	37	54	9	0	20	78	16	0	438	
7:45 AM	4	45	2	0	7	86	29	0	26	40	1	0	12	49	13	0	314	1579
8:00 AM	10	57	3	0	7	80	32	0	25	34	8	0	10	43	5	0	314	1545
8:15 AM	7	43	10	0	7	60	26	0	35	37	5	0	15	48	9	0	302	1368
8:30 AM	7	43	7	0	7	77	39	0	32	51	4	0	8	53	5	0	333	1263
8:45 AM	2	47	5	0	6	74	23	0	39	45	4	0	6	45	6	0	302	1251
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	212	56	0	32	424	232	0	200	304	36	0	68	288	44	0	1916	
Heavy Trucks	0	8	8		0	32	0		4	16	4		4	8	4		88	
Pedestrians		16				12				12				0			40	
Bicycles	0	0	0		0	0	1		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

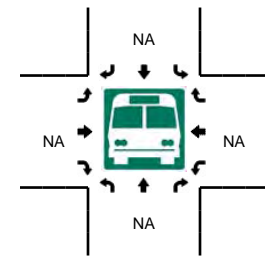
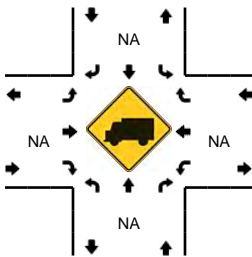
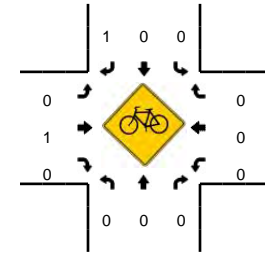
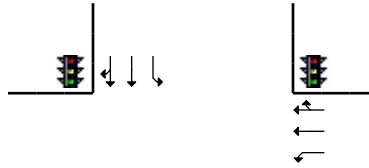
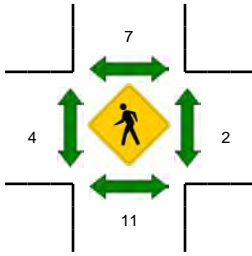
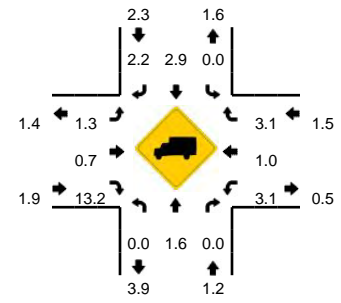
Comments:

LOCATION: Del Rosa Dr -- Pacific St
CITY/STATE: San Bernardino, CA

QC JOB #: 13917628
DATE: Tue, Sep 27 2016



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

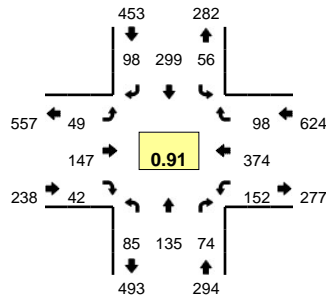


15-Min Count Period Beginning At	Del Rosa Dr (Northbound)				Del Rosa Dr (Southbound)				Pacific St (Eastbound)				Pacific St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	96	9	0	16	75	47	0	43	55	5	0	6	40	6	0	403	
4:15 PM	5	76	10	0	14	82	37	0	24	55	8	0	3	39	6	0	359	
4:30 PM	4	78	18	0	17	86	39	0	35	66	12	0	7	43	6	0	411	
4:45 PM	8	95	14	0	22	92	31	0	25	56	9	0	4	45	6	0	407	1580
5:00 PM	7	87	13	0	26	87	26	0	47	84	9	0	6	38	8	0	438	1615
5:15 PM	7	104	21	0	13	90	44	0	38	70	7	0	12	58	8	0	472	1728
5:30 PM	7	98	20	0	21	70	35	0	39	80	13	0	10	54	10	0	457	1774
5:45 PM	3	79	14	0	15	73	30	0	23	71	12	0	9	50	8	0	387	1754
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	28	416	84	0	52	360	176	0	152	280	28	0	48	232	32	0	1888	
Heavy Trucks	0	4	0		0	8	8		4	0	0		0	0	0		24	
Pedestrians		20				8				4				0			32	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

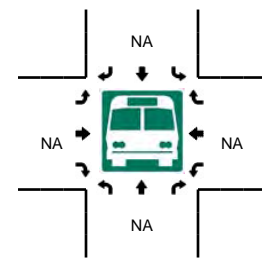
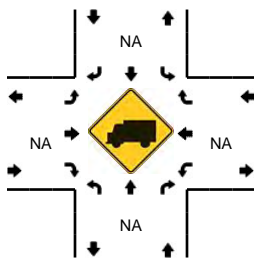
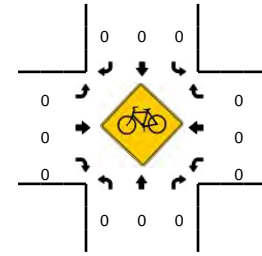
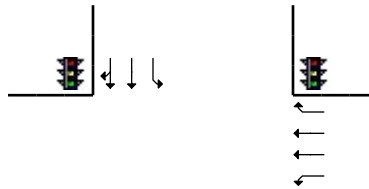
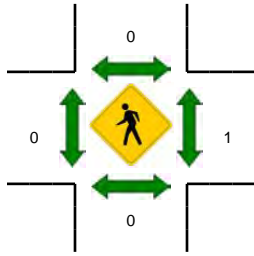
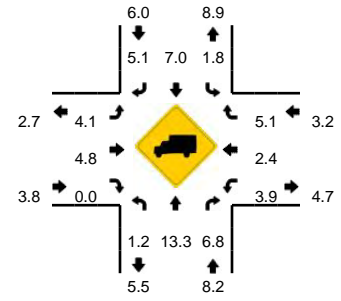
Comments:

LOCATION: Alabama St -- San Bernardino Ave
CITY/STATE: Redlands, CA

QC JOB #: 13917629
DATE: Tue, Sep 27 2016



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

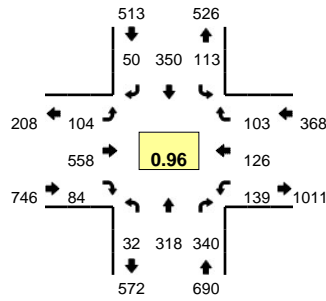


15-Min Count Period Beginning At	Alabama St (Northbound)				Alabama St (Southbound)				San Bernardino Ave (Eastbound)				San Bernardino Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	17	39	11	0	3	32	11	0	7	15	7	0	25	71	8	0	246	
7:15 AM	33	35	11	0	13	41	25	0	8	16	4	0	33	110	11	0	340	
7:30 AM	30	28	18	0	16	63	22	0	8	29	9	0	37	98	10	0	368	
7:45 AM	21	36	22	0	12	86	21	0	6	31	10	0	39	129	15	0	428	1382
8:00 AM	26	37	17	0	20	68	25	0	25	45	11	0	47	79	40	0	440	1576
8:15 AM	8	34	17	0	8	82	30	0	10	42	12	0	29	68	33	0	373	1609
8:30 AM	7	39	15	0	4	65	15	0	8	31	5	0	54	79	7	0	329	1570
8:45 AM	7	49	21	0	10	70	12	0	6	28	7	0	37	66	13	0	326	1468
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	104	148	68	0	80	272	100	0	100	180	44	0	188	316	160	0	1760	
Heavy Trucks	4	28	0		0	20	8		4	12	0		4	0	8		88	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

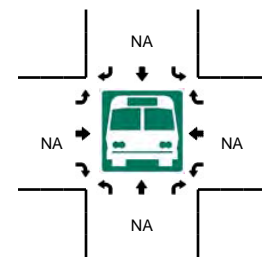
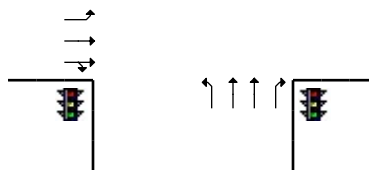
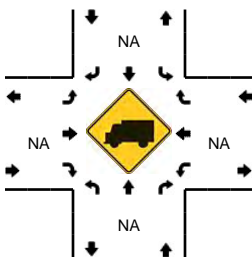
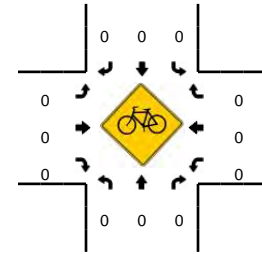
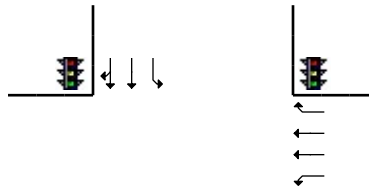
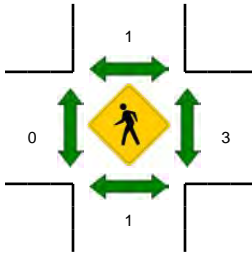
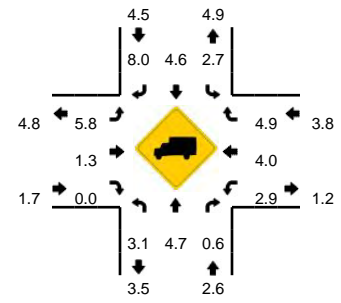
Comments:

LOCATION: Alabama St -- San Bernardino Ave
CITY/STATE: Redlands, CA

QC JOB #: 13917630
DATE: Tue, Sep 27 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

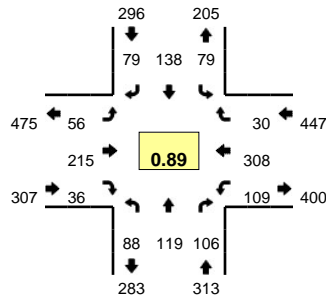


15-Min Count Period Beginning At	Alabama St (Northbound)				Alabama St (Southbound)				San Bernardino Ave (Eastbound)				San Bernardino Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	72	62	0	14	78	15	0	25	86	18	0	40	40	17	0	476	
4:15 PM	9	74	71	0	8	65	5	0	32	99	14	0	48	36	19	0	480	
4:30 PM	8	99	86	0	21	101	8	0	29	127	29	0	43	26	25	1	603	2114
4:45 PM	10	69	82	0	28	104	19	0	15	126	17	0	32	41	12	0	555	2193
5:00 PM	10	76	84	0	23	68	9	1	26	161	17	0	32	27	21	0	555	2193
5:15 PM	4	74	88	0	40	77	14	0	34	144	21	0	31	32	45	0	604	2317
5:30 PM	14	76	81	0	19	74	12	0	21	131	19	0	37	43	27	0	554	2268
5:45 PM	10	79	66	1	28	73	17	0	16	120	20	0	38	36	13	0	517	2230
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	16	296	352	0	160	308	56	0	136	576	84	0	124	128	180	0	2416	
Heavy Trucks	0	8	4		8	4	4		16	0	0		4	8	8		64	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

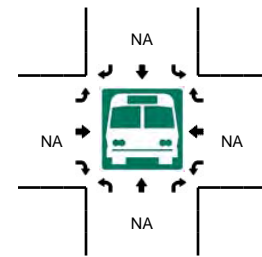
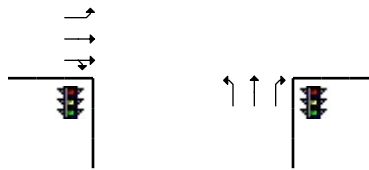
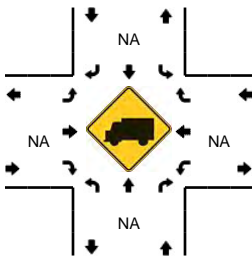
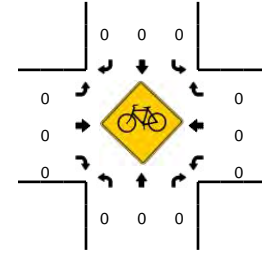
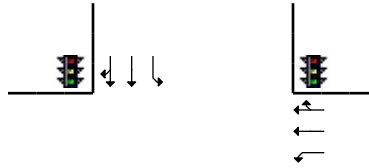
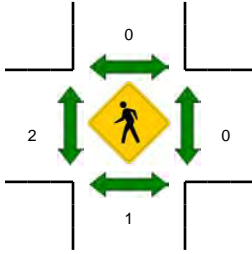
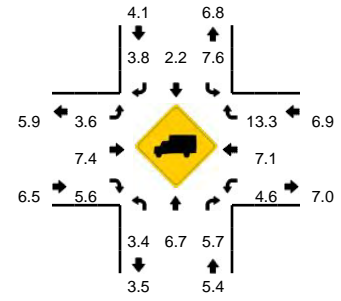
Comments:

LOCATION: Sheep Creek Rd -- Phelan Rd
CITY/STATE: San Bernardino, CA

QC JOB #: 13917631
DATE: Thu, Oct 20 2016



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM



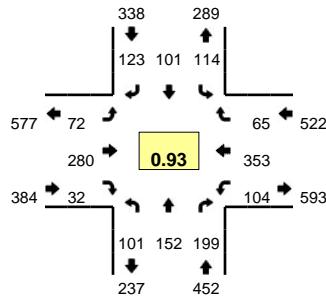
15-Min Count Period Beginning At	Sheep Creek Rd (Northbound)				Sheep Creek Rd (Southbound)				Phelan Rd (Eastbound)				Phelan Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	12	35	22	0	8	11	30	0	7	51	7	0	7	64	5	0	259	
7:15 AM	11	15	13	0	10	13	22	0	8	52	5	0	4	68	9	0	230	
7:30 AM	6	12	16	0	28	19	31	0	9	67	3	0	11	72	9	0	283	
7:45 AM	7	15	28	0	53	17	40	0	9	73	4	0	22	85	18	0	371	1143
8:00 AM	16	19	20	0	26	20	24	0	11	42	10	0	38	87	7	0	320	1204
8:15 AM	24	22	26	0	19	23	20	0	13	59	6	0	21	88	11	0	332	1306
8:30 AM	21	44	25	0	18	50	13	0	17	53	12	0	26	49	2	0	330	1353
8:45 AM	27	34	35	0	16	45	22	0	15	61	8	0	24	84	10	0	381	1363

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	108	136	140	0	64	180	88	0	60	244	32	0	96	336	40	0	1524	
Heavy Trucks	0	0	12		8	0	0		0	16	0		4	24	8		72	
Pedestrians	0	0	0		0	0	0		4	0	0		0	0	0		4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

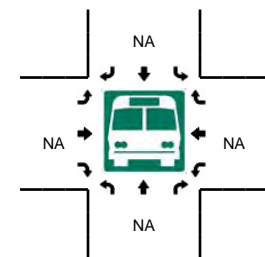
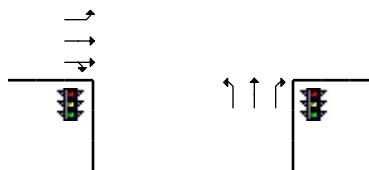
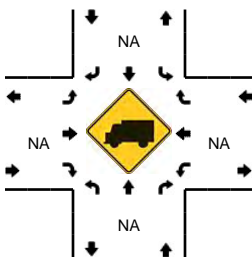
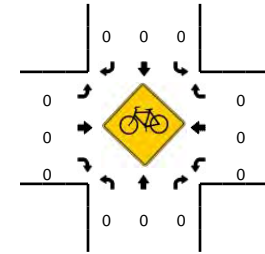
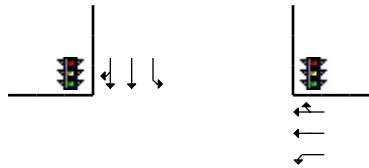
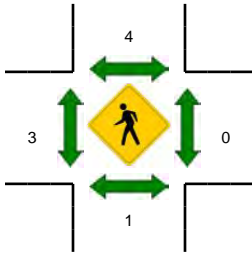
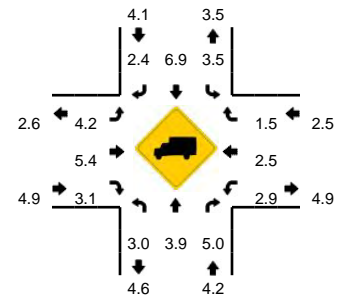
Comments:

LOCATION: Sheep Creek Rd -- Phelan Rd
CITY/STATE: San Bernardino, CA

QC JOB #: 13917632
DATE: Thu, Oct 20 2016



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

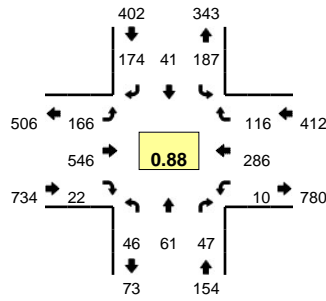


15-Min Count Period Beginning At	Sheep Creek Rd (Northbound)				Sheep Creek Rd (Southbound)				Phelan Rd (Eastbound)				Phelan Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	27	43	41	0	22	25	30	0	20	75	7	0	30	78	8	0	406	
4:15 PM	21	42	46	0	17	26	30	0	20	76	5	0	34	103	14	0	434	
4:30 PM	23	30	32	0	34	30	36	0	20	69	8	0	29	82	18	0	411	
4:45 PM	22	29	32	0	26	18	31	0	15	67	8	0	26	89	10	0	373	1624
5:00 PM	23	36	69	0	29	26	15	0	24	87	6	0	30	98	12	0	455	1673
5:15 PM	29	42	54	0	32	27	26	0	15	58	5	0	21	76	15	0	400	1639
5:30 PM	23	37	46	0	28	24	38	0	20	72	14	0	28	74	19	0	423	1651
5:45 PM	26	37	30	0	25	24	44	0	13	63	7	0	25	105	19	0	418	1696
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	92	144	276	0	116	104	60	0	96	348	24	0	120	392	48	0	1820	
Heavy Trucks	4	16	12		4	8	0		0	20	0		4	8	0		76	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

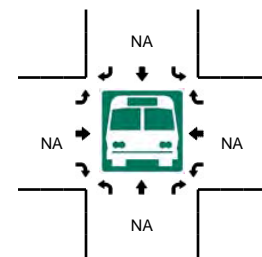
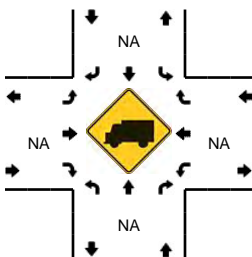
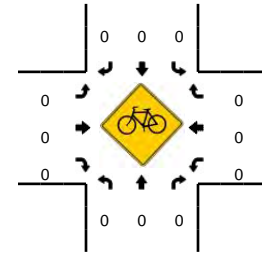
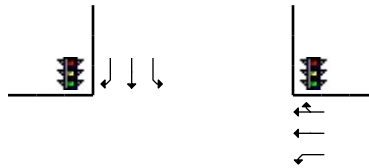
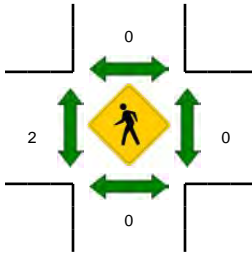
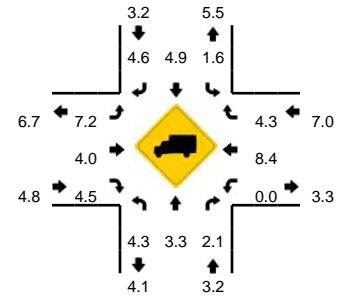
Comments:

LOCATION: Baldy Mesa Rd -- Phelan Rd
CITY/STATE: San Bernardino, CA

QC JOB #: 13917633
DATE: Wed, Oct 19 2016



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

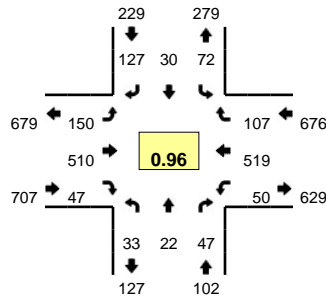


15-Min Count Period Beginning At	Baldy Mesa Rd (Northbound)				Baldy Mesa Rd (Southbound)				Phelan Rd (Eastbound)				Phelan Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	14	13	0	29	6	13	0	35	101	7	0	3	48	12	0	288	
7:15 AM	6	11	11	0	32	2	27	0	18	139	5	0	3	47	18	0	319	
7:30 AM	14	10	13	0	30	5	41	0	51	146	3	0	3	74	17	0	407	
7:45 AM	23	28	14	0	45	11	58	0	56	123	4	0	2	66	53	0	483	1497
8:00 AM	4	17	6	0	67	14	43	0	36	152	10	0	2	76	24	0	451	1660
8:15 AM	5	6	14	0	45	11	32	0	23	125	5	0	3	70	22	0	361	1702
8:30 AM	4	15	10	0	43	15	36	0	24	107	8	0	6	70	35	0	373	1668
8:45 AM	9	8	12	0	45	14	23	0	19	125	3	0	5	82	30	0	375	1560
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	92	112	56	0	180	44	232	0	224	492	16	0	8	264	212	0	1932	
Heavy Trucks	0	4	4		0	0	12		20	8	0		0	28	4		80	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

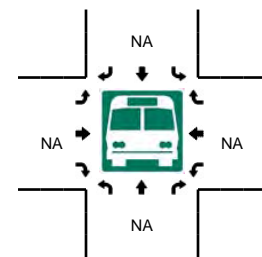
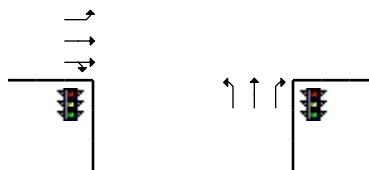
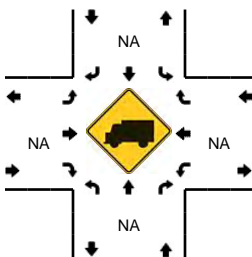
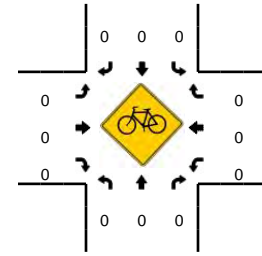
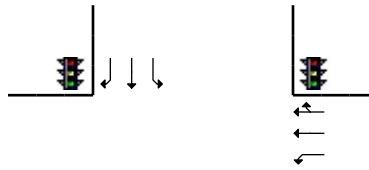
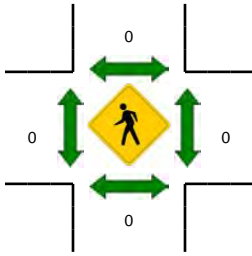
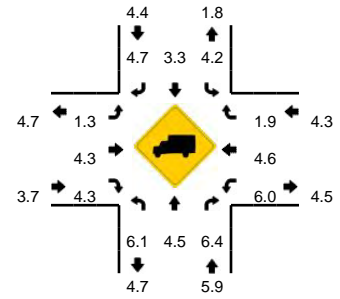
Comments:

LOCATION: Baldy Mesa Rd -- Phelan Rd
CITY/STATE: San Bernardino, CA

QC JOB #: 13917634
DATE: Wed, Oct 19 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

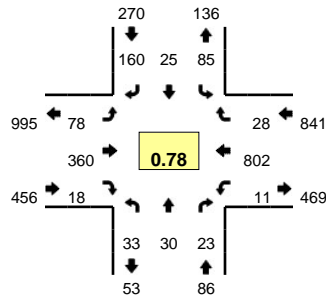


15-Min Count Period Beginning At	Baldy Mesa Rd (Northbound)				Baldy Mesa Rd (Southbound)				Phelan Rd (Eastbound)				Phelan Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	4	5	0	43	12	35	0	19	107	4	0	9	110	27	0	383	
4:15 PM	11	8	7	0	20	8	33	0	21	130	6	0	16	130	31	0	421	
4:30 PM	10	6	10	0	15	8	36	0	35	132	10	0	19	125	21	0	427	
4:45 PM	5	7	12	0	16	8	34	0	33	131	16	0	9	128	26	0	425	1656
5:00 PM	7	4	9	0	27	6	25	0	40	115	10	0	9	129	33	0	414	1687
5:15 PM	11	5	16	0	14	8	32	0	42	132	11	0	13	137	27	0	448	1714
5:30 PM	11	1	12	0	16	7	28	0	21	107	4	0	13	155	37	0	412	1699
5:45 PM	6	3	8	0	24	12	25	0	21	92	8	0	12	126	39	0	376	1650
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	44	20	64	0	56	32	128	0	168	528	44	0	52	548	108	0	1792	
Heavy Trucks	0	0	0		4	4	4		0	28	0		0	12	0		52	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

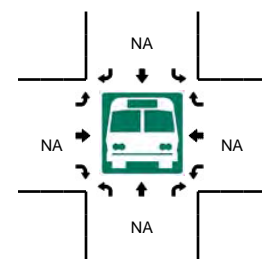
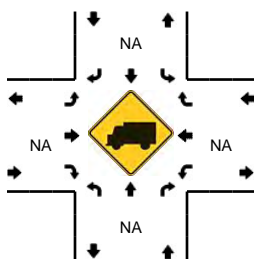
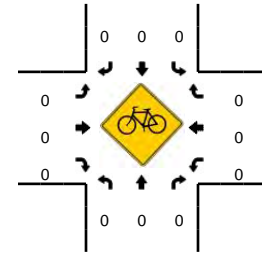
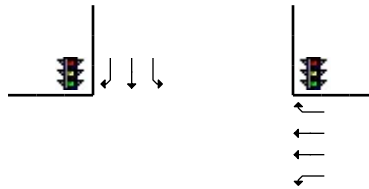
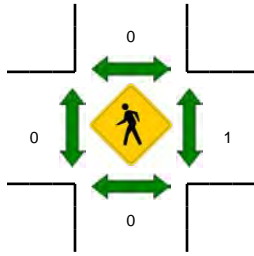
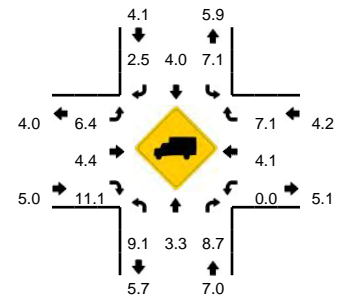
Comments:

LOCATION: Escondido Ave -- Ranchero Rd
CITY/STATE: San Bernardino, CA

QC JOB #: 13917635
DATE: Thu, Oct 20 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

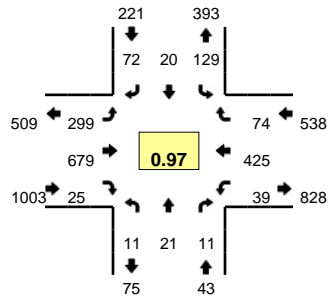


15-Min Count Period Beginning At	Escondido Ave (Northbound)				Escondido Ave (Southbound)				Ranchero Rd (Eastbound)				Ranchero Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	16	14	5	0	17	7	47	0	17	101	4	0	4	264	6	0	502	
7:15 AM	10	6	4	0	26	9	59	0	28	119	4	0	3	262	3	0	533	
7:30 AM	4	1	6	0	31	6	29	0	21	92	8	0	2	155	5	1	361	
7:45 AM	3	9	8	0	11	3	25	0	12	48	2	0	1	121	14	0	257	1653
8:00 AM	1	6	5	0	24	5	26	0	19	51	2	0	6	118	18	0	281	1432
8:15 AM	7	4	4	0	14	3	29	0	11	52	0	0	1	165	19	2	311	1210
8:30 AM	4	4	2	0	16	1	20	0	8	48	3	0	2	110	10	1	229	1078
8:45 AM	3	3	6	0	18	2	13	0	7	54	1	0	4	152	15	1	279	1100
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	24	16	0	104	36	236	0	112	476	16	0	12	1048	12	0	2132	
Heavy Trucks	0	0	0		8	0	4		8	28	0		0	44	0		92	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

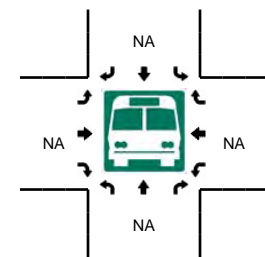
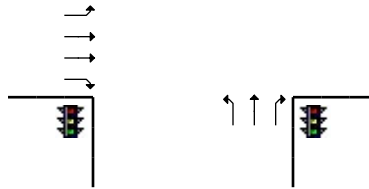
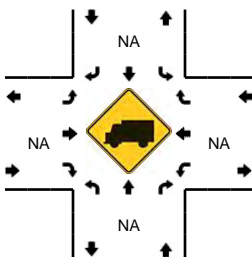
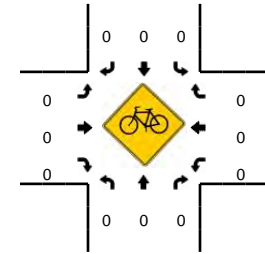
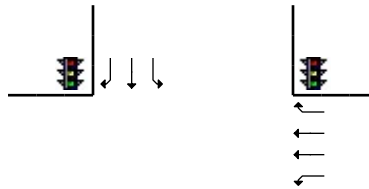
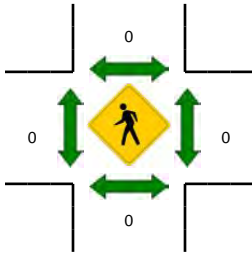
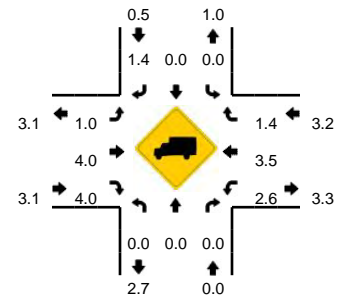
Comments:

LOCATION: Escondido Ave -- Ranchero Rd
CITY/STATE: San Bernardino, CA

QC JOB #: 13917636
DATE: Wed, Oct 19 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

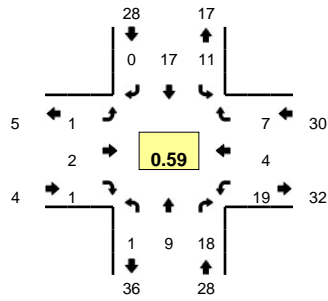


15-Min Count Period Beginning At	Escondido Ave (Northbound)				Escondido Ave (Southbound)				Ranchero Rd (Eastbound)				Ranchero Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	5	3	0	25	7	15	0	66	161	2	0	6	110	26	0	429	
4:15 PM	2	3	2	0	18	4	22	0	60	171	3	1	3	125	19	2	435	
4:30 PM	7	5	2	0	42	5	21	0	73	164	7	1	8	109	21	1	466	
4:45 PM	2	6	2	0	34	6	19	0	80	162	4	0	7	100	17	4	443	1773
5:00 PM	1	4	5	0	21	3	19	0	77	172	6	0	9	115	14	2	448	1792
5:15 PM	1	6	2	0	32	6	13	0	68	181	8	0	6	101	22	2	448	1805
5:30 PM	6	2	2	0	30	6	19	0	65	150	6	0	10	84	18	4	402	1741
5:45 PM	3	10	3	0	31	9	16	0	57	155	5	0	6	84	24	0	403	1701
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	28	20	8	0	168	20	84	0	292	656	28	4	32	436	84	4	1864	
Heavy Trucks	0	0	0		0	0	0		0	32	4		0	12	0		48	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

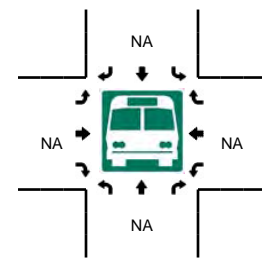
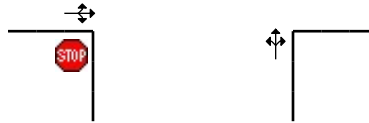
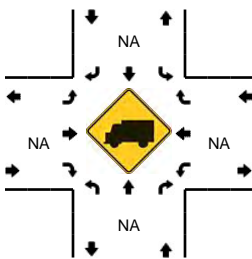
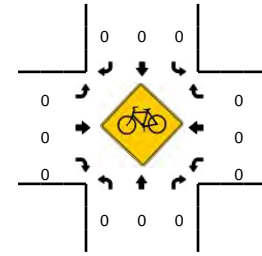
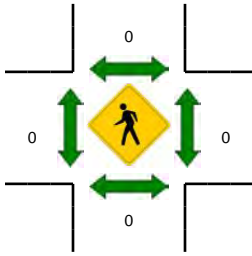
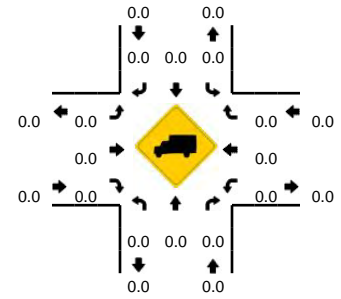
Comments:

LOCATION: Pioneer Dr -- Juniper Ave
CITY/STATE: San Bernardino, CA

QC JOB #: 13917637
DATE: Tue, Oct 25 2016



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

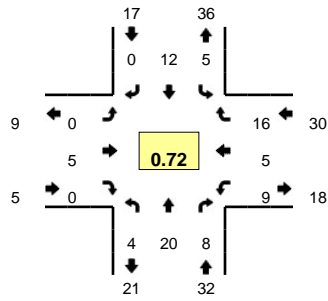


15-Min Count Period Beginning At	Pioneer Dr (Northbound)				Pioneer Dr (Southbound)				Juniper Ave (Eastbound)				Juniper Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	3	0	0	4	0	0	0	0	0	0	1	0	1	0	10	
7:15 AM	0	1	1	0	0	2	0	0	0	0	1	0	0	0	1	0	6	
7:30 AM	0	1	1	0	1	5	0	0	0	2	2	0	0	0	0	0	12	
7:45 AM	0	1	1	0	1	3	0	0	0	1	0	0	1	1	0	0	9	37
8:00 AM	0	2	4	0	3	3	0	0	1	0	0	0	2	0	2	0	17	44
8:15 AM	0	2	10	0	5	5	0	0	0	1	0	0	10	1	3	1	38	76
8:30 AM	1	4	3	0	2	6	0	0	0	0	1	0	5	2	2	0	26	90
8:45 AM	0	2	1	0	0	4	0	0	0	0	1	0	0	1	0	0	9	90
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	8	40	0	20	20	0	0	0	4	0	0	40	4	12	4	152	
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0	
Pedestrians	0				0				0				0				0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

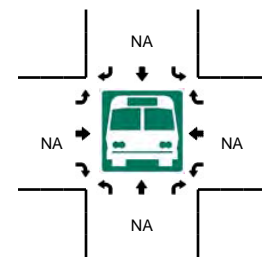
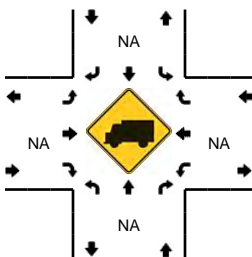
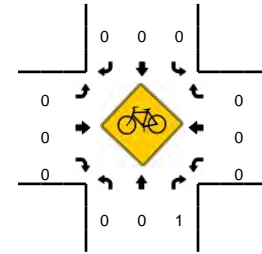
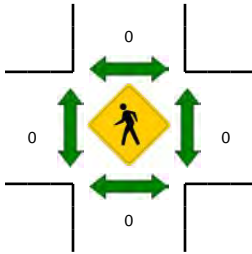
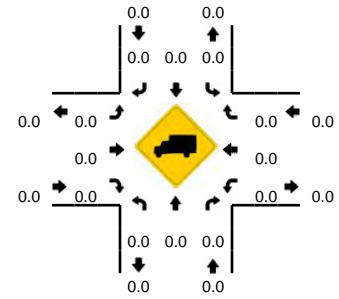
Comments:

LOCATION: Pioneer Dr -- Juniper Ave
CITY/STATE: San Bernardino, CA

QC JOB #: 13917638
DATE: Tue, Oct 25 2016



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

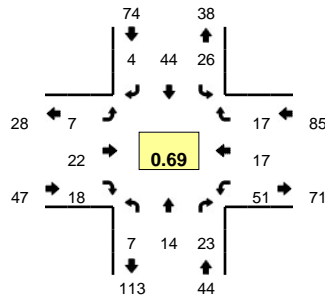


15-Min Count Period Beginning At	Pioneer Dr (Northbound)				Pioneer Dr (Southbound)				Juniper Ave (Eastbound)				Juniper Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	0	0	1	1	0	0	0	0	1	0	4	1	4	0	13	
4:15 PM	0	4	2	0	2	5	0	0	0	1	0	0	2	0	3	0	19	
4:30 PM	0	8	1	0	2	2	0	0	1	0	0	0	1	0	1	0	16	
4:45 PM	2	0	0	0	0	4	0	0	0	1	1	0	2	1	3	0	14	62
5:00 PM	2	7	0	0	1	2	0	0	0	2	0	0	1	1	4	0	20	69
5:15 PM	0	5	4	0	2	3	0	0	0	0	0	0	1	1	3	0	19	69
5:30 PM	2	5	4	0	1	3	0	0	0	2	0	0	4	0	8	0	29	82
5:45 PM	0	3	0	0	1	4	0	0	0	1	0	0	3	3	1	0	16	84
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	8	20	16	0	4	12	0	0	0	8	0	0	16	0	32	0	116	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

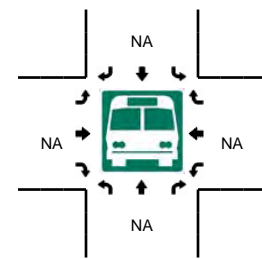
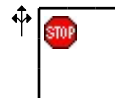
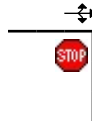
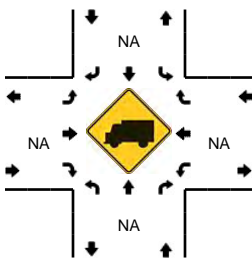
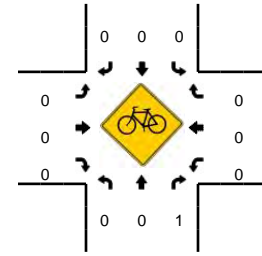
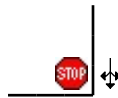
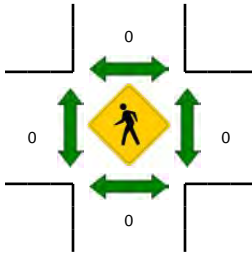
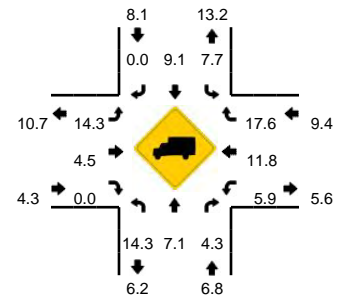
Comments:

LOCATION: Avalon Ave -- Aberdeen Dr
CITY/STATE: San Bernardino, CA

QC JOB #: 13917639
DATE: Tue, Oct 25 2016



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

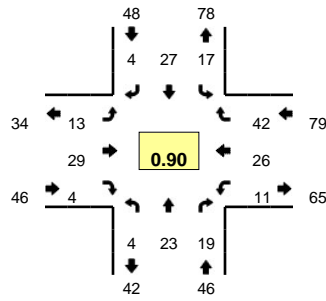


15-Min Count Period Beginning At	Avalon Ave (Northbound)				Avalon Ave (Southbound)				Aberdeen Dr (Eastbound)				Aberdeen Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	1	3	0	3	6	1	0	0	3	3	0	5	3	7	0	36	
7:15 AM	2	2	3	0	6	6	0	0	0	1	2	0	1	5	3	0	31	
7:30 AM	0	1	2	0	5	3	2	0	3	3	1	0	4	5	5	0	34	
7:45 AM	1	4	2	0	4	3	1	0	1	6	2	0	8	2	4	0	38	139
8:00 AM	0	1	2	0	5	8	0	0	3	4	2	0	7	3	7	0	42	145
8:15 AM	2	1	2	0	6	6	2	0	2	9	2	0	3	8	2	0	45	159
8:30 AM	4	7	5	0	11	18	1	0	1	5	7	0	25	4	2	0	90	215
8:45 AM	1	5	14	0	4	12	1	0	1	4	7	0	16	2	6	0	73	250
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	16	28	20	0	44	72	4	0	4	20	28	0	100	16	8	0	360	
Heavy Trucks	4	0	0		0	8	0		0	0	0		0	4	4		20	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

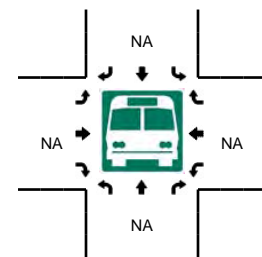
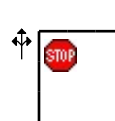
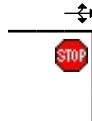
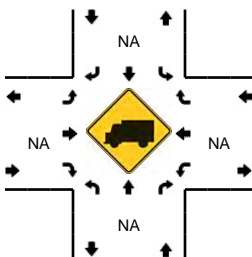
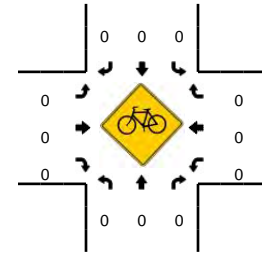
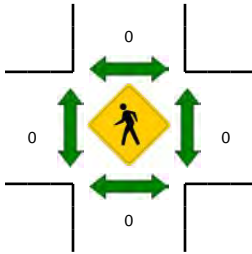
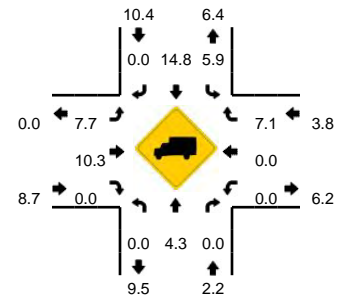
Comments:

LOCATION: Avalon Ave -- Aberdeen Dr
CITY/STATE: San Bernardino, CA

QC JOB #: 13917640
DATE: Tue, Oct 25 2016



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

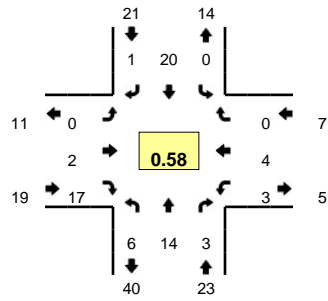


15-Min Count Period Beginning At	Avalon Ave (Northbound)				Avalon Ave (Southbound)				Aberdeen Dr (Eastbound)				Aberdeen Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	4	3	0	4	9	1	0	4	7	0	0	1	13	13	0	61	
4:15 PM	0	4	5	0	5	8	0	0	3	7	1	0	2	7	6	0	48	
4:30 PM	1	7	6	0	4	4	0	0	2	6	2	0	5	5	16	0	58	
4:45 PM	1	8	5	0	4	6	3	0	4	9	1	0	3	1	7	0	52	219
5:00 PM	2	8	3	0	7	5	0	0	5	7	1	0	8	6	9	0	61	219
5:15 PM	0	5	2	0	2	4	0	0	0	4	2	0	2	5	4	0	30	201
5:30 PM	0	5	2	0	5	9	0	0	0	6	3	0	3	9	9	0	51	194
5:45 PM	2	8	4	0	5	6	0	0	1	4	1	0	6	3	13	0	53	195
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	16	12	0	16	36	4	0	16	28	0	0	4	52	52	0	244	
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	8		12	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

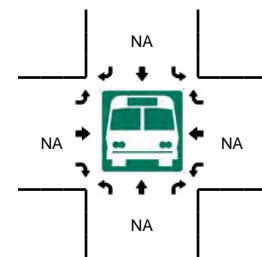
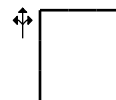
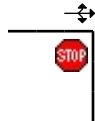
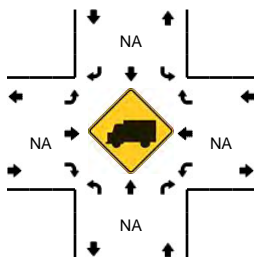
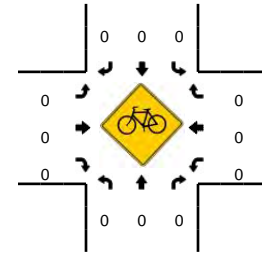
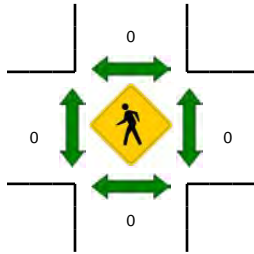
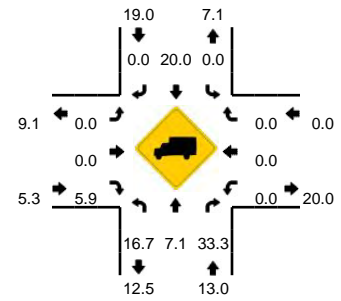
Comments:

LOCATION: Sunfair Rd -- Broadway
CITY/STATE: San Bernardino, CA

QC JOB #: 13917641
DATE: Tue, Oct 25 2016



Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

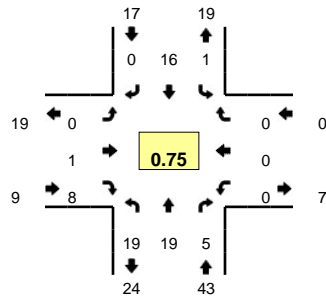


15-Min Count Period Beginning At	Sunfair Rd (Northbound)				Sunfair Rd (Southbound)				Broadway (Eastbound)				Broadway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	0	0	0	1	0	0	1	0	2	0	1	0	0	0	6	
7:15 AM	2	1	0	0	0	3	1	0	0	1	6	0	1	0	0	0	15	
7:30 AM	2	1	0	0	0	6	0	0	0	0	3	0	1	0	0	0	13	
7:45 AM	0	5	0	0	0	2	0	0	0	1	3	0	1	0	0	0	12	46
8:00 AM	2	7	3	0	0	9	0	0	0	0	5	0	0	4	0	0	30	70
8:15 AM	0	2	0	0	0	4	0	0	0	0	1	0	0	0	0	0	7	62
8:30 AM	3	3	0	0	0	4	0	0	0	0	4	0	0	0	0	0	14	63
8:45 AM	0	2	0	0	0	5	0	0	0	0	0	0	1	0	0	0	8	59
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	8	28	12	0	0	36	0	0	0	0	20	0	0	16	0	0	120	
Heavy Trucks	0	0	4		0	16	0		0	0	0		0	0	0		20	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

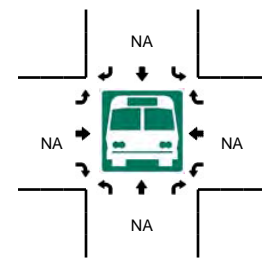
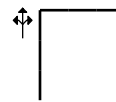
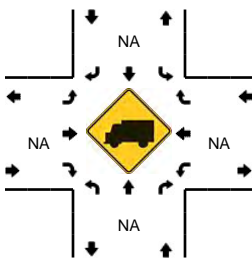
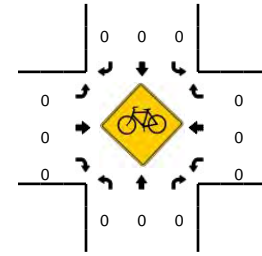
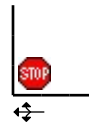
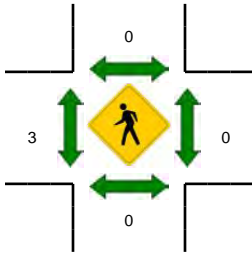
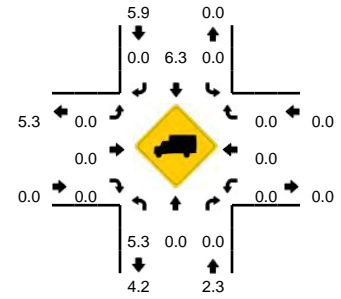
Comments:

LOCATION: Sunfair Rd -- Broadway
CITY/STATE: San Bernardino, CA

QC JOB #: 13917642
DATE: Tue, Oct 25 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

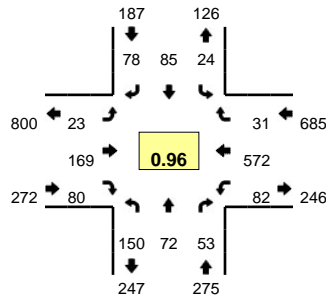


15-Min Count Period Beginning At	Sunfair Rd (Northbound)				Sunfair Rd (Southbound)				Broadway (Eastbound)				Broadway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	4	0	0	0	6	0	0	0	0	2	0	0	0	0	0	14	
4:15 PM	1	12	1	0	0	2	0	0	0	0	0	0	0	0	0	0	16	
4:30 PM	9	7	2	0	1	4	0	0	0	0	0	0	0	0	0	0	23	
4:45 PM	1	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	11	64
5:00 PM	3	4	1	0	0	2	0	0	0	1	4	0	0	0	0	0	15	65
5:15 PM	6	6	1	0	0	3	0	0	0	0	4	0	0	0	0	0	20	69
5:30 PM	4	5	1	0	1	3	0	0	0	0	0	0	2	0	0	0	16	62
5:45 PM	2	3	0	0	0	2	0	0	0	0	1	0	1	0	0	0	9	60
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	36	28	8	0	4	16	0	0	0	0	0	0	0	0	0	0	92	
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

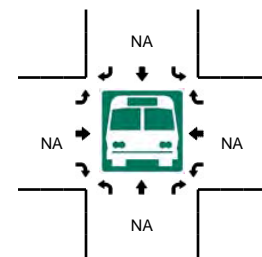
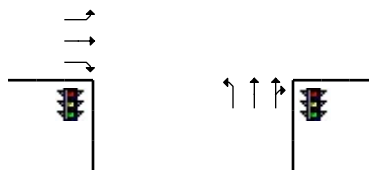
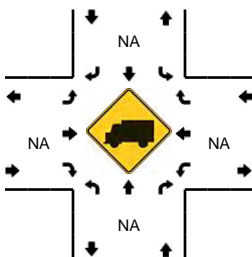
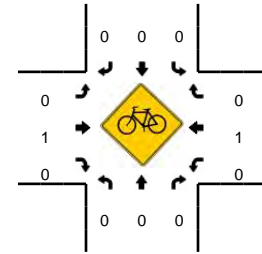
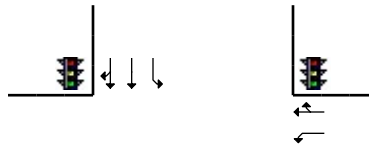
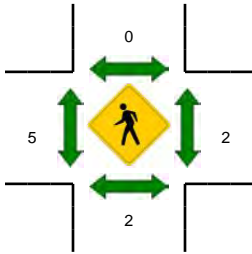
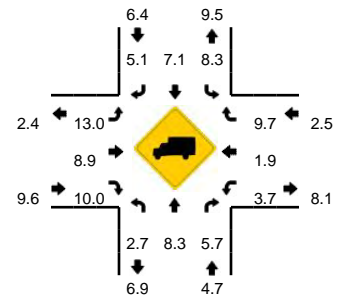
Comments:

LOCATION: Crafton Ave -- Mentone Blvd
CITY/STATE: Mentone, CA

QC JOB #: 13917801
DATE: Thu, Nov 10 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

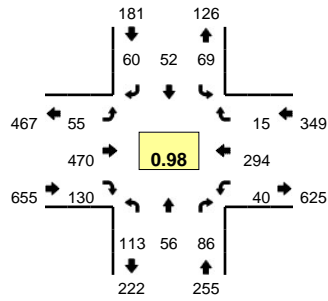


15-Min Count Period Beginning At	Crafton Ave (Northbound)				Crafton Ave (Southbound)				Mentone Blvd (Eastbound)				Mentone Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	35	23	8	0	7	36	18	0	5	43	16	0	29	125	12	0	357	
7:15 AM	40	25	23	0	6	21	23	0	3	34	25	0	24	138	9	0	371	
7:30 AM	28	12	13	0	9	21	17	0	4	55	16	0	14	173	4	0	366	
7:45 AM	47	12	9	0	2	7	20	0	11	37	23	0	15	136	6	0	325	1419
8:00 AM	36	10	8	0	7	14	28	0	5	59	22	0	11	112	5	0	317	1379
8:15 AM	25	11	9	0	7	12	13	0	12	59	15	0	9	102	9	0	283	1291
8:30 AM	21	14	11	0	6	17	10	0	4	51	24	0	5	102	4	0	269	1194
8:45 AM	23	8	13	0	3	12	20	0	10	60	34	0	8	93	4	0	288	1157
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	160	100	92	0	24	84	92	0	12	136	100	0	96	552	36	0	1484	
Heavy Trucks	0	8	0		0	4	4		8	8	16		0	8	4		60	
Pedestrians		4				0				4				8			16	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

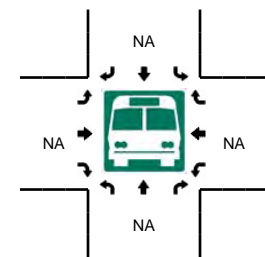
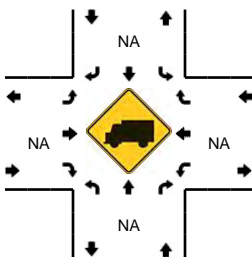
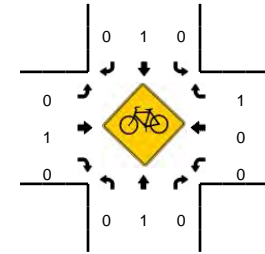
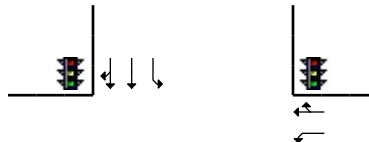
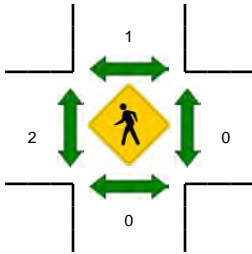
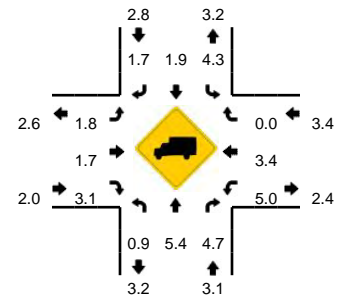
Comments:

LOCATION: Crafton Ave -- Mentone Blvd
CITY/STATE: Mentone, CA

QC JOB #: 13917802
DATE: Wed, Nov 09 2016



Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

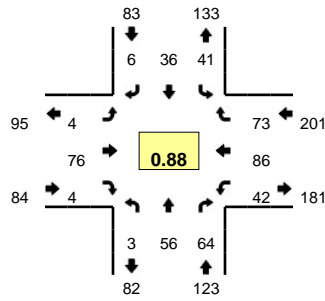


15-Min Count Period Beginning At	Crafton Ave (Northbound)				Crafton Ave (Southbound)				Mentone Blvd (Eastbound)				Mentone Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	15	7	23	0	17	6	12	0	14	119	37	0	12	69	3	0	334	
4:15 PM	29	20	27	0	18	12	11	0	16	135	31	0	12	56	2	0	369	
4:30 PM	35	9	14	0	22	11	19	0	10	114	32	0	6	88	4	0	364	
4:45 PM	27	16	21	0	11	14	13	0	16	114	33	0	15	81	4	0	365	1432
5:00 PM	22	11	24	0	18	15	17	0	13	107	34	0	7	69	5	0	342	1440
5:15 PM	24	15	30	0	6	17	10	0	15	134	31	0	10	73	4	0	369	1440
5:30 PM	21	12	18	0	7	13	14	0	17	122	33	0	11	58	5	0	331	1407
5:45 PM	17	17	22	0	11	15	14	0	16	113	36	0	12	62	9	0	344	1386
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	116	80	108	0	72	48	44	0	64	540	124	0	48	224	8	0	1476	
Heavy Trucks	0	0	12		0	4	4		0	20	0		4	24	0		68	
Pedestrians		0				4				4				0			8	
Bicycles		0	0			0	1	0		0	0	0		0	0	0	1	
Railroad																		
Stopped Buses																		

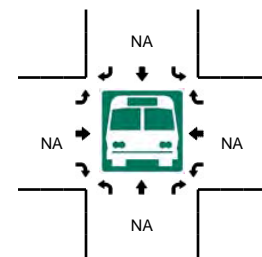
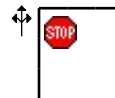
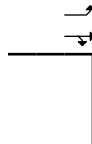
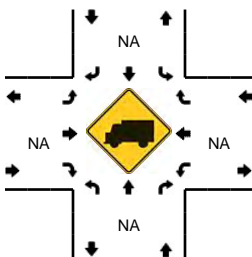
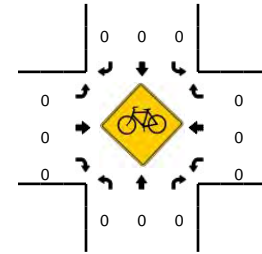
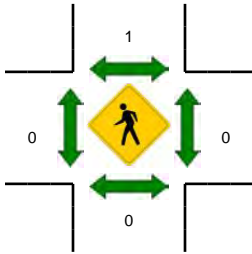
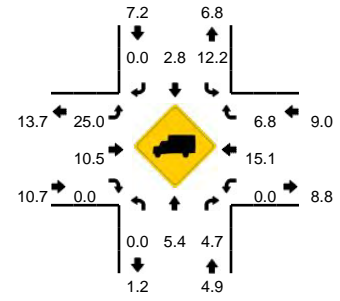
Comments:

LOCATION: Sheep Creek Rd -- Palmdale Rd
CITY/STATE: Phelan, CA

QC JOB #: 13917803
DATE: Wed, Nov 16 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

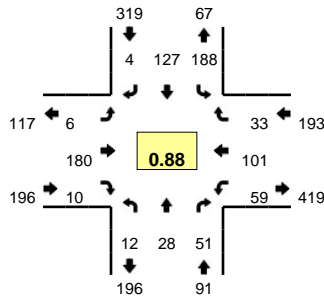


15-Min Count Period Beginning At	Sheep Creek Rd (Northbound)				Sheep Creek Rd (Southbound)				Palmdale Rd (Eastbound)				Palmdale Rd (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	1	9	16	0	8	7	0	0	0	31	1	0	10	18	17	0	118		
7:15 AM	0	16	19	0	9	7	2	0	0	13	1	0	5	19	24	0	115		
7:30 AM	2	15	16	0	13	12	4	0	1	17	0	0	17	31	12	0	140		
7:45 AM	0	16	13	0	11	10	0	0	3	15	2	0	10	18	20	0	118	491	
8:00 AM	1	6	9	0	11	9	0	0	1	18	1	0	4	18	10	0	88	461	
8:15 AM	0	10	11	0	5	6	0	0	1	25	1	0	6	15	23	0	103	449	
8:30 AM	0	10	9	0	7	10	2	0	1	23	2	0	15	17	18	0	114	423	
8:45 AM	1	11	17	0	11	13	0	0	0	14	0	0	9	20	5	0	101	406	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	8	60	64	0	52	48	16	0	4	68	0	0	68	124	48	0	560		
Heavy Trucks	0	4	0		8	0	0		0	8	0		0	24	0		44		
Pedestrians		0				4				0				0			4		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Railroad																			
Stopped Buses																			

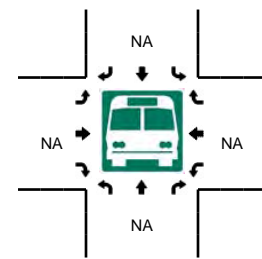
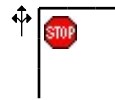
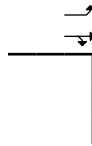
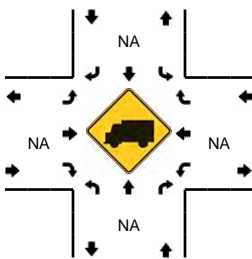
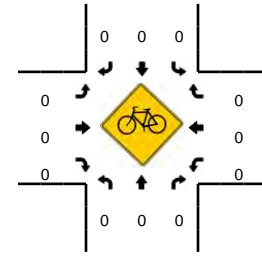
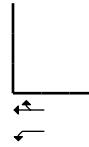
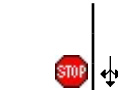
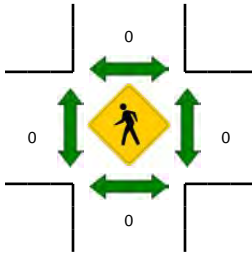
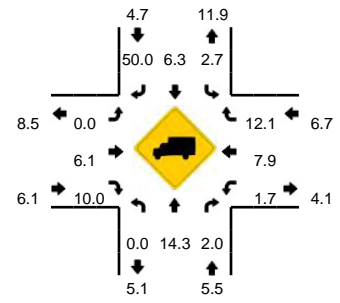
Comments:

LOCATION: Sheep Creek Rd -- Palmdale Rd
CITY/STATE: Phelan, CA

QC JOB #: 13917804
DATE: Wed, Nov 16 2016



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

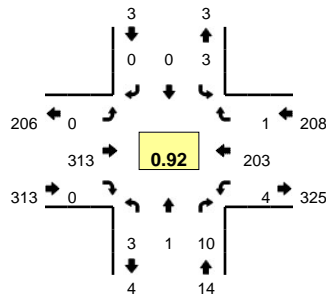


15-Min Count Period Beginning At	Sheep Creek Rd (Northbound)				Sheep Creek Rd (Southbound)				Palmdale Rd (Eastbound)				Palmdale Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	11	17	0	55	26	2	0	0	59	7	0	12	28	7	0	228	
4:15 PM	4	11	14	0	57	46	0	0	3	42	1	0	19	23	3	0	223	
4:30 PM	3	3	8	0	31	32	2	0	3	43	2	0	17	25	13	0	182	
4:45 PM	1	3	12	0	45	23	0	0	0	36	0	0	11	25	10	0	166	799
5:00 PM	1	10	9	0	24	22	0	0	1	54	3	0	18	21	6	0	169	740
5:15 PM	4	12	6	0	23	20	0	0	1	54	4	0	13	26	13	0	176	693
5:30 PM	2	9	20	0	32	17	0	0	4	35	5	0	14	20	12	0	170	681
5:45 PM	1	8	9	0	18	18	2	0	0	44	1	0	12	17	10	0	140	655
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	44	68	0	220	104	8	0	0	236	28	0	48	112	28	0	912	
Heavy Trucks	0	4	0		8	8	4		0	20	4		0	8	8		64	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

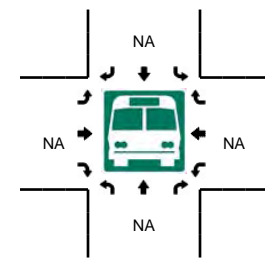
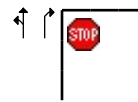
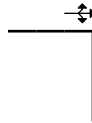
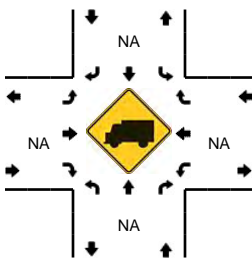
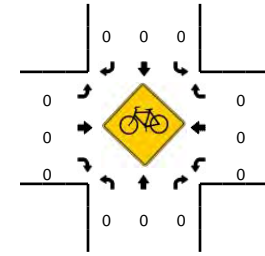
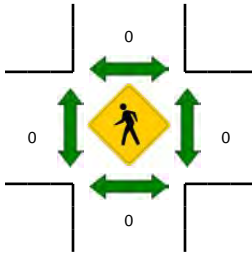
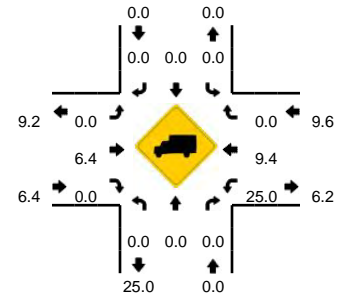
Comments:

LOCATION: Caughlin Rd -- Palmdale Rd
CITY/STATE: Phelan, CA

QC JOB #: 13917805
DATE: Wed, Nov 16 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

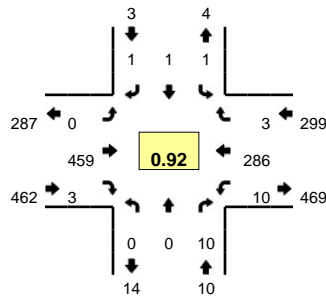


15-Min Count Period Beginning At	Caughlin Rd (Northbound)				Caughlin Rd (Southbound)				Palmdale Rd (Eastbound)				Palmdale Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	0	2	0	1	0	0	0	0	91	0	0	0	44	0	0	140	
7:15 AM	0	0	3	0	0	0	0	0	0	82	0	0	3	58	0	0	146	
7:30 AM	0	1	4	0	0	0	0	0	0	73	0	0	0	53	1	0	132	
7:45 AM	1	0	1	0	1	0	0	1	0	67	0	0	1	48	0	0	120	538
8:00 AM	1	1	4	0	0	0	0	0	0	48	1	0	0	32	0	0	87	485
8:15 AM	1	0	3	0	1	0	0	0	0	73	0	0	0	48	1	0	127	466
8:30 AM	0	0	1	0	0	0	0	0	0	48	0	0	0	52	0	0	101	435
8:45 AM	0	0	2	0	0	0	0	0	0	54	1	0	1	44	0	0	102	417
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	12	0	0	0	0	0	0	328	0	0	12	232	0	0	584	
Heavy Trucks	0	0	0		0	0	0		0	20	0		4	16	0		40	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

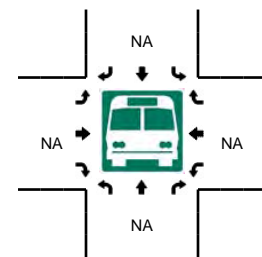
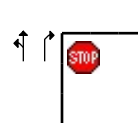
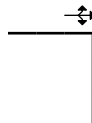
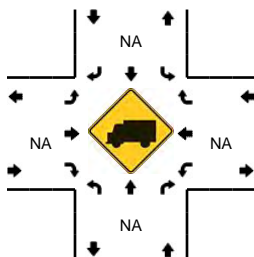
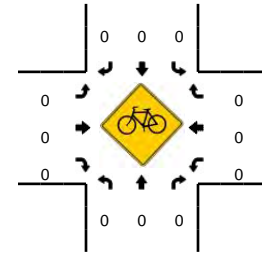
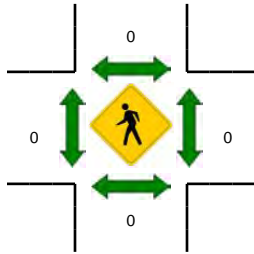
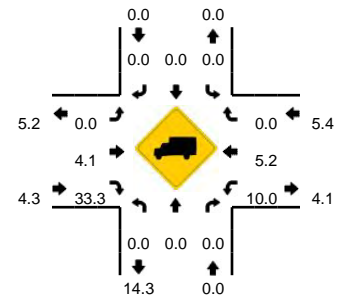
Comments:

LOCATION: Caughlin Rd -- Palmdale Rd
CITY/STATE: Phelan, CA

QC JOB #: 13917806
DATE: Wed, Nov 16 2016



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

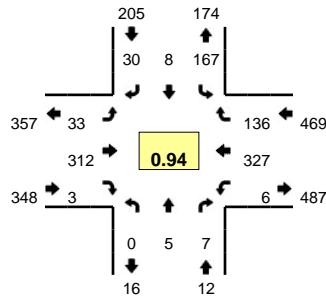


15-Min Count Period Beginning At	Caughlin Rd (Northbound)				Caughlin Rd (Southbound)				Palmdale Rd (Eastbound)				Palmdale Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	3	0	0	0	1	0	0	111	1	0	4	69	1	0	190	
4:15 PM	0	0	1	0	0	1	0	1	0	133	1	0	4	68	2	0	211	
4:30 PM	0	0	3	0	0	0	0	0	0	110	0	0	1	76	0	0	190	
4:45 PM	0	0	3	0	0	0	0	0	0	105	1	0	1	73	0	0	183	774
5:00 PM	0	0	3	0	0	0	0	0	0	74	0	0	0	62	0	0	139	723
5:15 PM	0	0	2	0	0	0	0	0	0	121	2	0	2	82	2	0	211	723
5:30 PM	1	0	0	0	0	0	0	0	0	95	0	0	0	82	0	0	178	711
5:45 PM	0	0	1	0	0	0	0	0	0	88	0	0	1	61	0	0	151	679
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	4	0	0	4	0	4	0	532	4	0	16	272	8	0	844	
Heavy Trucks	0	0	0		0	0	0		0	24	4		4	20	0		52	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

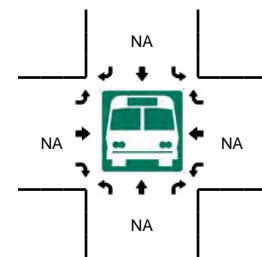
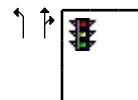
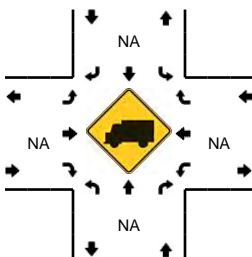
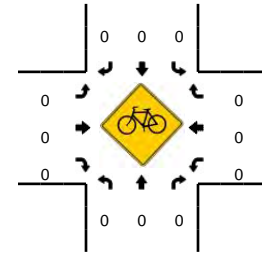
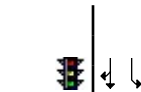
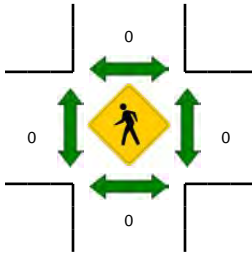
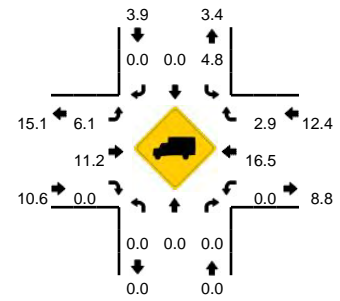
Comments:

LOCATION: Oasis Rd -- State Hwy 138
CITY/STATE: Pinon Hills, CA

QC JOB #: 13917807
DATE: Thu, Jan 26 2017



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

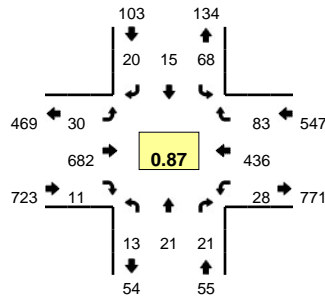


15-Min Count Period Beginning At	Oasis Rd (Northbound)				Oasis Rd (Southbound)				State Hwy 138 (Eastbound)				State Hwy 138 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	2	2	0	26	1	4	0	4	71	1	0	1	93	8	0	213	
7:15 AM	0	1	1	0	30	0	1	0	3	91	0	0	4	70	12	0	213	
7:30 AM	0	0	0	0	31	0	4	0	5	78	0	0	1	85	49	0	253	
7:45 AM	0	2	2	0	48	2	8	0	17	63	0	0	2	82	49	1	276	955
8:00 AM	0	2	2	0	59	1	15	0	7	81	1	0	1	83	24	0	276	1018
8:15 AM	0	1	3	0	29	5	3	0	4	90	2	0	1	77	14	0	229	1034
8:30 AM	1	0	6	0	21	1	4	0	2	111	4	0	2	80	5	0	237	1018
8:45 AM	2	3	2	0	19	1	2	0	2	89	1	0	5	75	10	0	211	953
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	8	8	0	192	8	32	0	68	252	0	0	8	328	196	4	1104	
Heavy Trucks	0	0	0		16	0	0		8	28	0		0	56	8		116	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

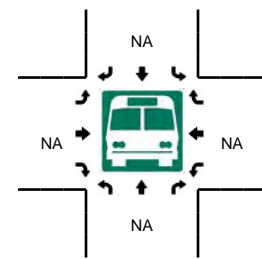
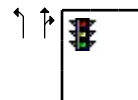
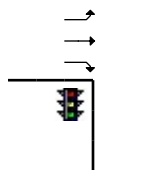
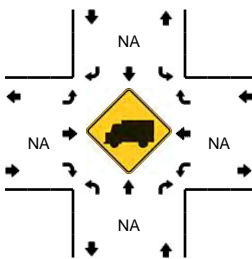
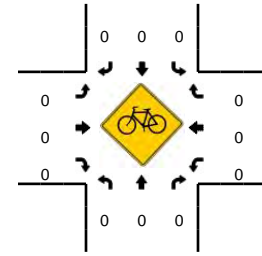
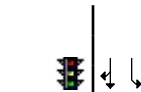
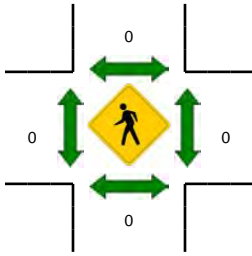
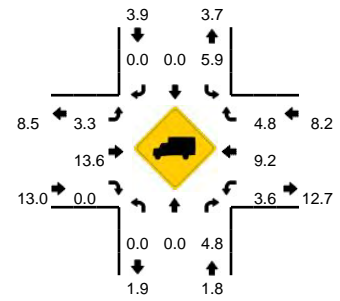
Comments:

LOCATION: Oasis Rd -- State Hwy 138
CITY/STATE: Pinon Hills, CA

QC JOB #: 13917808
DATE: Thu, Jan 26 2017



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

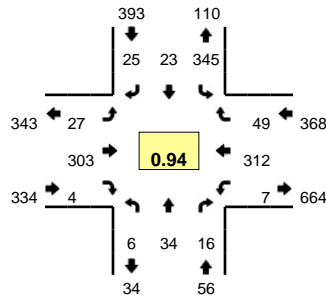


15-Min Count Period Beginning At	Oasis Rd (Northbound)				Oasis Rd (Southbound)				State Hwy 138 (Eastbound)				State Hwy 138 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	11	11	0	17	8	5	0	10	161	4	0	12	105	17	0	365	
4:15 PM	3	4	4	0	15	3	7	0	4	212	4	0	7	129	20	0	412	
4:30 PM	3	3	6	0	19	3	3	0	9	145	1	0	7	114	14	0	327	
4:45 PM	3	3	0	0	17	1	5	0	7	164	2	0	2	88	32	0	324	1428
5:00 PM	3	5	2	0	16	3	6	0	5	139	1	0	9	80	21	0	290	1353
5:15 PM	5	5	2	0	12	0	4	0	9	142	1	0	13	91	26	0	310	1251
5:30 PM	2	3	8	0	18	1	5	0	7	126	2	0	6	109	18	0	305	1229
5:45 PM	2	3	1	0	9	0	3	0	5	137	0	0	6	92	19	0	277	1182
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	12	16	16	0	60	12	28	0	16	848	16	0	28	516	80	0	1648	
Heavy Trucks	0	0	0		4	0	0		4	96	0		0	44	4		152	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

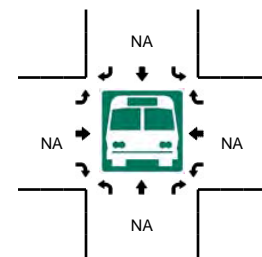
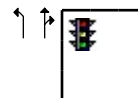
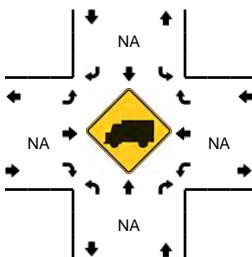
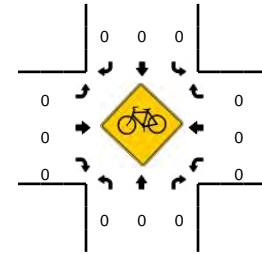
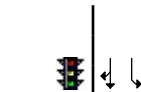
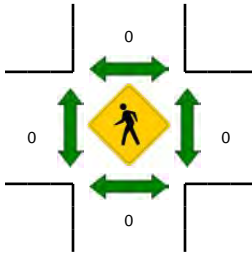
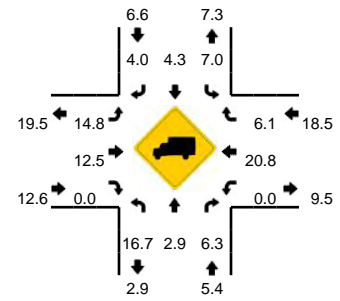
Comments:

LOCATION: Beekley Rd -- State Hwy 138
CITY/STATE: Pinon Hills, CA

QC JOB #: 13917809
DATE: Wed, Nov 16 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:00 AM -- 7:15 AM

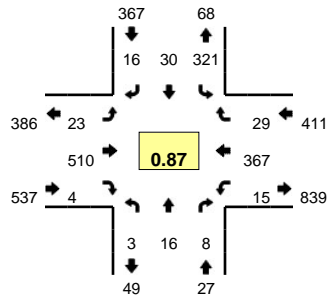


15-Min Count Period Beginning At	Beekley Rd (Northbound)				Beekley Rd (Southbound)				State Hwy 138 (Eastbound)				State Hwy 138 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	4	2	0	104	6	4	0	8	72	2	0	0	91	13	0	307	
7:15 AM	1	10	5	0	74	9	6	0	3	77	0	0	0	76	11	0	272	
7:30 AM	3	15	6	0	67	2	8	0	5	74	1	0	6	66	12	0	265	
7:45 AM	1	5	3	0	100	6	7	0	11	80	1	0	1	79	13	0	307	1151
8:00 AM	1	8	3	0	81	8	1	0	3	67	3	0	1	66	6	0	248	1092
8:15 AM	0	17	3	0	83	6	1	0	10	68	0	0	3	65	9	0	265	1085
8:30 AM	0	4	2	0	72	10	4	0	9	81	3	0	2	56	10	0	253	1073
8:45 AM	1	6	4	0	85	9	3	0	7	120	0	0	4	59	3	0	301	1067
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	16	8	0	416	24	16	0	32	288	8	0	0	364	52	0	1228	
Heavy Trucks	0	0	4		40	0	0		16	12	0		0	64	0		136	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

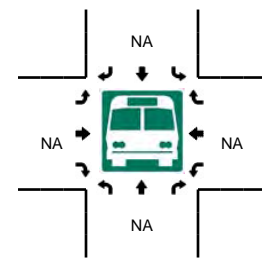
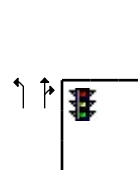
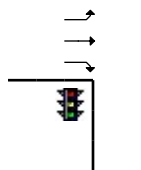
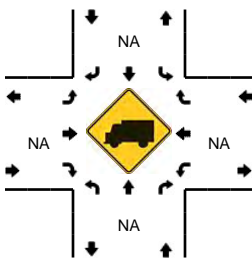
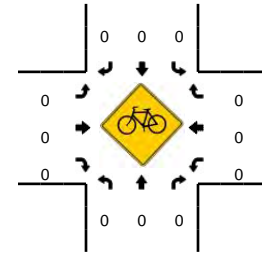
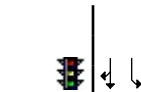
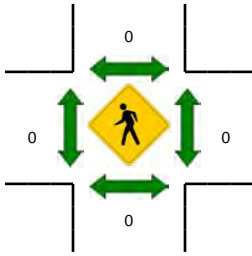
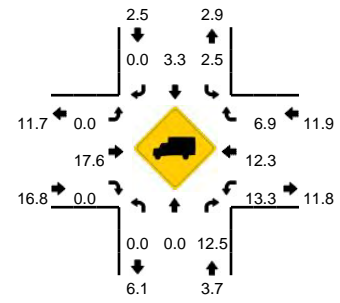
Comments:

LOCATION: Beekley Rd -- State Hwy 138
CITY/STATE: Pinon Hills, CA

QC JOB #: 13917810
DATE: Wed, Nov 16 2016



Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

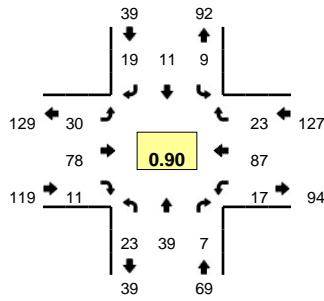


15-Min Count Period Beginning At	Beekley Rd (Northbound)				Beekley Rd (Southbound)				State Hwy 138 (Eastbound)				State Hwy 138 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	3	2	0	80	12	9	0	6	120	1	0	4	80	11	0	329	
4:15 PM	0	5	1	0	107	9	8	0	8	122	2	0	2	94	6	0	364	
4:30 PM	0	3	2	0	86	8	2	0	2	150	1	0	8	111	14	0	387	
4:45 PM	3	3	5	0	60	6	2	0	6	94	1	0	2	74	5	0	261	1341
5:00 PM	0	5	0	0	68	7	4	0	7	144	0	0	3	88	4	0	330	1342
5:15 PM	2	7	2	0	80	8	6	0	2	79	0	0	6	98	8	0	298	1276
5:30 PM	0	6	2	0	70	5	4	0	2	87	0	0	4	77	8	0	265	1154
5:45 PM	0	5	1	0	79	8	3	0	4	95	0	0	0	60	4	0	259	1152
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	12	8	0	344	32	8	0	8	600	4	0	32	444	56	0	1548	
Heavy Trucks	0	0	0		12	0	0		0	80	0		4	60	4		160	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

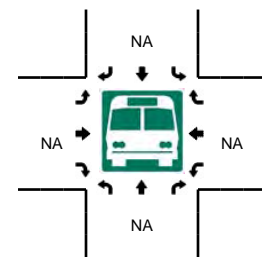
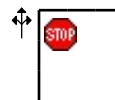
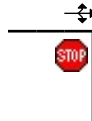
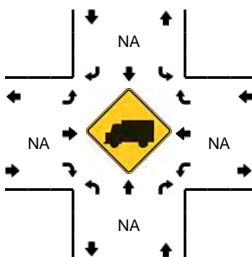
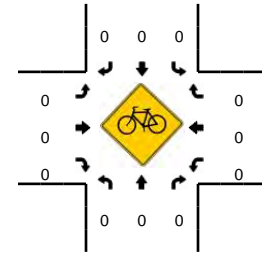
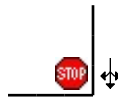
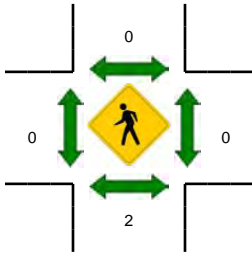
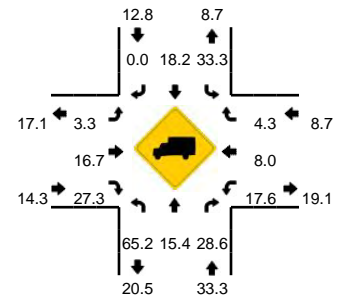
Comments:

LOCATION: Old Woman Springs Rd -- Barstow Rd
CITY/STATE: San Bernardino, CA

QC JOB #: 13917811
DATE: Tue, Jan 10 2017



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

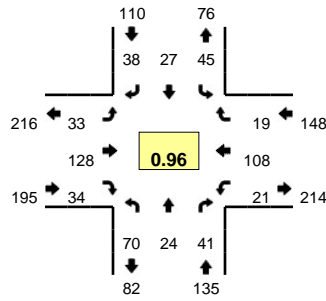


15-Min Count Period Beginning At	Old Woman Springs Rd (Northbound)				Old Woman Springs Rd (Southbound)				Barstow Rd (Eastbound)				Barstow Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	7	1	0	4	5	2	0	7	19	0	0	3	16	4	0	73	
7:15 AM	9	2	0	0	3	4	2	0	2	10	1	0	1	22	0	0	56	
7:30 AM	5	17	3	0	1	0	3	0	10	19	3	0	2	25	9	0	97	
7:45 AM	4	12	2	0	3	5	6	0	9	27	0	0	4	19	7	0	98	324
8:00 AM	7	5	1	0	5	3	7	0	7	14	2	0	2	21	4	0	78	329
8:15 AM	7	5	1	0	0	3	3	0	4	18	6	0	9	22	3	0	81	354
8:30 AM	10	4	5	0	4	10	8	0	1	12	3	0	5	18	7	0	87	344
8:45 AM	8	4	3	0	4	5	7	0	6	26	6	0	5	27	3	0	104	350
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	16	48	8	0	12	20	24	0	36	108	0	0	16	76	28	0	392	
Heavy Trucks	12	8	4		0	8	0		0	24	0		4	0	0		60	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

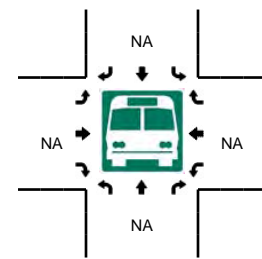
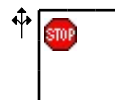
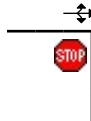
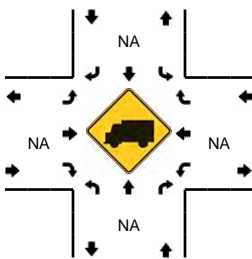
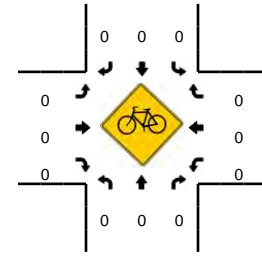
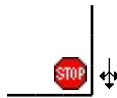
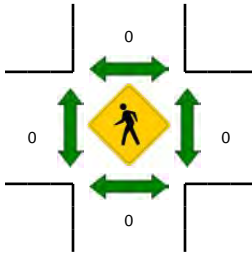
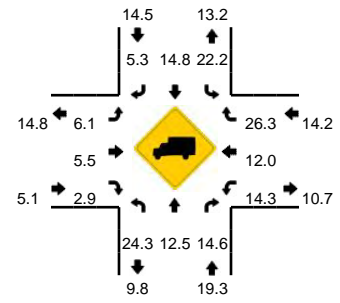
Comments:

LOCATION: Old Woman Springs Rd -- Barstow Rd
CITY/STATE: San Bernardino, CA

QC JOB #: 13917812
DATE: Tue, Jan 10 2017



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

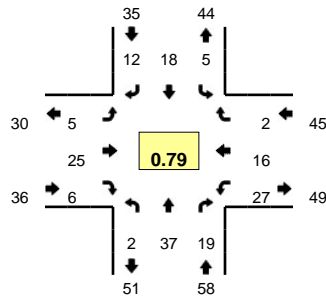


15-Min Count Period Beginning At	Old Woman Springs Rd (Northbound)				Old Woman Springs Rd (Southbound)				Barstow Rd (Eastbound)				Barstow Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	14	7	10	0	9	9	9	0	9	36	10	0	5	26	2	0	146	
4:15 PM	22	5	12	0	12	5	10	0	7	29	7	0	6	33	5	0	153	
4:30 PM	24	5	6	0	13	7	11	0	4	31	10	0	5	25	5	0	146	
4:45 PM	10	7	13	0	11	6	8	0	13	32	7	0	5	24	7	0	143	588
5:00 PM	13	8	14	0	4	6	5	0	6	41	3	0	7	25	8	0	140	582
5:15 PM	16	5	8	0	6	7	8	0	6	23	8	0	11	27	3	0	128	557
5:30 PM	14	5	8	0	8	10	5	0	7	42	8	0	6	28	3	0	144	555
5:45 PM	13	9	7	0	4	5	6	0	3	24	0	0	5	28	2	0	106	518
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	88	20	48	0	48	20	40	0	28	116	28	0	24	132	20	0	612	
Heavy Trucks	24	4	12		12	0	4		0	8	0		4	8	4		80	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

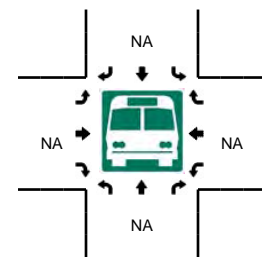
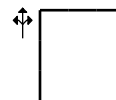
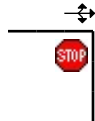
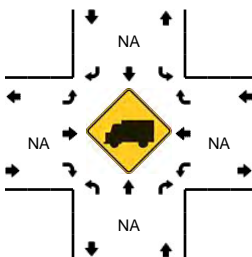
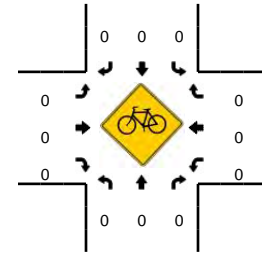
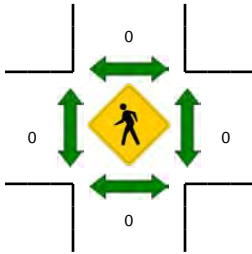
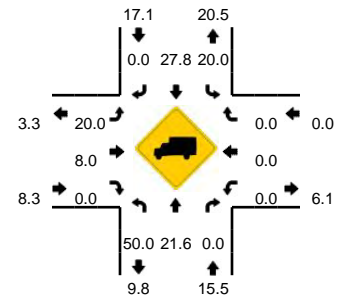
Comments:

LOCATION: Rabbit Springs Rd -- Barstow Rd
CITY/STATE: Lucerne Valley, CA

QC JOB #: 13917813
DATE: Tue, Jan 10 2017



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

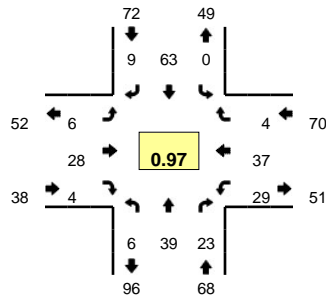


15-Min Count Period Beginning At	Rabbit Springs Rd (Northbound)				Rabbit Springs Rd (Southbound)				Barstow Rd (Eastbound)				Barstow Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	6	2	0	1	7	2	0	0	4	0	0	2	5	0	0	30	
7:15 AM	1	3	0	0	0	7	1	0	1	0	1	0	3	5	0	0	22	
7:30 AM	2	13	5	0	1	2	3	0	1	6	2	0	4	6	0	0	45	
7:45 AM	0	5	11	0	1	6	2	0	0	6	1	0	7	3	1	0	43	140
8:00 AM	0	9	2	0	2	6	4	0	4	11	2	0	10	5	0	0	55	165
8:15 AM	0	10	1	0	1	4	3	0	0	2	1	0	6	2	1	0	31	174
8:30 AM	0	9	2	0	1	15	1	0	4	0	0	0	3	2	1	0	38	167
8:45 AM	0	9	3	0	3	9	0	0	1	3	1	0	4	4	1	0	38	162
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	36	8	0	8	24	16	0	16	44	8	0	40	20	0	0	220	
Heavy Trucks	0	4	0		4	8	0		4	0	0		0	0	0		20	
Pedestrians	0				0				0				0				0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

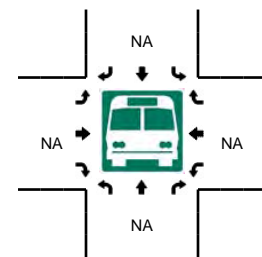
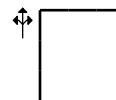
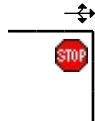
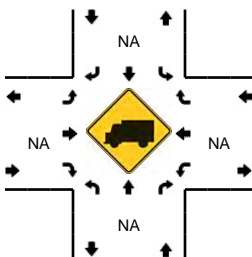
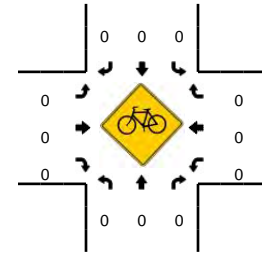
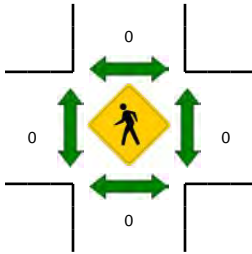
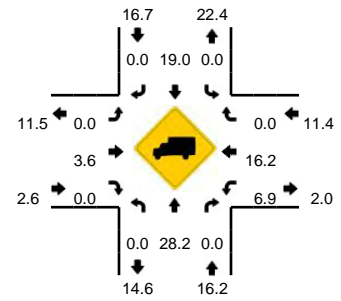
Comments:

LOCATION: Rabbit Springs Rd -- Barstow Rd
CITY/STATE: Lucerne Valley, CA

QC JOB #: 13917814
DATE: Tue, Jan 10 2017



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

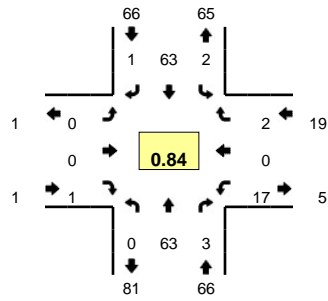


15-Min Count Period Beginning At	Rabbit Springs Rd (Northbound)				Rabbit Springs Rd (Southbound)				Barstow Rd (Eastbound)				Barstow Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	10	7	0	0	15	4	0	1	3	2	0	5	15	1	0	64	
4:15 PM	2	11	3	0	0	17	1	0	2	6	2	0	8	7	1	0	60	
4:30 PM	3	5	4	0	0	18	3	0	1	12	0	0	9	5	2	0	62	
4:45 PM	0	13	9	0	0	13	1	0	2	7	0	0	7	10	0	0	62	248
5:00 PM	3	16	3	0	0	12	2	0	1	6	2	0	0	5	1	0	51	235
5:15 PM	1	8	3	0	1	12	0	0	3	3	2	0	6	4	0	0	43	218
5:30 PM	1	10	3	0	0	15	2	0	0	2	0	0	2	2	2	0	39	195
5:45 PM	0	6	4	0	1	16	4	0	4	7	1	0	1	3	1	0	48	181
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	4	40	28	0	0	60	16	0	4	12	8	0	20	60	4	0	256	
Heavy Trucks	0	12	0	0	0	8	0	0	0	0	0	0	0	4	0	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

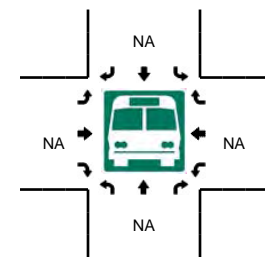
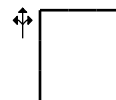
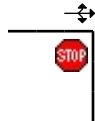
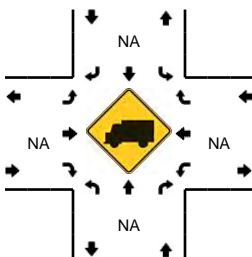
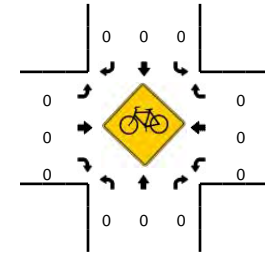
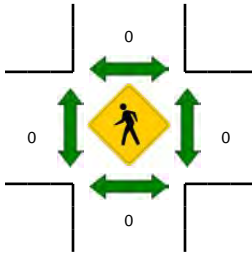
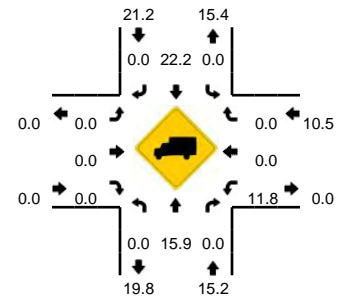
Comments:

LOCATION: Old Woman Springs Rd -- Linn Rd
CITY/STATE: San Bernardino, CA

QC JOB #: 13917815
DATE: Tue, Jan 10 2017



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

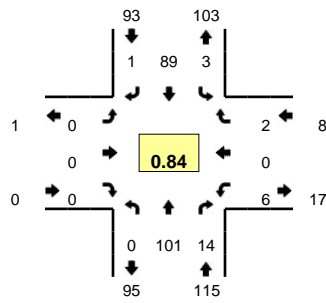


15-Min Count Period Beginning At	Old Woman Springs Rd (Northbound)				Old Woman Springs Rd (Southbound)				Linn Rd (Eastbound)				Linn Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	12	0	0	0	14	0	0	0	0	0	0	1	0	1	0	28	
7:15 AM	0	6	0	0	0	26	0	0	0	0	0	0	7	0	0	0	39	
7:30 AM	0	9	0	0	0	18	0	0	0	0	0	0	2	0	0	0	29	
7:45 AM	0	8	2	0	0	11	1	0	0	0	1	0	1	0	1	0	25	121
8:00 AM	0	16	1	0	1	14	0	0	0	0	0	0	2	0	0	0	34	127
8:15 AM	0	17	0	0	1	20	1	0	0	0	1	0	5	0	0	0	45	133
8:30 AM	0	13	1	0	0	13	0	0	0	0	0	0	5	0	1	0	33	137
8:45 AM	0	17	1	0	0	16	0	0	0	0	0	0	5	0	1	0	40	152
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	68	0	0	4	80	4	0	0	0	4	0	20	0	0	0	180	
Heavy Trucks	0	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	32	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

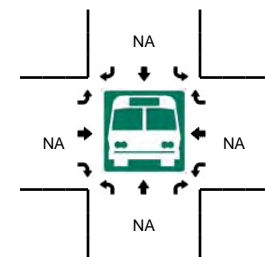
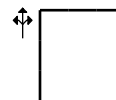
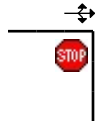
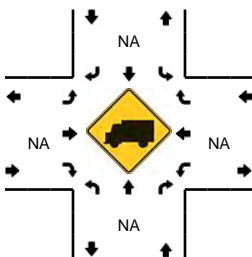
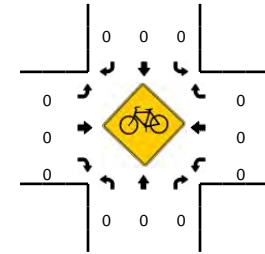
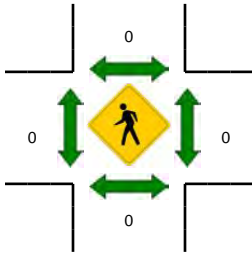
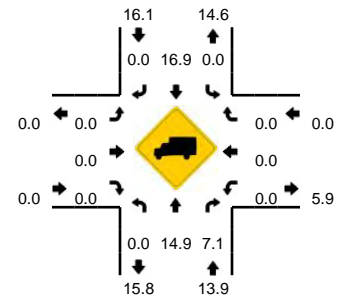
Comments:

LOCATION: Old Woman Springs Rd -- Linn Rd
CITY/STATE: San Bernardino, CA

QC JOB #: 13917816
DATE: Tue, Jan 10 2017



Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

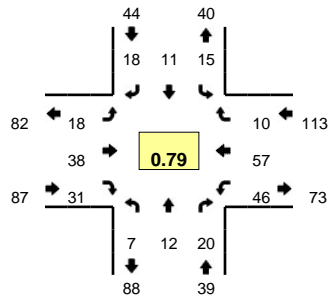


15-Min Count Period Beginning At	Old Woman Springs Rd (Northbound)				Old Woman Springs Rd (Southbound)				Linn Rd (Eastbound)				Linn Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	23	4	0	0	14	0	0	0	0	0	0	2	0	1	0	44	
4:15 PM	0	35	5	0	1	21	0	0	0	0	0	0	2	0	0	0	64	
4:30 PM	0	15	3	0	1	27	1	0	0	0	0	0	1	0	1	0	49	203
4:45 PM	0	24	4	0	0	17	0	0	0	0	0	0	1	0	0	0	46	216
5:00 PM	0	27	2	0	1	24	0	0	0	0	0	0	2	0	1	0	57	
5:15 PM	0	16	8	0	0	19	0	0	0	1	0	0	1	0	0	0	45	197
5:30 PM	0	29	3	0	0	28	0	0	0	0	0	0	4	0	0	0	64	212
5:45 PM	0	17	3	0	0	11	0	0	0	0	0	0	2	0	0	0	33	199
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	140	20	0	4	84	0	0	0	0	0	0	8	0	0	0	256	
Heavy Trucks	0	32	0		0	16	0		0	0	0		0	0	0		48	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

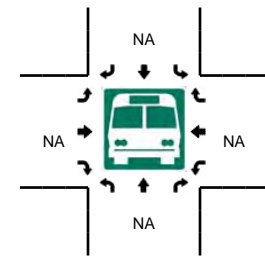
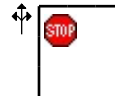
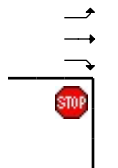
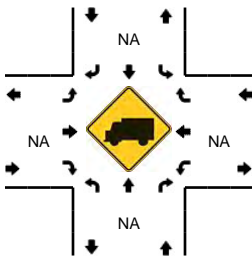
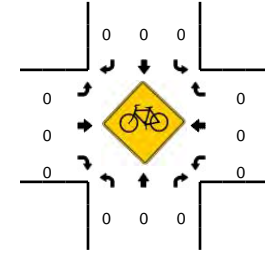
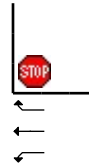
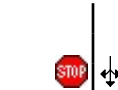
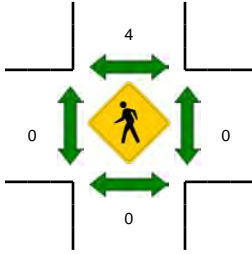
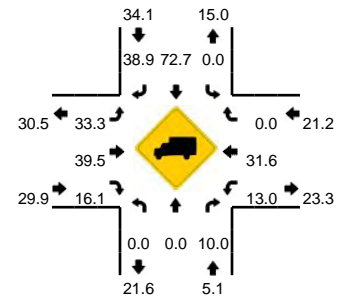
Comments:

LOCATION: State Hwy 127 -- Baker Blvd
CITY/STATE: San Bernardino, CA

QC JOB #: 13917817
DATE: Wed, Jan 11 2017



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM



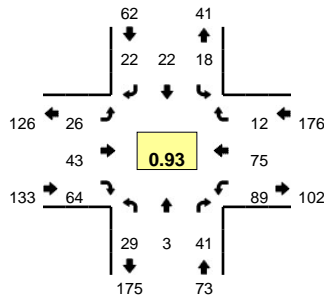
15-Min Count Period Beginning At	State Hwy 127 (Northbound)				State Hwy 127 (Southbound)				Baker Blvd (Eastbound)				Baker Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	1	5	0	2	3	5	0	0	3	8	0	8	9	0	0	47	
7:15 AM	3	2	2	0	5	3	5	0	6	9	7	0	10	7	0	0	59	
7:30 AM	10	0	2	0	3	2	4	0	3	6	6	0	6	6	2	0	50	
7:45 AM	2	1	4	0	2	2	3	0	3	13	12	0	13	16	0	0	71	227
8:00 AM	1	2	3	0	1	2	7	0	2	4	7	0	9	11	1	0	50	230
8:15 AM	0	3	3	0	1	0	2	0	4	12	8	0	12	14	3	0	62	233
8:30 AM	3	6	9	0	7	3	3	0	4	11	6	0	9	17	3	0	81	264
8:45 AM	3	1	5	0	6	6	6	0	8	11	10	0	16	15	3	0	90	283

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	4	20	0	24	24	24	0	32	44	40	0	64	60	12	0	360
Heavy Trucks	0	0	0	0	0	16	0	0	12	16	4	0	8	32	0	0	88
Pedestrians	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad																	
Stopped Buses																	

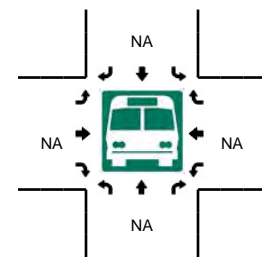
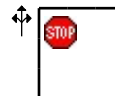
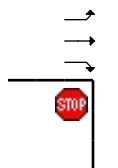
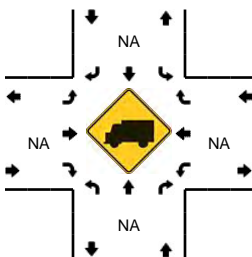
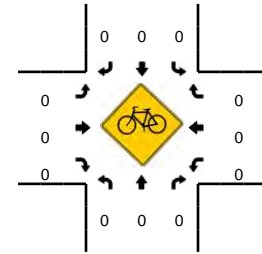
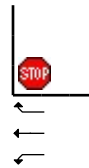
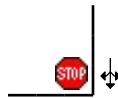
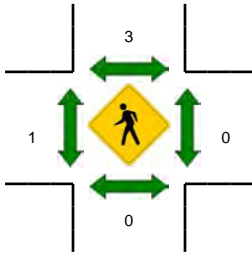
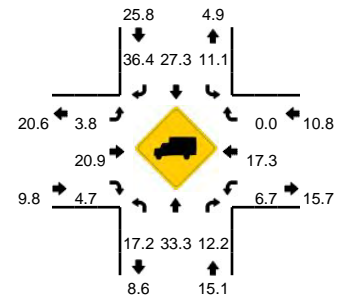
Comments:

LOCATION: State Hwy 127 -- Baker Blvd
CITY/STATE: San Bernardino, CA

QC JOB #: 13917818
DATE: Wed, Jan 11 2017



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM



15-Min Count Period Beginning At	State Hwy 127 (Northbound)				State Hwy 127 (Southbound)				Baker Blvd (Eastbound)				Baker Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	2	10	0	6	7	4	0	5	11	16	0	22	22	7	0	120	
4:15 PM	5	1	10	0	5	5	5	0	8	7	13	0	25	20	0	0	104	
4:30 PM	6	0	11	0	2	4	7	0	7	11	14	0	27	17	3	0	109	
4:45 PM	10	0	10	0	5	6	6	0	6	14	21	0	15	16	2	0	111	444
5:00 PM	4	4	9	0	5	4	3	0	8	10	13	0	28	16	2	0	106	430
5:15 PM	7	0	12	0	7	12	7	0	5	15	13	0	10	22	2	1	113	439
5:30 PM	4	1	8	0	3	6	3	0	2	8	8	1	20	17	3	0	84	414
5:45 PM	7	3	10	0	6	2	4	0	4	11	12	0	15	18	5	0	97	400
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	32	8	40	0	24	28	16	0	20	44	64	0	88	88	28	0	480	
Heavy Trucks	4	4	4		4	0	4		0	20	0		0	24	0		64	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Shay Rd East Of Wiebe Rd SPECIFIC LOCATION: Shay Rd East Of Wiebe Rd CITY/STATE: Big Bear, CA						QC JOB #: 13862903 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		2				2			2	
12:30 AM		1				1			1	
12:45 AM		1				1			1	
1:00 AM		1				1			1	
1:15 AM		1				1			1	
1:30 AM		1				1			1	
1:45 AM		0				0			0	
2:00 AM		1				1			1	
2:15 AM		0				0			0	
2:30 AM		1				1			1	
2:45 AM		0				0			0	
3:00 AM		2				2			2	
3:15 AM		1				1			1	
3:30 AM		0				0			0	
3:45 AM		0				0			0	
4:00 AM		0				0			0	
4:15 AM		2				2			2	
4:30 AM		2				2			2	
4:45 AM		8				8			8	
5:00 AM		5				5			5	
5:15 AM		0				0			0	
5:30 AM		1				1			1	
5:45 AM		8				8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Shay Rd East Of Wiebe Rd SPECIFIC LOCATION: Shay Rd East Of Wiebe Rd CITY/STATE: Big Bear, CA						QC JOB #: 13862903 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		4				4			4	
6:15 AM		12				12			12	
6:30 AM		16				16			16	
6:45 AM		12				12			12	
7:00 AM		16				16			16	
7:15 AM		23				23			23	
7:30 AM		26				26			26	
7:45 AM		28				28			28	
8:00 AM		29				29			29	
8:15 AM		22				22			22	
8:30 AM		25				25			25	
8:45 AM		23				23			23	
9:00 AM		38				38			38	
9:15 AM		21				21			21	
9:30 AM		29				29			29	
9:45 AM		22				22			22	
10:00 AM		26				26			26	
10:15 AM		20				20			20	
10:30 AM		30				30			30	
10:45 AM		32				32			32	
11:00 AM		29				29			29	
11:15 AM		26				26			26	
11:30 AM		28				28			28	
11:45 AM		36				36			36	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Shay Rd East Of Wiebe Rd SPECIFIC LOCATION: Shay Rd East Of Wiebe Rd CITY/STATE: Big Bear, CA						QC JOB #: 13862903 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		28				28			28	
12:15 PM		34				34			34	
12:30 PM		27				27			27	
12:45 PM		34				34			34	
1:00 PM		34				34			34	
1:15 PM		39				39			39	
1:30 PM		36				36			36	
1:45 PM		34				34			34	
2:00 PM		44				44			44	
2:15 PM		31				31			31	
2:30 PM		32				32			32	
2:45 PM		33				33			33	
3:00 PM		32				32			32	
3:15 PM		38				38			38	
3:30 PM		43				43			43	
3:45 PM		27				27			27	
4:00 PM		31				31			31	
4:15 PM		39				39			39	
4:30 PM		34				34			34	
4:45 PM		30				30			30	
5:00 PM		31				31			31	
5:15 PM		31				31			31	
5:30 PM		32				32			32	
5:45 PM		30				30			30	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Shay Rd East Of Wiebe Rd SPECIFIC LOCATION: Shay Rd East Of Wiebe Rd CITY/STATE: Big Bear, CA						QC JOB #: 13862903 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		24				24			24	
6:15 PM		40				40			40	
6:30 PM		13				13			13	
6:45 PM		36				36			36	
7:00 PM		22				22			22	
7:15 PM		25				25			25	
7:30 PM		17				17			17	
7:45 PM		14				14			14	
8:00 PM		16				16			16	
8:15 PM		19				19			19	
8:30 PM		12				12			12	
8:45 PM		18				18			18	
9:00 PM		9				9			9	
9:15 PM		11				11			11	
9:30 PM		15				15			15	
9:45 PM		7				7			7	
10:00 PM		9				9			9	
10:15 PM		3				3			3	
10:30 PM		7				7			7	
10:45 PM		3				3			3	
11:00 PM		6				6			6	
11:15 PM		2				2			2	
11:30 PM		2				2			2	
11:45 PM		1				1			1	
Day Total		1747				1747			1747	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		9:00 AM				9:00 AM			9:00 AM	
Volume		38				38			38	
PM Peak		2:00 PM				2:00 PM			2:00 PM	
Volume		44				44			44	
<i>Comments:</i>										

LOCATION: Grass Valley Rd South Of Peninsula Dr SPECIFIC LOCATION: Grass Valley Rd South Of Peninsula Dr CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13862904 DIRECTION: NB/SB DATE: Aug 02 2016 - Aug 03 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		02-Aug-16	03-Aug-16							
12:00 AM			2			2			2	
12:15 AM			5			5			5	
12:30 AM			7			7			7	
12:45 AM			2			2			2	
1:00 AM			5			5			5	
1:15 AM			3			3			3	
1:30 AM			3			3			3	
1:45 AM			2			2			2	
2:00 AM			2			2			2	
2:15 AM			2			2			2	
2:30 AM			2			2			2	
2:45 AM			3			3			3	
3:00 AM			3			3			3	
3:15 AM			1			1			1	
3:30 AM			1			1			1	
3:45 AM			4			4			4	
4:00 AM			3			3			3	
4:15 AM			4			4			4	
4:30 AM			6			6			6	
4:45 AM			11			11			11	
5:00 AM			12			12			12	
5:15 AM			11			11			11	
5:30 AM			14			14			14	
5:45 AM			14			14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Grass Valley Rd South Of Peninsula Dr **QC JOB #:** 13862904
SPECIFIC LOCATION: Grass Valley Rd South Of Peninsula Dr **DIRECTION:** NB/SB
CITY/STATE: Lake Arrowhead, CA **DATE:** Aug 02 2016 - Aug 03 2016

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		02-Aug-16	03-Aug-16							
6:00 AM			15			15			15	
6:15 AM			26			26			26	
6:30 AM			35			35			35	
6:45 AM			46			46			46	
7:00 AM			43			43			43	
7:15 AM			40			40			40	
7:30 AM			49			49			49	
7:45 AM			84			84			84	
8:00 AM			65			65			65	
8:15 AM			78			78			78	
8:30 AM			56			56			56	
8:45 AM			70			70			70	
9:00 AM			57			57			57	
9:15 AM			52			52			52	
9:30 AM			53			53			53	
9:45 AM			59			59			59	
10:00 AM		59				59			59	
10:15 AM		55				55			55	
10:30 AM		47				47			47	
10:45 AM		54				54			54	
11:00 AM		53				53			53	
11:15 AM		63				63			63	
11:30 AM		63				63			63	
11:45 AM		57				57			57	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Grass Valley Rd South Of Peninsula Dr SPECIFIC LOCATION: Grass Valley Rd South Of Peninsula Dr CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13862904 DIRECTION: NB/SB DATE: Aug 02 2016 - Aug 03 2016				
Start Time	Mon 02-Aug-16	Tue 03-Aug-16	Wed 03-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		56				56			56	
12:15 PM		61				61			61	
12:30 PM		53				53			53	
12:45 PM		74				74			74	
1:00 PM		81				81			81	
1:15 PM		54				54			54	
1:30 PM		51				51			51	
1:45 PM		62				62			62	
2:00 PM		52				52			52	
2:15 PM		46				46			46	
2:30 PM		51				51			51	
2:45 PM		55				55			55	
3:00 PM		52				52			52	
3:15 PM		57				57			57	
3:30 PM		57				57			57	
3:45 PM		60				60			60	
4:00 PM		68				68			68	
4:15 PM		67				67			67	
4:30 PM		78				78			78	
4:45 PM		74				74			74	
5:00 PM		66				66			66	
5:15 PM		73				73			73	
5:30 PM		78				78			78	
5:45 PM		66				66			66	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Grass Valley Rd South Of Peninsula Dr SPECIFIC LOCATION: Grass Valley Rd South Of Peninsula Dr CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13862904 DIRECTION: NB/SB DATE: Aug 02 2016 - Aug 03 2016				
Start Time	Mon 02-Aug-16	Tue 03-Aug-16	Wed 03-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		50				50			50	
6:15 PM		49				49			49	
6:30 PM		54				54			54	
6:45 PM		55				55			55	
7:00 PM		39				39			39	
7:15 PM		50				50			50	
7:30 PM		51				51			51	
7:45 PM		40				40			40	
8:00 PM		37				37			37	
8:15 PM		28				28			28	
8:30 PM		35				35			35	
8:45 PM		23				23			23	
9:00 PM		18				18			18	
9:15 PM		25				25			25	
9:30 PM		20				20			20	
9:45 PM		25				25			25	
10:00 PM		17				17			17	
10:15 PM		17				17			17	
10:30 PM		10				10			10	
10:45 PM		14				14			14	
11:00 PM		8				8			8	
11:15 PM		18				18			18	
11:30 PM		8				8			8	
11:45 PM		8				8			8	
Day Total		2642	950			3592			3592	
% Weekday Average		73.6%	26.4%							
% Week Average		73.6%	26.4%			100.0%				
AM Peak		11:15 AM	7:45 AM			7:45 AM			7:45 AM	
Volume		63	84			84			84	
PM Peak		1:00 PM				1:00 PM			1:00 PM	
Volume		81				81			81	
<i>Comments:</i>										

LOCATION: Bear Springs Rd South Of SH 189 SPECIFIC LOCATION: Bear Springs Rd South Of SH 189 CITY/STATE: Rimforest, CA						QC JOB #: 13862905 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		1				1			1	
12:30 AM		3				3			3	
12:45 AM		1				1			1	
1:00 AM		1				1			1	
1:15 AM		0				0			0	
1:30 AM		0				0			0	
1:45 AM		0				0			0	
2:00 AM		0				0			0	
2:15 AM		2				2			2	
2:30 AM		0				0			0	
2:45 AM		0				0			0	
3:00 AM		0				0			0	
3:15 AM		0				0			0	
3:30 AM		0				0			0	
3:45 AM		0				0			0	
4:00 AM		1				1			1	
4:15 AM		0				0			0	
4:30 AM		1				1			1	
4:45 AM		0				0			0	
5:00 AM		2				2			2	
5:15 AM		0				0			0	
5:30 AM		1				1			1	
5:45 AM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Bear Springs Rd South Of SH 189 SPECIFIC LOCATION: Bear Springs Rd South Of SH 189 CITY/STATE: Rimforest, CA						QC JOB #: 13862905 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		1				1			1	
6:15 AM		1				1			1	
6:30 AM		5				5			5	
6:45 AM		3				3			3	
7:00 AM		4				4			4	
7:15 AM		8				8			8	
7:30 AM		7				7			7	
7:45 AM		11				11			11	
8:00 AM		13				13			13	
8:15 AM		17				17			17	
8:30 AM		10				10			10	
8:45 AM		15				15			15	
9:00 AM		10				10			10	
9:15 AM		5				5			5	
9:30 AM		6				6			6	
9:45 AM		17				17			17	
10:00 AM		9				9			9	
10:15 AM		12				12			12	
10:30 AM		9				9			9	
10:45 AM		9				9			9	
11:00 AM		13				13			13	
11:15 AM		8				8			8	
11:30 AM		23				23			23	
11:45 AM		14				14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Bear Springs Rd South Of SH 189 SPECIFIC LOCATION: Bear Springs Rd South Of SH 189 CITY/STATE: Rimforest, CA						QC JOB #: 13862905 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		15				15			15	
12:15 PM		8				8			8	
12:30 PM		14				14			14	
12:45 PM		16				16			16	
1:00 PM		19				19			19	
1:15 PM		15				15			15	
1:30 PM		14				14			14	
1:45 PM		15				15			15	
2:00 PM		19				19			19	
2:15 PM		15				15			15	
2:30 PM		18				18			18	
2:45 PM		19				19			19	
3:00 PM		22				22			22	
3:15 PM		14				14			14	
3:30 PM		12				12			12	
3:45 PM		17				17			17	
4:00 PM		16				16			16	
4:15 PM		9				9			9	
4:30 PM		14				14			14	
4:45 PM		13				13			13	
5:00 PM		17				17			17	
5:15 PM		12				12			12	
5:30 PM		9				9			9	
5:45 PM		9				9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Bear Springs Rd South Of SH 189 SPECIFIC LOCATION: Bear Springs Rd South Of SH 189 CITY/STATE: Rimforest, CA						QC JOB #: 13862905 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		15				15			15	
6:15 PM		10				10			10	
6:30 PM		8				8			8	
6:45 PM		9				9			9	
7:00 PM		13				13			13	
7:15 PM		12				12			12	
7:30 PM		2				2			2	
7:45 PM		5				5			5	
8:00 PM		11				11			11	
8:15 PM		7				7			7	
8:30 PM		9				9			9	
8:45 PM		3				3			3	
9:00 PM		3				3			3	
9:15 PM		6				6			6	
9:30 PM		3				3			3	
9:45 PM		6				6			6	
10:00 PM		7				7			7	
10:15 PM		5				5			5	
10:30 PM		7				7			7	
10:45 PM		2				2			2	
11:00 PM		3				3			3	
11:15 PM		0				0			0	
11:30 PM		1				1			1	
11:45 PM		1				1			1	
Day Total		743				743			743	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:30 AM				11:30 AM			11:30 AM	
Volume		23				23			23	
PM Peak		3:00 PM				3:00 PM			3:00 PM	
Volume		22				22			22	
<i>Comments:</i>										

LOCATION: Daley Canyon Rd South Of SH 189 SPECIFIC LOCATION: Daley Canyon Rd South Of SH 189 CITY/STATE: Rimforest, CA						QC JOB #: 13862906 DIRECTION: EB/WB DATE: Jul 28 2016 - Jul 28 2016				
Start Time	Mon	Tue	Wed	Thu 28-Jul-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				9		9			9	
12:15 AM				12		12			12	
12:30 AM				9		9			9	
12:45 AM				7		7			7	
1:00 AM				7		7			7	
1:15 AM				5		5			5	
1:30 AM				2		2			2	
1:45 AM				5		5			5	
2:00 AM				5		5			5	
2:15 AM				3		3			3	
2:30 AM				4		4			4	
2:45 AM				5		5			5	
3:00 AM				3		3			3	
3:15 AM				7		7			7	
3:30 AM				4		4			4	
3:45 AM				6		6			6	
4:00 AM				22		22			22	
4:15 AM				8		8			8	
4:30 AM				15		15			15	
4:45 AM				23		23			23	
5:00 AM				13		13			13	
5:15 AM				23		23			23	
5:30 AM				28		28			28	
5:45 AM				35		35			35	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Daley Canyon Rd South Of SH 189 SPECIFIC LOCATION: Daley Canyon Rd South Of SH 189 CITY/STATE: Rimforest, CA						QC JOB #: 13862906 DIRECTION: EB/WB DATE: Jul 28 2016 - Jul 28 2016				
Start Time	Mon	Tue	Wed	Thu 28-Jul-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				35		35			35	
6:15 AM				51		51			51	
6:30 AM				60		60			60	
6:45 AM				99		99			99	
7:00 AM				95		95			95	
7:15 AM				108		108			108	
7:30 AM				102		102			102	
7:45 AM				173		173			173	
8:00 AM				155		155			155	
8:15 AM				150		150			150	
8:30 AM				131		131			131	
8:45 AM				159		159			159	
9:00 AM				137		137			137	
9:15 AM				119		119			119	
9:30 AM				124		124			124	
9:45 AM				123		123			123	
10:00 AM				137		137			137	
10:15 AM				142		142			142	
10:30 AM				121		121			121	
10:45 AM				144		144			144	
11:00 AM				130		130			130	
11:15 AM				147		147			147	
11:30 AM				152		152			152	
11:45 AM				146		146			146	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Daley Canyon Rd South Of SH 189 SPECIFIC LOCATION: Daley Canyon Rd South Of SH 189 CITY/STATE: Rimforest, CA						QC JOB #: 13862906 DIRECTION: EB/WB DATE: Jul 28 2016 - Jul 28 2016				
Start Time	Mon	Tue	Wed	Thu 28-Jul-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				143		143			143	
12:15 PM				135		135			135	
12:30 PM				156		156			156	
12:45 PM				158		158			158	
1:00 PM				130		130			130	
1:15 PM				154		154			154	
1:30 PM				129		129			129	
1:45 PM				146		146			146	
2:00 PM				142		142			142	
2:15 PM				156		156			156	
2:30 PM				154		154			154	
2:45 PM				150		150			150	
3:00 PM				146		146			146	
3:15 PM				162		162			162	
3:30 PM				165		165			165	
3:45 PM				171		171			171	
4:00 PM				160		160			160	
4:15 PM				150		150			150	
4:30 PM				160		160			160	
4:45 PM				174		174			174	
5:00 PM				162		162			162	
5:15 PM				166		166			166	
5:30 PM				159		159			159	
5:45 PM				146		146			146	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Daley Canyon Rd South Of SH 189 SPECIFIC LOCATION: Daley Canyon Rd South Of SH 189 CITY/STATE: Rimforest, CA						QC JOB #: 13862906 DIRECTION: EB/WB DATE: Jul 28 2016 - Jul 28 2016				
Start Time	Mon	Tue	Wed	Thu 28-Jul-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				137		137			137	
6:15 PM				127		127			127	
6:30 PM				99		99			99	
6:45 PM				125		125			125	
7:00 PM				93		93			93	
7:15 PM				77		77			77	
7:30 PM				78		78			78	
7:45 PM				81		81			81	
8:00 PM				86		86			86	
8:15 PM				70		70			70	
8:30 PM				59		59			59	
8:45 PM				56		56			56	
9:00 PM				53		53			53	
9:15 PM				51		51			51	
9:30 PM				52		52			52	
9:45 PM				58		58			58	
10:00 PM				46		46			46	
10:15 PM				37		37			37	
10:30 PM				36		36			36	
10:45 PM				32		32			32	
11:00 PM				21		21			21	
11:15 PM				26		26			26	
11:30 PM				27		27			27	
11:45 PM				16		16			16	
Day Total				8417		8417			8417	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				7:45 AM		7:45 AM			7:45 AM	
Volume				173		173			173	
PM Peak				4:45 PM		4:45 PM			4:45 PM	
Volume				174		174			174	
<i>Comments:</i>										

LOCATION: Crest Forest Dr West Of Ponderosa Dr SPECIFIC LOCATION: Crest Forest Dr West Of Ponderosa Dr CITY/STATE: Crestline, CA						QC JOB #: 13862907 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		2				2			2	
12:30 AM		1				1			1	
12:45 AM		0				0			0	
1:00 AM		0				0			0	
1:15 AM		5				5			5	
1:30 AM		0				0			0	
1:45 AM		0				0			0	
2:00 AM		1				1			1	
2:15 AM		1				1			1	
2:30 AM		2				2			2	
2:45 AM		0				0			0	
3:00 AM		0				0			0	
3:15 AM		0				0			0	
3:30 AM		2				2			2	
3:45 AM		1				1			1	
4:00 AM		2				2			2	
4:15 AM		1				1			1	
4:30 AM		2				2			2	
4:45 AM		3				3			3	
5:00 AM		1				1			1	
5:15 AM		4				4			4	
5:30 AM		4				4			4	
5:45 AM		6				6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Crest Forest Dr West Of Ponderosa Dr SPECIFIC LOCATION: Crest Forest Dr West Of Ponderosa Dr CITY/STATE: Crestline, CA						QC JOB #: 13862907 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		5				5			5	
6:15 AM		10				10			10	
6:30 AM		4				4			4	
6:45 AM		11				11			11	
7:00 AM		3				3			3	
7:15 AM		2				2			2	
7:30 AM		10				10			10	
7:45 AM		10				10			10	
8:00 AM		6				6			6	
8:15 AM		8				8			8	
8:30 AM		7				7			7	
8:45 AM		18				18			18	
9:00 AM		7				7			7	
9:15 AM		12				12			12	
9:30 AM		17				17			17	
9:45 AM		12				12			12	
10:00 AM		4				4			4	
10:15 AM		7				7			7	
10:30 AM		6				6			6	
10:45 AM		13				13			13	
11:00 AM		10				10			10	
11:15 AM		11				11			11	
11:30 AM		14				14			14	
11:45 AM		13				13			13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Crest Forest Dr West Of Ponderosa Dr SPECIFIC LOCATION: Crest Forest Dr West Of Ponderosa Dr CITY/STATE: Crestline, CA						QC JOB #: 13862907 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		11				11			11	
12:15 PM		10				10			10	
12:30 PM		13				13			13	
12:45 PM		12				12			12	
1:00 PM		13				13			13	
1:15 PM		7				7			7	
1:30 PM		10				10			10	
1:45 PM		20				20			20	
2:00 PM		10				10			10	
2:15 PM		7				7			7	
2:30 PM		12				12			12	
2:45 PM		11				11			11	
3:00 PM		7				7			7	
3:15 PM		11				11			11	
3:30 PM		7				7			7	
3:45 PM		13				13			13	
4:00 PM		9				9			9	
4:15 PM		10				10			10	
4:30 PM		19				19			19	
4:45 PM		16				16			16	
5:00 PM		13				13			13	
5:15 PM		14				14			14	
5:30 PM		15				15			15	
5:45 PM		6				6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Crest Forest Dr West Of Ponderosa Dr SPECIFIC LOCATION: Crest Forest Dr West Of Ponderosa Dr CITY/STATE: Crestline, CA						QC JOB #: 13862907 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		7				7			7	
6:15 PM		13				13			13	
6:30 PM		6				6			6	
6:45 PM		10				10			10	
7:00 PM		12				12			12	
7:15 PM		12				12			12	
7:30 PM		6				6			6	
7:45 PM		5				5			5	
8:00 PM		8				8			8	
8:15 PM		7				7			7	
8:30 PM		5				5			5	
8:45 PM		4				4			4	
9:00 PM		3				3			3	
9:15 PM		4				4			4	
9:30 PM		7				7			7	
9:45 PM		0				0			0	
10:00 PM		2				2			2	
10:15 PM		1				1			1	
10:30 PM		1				1			1	
10:45 PM		4				4			4	
11:00 PM		3				3			3	
11:15 PM		0				0			0	
11:30 PM		1				1			1	
11:45 PM		1				1			1	
Day Total		656				656			656	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:45 AM				8:45 AM			8:45 AM	
Volume		18				18			18	
PM Peak		1:45 PM				1:45 PM			1:45 PM	
Volume		20				20			20	
<i>Comments:</i>										

LOCATION: Lake Dr West Of Lake Gregory Dr SPECIFIC LOCATION: Lake Dr West Of Lake Gregory Dr CITY/STATE: Crestline, CA						QC JOB #: 13862908 DIRECTION: EB/WB DATE: Jul 28 2016 - Jul 28 2016				
Start Time	Mon	Tue	Wed	Thu 28-Jul-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				22		22			22	
12:15 AM				24		24			24	
12:30 AM				15		15			15	
12:45 AM				6		6			6	
1:00 AM				13		13			13	
1:15 AM				6		6			6	
1:30 AM				12		12			12	
1:45 AM				8		8			8	
2:00 AM				8		8			8	
2:15 AM				3		3			3	
2:30 AM				10		10			10	
2:45 AM				9		9			9	
3:00 AM				4		4			4	
3:15 AM				15		15			15	
3:30 AM				19		19			19	
3:45 AM				12		12			12	
4:00 AM				23		23			23	
4:15 AM				17		17			17	
4:30 AM				20		20			20	
4:45 AM				25		25			25	
5:00 AM				28		28			28	
5:15 AM				49		49			49	
5:30 AM				46		46			46	
5:45 AM				55		55			55	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Lake Dr West Of Lake Gregory Dr SPECIFIC LOCATION: Lake Dr West Of Lake Gregory Dr CITY/STATE: Crestline, CA						QC JOB #: 13862908 DIRECTION: EB/WB DATE: Jul 28 2016 - Jul 28 2016				
Start Time	Mon	Tue	Wed	Thu 28-Jul-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				80		80			80	
6:15 AM				94		94			94	
6:30 AM				143		143			143	
6:45 AM				117		117			117	
7:00 AM				128		128			128	
7:15 AM				139		139			139	
7:30 AM				146		146			146	
7:45 AM				158		158			158	
8:00 AM				135		135			135	
8:15 AM				142		142			142	
8:30 AM				148		148			148	
8:45 AM				153		153			153	
9:00 AM				159		159			159	
9:15 AM				177		177			177	
9:30 AM				170		170			170	
9:45 AM				169		169			169	
10:00 AM				162		162			162	
10:15 AM				158		158			158	
10:30 AM				182		182			182	
10:45 AM				189		189			189	
11:00 AM				214		214			214	
11:15 AM				185		185			185	
11:30 AM				208		208			208	
11:45 AM				209		209			209	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Lake Dr West Of Lake Gregory Dr SPECIFIC LOCATION: Lake Dr West Of Lake Gregory Dr CITY/STATE: Crestline, CA						QC JOB #: 13862908 DIRECTION: EB/WB DATE: Jul 28 2016 - Jul 28 2016				
Start Time	Mon	Tue	Wed	Thu 28-Jul-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				198		198			198	
12:15 PM				222		222			222	
12:30 PM				226		226			226	
12:45 PM				202		202			202	
1:00 PM				214		214			214	
1:15 PM				236		236			236	
1:30 PM				216		216			216	
1:45 PM				195		195			195	
2:00 PM				222		222			222	
2:15 PM				201		201			201	
2:30 PM				182		182			182	
2:45 PM				196		196			196	
3:00 PM				220		220			220	
3:15 PM				206		206			206	
3:30 PM				198		198			198	
3:45 PM				217		217			217	
4:00 PM				198		198			198	
4:15 PM				200		200			200	
4:30 PM				224		224			224	
4:45 PM				209		209			209	
5:00 PM				232		232			232	
5:15 PM				187		187			187	
5:30 PM				195		195			195	
5:45 PM				203		203			203	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Lake Dr West Of Lake Gregory Dr SPECIFIC LOCATION: Lake Dr West Of Lake Gregory Dr CITY/STATE: Crestline, CA						QC JOB #: 13862908 DIRECTION: EB/WB DATE: Jul 28 2016 - Jul 28 2016				
Start Time	Mon	Tue	Wed	Thu 28-Jul-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				188		188			188	
6:15 PM				166		166			166	
6:30 PM				160		160			160	
6:45 PM				168		168			168	
7:00 PM				142		142			142	
7:15 PM				109		109			109	
7:30 PM				122		122			122	
7:45 PM				144		144			144	
8:00 PM				137		137			137	
8:15 PM				128		128			128	
8:30 PM				121		121			121	
8:45 PM				100		100			100	
9:00 PM				89		89			89	
9:15 PM				72		72			72	
9:30 PM				81		81			81	
9:45 PM				64		64			64	
10:00 PM				61		61			61	
10:15 PM				47		47			47	
10:30 PM				47		47			47	
10:45 PM				38		38			38	
11:00 PM				44		44			44	
11:15 PM				29		29			29	
11:30 PM				32		32			32	
11:45 PM				32		32			32	
Day Total				11534		11534			11534	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 214		11:00 AM 214			11:00 AM 214	
PM Peak Volume				1:15 PM 236		1:15 PM 236			1:15 PM 236	
<i>Comments:</i>										

LOCATION: Lake Gregory Dr South Of San Moritz Dr SPECIFIC LOCATION: Lake Gregory Dr South Of San Moritz Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13862909 DIRECTION: NB/SB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		9				9			9	
12:15 AM		8				8			8	
12:30 AM		6				6			6	
12:45 AM		8				8			8	
1:00 AM		7				7			7	
1:15 AM		2				2			2	
1:30 AM		3				3			3	
1:45 AM		6				6			6	
2:00 AM		4				4			4	
2:15 AM		0				0			0	
2:30 AM		0				0			0	
2:45 AM		7				7			7	
3:00 AM		4				4			4	
3:15 AM		5				5			5	
3:30 AM		3				3			3	
3:45 AM		1				1			1	
4:00 AM		3				3			3	
4:15 AM		3				3			3	
4:30 AM		11				11			11	
4:45 AM		10				10			10	
5:00 AM		11				11			11	
5:15 AM		10				10			10	
5:30 AM		32				32			32	
5:45 AM		30				30			30	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Lake Gregory Dr South Of San Moritz Dr SPECIFIC LOCATION: Lake Gregory Dr South Of San Moritz Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13862909 DIRECTION: NB/SB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		29				29			29	
6:15 AM		34				34			34	
6:30 AM		57				57			57	
6:45 AM		63				63			63	
7:00 AM		50				50			50	
7:15 AM		78				78			78	
7:30 AM		99				99			99	
7:45 AM		108				108			108	
8:00 AM		74				74			74	
8:15 AM		94				94			94	
8:30 AM		89				89			89	
8:45 AM		104				104			104	
9:00 AM		125				125			125	
9:15 AM		94				94			94	
9:30 AM		107				107			107	
9:45 AM		114				114			114	
10:00 AM		134				134			134	
10:15 AM		113				113			113	
10:30 AM		120				120			120	
10:45 AM		136				136			136	
11:00 AM		116				116			116	
11:15 AM		151				151			151	
11:30 AM		129				129			129	
11:45 AM		141				141			141	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Lake Gregory Dr South Of San Moritz Dr SPECIFIC LOCATION: Lake Gregory Dr South Of San Moritz Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13862909 DIRECTION: NB/SB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		139				139			139	
12:15 PM		146				146			146	
12:30 PM		157				157			157	
12:45 PM		126				126			126	
1:00 PM		144				144			144	
1:15 PM		141				141			141	
1:30 PM		126				126			126	
1:45 PM		141				141			141	
2:00 PM		150				150			150	
2:15 PM		151				151			151	
2:30 PM		140				140			140	
2:45 PM		127				127			127	
3:00 PM		120				120			120	
3:15 PM		103				103			103	
3:30 PM		132				132			132	
3:45 PM		138				138			138	
4:00 PM		134				134			134	
4:15 PM		129				129			129	
4:30 PM		130				130			130	
4:45 PM		124				124			124	
5:00 PM		134				134			134	
5:15 PM		121				121			121	
5:30 PM		126				126			126	
5:45 PM		104				104			104	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Lake Gregory Dr South Of San Moritz Dr SPECIFIC LOCATION: Lake Gregory Dr South Of San Moritz Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13862909 DIRECTION: NB/SB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		84				84			84	
6:15 PM		80				80			80	
6:30 PM		79				79			79	
6:45 PM		77				77			77	
7:00 PM		72				72			72	
7:15 PM		81				81			81	
7:30 PM		78				78			78	
7:45 PM		57				57			57	
8:00 PM		89				89			89	
8:15 PM		60				60			60	
8:30 PM		49				49			49	
8:45 PM		51				51			51	
9:00 PM		47				47			47	
9:15 PM		32				32			32	
9:30 PM		25				25			25	
9:45 PM		26				26			26	
10:00 PM		26				26			26	
10:15 PM		30				30			30	
10:30 PM		24				24			24	
10:45 PM		20				20			20	
11:00 PM		15				15			15	
11:15 PM		20				20			20	
11:30 PM		12				12			12	
11:45 PM		9				9			9	
Day Total		6868				6868			6868	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:15 AM				11:15 AM			11:15 AM	
Volume		151				151			151	
PM Peak		12:30 PM				12:30 PM			12:30 PM	
Volume		157				157			157	
<i>Comments:</i>										

LOCATION: San Moritz Dr East Of Lake Gregory Dr SPECIFIC LOCATION: San Moritz Dr East Of Lake Gregory Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13862910 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		2				2			2	
12:30 AM		1				1			1	
12:45 AM		2				2			2	
1:00 AM		2				2			2	
1:15 AM		1				1			1	
1:30 AM		1				1			1	
1:45 AM		4				4			4	
2:00 AM		0				0			0	
2:15 AM		2				2			2	
2:30 AM		1				1			1	
2:45 AM		1				1			1	
3:00 AM		0				0			0	
3:15 AM		1				1			1	
3:30 AM		4				4			4	
3:45 AM		0				0			0	
4:00 AM		3				3			3	
4:15 AM		3				3			3	
4:30 AM		0				0			0	
4:45 AM		2				2			2	
5:00 AM		1				1			1	
5:15 AM		2				2			2	
5:30 AM		4				4			4	
5:45 AM		4				4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: San Moritz Dr East Of Lake Gregory Dr SPECIFIC LOCATION: San Moritz Dr East Of Lake Gregory Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13862910 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		6				6			6	
6:15 AM		14				14			14	
6:30 AM		12				12			12	
6:45 AM		7				7			7	
7:00 AM		12				12			12	
7:15 AM		10				10			10	
7:30 AM		10				10			10	
7:45 AM		14				14			14	
8:00 AM		16				16			16	
8:15 AM		14				14			14	
8:30 AM		7				7			7	
8:45 AM		13				13			13	
9:00 AM		17				17			17	
9:15 AM		16				16			16	
9:30 AM		19				19			19	
9:45 AM		22				22			22	
10:00 AM		25				25			25	
10:15 AM		21				21			21	
10:30 AM		24				24			24	
10:45 AM		22				22			22	
11:00 AM		27				27			27	
11:15 AM		31				31			31	
11:30 AM		32				32			32	
11:45 AM		35				35			35	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: San Moritz Dr East Of Lake Gregory Dr SPECIFIC LOCATION: San Moritz Dr East Of Lake Gregory Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13862910 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		25				25			25	
12:15 PM		18				18			18	
12:30 PM		23				23			23	
12:45 PM		24				24			24	
1:00 PM		44				44			44	
1:15 PM		49				49			49	
1:30 PM		29				29			29	
1:45 PM		24				24			24	
2:00 PM		19				19			19	
2:15 PM		28				28			28	
2:30 PM		42				42			42	
2:45 PM		30				30			30	
3:00 PM		37				37			37	
3:15 PM		26				26			26	
3:30 PM		22				22			22	
3:45 PM		16				16			16	
4:00 PM		15				15			15	
4:15 PM		25				25			25	
4:30 PM		19				19			19	
4:45 PM		21				21			21	
5:00 PM		24				24			24	
5:15 PM		33				33			33	
5:30 PM		24				24			24	
5:45 PM		24				24			24	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: San Moritz Dr East Of Lake Gregory Dr SPECIFIC LOCATION: San Moritz Dr East Of Lake Gregory Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13862910 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		23				23			23	
6:15 PM		18				18			18	
6:30 PM		19				19			19	
6:45 PM		18				18			18	
7:00 PM		15				15			15	
7:15 PM		23				23			23	
7:30 PM		14				14			14	
7:45 PM		7				7			7	
8:00 PM		19				19			19	
8:15 PM		21				21			21	
8:30 PM		21				21			21	
8:45 PM		2				2			2	
9:00 PM		7				7			7	
9:15 PM		8				8			8	
9:30 PM		6				6			6	
9:45 PM		8				8			8	
10:00 PM		8				8			8	
10:15 PM		6				6			6	
10:30 PM		3				3			3	
10:45 PM		4				4			4	
11:00 PM		0				0			0	
11:15 PM		4				4			4	
11:30 PM		3				3			3	
11:45 PM		1				1			1	
Day Total		1366				1366			1366	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:45 AM				11:45 AM			11:45 AM	
Volume		35				35			35	
PM Peak		1:15 PM				1:15 PM			1:15 PM	
Volume		49				49			49	
<i>Comments:</i>										

LOCATION: Stanfield Cutoff South Of N. Shore Drive SPECIFIC LOCATION: Stanfield Cutoff South Of N. Shore Drive CITY/STATE: San Bernardino, CA						QC JOB #: 13862912 DIRECTION: NB/SB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
12:15 AM		5				5			5	
12:30 AM		5				5			5	
12:45 AM		3				3			3	
1:00 AM		4				4			4	
1:15 AM		4				4			4	
1:30 AM		2				2			2	
1:45 AM		5				5			5	
2:00 AM		1				1			1	
2:15 AM		1				1			1	
2:30 AM		2				2			2	
2:45 AM		2				2			2	
3:00 AM		3				3			3	
3:15 AM		3				3			3	
3:30 AM		0				0			0	
3:45 AM		3				3			3	
4:00 AM		3				3			3	
4:15 AM		1				1			1	
4:30 AM		8				8			8	
4:45 AM		7				7			7	
5:00 AM		8				8			8	
5:15 AM		20				20			20	
5:30 AM		14				14			14	
5:45 AM		34				34			34	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Stanfield Cutoff South Of N. Shore Drive SPECIFIC LOCATION: Stanfield Cutoff South Of N. Shore Drive CITY/STATE: San Bernardino, CA						QC JOB #: 13862912 DIRECTION: NB/SB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		27				27			27	
6:15 AM		29				29			29	
6:30 AM		53				53			53	
6:45 AM		75				75			75	
7:00 AM		82				82			82	
7:15 AM		70				70			70	
7:30 AM		85				85			85	
7:45 AM		110				110			110	
8:00 AM		80				80			80	
8:15 AM		108				108			108	
8:30 AM		137				137			137	
8:45 AM		142				142			142	
9:00 AM		109				109			109	
9:15 AM		124				124			124	
9:30 AM		96				96			96	
9:45 AM		117				117			117	
10:00 AM		123				123			123	
10:15 AM		110				110			110	
10:30 AM		129				129			129	
10:45 AM		109				109			109	
11:00 AM		104				104			104	
11:15 AM		151				151			151	
11:30 AM		154				154			154	
11:45 AM		156				156			156	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Stanfield Cutoff South Of N. Shore Drive SPECIFIC LOCATION: Stanfield Cutoff South Of N. Shore Drive CITY/STATE: San Bernardino, CA						QC JOB #: 13862912 DIRECTION: NB/SB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		154				154			154	
12:15 PM		116				116			116	
12:30 PM		152				152			152	
12:45 PM		138				138			138	
1:00 PM		152				152			152	
1:15 PM		124				124			124	
1:30 PM		121				121			121	
1:45 PM		152				152			152	
2:00 PM		124				124			124	
2:15 PM		120				120			120	
2:30 PM		156				156			156	
2:45 PM		138				138			138	
3:00 PM		143				143			143	
3:15 PM		122				122			122	
3:30 PM		147				147			147	
3:45 PM		136				136			136	
4:00 PM		128				128			128	
4:15 PM		123				123			123	
4:30 PM		150				150			150	
4:45 PM		126				126			126	
5:00 PM		120				120			120	
5:15 PM		122				122			122	
5:30 PM		126				126			126	
5:45 PM		106				106			106	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Stanfield Cutoff South Of N. Shore Drive SPECIFIC LOCATION: Stanfield Cutoff South Of N. Shore Drive CITY/STATE: San Bernardino, CA						QC JOB #: 13862912 DIRECTION: NB/SB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		118				118			118	
6:15 PM		107				107			107	
6:30 PM		114				114			114	
6:45 PM		85				85			85	
7:00 PM		85				85			85	
7:15 PM		73				73			73	
7:30 PM		82				82			82	
7:45 PM		66				66			66	
8:00 PM		56				56			56	
8:15 PM		52				52			52	
8:30 PM		43				43			43	
8:45 PM		40				40			40	
9:00 PM		20				20			20	
9:15 PM		32				32			32	
9:30 PM		32				32			32	
9:45 PM		26				26			26	
10:00 PM		28				28			28	
10:15 PM		20				20			20	
10:30 PM		16				16			16	
10:45 PM		18				18			18	
11:00 PM		14				14			14	
11:15 PM		5				5			5	
11:30 PM		7				7			7	
11:45 PM		5				5			5	
Day Total		6964				6964			6964	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:45 AM				11:45 AM			11:45 AM	
Volume		156				156			156	
PM Peak		2:30 PM				2:30 PM			2:30 PM	
Volume		156				156			156	
<i>Comments:</i>										

LOCATION: North Bay Road North Of SH 189 SPECIFIC LOCATION: North Bay Road North Of SH 189 CITY/STATE: San Bernardino, CA						QC JOB #: 13862913 DIRECTION: NB/SB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
12:15 AM		3				3			3	
12:30 AM		4				4			4	
12:45 AM		2				2			2	
1:00 AM		2				2			2	
1:15 AM		1				1			1	
1:30 AM		0				0			0	
1:45 AM		2				2			2	
2:00 AM		3				3			3	
2:15 AM		0				0			0	
2:30 AM		2				2			2	
2:45 AM		2				2			2	
3:00 AM		2				2			2	
3:15 AM		2				2			2	
3:30 AM		7				7			7	
3:45 AM		4				4			4	
4:00 AM		7				7			7	
4:15 AM		4				4			4	
4:30 AM		8				8			8	
4:45 AM		11				11			11	
5:00 AM		8				8			8	
5:15 AM		11				11			11	
5:30 AM		12				12			12	
5:45 AM		22				22			22	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: North Bay Road North Of SH 189 SPECIFIC LOCATION: North Bay Road North Of SH 189 CITY/STATE: San Bernardino, CA						QC JOB #: 13862913 DIRECTION: NB/SB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		23				23			23	
6:15 AM		18				18			18	
6:30 AM		36				36			36	
6:45 AM		45				45			45	
7:00 AM		56				56			56	
7:15 AM		71				71			71	
7:30 AM		65				65			65	
7:45 AM		101				101			101	
8:00 AM		101				101			101	
8:15 AM		128				128			128	
8:30 AM		137				137			137	
8:45 AM		173				173			173	
9:00 AM		145				145			145	
9:15 AM		131				131			131	
9:30 AM		121				121			121	
9:45 AM		167				167			167	
10:00 AM		128				128			128	
10:15 AM		121				121			121	
10:30 AM		145				145			145	
10:45 AM		158				158			158	
11:00 AM		141				141			141	
11:15 AM		162				162			162	
11:30 AM		149				149			149	
11:45 AM		150				150			150	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: North Bay Road North Of SH 189 SPECIFIC LOCATION: North Bay Road North Of SH 189 CITY/STATE: San Bernardino, CA						QC JOB #: 13862913 DIRECTION: NB/SB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		164				164			164	
12:15 PM		157				157			157	
12:30 PM		142				142			142	
12:45 PM		131				131			131	
1:00 PM		138				138			138	
1:15 PM		132				132			132	
1:30 PM		154				154			154	
1:45 PM		165				165			165	
2:00 PM		120				120			120	
2:15 PM		162				162			162	
2:30 PM		131				131			131	
2:45 PM		126				126			126	
3:00 PM		117				117			117	
3:15 PM		128				128			128	
3:30 PM		158				158			158	
3:45 PM		133				133			133	
4:00 PM		150				150			150	
4:15 PM		136				136			136	
4:30 PM		142				142			142	
4:45 PM		118				118			118	
5:00 PM		119				119			119	
5:15 PM		124				124			124	
5:30 PM		113				113			113	
5:45 PM		86				86			86	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: North Bay Road North Of SH 189 SPECIFIC LOCATION: North Bay Road North Of SH 189 CITY/STATE: San Bernardino, CA						QC JOB #: 13862913 DIRECTION: NB/SB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		101				101			101	
6:15 PM		110				110			110	
6:30 PM		92				92			92	
6:45 PM		70				70			70	
7:00 PM		62				62			62	
7:15 PM		63				63			63	
7:30 PM		60				60			60	
7:45 PM		50				50			50	
8:00 PM		52				52			52	
8:15 PM		53				53			53	
8:30 PM		47				47			47	
8:45 PM		40				40			40	
9:00 PM		49				49			49	
9:15 PM		31				31			31	
9:30 PM		25				25			25	
9:45 PM		26				26			26	
10:00 PM		28				28			28	
10:15 PM		20				20			20	
10:30 PM		9				9			9	
10:45 PM		23				23			23	
11:00 PM		8				8			8	
11:15 PM		14				14			14	
11:30 PM		6				6			6	
11:45 PM		6				6			6	
Day Total		7088				7088			7088	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:45 AM				8:45 AM			8:45 AM	
Volume		173				173			173	
PM Peak		1:45 PM				1:45 PM			1:45 PM	
Volume		165				165			165	
<i>Comments:</i>										

LOCATION: Kuffel Canyon Rd North Of SH 18 SPECIFIC LOCATION: Kuffel Canyon Rd North Of SH 18 CITY/STATE: San Bernardino, CA							QC JOB #: 13862914 DIRECTION: NB/SB DATE: Aug 03 2016 - Aug 03 2016			
Start Time	Mon	Tue	Wed 03-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			1			1			1	
12:15 AM			2			2			2	
12:30 AM			4			4			4	
12:45 AM			0			0			0	
1:00 AM			1			1			1	
1:15 AM			1			1			1	
1:30 AM			4			4			4	
1:45 AM			2			2			2	
2:00 AM			3			3			3	
2:15 AM			2			2			2	
2:30 AM			1			1			1	
2:45 AM			1			1			1	
3:00 AM			2			2			2	
3:15 AM			0			0			0	
3:30 AM			1			1			1	
3:45 AM			1			1			1	
4:00 AM			0			0			0	
4:15 AM			1			1			1	
4:30 AM			7			7			7	
4:45 AM			3			3			3	
5:00 AM			1			1			1	
5:15 AM			3			3			3	
5:30 AM			11			11			11	
5:45 AM			17			17			17	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Kuffel Canyon Rd North Of SH 18 SPECIFIC LOCATION: Kuffel Canyon Rd North Of SH 18 CITY/STATE: San Bernardino, CA							QC JOB #: 13862914 DIRECTION: NB/SB DATE: Aug 03 2016 - Aug 03 2016			
Start Time	Mon	Tue	Wed 03-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			13			13			13	
6:15 AM			12			12			12	
6:30 AM			16			16			16	
6:45 AM			34			34			34	
7:00 AM			24			24			24	
7:15 AM			40			40			40	
7:30 AM			31			31			31	
7:45 AM			59			59			59	
8:00 AM			37			37			37	
8:15 AM			40			40			40	
8:30 AM			33			33			33	
8:45 AM			44			44			44	
9:00 AM			41			41			41	
9:15 AM			34			34			34	
9:30 AM			42			42			42	
9:45 AM			33			33			33	
10:00 AM			52			52			52	
10:15 AM			59			59			59	
10:30 AM			59			59			59	
10:45 AM			62			62			62	
11:00 AM			59			59			59	
11:15 AM			56			56			56	
11:30 AM			56			56			56	
11:45 AM			67			67			67	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Kuffel Canyon Rd North Of SH 18 SPECIFIC LOCATION: Kuffel Canyon Rd North Of SH 18 CITY/STATE: San Bernardino, CA							QC JOB #: 13862914 DIRECTION: NB/SB DATE: Aug 03 2016 - Aug 03 2016			
Start Time	Mon	Tue	Wed 03-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			70			70			70	
12:15 PM			50			50			50	
12:30 PM			55			55			55	
12:45 PM			69			69			69	
1:00 PM			65			65			65	
1:15 PM			58			58			58	
1:30 PM			56			56			56	
1:45 PM			44			44			44	
2:00 PM			66			66			66	
2:15 PM			61			61			61	
2:30 PM			48			48			48	
2:45 PM			53			53			53	
3:00 PM			54			54			54	
3:15 PM			51			51			51	
3:30 PM			63			63			63	
3:45 PM			52			52			52	
4:00 PM			61			61			61	
4:15 PM			59			59			59	
4:30 PM			72			72			72	
4:45 PM			66			66			66	
5:00 PM			55			55			55	
5:15 PM			63			63			63	
5:30 PM			47			47			47	
5:45 PM			41			41			41	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Kuffel Canyon Rd North Of SH 18 SPECIFIC LOCATION: Kuffel Canyon Rd North Of SH 18 CITY/STATE: San Bernardino, CA							QC JOB #: 13862914 DIRECTION: NB/SB DATE: Aug 03 2016 - Aug 03 2016			
Start Time	Mon	Tue	Wed 03-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			57			57			57	
6:15 PM			36			36			36	
6:30 PM			49			49			49	
6:45 PM			39			39			39	
7:00 PM			40			40			40	
7:15 PM			35			35			35	
7:30 PM			39			39			39	
7:45 PM			29			29			29	
8:00 PM			25			25			25	
8:15 PM			23			23			23	
8:30 PM			23			23			23	
8:45 PM			8			8			8	
9:00 PM			20			20			20	
9:15 PM			11			11			11	
9:30 PM			10			10			10	
9:45 PM			8			8			8	
10:00 PM			8			8			8	
10:15 PM			12			12			12	
10:30 PM			5			5			5	
10:45 PM			7			7			7	
11:00 PM			4			4			4	
11:15 PM			2			2			2	
11:30 PM			6			6			6	
11:45 PM			3			3			3	
Day Total			2950			2950			2950	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak Volume			11:45 AM 67			11:45 AM 67			11:45 AM 67	
PM Peak Volume			4:30 PM 72			4:30 PM 72			4:30 PM 72	
<i>Comments:</i>										

LOCATION: Arrowhead Villa Road North Of SH 18 SPECIFIC LOCATION: Arrowhead Villa Road North Of SH 18 CITY/STATE: San Bernardino, CA						QC JOB #: 13862915 DIRECTION: EB/WB DATE: Jul 28 2016 - Jul 28 2016				
Start Time	Mon	Tue	Wed	Thu 28-Jul-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				0		0			0	
12:15 AM				1		1			1	
12:30 AM				1		1			1	
12:45 AM				2		2			2	
1:00 AM				2		2			2	
1:15 AM				0		0			0	
1:30 AM				0		0			0	
1:45 AM				2		2			2	
2:00 AM				0		0			0	
2:15 AM				1		1			1	
2:30 AM				1		1			1	
2:45 AM				0		0			0	
3:00 AM				0		0			0	
3:15 AM				1		1			1	
3:30 AM				1		1			1	
3:45 AM				0		0			0	
4:00 AM				1		1			1	
4:15 AM				1		1			1	
4:30 AM				0		0			0	
4:45 AM				1		1			1	
5:00 AM				2		2			2	
5:15 AM				2		2			2	
5:30 AM				1		1			1	
5:45 AM				1		1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Arrowhead Villa Road North Of SH 18 SPECIFIC LOCATION: Arrowhead Villa Road North Of SH 18 CITY/STATE: San Bernardino, CA						QC JOB #: 13862915 DIRECTION: EB/WB DATE: Jul 28 2016 - Jul 28 2016				
Start Time	Mon	Tue	Wed	Thu 28-Jul-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				1		1			1	
6:15 AM				1		1			1	
6:30 AM				10		10			10	
6:45 AM				10		10			10	
7:00 AM				6		6			6	
7:15 AM				8		8			8	
7:30 AM				14		14			14	
7:45 AM				26		26			26	
8:00 AM				11		11			11	
8:15 AM				12		12			12	
8:30 AM				8		8			8	
8:45 AM				8		8			8	
9:00 AM				14		14			14	
9:15 AM				18		18			18	
9:30 AM				10		10			10	
9:45 AM				29		29			29	
10:00 AM				13		13			13	
10:15 AM				10		10			10	
10:30 AM				13		13			13	
10:45 AM				14		14			14	
11:00 AM				21		21			21	
11:15 AM				16		16			16	
11:30 AM				15		15			15	
11:45 AM				14		14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Arrowhead Villa Road North Of SH 18 SPECIFIC LOCATION: Arrowhead Villa Road North Of SH 18 CITY/STATE: San Bernardino, CA						QC JOB #: 13862915 DIRECTION: EB/WB DATE: Jul 28 2016 - Jul 28 2016				
Start Time	Mon	Tue	Wed	Thu 28-Jul-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				16		16			16	
12:15 PM				15		15			15	
12:30 PM				42		42			42	
12:45 PM				24		24			24	
1:00 PM				26		26			26	
1:15 PM				19		19			19	
1:30 PM				19		19			19	
1:45 PM				36		36			36	
2:00 PM				21		21			21	
2:15 PM				17		17			17	
2:30 PM				25		25			25	
2:45 PM				14		14			14	
3:00 PM				16		16			16	
3:15 PM				20		20			20	
3:30 PM				8		8			8	
3:45 PM				16		16			16	
4:00 PM				16		16			16	
4:15 PM				13		13			13	
4:30 PM				19		19			19	
4:45 PM				25		25			25	
5:00 PM				22		22			22	
5:15 PM				21		21			21	
5:30 PM				15		15			15	
5:45 PM				28		28			28	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Arrowhead Villa Road North Of SH 18 SPECIFIC LOCATION: Arrowhead Villa Road North Of SH 18 CITY/STATE: San Bernardino, CA						QC JOB #: 13862915 DIRECTION: EB/WB DATE: Jul 28 2016 - Jul 28 2016				
Start Time	Mon	Tue	Wed	Thu 28-Jul-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				24		24			24	
6:15 PM				21		21			21	
6:30 PM				26		26			26	
6:45 PM				27		27			27	
7:00 PM				15		15			15	
7:15 PM				12		12			12	
7:30 PM				22		22			22	
7:45 PM				16		16			16	
8:00 PM				6		6			6	
8:15 PM				20		20			20	
8:30 PM				12		12			12	
8:45 PM				7		7			7	
9:00 PM				10		10			10	
9:15 PM				14		14			14	
9:30 PM				12		12			12	
9:45 PM				10		10			10	
10:00 PM				7		7			7	
10:15 PM				18		18			18	
10:30 PM				15		15			15	
10:45 PM				7		7			7	
11:00 PM				5		5			5	
11:15 PM				7		7			7	
11:30 PM				0		0			0	
11:45 PM				2		2			2	
Day Total				1131		1131			1131	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				9:45 AM		9:45 AM			9:45 AM	
Volume				29		29			29	
PM Peak				12:30 PM		12:30 PM			12:30 PM	
Volume				42		42			42	
<i>Comments:</i>										

LOCATION: Cottage Grove Rd North Of SH 18 SPECIFIC LOCATION: Cottage Grove Rd North Of SH 18 CITY/STATE: San Bernardino, CA						QC JOB #: 13862916 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		1				1			1	
12:30 AM		0				0			0	
12:45 AM		1				1			1	
1:00 AM		0				0			0	
1:15 AM		0				0			0	
1:30 AM		0				0			0	
1:45 AM		0				0			0	
2:00 AM		0				0			0	
2:15 AM		0				0			0	
2:30 AM		0				0			0	
2:45 AM		1				1			1	
3:00 AM		0				0			0	
3:15 AM		1				1			1	
3:30 AM		0				0			0	
3:45 AM		0				0			0	
4:00 AM		1				1			1	
4:15 AM		0				0			0	
4:30 AM		1				1			1	
4:45 AM		1				1			1	
5:00 AM		1				1			1	
5:15 AM		0				0			0	
5:30 AM		1				1			1	
5:45 AM		5				5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cottage Grove Rd North Of SH 18 SPECIFIC LOCATION: Cottage Grove Rd North Of SH 18 CITY/STATE: San Bernardino, CA						QC JOB #: 13862916 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		3				3			3	
6:15 AM		4				4			4	
6:30 AM		2				2			2	
6:45 AM		2				2			2	
7:00 AM		4				4			4	
7:15 AM		6				6			6	
7:30 AM		3				3			3	
7:45 AM		8				8			8	
8:00 AM		6				6			6	
8:15 AM		5				5			5	
8:30 AM		3				3			3	
8:45 AM		8				8			8	
9:00 AM		4				4			4	
9:15 AM		5				5			5	
9:30 AM		8				8			8	
9:45 AM		9				9			9	
10:00 AM		2				2			2	
10:15 AM		2				2			2	
10:30 AM		7				7			7	
10:45 AM		7				7			7	
11:00 AM		11				11			11	
11:15 AM		7				7			7	
11:30 AM		5				5			5	
11:45 AM		8				8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cottage Grove Rd North Of SH 18 SPECIFIC LOCATION: Cottage Grove Rd North Of SH 18 CITY/STATE: San Bernardino, CA						QC JOB #: 13862916 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		6				6			6	
12:15 PM		5				5			5	
12:30 PM		7				7			7	
12:45 PM		22				22			22	
1:00 PM		6				6			6	
1:15 PM		5				5			5	
1:30 PM		9				9			9	
1:45 PM		9				9			9	
2:00 PM		4				4			4	
2:15 PM		3				3			3	
2:30 PM		7				7			7	
2:45 PM		10				10			10	
3:00 PM		13				13			13	
3:15 PM		13				13			13	
3:30 PM		8				8			8	
3:45 PM		9				9			9	
4:00 PM		12				12			12	
4:15 PM		7				7			7	
4:30 PM		3				3			3	
4:45 PM		8				8			8	
5:00 PM		7				7			7	
5:15 PM		3				3			3	
5:30 PM		4				4			4	
5:45 PM		5				5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Cottage Grove Rd North Of SH 18 SPECIFIC LOCATION: Cottage Grove Rd North Of SH 18 CITY/STATE: San Bernardino, CA						QC JOB #: 13862916 DIRECTION: EB/WB DATE: Jul 26 2016 - Jul 26 2016				
Start Time	Mon	Tue 26-Jul-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		5				5			5	
6:15 PM		3				3			3	
6:30 PM		5				5			5	
6:45 PM		6				6			6	
7:00 PM		6				6			6	
7:15 PM		2				2			2	
7:30 PM		1				1			1	
7:45 PM		2				2			2	
8:00 PM		3				3			3	
8:15 PM		4				4			4	
8:30 PM		3				3			3	
8:45 PM		5				5			5	
9:00 PM		1				1			1	
9:15 PM		5				5			5	
9:30 PM		6				6			6	
9:45 PM		0				0			0	
10:00 PM		1				1			1	
10:15 PM		1				1			1	
10:30 PM		2				2			2	
10:45 PM		0				0			0	
11:00 PM		0				0			0	
11:15 PM		2				2			2	
11:30 PM		1				1			1	
11:45 PM		1				1			1	
Day Total		393				393			393	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		11				11			11	
PM Peak		12:45 PM				12:45 PM			12:45 PM	
Volume		22				22			22	
<i>Comments:</i>										

LOCATION: SH 173 North Of Bay Rd SPECIFIC LOCATION: SH 173 North Of Bay Rd CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13863017 DIRECTION: NB/SB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				0		0			0	
12:15 AM				0		0			0	
12:30 AM				0		0			0	
12:45 AM				0		0			0	
1:00 AM				0		0			0	
1:15 AM				0		0			0	
1:30 AM				0		0			0	
1:45 AM				0		0			0	
2:00 AM				0		0			0	
2:15 AM				0		0			0	
2:30 AM				0		0			0	
2:45 AM				0		0			0	
3:00 AM				0		0			0	
3:15 AM				0		0			0	
3:30 AM				0		0			0	
3:45 AM				2		2			2	
4:00 AM				0		0			0	
4:15 AM				0		0			0	
4:30 AM				0		0			0	
4:45 AM				1		1			1	
5:00 AM				0		0			0	
5:15 AM				0		0			0	
5:30 AM				0		0			0	
5:45 AM				5		5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 173 North Of Bay Rd SPECIFIC LOCATION: SH 173 North Of Bay Rd CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13863017 DIRECTION: NB/SB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				0		0			0	1
6:15 AM				2		2			2	2
6:30 AM				8		8			8	8
6:45 AM				5		5			5	5
7:00 AM				1		1			1	1
7:15 AM				6		6			6	6
7:30 AM				4		4			4	4
7:45 AM				11		11			11	11
8:00 AM				19		19			19	19
8:15 AM				6		6			6	6
8:30 AM				7		7			7	7
8:45 AM				7		7			7	7
9:00 AM				7		7			7	7
9:15 AM				8		8			8	8
9:30 AM				15		15			15	15
9:45 AM				7		7			7	7
10:00 AM				6		6			6	6
10:15 AM				8		8			8	8
10:30 AM				12		12			12	12
10:45 AM				20		20			20	20
11:00 AM				6		6			6	6
11:15 AM				12		12			12	12
11:30 AM				5		5			5	5
11:45 AM				8		8			8	8
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 173 North Of Bay Rd SPECIFIC LOCATION: SH 173 North Of Bay Rd CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13863017 DIRECTION: NB/SB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				12		12			12	
12:15 PM				10		10			10	
12:30 PM				2		2			2	
12:45 PM				8		8			8	
1:00 PM				6		6			6	
1:15 PM				6		6			6	
1:30 PM				9		9			9	
1:45 PM				16		16			16	
2:00 PM				8		8			8	
2:15 PM				6		6			6	
2:30 PM				7		7			7	
2:45 PM				13		13			13	
3:00 PM				4		4			4	
3:15 PM				8		8			8	
3:30 PM				8		8			8	
3:45 PM				17		17			17	
4:00 PM				4		4			4	
4:15 PM				11		11			11	
4:30 PM				8		8			8	
4:45 PM				7		7			7	
5:00 PM				11		11			11	
5:15 PM				12		12			12	
5:30 PM				6		6			6	
5:45 PM				14		14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 173 North Of Bay Rd SPECIFIC LOCATION: SH 173 North Of Bay Rd CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13863017 DIRECTION: NB/SB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				3		3			3	
6:15 PM				8		8			8	
6:30 PM				6		6			6	
6:45 PM				8		8			8	
7:00 PM				4		4			4	
7:15 PM				2		2			2	
7:30 PM				3		3			3	
7:45 PM				2		2			2	
8:00 PM				7		7			7	
8:15 PM				1		1			1	
8:30 PM				1		1			1	
8:45 PM				3		3			3	
9:00 PM				5		5			5	
9:15 PM				5		5			5	
9:30 PM				4		4			4	
9:45 PM				2		2			2	
10:00 PM				1		1			1	
10:15 PM				0		0			0	
10:30 PM				1		1			1	
10:45 PM				1		1			1	
11:00 PM				0		0			0	
11:15 PM				1		1			1	
11:30 PM				0		0			0	
11:45 PM				0		0			0	
Day Total				479		479			479	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				10:45 AM		10:45 AM			10:45 AM	
Volume				20		20			20	
PM Peak				3:45 PM		3:45 PM			3:45 PM	
Volume				17		17			17	
<i>Comments:</i>										

LOCATION: SH 173 S Of Mountains Hospital Access Rd SPECIFIC LOCATION: SH 173 S Of Mountains Hospital Access Rd CITY/STATE: Lake Arrowhead, CA							QC JOB #: 13863018 DIRECTION: NB/SB DATE: Sep 01 2016 - Sep 01 2016			
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
12:15 AM				6		6			6	
12:30 AM				2		2			2	
12:45 AM				3		3			3	
1:00 AM				1		1			1	
1:15 AM				0		0			0	
1:30 AM				0		0			0	
1:45 AM				2		2			2	
2:00 AM				0		0			0	
2:15 AM				0		0			0	
2:30 AM				2		2			2	
2:45 AM				0		0			0	
3:00 AM				1		1			1	
3:15 AM				2		2			2	
3:30 AM				0		0			0	
3:45 AM				0		0			0	
4:00 AM				0		0			0	
4:15 AM				0		0			0	
4:30 AM				4		4			4	
4:45 AM				1		1			1	
5:00 AM				5		5			5	
5:15 AM				8		8			8	
5:30 AM				5		5			5	
5:45 AM				20		20			20	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 173 S Of Mountains Hospital Access Rd SPECIFIC LOCATION: SH 173 S Of Mountains Hospital Access Rd CITY/STATE: Lake Arrowhead, CA							QC JOB #: 13863018 DIRECTION: NB/SB DATE: Sep 01 2016 - Sep 01 2016			
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				16		16			16	
6:15 AM				23		23			23	
6:30 AM				23		23			23	
6:45 AM				65		65			65	
7:00 AM				54		54			54	
7:15 AM				53		53			53	
7:30 AM				51		51			51	
7:45 AM				113		113			113	
8:00 AM				133		133			133	
8:15 AM				118		118			118	
8:30 AM				78		78			78	
8:45 AM				85		85			85	
9:00 AM				70		70			70	
9:15 AM				83		83			83	
9:30 AM				70		70			70	
9:45 AM				98		98			98	
10:00 AM				85		85			85	
10:15 AM				68		68			68	
10:30 AM				86		86			86	
10:45 AM				100		100			100	
11:00 AM				75		75			75	
11:15 AM				83		83			83	
11:30 AM				79		79			79	
11:45 AM				90		90			90	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 173 S Of Mountains Hospital Access Rd SPECIFIC LOCATION: SH 173 S Of Mountains Hospital Access Rd CITY/STATE: Lake Arrowhead, CA							QC JOB #: 13863018 DIRECTION: NB/SB DATE: Sep 01 2016 - Sep 01 2016			
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				101		101			101	
12:15 PM				85		85			85	
12:30 PM				85		85			85	
12:45 PM				76		76			76	
1:00 PM				92		92			92	
1:15 PM				100		100			100	
1:30 PM				102		102			102	
1:45 PM				98		98			98	
2:00 PM				89		89			89	
2:15 PM				96		96			96	
2:30 PM				96		96			96	
2:45 PM				130		130			130	
3:00 PM				107		107			107	
3:15 PM				106		106			106	
3:30 PM				101		101			101	
3:45 PM				98		98			98	
4:00 PM				120		120			120	
4:15 PM				85		85			85	
4:30 PM				100		100			100	
4:45 PM				95		95			95	
5:00 PM				89		89			89	
5:15 PM				106		106			106	
5:30 PM				81		81			81	
5:45 PM				75		75			75	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 173 S Of Mountains Hospital Access Rd SPECIFIC LOCATION: SH 173 S Of Mountains Hospital Access Rd CITY/STATE: Lake Arrowhead, CA							QC JOB #: 13863018 DIRECTION: NB/SB DATE: Sep 01 2016 - Sep 01 2016			
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				60		60			60	
6:15 PM				78		78			78	
6:30 PM				58		58			58	
6:45 PM				51		51			51	
7:00 PM				58		58			58	
7:15 PM				53		53			53	
7:30 PM				42		42			42	
7:45 PM				40		40			40	
8:00 PM				30		30			30	
8:15 PM				33		33			33	
8:30 PM				26		26			26	
8:45 PM				26		26			26	
9:00 PM				26		26			26	
9:15 PM				27		27			27	
9:30 PM				19		19			19	
9:45 PM				19		19			19	
10:00 PM				14		14			14	
10:15 PM				7		7			7	
10:30 PM				11		11			11	
10:45 PM				9		9			9	
11:00 PM				7		7			7	
11:15 PM				4		4			4	
11:30 PM				3		3			3	
11:45 PM				2		2			2	
Day Total				4879		4879			4879	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				8:00 AM		8:00 AM			8:00 AM	
Volume				133		133			133	
PM Peak				2:45 PM		2:45 PM			2:45 PM	
Volume				130		130			130	
<i>Comments:</i>										

LOCATION: SH 173 East Of Lakes Edge Rd SPECIFIC LOCATION: SH 173 East Of Lakes Edge Rd CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13863019 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				1		1			1	
12:15 AM				8		8			8	
12:30 AM				8		8			8	
12:45 AM				0		0			0	
1:00 AM				2		2			2	
1:15 AM				1		1			1	
1:30 AM				1		1			1	
1:45 AM				3		3			3	
2:00 AM				2		2			2	
2:15 AM				4		4			4	
2:30 AM				3		3			3	
2:45 AM				3		3			3	
3:00 AM				2		2			2	
3:15 AM				2		2			2	
3:30 AM				1		1			1	
3:45 AM				1		1			1	
4:00 AM				2		2			2	
4:15 AM				6		6			6	
4:30 AM				6		6			6	
4:45 AM				6		6			6	
5:00 AM				10		10			10	
5:15 AM				13		13			13	
5:30 AM				15		15			15	
5:45 AM				30		30			30	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 173 East Of Lakes Edge Rd SPECIFIC LOCATION: SH 173 East Of Lakes Edge Rd CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13863019 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				24		24			24	
6:15 AM				30		30			30	
6:30 AM				44		44			44	
6:45 AM				89		89			89	
7:00 AM				76		76			76	
7:15 AM				72		72			72	
7:30 AM				69		69			69	
7:45 AM				101		101			101	
8:00 AM				87		87			87	
8:15 AM				104		104			104	
8:30 AM				100		100			100	
8:45 AM				110		110			110	
9:00 AM				95		95			95	
9:15 AM				96		96			96	
9:30 AM				96		96			96	
9:45 AM				122		122			122	
10:00 AM				101		101			101	
10:15 AM				102		102			102	
10:30 AM				100		100			100	
10:45 AM				127		127			127	
11:00 AM				118		118			118	
11:15 AM				116		116			116	
11:30 AM				110		110			110	
11:45 AM				131		131			131	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 173 East Of Lakes Edge Rd SPECIFIC LOCATION: SH 173 East Of Lakes Edge Rd CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13863019 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				136		136			136	
12:15 PM				123		123			123	
12:30 PM				117		117			117	
12:45 PM				120		120			120	
1:00 PM				151		151			151	
1:15 PM				140		140			140	
1:30 PM				127		127			127	
1:45 PM				124		124			124	
2:00 PM				134		134			134	
2:15 PM				132		132			132	
2:30 PM				128		128			128	
2:45 PM				166		166			166	
3:00 PM				167		167			167	
3:15 PM				147		147			147	
3:30 PM				153		153			153	
3:45 PM				162		162			162	
4:00 PM				145		145			145	
4:15 PM				151		151			151	
4:30 PM				151		151			151	
4:45 PM				144		144			144	
5:00 PM				128		128			128	
5:15 PM				142		142			142	
5:30 PM				115		115			115	
5:45 PM				125		125			125	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 173 East Of Lakes Edge Rd SPECIFIC LOCATION: SH 173 East Of Lakes Edge Rd CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13863019 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				120		120			120	
6:15 PM				126		126			126	
6:30 PM				102		102			102	
6:45 PM				87		87			87	
7:00 PM				66		66			66	
7:15 PM				80		80			80	
7:30 PM				76		76			76	
7:45 PM				70		70			70	
8:00 PM				56		56			56	
8:15 PM				56		56			56	
8:30 PM				47		47			47	
8:45 PM				49		49			49	
9:00 PM				43		43			43	
9:15 PM				32		32			32	
9:30 PM				42		42			42	
9:45 PM				36		36			36	
10:00 PM				27		27			27	
10:15 PM				26		26			26	
10:30 PM				22		22			22	
10:45 PM				13		13			13	
11:00 PM				11		11			11	
11:15 PM				15		15			15	
11:30 PM				9		9			9	
11:45 PM				6		6			6	
Day Total				6895		6895			6895	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				11:45 AM		11:45 AM			11:45 AM	
Volume				131		131			131	
PM Peak				3:00 PM		3:00 PM			3:00 PM	
Volume				167		167			167	
<i>Comments:</i>										

LOCATION: SH 173 West Of Dolly Varden Dr SPECIFIC LOCATION: SH 173 West Of Dolly Varden Dr CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13863020 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
12:15 AM				4		4			4	
12:30 AM				5		5			5	
12:45 AM				2		2			2	
1:00 AM				0		0			0	
1:15 AM				1		1			1	
1:30 AM				2		2			2	
1:45 AM				2		2			2	
2:00 AM				3		3			3	
2:15 AM				2		2			2	
2:30 AM				4		4			4	
2:45 AM				1		1			1	
3:00 AM				1		1			1	
3:15 AM				3		3			3	
3:30 AM				1		1			1	
3:45 AM				2		2			2	
4:00 AM				3		3			3	
4:15 AM				3		3			3	
4:30 AM				4		4			4	
4:45 AM				6		6			6	
5:00 AM				8		8			8	
5:15 AM				9		9			9	
5:30 AM				8		8			8	
5:45 AM				19		19			19	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 173 West Of Dolly Varden Dr SPECIFIC LOCATION: SH 173 West Of Dolly Varden Dr CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13863020 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				21		21			21	
6:15 AM				17		17			17	
6:30 AM				28		28			28	
6:45 AM				75		75			75	
7:00 AM				67		67			67	
7:15 AM				35		35			35	
7:30 AM				65		65			65	
7:45 AM				69		69			69	
8:00 AM				61		61			61	
8:15 AM				50		50			50	
8:30 AM				74		74			74	
8:45 AM				67		67			67	
9:00 AM				57		57			57	
9:15 AM				65		65			65	
9:30 AM				60		60			60	
9:45 AM				68		68			68	
10:00 AM				70		70			70	
10:15 AM				68		68			68	
10:30 AM				53		53			53	
10:45 AM				87		87			87	
11:00 AM				59		59			59	
11:15 AM				88		88			88	
11:30 AM				67		67			67	
11:45 AM				88		88			88	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 173 West Of Dolly Varden Dr SPECIFIC LOCATION: SH 173 West Of Dolly Varden Dr CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13863020 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				65		65			65	
12:15 PM				62		62			62	
12:30 PM				79		79			79	
12:45 PM				79		79			79	
1:00 PM				76		76			76	
1:15 PM				97		97			97	
1:30 PM				90		90			90	
1:45 PM				92		92			92	
2:00 PM				93		93			93	
2:15 PM				100		100			100	
2:30 PM				79		79			79	
2:45 PM				81		81			81	
3:00 PM				76		76			76	
3:15 PM				82		82			82	
3:30 PM				93		93			93	
3:45 PM				101		101			101	
4:00 PM				83		83			83	
4:15 PM				94		94			94	
4:30 PM				91		91			91	
4:45 PM				86		86			86	
5:00 PM				76		76			76	
5:15 PM				95		95			95	
5:30 PM				72		72			72	
5:45 PM				64		64			64	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 173 West Of Dolly Varden Dr SPECIFIC LOCATION: SH 173 West Of Dolly Varden Dr CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13863020 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				68		68			68	
6:15 PM				58		58			58	
6:30 PM				66		66			66	
6:45 PM				50		50			50	
7:00 PM				31		31			31	
7:15 PM				42		42			42	
7:30 PM				42		42			42	
7:45 PM				40		40			40	
8:00 PM				37		37			37	
8:15 PM				30		30			30	
8:30 PM				25		25			25	
8:45 PM				20		20			20	
9:00 PM				26		26			26	
9:15 PM				18		18			18	
9:30 PM				26		26			26	
9:45 PM				25		25			25	
10:00 PM				17		17			17	
10:15 PM				18		18			18	
10:30 PM				8		8			8	
10:45 PM				10		10			10	
11:00 PM				12		12			12	
11:15 PM				9		9			9	
11:30 PM				4		4			4	
11:45 PM				7		7			7	
Day Total				4249		4249			4249	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				11:15 AM		11:15 AM			11:15 AM	
Volume				88		88			88	
PM Peak				3:45 PM		3:45 PM			3:45 PM	
Volume				101		101			101	
<i>Comments:</i>										

LOCATION: SH189 West Of Bear Springs Rd SPECIFIC LOCATION: SH189 West Of Bear Springs Rd CITY/STATE: Twin Peaks, CA						QC JOB #: 13863021 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				8		8			8	
12:15 AM				3		3			3	
12:30 AM				3		3			3	
12:45 AM				6		6			6	
1:00 AM				0		0			0	
1:15 AM				4		4			4	
1:30 AM				4		4			4	
1:45 AM				1		1			1	
2:00 AM				3		3			3	
2:15 AM				3		3			3	
2:30 AM				2		2			2	
2:45 AM				7		7			7	
3:00 AM				3		3			3	
3:15 AM				3		3			3	
3:30 AM				6		6			6	
3:45 AM				6		6			6	
4:00 AM				6		6			6	
4:15 AM				5		5			5	
4:30 AM				9		9			9	
4:45 AM				12		12			12	
5:00 AM				15		15			15	
5:15 AM				13		13			13	
5:30 AM				16		16			16	
5:45 AM				24		24			24	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH189 West Of Bear Springs Rd SPECIFIC LOCATION: SH189 West Of Bear Springs Rd CITY/STATE: Twin Peaks, CA						QC JOB #: 13863021 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				35		35			35	
6:15 AM				40		40			40	
6:30 AM				42		42			42	
6:45 AM				55		55			55	
7:00 AM				65		65			65	
7:15 AM				57		57			57	
7:30 AM				56		56			56	
7:45 AM				90		90			90	
8:00 AM				76		76			76	
8:15 AM				67		67			67	
8:30 AM				80		80			80	
8:45 AM				85		85			85	
9:00 AM				88		88			88	
9:15 AM				67		67			67	
9:30 AM				51		51			51	
9:45 AM				68		68			68	
10:00 AM				65		65			65	
10:15 AM				45		45			45	
10:30 AM				49		49			49	
10:45 AM				57		57			57	
11:00 AM				57		57			57	
11:15 AM				51		51			51	
11:30 AM				56		56			56	
11:45 AM				61		61			61	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH189 West Of Bear Springs Rd SPECIFIC LOCATION: SH189 West Of Bear Springs Rd CITY/STATE: Twin Peaks, CA							QC JOB #: 13863021 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016			
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				69		69			69	
12:15 PM				64		64			64	
12:30 PM				62		62			62	
12:45 PM				54		54			54	
1:00 PM				60		60			60	
1:15 PM				70		70			70	
1:30 PM				70		70			70	
1:45 PM				69		69			69	
2:00 PM				69		69			69	
2:15 PM				79		79			79	
2:30 PM				71		71			71	
2:45 PM				95		95			95	
3:00 PM				79		79			79	
3:15 PM				83		83			83	
3:30 PM				90		90			90	
3:45 PM				76		76			76	
4:00 PM				93		93			93	
4:15 PM				66		66			66	
4:30 PM				80		80			80	
4:45 PM				96		96			96	
5:00 PM				79		79			79	
5:15 PM				81		81			81	
5:30 PM				67		67			67	
5:45 PM				68		68			68	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH189 West Of Bear Springs Rd SPECIFIC LOCATION: SH189 West Of Bear Springs Rd CITY/STATE: Twin Peaks, CA						QC JOB #: 13863021 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				75		75			75	
6:15 PM				63		63			63	
6:30 PM				78		78			78	
6:45 PM				48		48			48	
7:00 PM				66		66			66	
7:15 PM				59		59			59	
7:30 PM				54		54			54	
7:45 PM				47		47			47	
8:00 PM				34		34			34	
8:15 PM				43		43			43	
8:30 PM				39		39			39	
8:45 PM				48		48			48	
9:00 PM				31		31			31	
9:15 PM				29		29			29	
9:30 PM				25		25			25	
9:45 PM				32		32			32	
10:00 PM				25		25			25	
10:15 PM				15		15			15	
10:30 PM				25		25			25	
10:45 PM				11		11			11	
11:00 PM				12		12			12	
11:15 PM				10		10			10	
11:30 PM				11		11			11	
11:45 PM				7		7			7	
Day Total				4302		4302			4302	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				7:45 AM		7:45 AM			7:45 AM	
Volume				90		90			90	
PM Peak				4:45 PM		4:45 PM			4:45 PM	
Volume				96		96			96	
<i>Comments:</i>										

LOCATION: Rim Of The World Hwy West Of Kuffel Canyon Rd SPECIFIC LOCATION: Rim Of The World Hwy West Of Kuffel Canyon Rd CITY/STATE: Lake Arrowhead, CA							QC JOB #: 13863022 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016			
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				5		5			5	
12:15 AM				2		2			2	
12:30 AM				4		4			4	
12:45 AM				1		1			1	
1:00 AM				2		2			2	
1:15 AM				0		0			0	
1:30 AM				0		0			0	
1:45 AM				3		3			3	
2:00 AM				0		0			0	
2:15 AM				4		4			4	
2:30 AM				3		3			3	
2:45 AM				1		1			1	
3:00 AM				0		0			0	
3:15 AM				4		4			4	
3:30 AM				1		1			1	
3:45 AM				3		3			3	
4:00 AM				5		5			5	
4:15 AM				0		0			0	
4:30 AM				1		1			1	
4:45 AM				8		8			8	
5:00 AM				5		5			5	
5:15 AM				8		8			8	
5:30 AM				15		15			15	
5:45 AM				18		18			18	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Rim Of The World Hwy West Of Kuffel Canyon Rd SPECIFIC LOCATION: Rim Of The World Hwy West Of Kuffel Canyon Rd CITY/STATE: Lake Arrowhead, CA										QC JOB #: 13863022 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				19		19			19	
6:15 AM				34		34			34	
6:30 AM				47		47			47	
6:45 AM				85		85			85	
7:00 AM				82		82			82	
7:15 AM				47		47			47	
7:30 AM				75		75			75	
7:45 AM				77		77			77	
8:00 AM				78		78			78	
8:15 AM				73		73			73	
8:30 AM				97		97			97	
8:45 AM				113		113			113	
9:00 AM				73		73			73	
9:15 AM				77		77			77	
9:30 AM				71		71			71	
9:45 AM				98		98			98	
10:00 AM				81		81			81	
10:15 AM				88		88			88	
10:30 AM				73		73			73	
10:45 AM				90		90			90	
11:00 AM				88		88			88	
11:15 AM				94		94			94	
11:30 AM				96		96			96	
11:45 AM				87		87			87	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Rim Of The World Hwy West Of Kuffel Canyon Rd SPECIFIC LOCATION: Rim Of The World Hwy West Of Kuffel Canyon Rd CITY/STATE: Lake Arrowhead, CA							QC JOB #: 13863022 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016			
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				107		107			107	
12:15 PM				123		123			123	
12:30 PM				96		96			96	
12:45 PM				157		157			157	
1:00 PM				108		108			108	
1:15 PM				102		102			102	
1:30 PM				102		102			102	
1:45 PM				107		107			107	
2:00 PM				98		98			98	
2:15 PM				126		126			126	
2:30 PM				103		103			103	
2:45 PM				151		151			151	
3:00 PM				104		104			104	
3:15 PM				107		107			107	
3:30 PM				97		97			97	
3:45 PM				119		119			119	
4:00 PM				132		132			132	
4:15 PM				119		119			119	
4:30 PM				116		116			116	
4:45 PM				102		102			102	
5:00 PM				118		118			118	
5:15 PM				110		110			110	
5:30 PM				100		100			100	
5:45 PM				100		100			100	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Rim Of The World Hwy West Of Kuffel Canyon Rd SPECIFIC LOCATION: Rim Of The World Hwy West Of Kuffel Canyon Rd CITY/STATE: Lake Arrowhead, CA						QC JOB #: 13863022 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				61		61			61	
6:15 PM				59		59			59	
6:30 PM				63		63			63	
6:45 PM				60		60			60	
7:00 PM				58		58			58	
7:15 PM				35		35			35	
7:30 PM				57		57			57	
7:45 PM				61		61			61	
8:00 PM				46		46			46	
8:15 PM				40		40			40	
8:30 PM				29		29			29	
8:45 PM				32		32			32	
9:00 PM				26		26			26	
9:15 PM				33		33			33	
9:30 PM				20		20			20	
9:45 PM				31		31			31	
10:00 PM				33		33			33	
10:15 PM				17		17			17	
10:30 PM				14		14			14	
10:45 PM				7		7			7	
11:00 PM				9		9			9	
11:15 PM				7		7			7	
11:30 PM				6		6			6	
11:45 PM				2		2			2	
Day Total				5446		5446			5446	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				8:45 AM		8:45 AM			8:45 AM	
Volume				113		113			113	
PM Peak				12:45 PM		12:45 PM			12:45 PM	
Volume				157		157			157	
<i>Comments:</i>										

LOCATION: SH 138 East Of Old Mill Rd SPECIFIC LOCATION: SH 138 East Of Old Mill Rd CITY/STATE: San Bernardino, CA						QC JOB #: 13863023 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016				
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			0			0			0	
12:15 AM			2			2			2	
12:30 AM			1			1			1	
12:45 AM			0			0			0	
1:00 AM			1			1			1	
1:15 AM			0			0			0	
1:30 AM			0			0			0	
1:45 AM			1			1			1	
2:00 AM			0			0			0	
2:15 AM			1			1			1	
2:30 AM			2			2			2	
2:45 AM			0			0			0	
3:00 AM			1			1			1	
3:15 AM			7			7			7	
3:30 AM			1			1			1	
3:45 AM			2			2			2	
4:00 AM			1			1			1	
4:15 AM			3			3			3	
4:30 AM			5			5			5	
4:45 AM			7			7			7	
5:00 AM			6			6			6	
5:15 AM			11			11			11	
5:30 AM			12			12			12	
5:45 AM			15			15			15	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 138 East Of Old Mill Rd SPECIFIC LOCATION: SH 138 East Of Old Mill Rd CITY/STATE: San Bernardino, CA						QC JOB #: 13863023 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016				
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			13			13			13	
6:15 AM			17			17			17	
6:30 AM			29			29			29	
6:45 AM			28			28			28	
7:00 AM			35			35			35	
7:15 AM			27			27			27	
7:30 AM			28			28			28	
7:45 AM			16			16			16	
8:00 AM			15			15			15	
8:15 AM			14			14			14	
8:30 AM			26			26			26	
8:45 AM			16			16			16	
9:00 AM			16			16			16	
9:15 AM			19			19			19	
9:30 AM			17			17			17	
9:45 AM			10			10			10	
10:00 AM			20			20			20	
10:15 AM			19			19			19	
10:30 AM			20			20			20	
10:45 AM			9			9			9	
11:00 AM			16			16			16	
11:15 AM			18			18			18	
11:30 AM			24			24			24	
11:45 AM			26			26			26	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 138 East Of Old Mill Rd SPECIFIC LOCATION: SH 138 East Of Old Mill Rd CITY/STATE: San Bernardino, CA							QC JOB #: 13863023 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016			
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			28			28			28	
12:15 PM			17			17			17	
12:30 PM			18			18			18	
12:45 PM			9			9			9	
1:00 PM			14			14			14	
1:15 PM			21			21			21	
1:30 PM			26			26			26	
1:45 PM			22			22			22	
2:00 PM			15			15			15	
2:15 PM			16			16			16	
2:30 PM			16			16			16	
2:45 PM			17			17			17	
3:00 PM			32			32			32	
3:15 PM			26			26			26	
3:30 PM			22			22			22	
3:45 PM			30			30			30	
4:00 PM			23			23			23	
4:15 PM			35			35			35	
4:30 PM			26			26			26	
4:45 PM			27			27			27	
5:00 PM			28			28			28	
5:15 PM			33			33			33	
5:30 PM			23			23			23	
5:45 PM			20			20			20	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 138 East Of Old Mill Rd SPECIFIC LOCATION: SH 138 East Of Old Mill Rd CITY/STATE: San Bernardino, CA						QC JOB #: 13863023 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016				
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			30			30			30	
6:15 PM			25			25			25	
6:30 PM			13			13			13	
6:45 PM			15			15			15	
7:00 PM			26			26			26	
7:15 PM			10			10			10	
7:30 PM			9			9			9	
7:45 PM			10			10			10	
8:00 PM			8			8			8	
8:15 PM			7			7			7	
8:30 PM			6			6			6	
8:45 PM			9			9			9	
9:00 PM			8			8			8	
9:15 PM			5			5			5	
9:30 PM			3			3			3	
9:45 PM			6			6			6	
10:00 PM			11			11			11	
10:15 PM			6			6			6	
10:30 PM			3			3			3	
10:45 PM			0			0			0	
11:00 PM			3			3			3	
11:15 PM			1			1			1	
11:30 PM			2			2			2	
11:45 PM			3			3			3	
Day Total			1320			1320			1320	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			7:00 AM			7:00 AM			7:00 AM	
Volume			35			35			35	
PM Peak			4:15 PM			4:15 PM			4:15 PM	
Volume			35			35			35	
<i>Comments:</i>										

LOCATION: SH 138 South Of Vista Ln SPECIFIC LOCATION: SH 138 South Of Vista Ln CITY/STATE: San Bernardino, CA						QC JOB #: 13863024 DIRECTION: NB/SB DATE: Aug 31 2016 - Aug 31 2016				
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			1			1			1	
12:15 AM			0			0			0	
12:30 AM			1			1			1	
12:45 AM			0			0			0	
1:00 AM			2			2			2	
1:15 AM			0			0			0	
1:30 AM			0			0			0	
1:45 AM			0			0			0	
2:00 AM			0			0			0	
2:15 AM			0			0			0	
2:30 AM			1			1			1	
2:45 AM			0			0			0	
3:00 AM			0			0			0	
3:15 AM			2			2			2	
3:30 AM			0			0			0	
3:45 AM			0			0			0	
4:00 AM			0			0			0	
4:15 AM			0			0			0	
4:30 AM			2			2			2	
4:45 AM			0			0			0	
5:00 AM			2			2			2	
5:15 AM			4			4			4	
5:30 AM			1			1			1	
5:45 AM			1			1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 138 South Of Vista Ln SPECIFIC LOCATION: SH 138 South Of Vista Ln CITY/STATE: San Bernardino, CA						QC JOB #: 13863024 DIRECTION: NB/SB DATE: Aug 31 2016 - Aug 31 2016				
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			5			5			5	
6:15 AM			5			5			5	
6:30 AM			4			4			4	
6:45 AM			6			6			6	
7:00 AM			9			9			9	
7:15 AM			5			5			5	
7:30 AM			2			2			2	
7:45 AM			9			9			9	
8:00 AM			4			4			4	
8:15 AM			5			5			5	
8:30 AM			6			6			6	
8:45 AM			4			4			4	
9:00 AM			11			11			11	
9:15 AM			7			7			7	
9:30 AM			10			10			10	
9:45 AM			3			3			3	
10:00 AM			10			10			10	
10:15 AM			7			7			7	
10:30 AM			7			7			7	
10:45 AM			5			5			5	
11:00 AM			7			7			7	
11:15 AM			13			13			13	
11:30 AM			7			7			7	
11:45 AM			7			7			7	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 138 South Of Vista Ln SPECIFIC LOCATION: SH 138 South Of Vista Ln CITY/STATE: San Bernardino, CA							QC JOB #: 13863024 DIRECTION: NB/SB DATE: Aug 31 2016 - Aug 31 2016			
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			9			9			9	
12:15 PM			9			9			9	
12:30 PM			5			5			5	
12:45 PM			6			6			6	
1:00 PM			10			10			10	
1:15 PM			7			7			7	
1:30 PM			12			12			12	
1:45 PM			21			21			21	
2:00 PM			3			3			3	
2:15 PM			3			3			3	
2:30 PM			10			10			10	
2:45 PM			9			9			9	
3:00 PM			12			12			12	
3:15 PM			20			20			20	
3:30 PM			4			4			4	
3:45 PM			7			7			7	
4:00 PM			4			4			4	
4:15 PM			8			8			8	
4:30 PM			8			8			8	
4:45 PM			9			9			9	
5:00 PM			9			9			9	
5:15 PM			7			7			7	
5:30 PM			7			7			7	
5:45 PM			7			7			7	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 138 South Of Vista Ln SPECIFIC LOCATION: SH 138 South Of Vista Ln CITY/STATE: San Bernardino, CA						QC JOB #: 13863024 DIRECTION: NB/SB DATE: Aug 31 2016 - Aug 31 2016				
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			6			6			6	
6:15 PM			5			5			5	
6:30 PM			12			12			12	
6:45 PM			8			8			8	
7:00 PM			6			6			6	
7:15 PM			7			7			7	
7:30 PM			4			4			4	
7:45 PM			3			3			3	
8:00 PM			6			6			6	
8:15 PM			3			3			3	
8:30 PM			4			4			4	
8:45 PM			5			5			5	
9:00 PM			2			2			2	
9:15 PM			2			2			2	
9:30 PM			2			2			2	
9:45 PM			2			2			2	
10:00 PM			3			3			3	
10:15 PM			1			1			1	
10:30 PM			2			2			2	
10:45 PM			1			1			1	
11:00 PM			1			1			1	
11:15 PM			1			1			1	
11:30 PM			0			0			0	
11:45 PM			3			3			3	
Day Total			470			470			470	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak Volume			11:15 AM 13			11:15 AM 13			11:15 AM 13	
PM Peak Volume			1:45 PM 21			1:45 PM 21			1:45 PM 21	
<i>Comments:</i>										

LOCATION: SH 18 West Of SH 138 SPECIFIC LOCATION: SH 18 West Of SH 138 CITY/STATE: San Bernardino, CA						QC JOB #: 13863025 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				38		38			38	
12:15 AM				24		24			24	
12:30 AM				27		27			27	
12:45 AM				17		17			17	
1:00 AM				13		13			13	
1:15 AM				17		17			17	
1:30 AM				18		18			18	
1:45 AM				18		18			18	
2:00 AM				11		11			11	
2:15 AM				23		23			23	
2:30 AM				11		11			11	
2:45 AM				20		20			20	
3:00 AM				26		26			26	
3:15 AM				32		32			32	
3:30 AM				29		29			29	
3:45 AM				50		50			50	
4:00 AM				45		45			45	
4:15 AM				54		54			54	
4:30 AM				51		51			51	
4:45 AM				77		77			77	
5:00 AM				91		91			91	
5:15 AM				107		107			107	
5:30 AM				107		107			107	
5:45 AM				128		128			128	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 West Of SH 138 SPECIFIC LOCATION: SH 18 West Of SH 138 CITY/STATE: San Bernardino, CA						QC JOB #: 13863025 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				149		149			149	
6:15 AM				233		233			233	
6:30 AM				244		244			244	
6:45 AM				239		239			239	
7:00 AM				264		264			264	
7:15 AM				237		237			237	
7:30 AM				220		220			220	
7:45 AM				243		243			243	
8:00 AM				255		255			255	
8:15 AM				232		232			232	
8:30 AM				228		228			228	
8:45 AM				220		220			220	
9:00 AM				221		221			221	
9:15 AM				231		231			231	
9:30 AM				191		191			191	
9:45 AM				228		228			228	
10:00 AM				182		182			182	
10:15 AM				217		217			217	
10:30 AM				215		215			215	
10:45 AM				210		210			210	
11:00 AM				212		212			212	
11:15 AM				221		221			221	
11:30 AM				197		197			197	
11:45 AM				221		221			221	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 West Of SH 138 SPECIFIC LOCATION: SH 18 West Of SH 138 CITY/STATE: San Bernardino, CA						QC JOB #: 13863025 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				235		235			235	
12:15 PM				217		217			217	
12:30 PM				239		239			239	
12:45 PM				250		250			250	
1:00 PM				224		224			224	
1:15 PM				236		236			236	
1:30 PM				237		237			237	
1:45 PM				270		270			270	
2:00 PM				281		281			281	
2:15 PM				259		259			259	
2:30 PM				264		264			264	
2:45 PM				264		264			264	
3:00 PM				268		268			268	
3:15 PM				294		294			294	
3:30 PM				269		269			269	
3:45 PM				283		283			283	
4:00 PM				293		293			293	
4:15 PM				307		307			307	
4:30 PM				339		339			339	
4:45 PM				273		273			273	
5:00 PM				274		274			274	
5:15 PM				290		290			290	
5:30 PM				306		306			306	
5:45 PM				285		285			285	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 West Of SH 138 SPECIFIC LOCATION: SH 18 West Of SH 138 CITY/STATE: San Bernardino, CA						QC JOB #: 13863025 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				279		279			279	
6:15 PM				241		241			241	
6:30 PM				240		240			240	
6:45 PM				212		212			212	
7:00 PM				189		189			189	
7:15 PM				163		163			163	
7:30 PM				177		177			177	
7:45 PM				152		152			152	
8:00 PM				167		167			167	
8:15 PM				159		159			159	
8:30 PM				120		120			120	
8:45 PM				137		137			137	
9:00 PM				128		128			128	
9:15 PM				154		154			154	
9:30 PM				129		129			129	
9:45 PM				108		108			108	
10:00 PM				105		105			105	
10:15 PM				90		90			90	
10:30 PM				75		75			75	
10:45 PM				55		55			55	
11:00 PM				61		61			61	
11:15 PM				55		55			55	
11:30 PM				50		50			50	
11:45 PM				44		44			44	
Day Total				16091		16091			16091	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				7:00 AM		7:00 AM			7:00 AM	
Volume				264		264			264	
PM Peak				4:30 PM		4:30 PM			4:30 PM	
Volume				339		339			339	
<i>Comments:</i>										

LOCATION: SH 18 East Of SH 138 SPECIFIC LOCATION: SH 18 East Of SH 138 CITY/STATE: San Bernardino, CA						QC JOB #: 13863026 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016				
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			11			11			11	
12:15 AM			15			15			15	
12:30 AM			8			8			8	
12:45 AM			14			14			14	
1:00 AM			13			13			13	
1:15 AM			11			11			11	
1:30 AM			9			9			9	
1:45 AM			6			6			6	
2:00 AM			9			9			9	
2:15 AM			4			4			4	
2:30 AM			6			6			6	
2:45 AM			7			7			7	
3:00 AM			12			12			12	
3:15 AM			8			8			8	
3:30 AM			18			18			18	
3:45 AM			23			23			23	
4:00 AM			24			24			24	
4:15 AM			23			23			23	
4:30 AM			16			16			16	
4:45 AM			38			38			38	
5:00 AM			39			39			39	
5:15 AM			39			39			39	
5:30 AM			41			41			41	
5:45 AM			60			60			60	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 East Of SH 138 SPECIFIC LOCATION: SH 18 East Of SH 138 CITY/STATE: San Bernardino, CA							QC JOB #: 13863026 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016			
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			66			66			66	
6:15 AM			100			100			100	
6:30 AM			135			135			135	
6:45 AM			139			139			139	
7:00 AM			129			129			129	
7:15 AM			151			151			151	
7:30 AM			150			150			150	
7:45 AM			132			132			132	
8:00 AM			107			107			107	
8:15 AM			135			135			135	
8:30 AM			113			113			113	
8:45 AM			132			132			132	
9:00 AM			108			108			108	
9:15 AM			120			120			120	
9:30 AM			98			98			98	
9:45 AM			124			124			124	
10:00 AM			115			115			115	
10:15 AM			129			129			129	
10:30 AM			102			102			102	
10:45 AM			131			131			131	
11:00 AM			123			123			123	
11:15 AM			114			114			114	
11:30 AM			115			115			115	
11:45 AM			101			101			101	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 East Of SH 138 SPECIFIC LOCATION: SH 18 East Of SH 138 CITY/STATE: San Bernardino, CA							QC JOB #: 13863026 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016			
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			90			90			90	
12:15 PM			103			103			103	
12:30 PM			113			113			113	
12:45 PM			132			132			132	
1:00 PM			106			106			106	
1:15 PM			117			117			117	
1:30 PM			129			129			129	
1:45 PM			121			121			121	
2:00 PM			102			102			102	
2:15 PM			128			128			128	
2:30 PM			136			136			136	
2:45 PM			104			104			104	
3:00 PM			129			129			129	
3:15 PM			138			138			138	
3:30 PM			162			162			162	
3:45 PM			97			97			97	
4:00 PM			174			174			174	
4:15 PM			131			131			131	
4:30 PM			142			142			142	
4:45 PM			147			147			147	
5:00 PM			127			127			127	
5:15 PM			145			145			145	
5:30 PM			121			121			121	
5:45 PM			121			121			121	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 East Of SH 138 SPECIFIC LOCATION: SH 18 East Of SH 138 CITY/STATE: San Bernardino, CA						QC JOB #: 13863026 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016				
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			116			116			116	
6:15 PM			118			118			118	
6:30 PM			113			113			113	
6:45 PM			106			106			106	
7:00 PM			95			95			95	
7:15 PM			100			100			100	
7:30 PM			86			86			86	
7:45 PM			86			86			86	
8:00 PM			86			86			86	
8:15 PM			94			94			94	
8:30 PM			64			64			64	
8:45 PM			62			62			62	
9:00 PM			54			54			54	
9:15 PM			65			65			65	
9:30 PM			48			48			48	
9:45 PM			50			50			50	
10:00 PM			40			40			40	
10:15 PM			31			31			31	
10:30 PM			34			34			34	
10:45 PM			34			34			34	
11:00 PM			39			39			39	
11:15 PM			19			19			19	
11:30 PM			11			11			11	
11:45 PM			15			15			15	
Day Total			7904			7904			7904	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			7:15 AM			7:15 AM			7:15 AM	
Volume			151			151			151	
PM Peak			4:00 PM			4:00 PM			4:00 PM	
Volume			174			174			174	
<i>Comments:</i>										

LOCATION: SH 189 West Of Pinecrest Rd SPECIFIC LOCATION: SH 189 West Of Pinecrest Rd CITY/STATE: Crestline, CA						QC JOB #: 13863027 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016				
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			3			3			3	
12:15 AM			10			10			10	
12:30 AM			6			6			6	
12:45 AM			8			8			8	
1:00 AM			4			4			4	
1:15 AM			6			6			6	
1:30 AM			5			5			5	
1:45 AM			4			4			4	
2:00 AM			4			4			4	
2:15 AM			3			3			3	
2:30 AM			3			3			3	
2:45 AM			5			5			5	
3:00 AM			4			4			4	
3:15 AM			3			3			3	
3:30 AM			11			11			11	
3:45 AM			3			3			3	
4:00 AM			7			7			7	
4:15 AM			2			2			2	
4:30 AM			7			7			7	
4:45 AM			11			11			11	
5:00 AM			15			15			15	
5:15 AM			16			16			16	
5:30 AM			14			14			14	
5:45 AM			28			28			28	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 189 West Of Pinecrest Rd SPECIFIC LOCATION: SH 189 West Of Pinecrest Rd CITY/STATE: Crestline, CA							QC JOB #: 13863027 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016			
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			24			24			24	
6:15 AM			41			41			41	
6:30 AM			48			48			48	
6:45 AM			62			62			62	
7:00 AM			58			58			58	
7:15 AM			66			66			66	
7:30 AM			70			70			70	
7:45 AM			87			87			87	
8:00 AM			57			57			57	
8:15 AM			68			68			68	
8:30 AM			92			92			92	
8:45 AM			70			70			70	
9:00 AM			53			53			53	
9:15 AM			83			83			83	
9:30 AM			51			51			51	
9:45 AM			46			46			46	
10:00 AM			52			52			52	
10:15 AM			54			54			54	
10:30 AM			47			47			47	
10:45 AM			49			49			49	
11:00 AM			58			58			58	
11:15 AM			58			58			58	
11:30 AM			53			53			53	
11:45 AM			76			76			76	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 189 West Of Pinecrest Rd SPECIFIC LOCATION: SH 189 West Of Pinecrest Rd CITY/STATE: Crestline, CA							QC JOB #: 13863027 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016			
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			54			54			54	
12:15 PM			54			54			54	
12:30 PM			51			51			51	
12:45 PM			57			57			57	
1:00 PM			54			54			54	
1:15 PM			60			60			60	
1:30 PM			69			69			69	
1:45 PM			53			53			53	
2:00 PM			46			46			46	
2:15 PM			61			61			61	
2:30 PM			77			77			77	
2:45 PM			72			72			72	
3:00 PM			60			60			60	
3:15 PM			71			71			71	
3:30 PM			81			81			81	
3:45 PM			85			85			85	
4:00 PM			77			77			77	
4:15 PM			84			84			84	
4:30 PM			90			90			90	
4:45 PM			72			72			72	
5:00 PM			69			69			69	
5:15 PM			77			77			77	
5:30 PM			68			68			68	
5:45 PM			73			73			73	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 189 West Of Pinecrest Rd SPECIFIC LOCATION: SH 189 West Of Pinecrest Rd CITY/STATE: Crestline, CA							QC JOB #: 13863027 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016			
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			73			73			73	
6:15 PM			57			57			57	
6:30 PM			69			69			69	
6:45 PM			58			58			58	
7:00 PM			45			45			45	
7:15 PM			50			50			50	
7:30 PM			59			59			59	
7:45 PM			49			49			49	
8:00 PM			43			43			43	
8:15 PM			42			42			42	
8:30 PM			30			30			30	
8:45 PM			35			35			35	
9:00 PM			42			42			42	
9:15 PM			37			37			37	
9:30 PM			20			20			20	
9:45 PM			28			28			28	
10:00 PM			14			14			14	
10:15 PM			14			14			14	
10:30 PM			16			16			16	
10:45 PM			11			11			11	
11:00 PM			11			11			11	
11:15 PM			10			10			10	
11:30 PM			4			4			4	
11:45 PM			4			4			4	
Day Total			4041			4041			4041	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			8:30 AM			8:30 AM			8:30 AM	
Volume			92			92			92	
PM Peak			4:30 PM			4:30 PM			4:30 PM	
Volume			90			90			90	
<i>Comments:</i>										

LOCATION: SH 18 East Of Lake Gregory Dr SPECIFIC LOCATION: SH 18 East Of Lake Gregory Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13863028 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016				
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			10			10			10	
12:15 AM			17			17			17	
12:30 AM			15			15			15	
12:45 AM			9			9			9	
1:00 AM			8			8			8	
1:15 AM			7			7			7	
1:30 AM			7			7			7	
1:45 AM			10			10			10	
2:00 AM			9			9			9	
2:15 AM			5			5			5	
2:30 AM			5			5			5	
2:45 AM			14			14			14	
3:00 AM			5			5			5	
3:15 AM			10			10			10	
3:30 AM			12			12			12	
3:45 AM			22			22			22	
4:00 AM			22			22			22	
4:15 AM			20			20			20	
4:30 AM			16			16			16	
4:45 AM			37			37			37	
5:00 AM			30			30			30	
5:15 AM			36			36			36	
5:30 AM			41			41			41	
5:45 AM			71			71			71	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 East Of Lake Gregory Dr SPECIFIC LOCATION: SH 18 East Of Lake Gregory Dr CITY/STATE: San Bernardino, CA							QC JOB #: 13863028 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016			
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			60			60			60	
6:15 AM			94			94			94	
6:30 AM			130			130			130	
6:45 AM			186			186			186	
7:00 AM			168			168			168	
7:15 AM			182			182			182	
7:30 AM			172			172			172	
7:45 AM			218			218			218	
8:00 AM			154			154			154	
8:15 AM			155			155			155	
8:30 AM			164			164			164	
8:45 AM			178			178			178	
9:00 AM			151			151			151	
9:15 AM			145			145			145	
9:30 AM			159			159			159	
9:45 AM			156			156			156	
10:00 AM			160			160			160	
10:15 AM			160			160			160	
10:30 AM			162			162			162	
10:45 AM			154			154			154	
11:00 AM			188			188			188	
11:15 AM			153			153			153	
11:30 AM			166			166			166	
11:45 AM			148			148			148	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 East Of Lake Gregory Dr SPECIFIC LOCATION: SH 18 East Of Lake Gregory Dr CITY/STATE: San Bernardino, CA							QC JOB #: 13863028 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016			
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			154			154			154	
12:15 PM			164			164			164	
12:30 PM			168			168			168	
12:45 PM			192			192			192	
1:00 PM			170			170			170	
1:15 PM			171			171			171	
1:30 PM			164			164			164	
1:45 PM			203			203			203	
2:00 PM			152			152			152	
2:15 PM			216			216			216	
2:30 PM			201			201			201	
2:45 PM			177			177			177	
3:00 PM			176			176			176	
3:15 PM			210			210			210	
3:30 PM			194			194			194	
3:45 PM			204			204			204	
4:00 PM			205			205			205	
4:15 PM			198			198			198	
4:30 PM			185			185			185	
4:45 PM			214			214			214	
5:00 PM			188			188			188	
5:15 PM			248			248			248	
5:30 PM			175			175			175	
5:45 PM			146			146			146	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 East Of Lake Gregory Dr SPECIFIC LOCATION: SH 18 East Of Lake Gregory Dr CITY/STATE: San Bernardino, CA							QC JOB #: 13863028 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016			
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			139			139			139	
6:15 PM			147			147			147	
6:30 PM			146			146			146	
6:45 PM			134			134			134	
7:00 PM			116			116			116	
7:15 PM			111			111			111	
7:30 PM			113			113			113	
7:45 PM			109			109			109	
8:00 PM			93			93			93	
8:15 PM			85			85			85	
8:30 PM			68			68			68	
8:45 PM			82			82			82	
9:00 PM			58			58			58	
9:15 PM			75			75			75	
9:30 PM			62			62			62	
9:45 PM			46			46			46	
10:00 PM			39			39			39	
10:15 PM			48			48			48	
10:30 PM			31			31			31	
10:45 PM			31			31			31	
11:00 PM			30			30			30	
11:15 PM			24			24			24	
11:30 PM			18			18			18	
11:45 PM			26			26			26	
Day Total			10507			10507			10507	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			7:45 AM			7:45 AM			7:45 AM	
Volume			218			218			218	
PM Peak			5:15 PM			5:15 PM			5:15 PM	
Volume			248			248			248	
<i>Comments:</i>										

LOCATION: Big Bear Blvd East Of Shore Dr SPECIFIC LOCATION: Big Bear Blvd East Of Shore Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13863029 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5				5			5	
12:15 AM		9				9			9	
12:30 AM		5				5			5	
12:45 AM		1				1			1	
1:00 AM		2				2			2	
1:15 AM		7				7			7	
1:30 AM		2				2			2	
1:45 AM		6				6			6	
2:00 AM		3				3			3	
2:15 AM		2				2			2	
2:30 AM		3				3			3	
2:45 AM		1				1			1	
3:00 AM		2				2			2	
3:15 AM		2				2			2	
3:30 AM		7				7			7	
3:45 AM		3				3			3	
4:00 AM		6				6			6	
4:15 AM		12				12			12	
4:30 AM		5				5			5	
4:45 AM		7				7			7	
5:00 AM		10				10			10	
5:15 AM		15				15			15	
5:30 AM		10				10			10	
5:45 AM		14				14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Big Bear Blvd East Of Shore Dr SPECIFIC LOCATION: Big Bear Blvd East Of Shore Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13863029 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		22				22			22	
6:15 AM		26				26			26	
6:30 AM		40				40			40	
6:45 AM		44				44			44	
7:00 AM		40				40			40	
7:15 AM		54				54			54	
7:30 AM		46				46			46	
7:45 AM		52				52			52	
8:00 AM		52				52			52	
8:15 AM		49				49			49	
8:30 AM		51				51			51	
8:45 AM		54				54			54	
9:00 AM		43				43			43	
9:15 AM		54				54			54	
9:30 AM		74				74			74	
9:45 AM		49				49			49	
10:00 AM		64				64			64	
10:15 AM		48				48			48	
10:30 AM		86				86			86	
10:45 AM		84				84			84	
11:00 AM		74				74			74	
11:15 AM		64				64			64	
11:30 AM		73				73			73	
11:45 AM		94				94			94	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Big Bear Blvd East Of Shore Dr SPECIFIC LOCATION: Big Bear Blvd East Of Shore Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13863029 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		71				71			71	
12:15 PM		78				78			78	
12:30 PM		71				71			71	
12:45 PM		104				104			104	
1:00 PM		68				68			68	
1:15 PM		93				93			93	
1:30 PM		74				74			74	
1:45 PM		73				73			73	
2:00 PM		97				97			97	
2:15 PM		75				75			75	
2:30 PM		70				70			70	
2:45 PM		82				82			82	
3:00 PM		67				67			67	
3:15 PM		78				78			78	
3:30 PM		83				83			83	
3:45 PM		59				59			59	
4:00 PM		54				54			54	
4:15 PM		70				70			70	
4:30 PM		66				66			66	
4:45 PM		80				80			80	
5:00 PM		64				64			64	
5:15 PM		46				46			46	
5:30 PM		50				50			50	
5:45 PM		50				50			50	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Big Bear Blvd East Of Shore Dr SPECIFIC LOCATION: Big Bear Blvd East Of Shore Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13863029 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		30-Aug-16								
6:00 PM		42				42			42	
6:15 PM		52				52			52	
6:30 PM		32				32			32	
6:45 PM		39				39			39	
7:00 PM		33				33			33	
7:15 PM		37				37			37	
7:30 PM		31				31			31	
7:45 PM		36				36			36	
8:00 PM		33				33			33	
8:15 PM		24				24			24	
8:30 PM		24				24			24	
8:45 PM		25				25			25	
9:00 PM		17				17			17	
9:15 PM		18				18			18	
9:30 PM		16				16			16	
9:45 PM		13				13			13	
10:00 PM		10				10			10	
10:15 PM		10				10			10	
10:30 PM		16				16			16	
10:45 PM		13				13			13	
11:00 PM		10				10			10	
11:15 PM		8				8			8	
11:30 PM		16				16			16	
11:45 PM		7				7			7	
Day Total		3761				3761			3761	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		11:45 AM 94				11:45 AM 94			11:45 AM 94	
PM Peak Volume		12:45 PM 104				12:45 PM 104			12:45 PM 104	
<i>Comments:</i>										

LOCATION: Shore Dr North Of SH 18 SPECIFIC LOCATION: Shore Dr North Of SH 18 CITY/STATE: San Bernardino, CA						QC JOB #: 13863030 DIRECTION: NB/SB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3				3			3	
12:15 AM		2				2			2	
12:30 AM		4				4			4	
12:45 AM		0				0			0	
1:00 AM		0				0			0	
1:15 AM		1				1			1	
1:30 AM		0				0			0	
1:45 AM		0				0			0	
2:00 AM		2				2			2	
2:15 AM		0				0			0	
2:30 AM		1				1			1	
2:45 AM		3				3			3	
3:00 AM		0				0			0	
3:15 AM		2				2			2	
3:30 AM		2				2			2	
3:45 AM		0				0			0	
4:00 AM		0				0			0	
4:15 AM		1				1			1	
4:30 AM		3				3			3	
4:45 AM		2				2			2	
5:00 AM		1				1			1	
5:15 AM		4				4			4	
5:30 AM		4				4			4	
5:45 AM		5				5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Shore Dr North Of SH 18 SPECIFIC LOCATION: Shore Dr North Of SH 18 CITY/STATE: San Bernardino, CA						QC JOB #: 13863030 DIRECTION: NB/SB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		7				7			7	
6:15 AM		11				11			11	
6:30 AM		5				5			5	
6:45 AM		15				15			15	
7:00 AM		17				17			17	
7:15 AM		14				14			14	
7:30 AM		11				11			11	
7:45 AM		17				17			17	
8:00 AM		14				14			14	
8:15 AM		21				21			21	
8:30 AM		32				32			32	
8:45 AM		30				30			30	
9:00 AM		19				19			19	
9:15 AM		19				19			19	
9:30 AM		22				22			22	
9:45 AM		26				26			26	
10:00 AM		33				33			33	
10:15 AM		29				29			29	
10:30 AM		25				25			25	
10:45 AM		26				26			26	
11:00 AM		21				21			21	
11:15 AM		24				24			24	
11:30 AM		34				34			34	
11:45 AM		21				21			21	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Shore Dr North Of SH 18 SPECIFIC LOCATION: Shore Dr North Of SH 18 CITY/STATE: San Bernardino, CA						QC JOB #: 13863030 DIRECTION: NB/SB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		26				26			26	
12:15 PM		30				30			30	
12:30 PM		25				25			25	
12:45 PM		34				34			34	
1:00 PM		21				21			21	
1:15 PM		22				22			22	
1:30 PM		29				29			29	
1:45 PM		26				26			26	
2:00 PM		41				41			41	
2:15 PM		33				33			33	
2:30 PM		27				27			27	
2:45 PM		26				26			26	
3:00 PM		29				29			29	
3:15 PM		42				42			42	
3:30 PM		30				30			30	
3:45 PM		23				23			23	
4:00 PM		25				25			25	
4:15 PM		21				21			21	
4:30 PM		19				19			19	
4:45 PM		20				20			20	
5:00 PM		23				23			23	
5:15 PM		15				15			15	
5:30 PM		15				15			15	
5:45 PM		20				20			20	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Shore Dr North Of SH 18 SPECIFIC LOCATION: Shore Dr North Of SH 18 CITY/STATE: San Bernardino, CA						QC JOB #: 13863030 DIRECTION: NB/SB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		13				13			13	
6:15 PM		18				18			18	
6:30 PM		14				14			14	
6:45 PM		16				16			16	
7:00 PM		12				12			12	
7:15 PM		7				7			7	
7:30 PM		9				9			9	
7:45 PM		9				9			9	
8:00 PM		4				4			4	
8:15 PM		10				10			10	
8:30 PM		3				3			3	
8:45 PM		9				9			9	
9:00 PM		3				3			3	
9:15 PM		3				3			3	
9:30 PM		1				1			1	
9:45 PM		1				1			1	
10:00 PM		4				4			4	
10:15 PM		3				3			3	
10:30 PM		8				8			8	
10:45 PM		3				3			3	
11:00 PM		1				1			1	
11:15 PM		1				1			1	
11:30 PM		5				5			5	
11:45 PM		1				1			1	
Day Total		1313				1313			1313	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:30 AM				11:30 AM			11:30 AM	
Volume		34				34			34	
PM Peak		3:15 PM				3:15 PM			3:15 PM	
Volume		42				42			42	
<i>Comments:</i>										

LOCATION: SH 18 West Of Shore Dr SPECIFIC LOCATION: SH 18 West Of Shore Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13863031 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		7				7			7	
12:15 AM		9				9			9	
12:30 AM		8				8			8	
12:45 AM		3				3			3	
1:00 AM		2				2			2	
1:15 AM		4				4			4	
1:30 AM		4				4			4	
1:45 AM		5				5			5	
2:00 AM		5				5			5	
2:15 AM		3				3			3	
2:30 AM		2				2			2	
2:45 AM		3				3			3	
3:00 AM		3				3			3	
3:15 AM		3				3			3	
3:30 AM		5				5			5	
3:45 AM		5				5			5	
4:00 AM		6				6			6	
4:15 AM		7				7			7	
4:30 AM		8				8			8	
4:45 AM		12				12			12	
5:00 AM		9				9			9	
5:15 AM		15				15			15	
5:30 AM		21				21			21	
5:45 AM		18				18			18	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 West Of Shore Dr SPECIFIC LOCATION: SH 18 West Of Shore Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13863031 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		20				20			20	
6:15 AM		35				35			35	
6:30 AM		35				35			35	
6:45 AM		53				53			53	
7:00 AM		47				47			47	
7:15 AM		55				55			55	
7:30 AM		60				60			60	
7:45 AM		54				54			54	
8:00 AM		50				50			50	
8:15 AM		53				53			53	
8:30 AM		65				65			65	
8:45 AM		54				54			54	
9:00 AM		55				55			55	
9:15 AM		62				62			62	
9:30 AM		82				82			82	
9:45 AM		65				65			65	
10:00 AM		61				61			61	
10:15 AM		69				69			69	
10:30 AM		76				76			76	
10:45 AM		83				83			83	
11:00 AM		71				71			71	
11:15 AM		70				70			70	
11:30 AM		71				71			71	
11:45 AM		80				80			80	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 West Of Shore Dr SPECIFIC LOCATION: SH 18 West Of Shore Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13863031 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		90				90			90	
12:15 PM		78				78			78	
12:30 PM		81				81			81	
12:45 PM		91				91			91	
1:00 PM		86				86			86	
1:15 PM		74				74			74	
1:30 PM		85				85			85	
1:45 PM		71				71			71	
2:00 PM		94				94			94	
2:15 PM		94				94			94	
2:30 PM		73				73			73	
2:45 PM		68				68			68	
3:00 PM		72				72			72	
3:15 PM		91				91			91	
3:30 PM		81				81			81	
3:45 PM		71				71			71	
4:00 PM		57				57			57	
4:15 PM		54				54			54	
4:30 PM		71				71			71	
4:45 PM		89				89			89	
5:00 PM		75				75			75	
5:15 PM		50				50			50	
5:30 PM		43				43			43	
5:45 PM		57				57			57	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 West Of Shore Dr SPECIFIC LOCATION: SH 18 West Of Shore Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13863031 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		30-Aug-16								
6:00 PM		43				43			43	
6:15 PM		42				42			42	
6:30 PM		31				31			31	
6:45 PM		49				49			49	
7:00 PM		33				33			33	
7:15 PM		35				35			35	
7:30 PM		30				30			30	
7:45 PM		40				40			40	
8:00 PM		31				31			31	
8:15 PM		33				33			33	
8:30 PM		27				27			27	
8:45 PM		26				26			26	
9:00 PM		18				18			18	
9:15 PM		22				22			22	
9:30 PM		14				14			14	
9:45 PM		15				15			15	
10:00 PM		13				13			13	
10:15 PM		13				13			13	
10:30 PM		23				23			23	
10:45 PM		15				15			15	
11:00 PM		9				9			9	
11:15 PM		8				8			8	
11:30 PM		18				18			18	
11:45 PM		11				11			11	
Day Total		3988				3988			3988	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		10:45 AM 83				10:45 AM 83			10:45 AM 83	
PM Peak Volume		2:00 PM 94				2:00 PM 94			2:00 PM 94	
<i>Comments:</i>										

LOCATION: Shore Dr East Of Holden Ave SPECIFIC LOCATION: Shore Dr East Of Holden Ave CITY/STATE: San Bernardino, CA						QC JOB #: 13863032 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM										
12:15 AM										
12:30 AM										
12:45 AM										
1:00 AM										
1:15 AM										
1:30 AM										
1:45 AM										
2:00 AM										
2:15 AM										
2:30 AM										
2:45 AM										
3:00 AM										
3:15 AM										
3:30 AM										
3:45 AM										
4:00 AM										
4:15 AM										
4:30 AM										
4:45 AM										
5:00 AM										
5:15 AM										
5:30 AM										
5:45 AM										
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Shore Dr East Of Holden Ave SPECIFIC LOCATION: Shore Dr East Of Holden Ave CITY/STATE: San Bernardino, CA						QC JOB #: 13863032 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM										
6:15 AM										
6:30 AM										
6:45 AM										
7:00 AM										
7:15 AM										
7:30 AM										
7:45 AM										
8:00 AM										
8:15 AM										
8:30 AM										
8:45 AM										
9:00 AM										
9:15 AM										
9:30 AM										
9:45 AM										
10:00 AM										
10:15 AM										
10:30 AM										
10:45 AM										
11:00 AM										
11:15 AM										
11:30 AM										
11:45 AM				90		90			90	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Shore Dr East Of Holden Ave SPECIFIC LOCATION: Shore Dr East Of Holden Ave CITY/STATE: San Bernardino, CA						QC JOB #: 13863032 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				101		101			101	
12:15 PM				107		107			107	
12:30 PM				96		96			96	
12:45 PM				135		135			135	
1:00 PM				114		114			114	
1:15 PM				85		85			85	
1:30 PM				105		105			105	
1:45 PM				108		108			108	
2:00 PM				97		97			97	
2:15 PM				109		109			109	
2:30 PM				92		92			92	
2:45 PM				84		84			84	
3:00 PM				98		98			98	
3:15 PM				91		91			91	
3:30 PM				113		113			113	
3:45 PM				116		116			116	
4:00 PM				94		94			94	
4:15 PM				106		106			106	
4:30 PM				139		139			139	
4:45 PM				122		122			122	
5:00 PM				97		97			97	
5:15 PM				126		126			126	
5:30 PM				109		109			109	
5:45 PM				87		87			87	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Shore Dr East Of Holden Ave SPECIFIC LOCATION: Shore Dr East Of Holden Ave CITY/STATE: San Bernardino, CA						QC JOB #: 13863032 DIRECTION: EB/WB DATE: Sep 01 2016 - Sep 01 2016				
Start Time	Mon	Tue	Wed	Thu 01-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				69		69			69	
6:15 PM				91		91			91	
6:30 PM				84		84			84	
6:45 PM				63		63			63	
7:00 PM				68		68			68	
7:15 PM				54		54			54	
7:30 PM				59		59			59	
7:45 PM				48		48			48	
8:00 PM				53		53			53	
8:15 PM				41		41			41	
8:30 PM				30		30			30	
8:45 PM				26		26			26	
9:00 PM				40		40			40	
9:15 PM				32		32			32	
9:30 PM				28		28			28	
9:45 PM				12		12			12	
10:00 PM				17		17			17	
10:15 PM				18		18			18	
10:30 PM				12		12			12	
10:45 PM				15		15			15	
11:00 PM				4		4			4	
11:15 PM				15		15			15	
11:30 PM				3		3			3	
11:45 PM				4		4			4	
Day Total				3507		3507			3507	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				11:45 AM		11:45 AM			11:45 AM	
Volume				90		90			90	
PM Peak				4:30 PM		4:30 PM			4:30 PM	
Volume				139		139			139	
Comments:										

LOCATION: Greenspot Blvd South Of Clark Ln SPECIFIC LOCATION: Greenspot Blvd South Of Clark Ln CITY/STATE: Big Bear, CA						QC JOB #: 13863033 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016				
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			7			7			7	
12:15 AM			5			5			5	
12:30 AM			3			3			3	
12:45 AM			8			8			8	
1:00 AM			4			4			4	
1:15 AM			4			4			4	
1:30 AM			3			3			3	
1:45 AM			2			2			2	
2:00 AM			1			1			1	
2:15 AM			2			2			2	
2:30 AM			4			4			4	
2:45 AM			5			5			5	
3:00 AM			3			3			3	
3:15 AM			5			5			5	
3:30 AM			3			3			3	
3:45 AM			3			3			3	
4:00 AM			3			3			3	
4:15 AM			3			3			3	
4:30 AM			0			0			0	
4:45 AM			9			9			9	
5:00 AM			8			8			8	
5:15 AM			12			12			12	
5:30 AM			22			22			22	
5:45 AM			27			27			27	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Greenspot Blvd South Of Clark Ln SPECIFIC LOCATION: Greenspot Blvd South Of Clark Ln CITY/STATE: Big Bear, CA						QC JOB #: 13863033 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016				
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			26			26			26	
6:15 AM			31			31			31	
6:30 AM			62			62			62	
6:45 AM			93			93			93	
7:00 AM			103			103			103	
7:15 AM			76			76			76	
7:30 AM			111			111			111	
7:45 AM			92			92			92	
8:00 AM			91			91			91	
8:15 AM			96			96			96	
8:30 AM			147			147			147	
8:45 AM			126			126			126	
9:00 AM			88			88			88	
9:15 AM			99			99			99	
9:30 AM			112			112			112	
9:45 AM			93			93			93	
10:00 AM			85			85			85	
10:15 AM			95			95			95	
10:30 AM			104			104			104	
10:45 AM			100			100			100	
11:00 AM			96			96			96	
11:15 AM			86			86			86	
11:30 AM			103			103			103	
11:45 AM			122			122			122	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Greenspot Blvd South Of Clark Ln SPECIFIC LOCATION: Greenspot Blvd South Of Clark Ln CITY/STATE: Big Bear, CA							QC JOB #: 13863033 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016			
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			115			115			115	
12:15 PM			114			114			114	
12:30 PM			113			113			113	
12:45 PM			107			107			107	
1:00 PM			109			109			109	
1:15 PM			119			119			119	
1:30 PM			90			90			90	
1:45 PM			89			89			89	
2:00 PM			97			97			97	
2:15 PM			133			133			133	
2:30 PM			115			115			115	
2:45 PM			115			115			115	
3:00 PM			128			128			128	
3:15 PM			144			144			144	
3:30 PM			117			117			117	
3:45 PM			110			110			110	
4:00 PM			114			114			114	
4:15 PM			112			112			112	
4:30 PM			122			122			122	
4:45 PM			105			105			105	
5:00 PM			108			108			108	
5:15 PM			114			114			114	
5:30 PM			132			132			132	
5:45 PM			109			109			109	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Greenspot Blvd South Of Clark Ln SPECIFIC LOCATION: Greenspot Blvd South Of Clark Ln CITY/STATE: Big Bear, CA						QC JOB #: 13863033 DIRECTION: EB/WB DATE: Aug 31 2016 - Aug 31 2016				
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			111			111			111	
6:15 PM			95			95			95	
6:30 PM			86			86			86	
6:45 PM			114			114			114	
7:00 PM			72			72			72	
7:15 PM			64			64			64	
7:30 PM			61			61			61	
7:45 PM			68			68			68	
8:00 PM			56			56			56	
8:15 PM			49			49			49	
8:30 PM			56			56			56	
8:45 PM			42			42			42	
9:00 PM			47			47			47	
9:15 PM			35			35			35	
9:30 PM			29			29			29	
9:45 PM			31			31			31	
10:00 PM			31			31			31	
10:15 PM			16			16			16	
10:30 PM			25			25			25	
10:45 PM			15			15			15	
11:00 PM			13			13			13	
11:15 PM			13			13			13	
11:30 PM			12			12			12	
11:45 PM			12			12			12	
Day Total			6267			6267			6267	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			8:30 AM			8:30 AM			8:30 AM	
Volume			147			147			147	
PM Peak			3:15 PM			3:15 PM			3:15 PM	
Volume			144			144			144	
<i>Comments:</i>										

LOCATION: SH 18 North Of Shore Dr SPECIFIC LOCATION: SH 18 North Of Shore Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13863034 DIRECTION: NB/SB DATE: Aug 31 2016 - Aug 31 2016				
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			5			5			5	
12:15 AM			6			6			6	
12:30 AM			1			1			1	
12:45 AM			3			3			3	
1:00 AM			5			5			5	
1:15 AM			1			1			1	
1:30 AM			4			4			4	
1:45 AM			0			0			0	
2:00 AM			0			0			0	
2:15 AM			1			1			1	
2:30 AM			1			1			1	
2:45 AM			2			2			2	
3:00 AM			1			1			1	
3:15 AM			2			2			2	
3:30 AM			4			4			4	
3:45 AM			3			3			3	
4:00 AM			4			4			4	
4:15 AM			7			7			7	
4:30 AM			5			5			5	
4:45 AM			10			10			10	
5:00 AM			8			8			8	
5:15 AM			14			14			14	
5:30 AM			11			11			11	
5:45 AM			18			18			18	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 North Of Shore Dr SPECIFIC LOCATION: SH 18 North Of Shore Dr CITY/STATE: San Bernardino, CA							QC JOB #: 13863034 DIRECTION: NB/SB DATE: Aug 31 2016 - Aug 31 2016			
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			35			35			35	
6:15 AM			28			28			28	
6:30 AM			40			40			40	
6:45 AM			50			50			50	
7:00 AM			31			31			31	
7:15 AM			38			38			38	
7:30 AM			47			47			47	
7:45 AM			52			52			52	
8:00 AM			34			34			34	
8:15 AM			33			33			33	
8:30 AM			37			37			37	
8:45 AM			48			48			48	
9:00 AM			33			33			33	
9:15 AM			38			38			38	
9:30 AM			40			40			40	
9:45 AM			49			49			49	
10:00 AM			38			38			38	
10:15 AM			38			38			38	
10:30 AM			28			28			28	
10:45 AM			34			34			34	
11:00 AM			30			30			30	
11:15 AM			31			31			31	
11:30 AM			36			36			36	
11:45 AM			38			38			38	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 North Of Shore Dr SPECIFIC LOCATION: SH 18 North Of Shore Dr CITY/STATE: San Bernardino, CA							QC JOB #: 13863034 DIRECTION: NB/SB DATE: Aug 31 2016 - Aug 31 2016			
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			31			31			31	
12:15 PM			42			42			42	
12:30 PM			46			46			46	
12:45 PM			33			33			33	
1:00 PM			36			36			36	
1:15 PM			29			29			29	
1:30 PM			37			37			37	
1:45 PM			40			40			40	
2:00 PM			39			39			39	
2:15 PM			45			45			45	
2:30 PM			46			46			46	
2:45 PM			38			38			38	
3:00 PM			44			44			44	
3:15 PM			47			47			47	
3:30 PM			52			52			52	
3:45 PM			59			59			59	
4:00 PM			51			51			51	
4:15 PM			61			61			61	
4:30 PM			43			43			43	
4:45 PM			56			56			56	
5:00 PM			37			37			37	
5:15 PM			50			50			50	
5:30 PM			31			31			31	
5:45 PM			55			55			55	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 North Of Shore Dr SPECIFIC LOCATION: SH 18 North Of Shore Dr CITY/STATE: San Bernardino, CA							QC JOB #: 13863034 DIRECTION: NB/SB DATE: Aug 31 2016 - Aug 31 2016			
Start Time	Mon	Tue	Wed 31-Aug-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			41			41			41	
6:15 PM			41			41			41	
6:30 PM			30			30			30	
6:45 PM			24			24			24	
7:00 PM			23			23			23	
7:15 PM			23			23			23	
7:30 PM			28			28			28	
7:45 PM			20			20			20	
8:00 PM			19			19			19	
8:15 PM			28			28			28	
8:30 PM			18			18			18	
8:45 PM			13			13			13	
9:00 PM			12			12			12	
9:15 PM			10			10			10	
9:30 PM			15			15			15	
9:45 PM			17			17			17	
10:00 PM			10			10			10	
10:15 PM			11			11			11	
10:30 PM			4			4			4	
10:45 PM			5			5			5	
11:00 PM			5			5			5	
11:15 PM			7			7			7	
11:30 PM			5			5			5	
11:45 PM			3			3			3	
Day Total			2482			2482			2482	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			7:45 AM			7:45 AM			7:45 AM	
Volume			52			52			52	
PM Peak			4:15 PM			4:15 PM			4:15 PM	
Volume			61			61			61	
<i>Comments:</i>										

LOCATION: SR 18 North Of Hilltop Blvd SPECIFIC LOCATION: SR 18 North Of Hilltop Blvd CITY/STATE: San Bernardino, CA						QC JOB #: 13863035 DIRECTION: NB/SB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
12:15 AM		4				4			4	
12:30 AM		3				3			3	
12:45 AM		3				3			3	
1:00 AM		1				1			1	
1:15 AM		2				2			2	
1:30 AM		2				2			2	
1:45 AM		1				1			1	
2:00 AM		2				2			2	
2:15 AM		2				2			2	
2:30 AM		0				0			0	
2:45 AM		2				2			2	
3:00 AM		3				3			3	
3:15 AM		1				1			1	
3:30 AM		2				2			2	
3:45 AM		2				2			2	
4:00 AM		5				5			5	
4:15 AM		2				2			2	
4:30 AM		3				3			3	
4:45 AM		4				4			4	
5:00 AM		9				9			9	
5:15 AM		9				9			9	
5:30 AM		19				19			19	
5:45 AM		28				28			28	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SR 18 North Of Hilltop Blvd SPECIFIC LOCATION: SR 18 North Of Hilltop Blvd CITY/STATE: San Bernardino, CA						QC JOB #: 13863035 DIRECTION: NB/SB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		15				15			15	
6:15 AM		39				39			39	
6:30 AM		50				50			50	
6:45 AM		77				77			77	
7:00 AM		60				60			60	
7:15 AM		65				65			65	
7:30 AM		101				101			101	
7:45 AM		73				73			73	
8:00 AM		81				81			81	
8:15 AM		109				109			109	
8:30 AM		97				97			97	
8:45 AM		111				111			111	
9:00 AM		70				70			70	
9:15 AM		69				69			69	
9:30 AM		89				89			89	
9:45 AM		89				89			89	
10:00 AM		76				76			76	
10:15 AM		77				77			77	
10:30 AM		78				78			78	
10:45 AM		69				69			69	
11:00 AM		79				79			79	
11:15 AM		64				64			64	
11:30 AM		78				78			78	
11:45 AM		71				71			71	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SR 18 North Of Hilltop Blvd SPECIFIC LOCATION: SR 18 North Of Hilltop Blvd CITY/STATE: San Bernardino, CA						QC JOB #: 13863035 DIRECTION: NB/SB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		79				79			79	
12:15 PM		85				85			85	
12:30 PM		77				77			77	
12:45 PM		90				90			90	
1:00 PM		76				76			76	
1:15 PM		81				81			81	
1:30 PM		87				87			87	
1:45 PM		93				93			93	
2:00 PM		102				102			102	
2:15 PM		96				96			96	
2:30 PM		100				100			100	
2:45 PM		81				81			81	
3:00 PM		113				113			113	
3:15 PM		107				107			107	
3:30 PM		88				88			88	
3:45 PM		93				93			93	
4:00 PM		116				116			116	
4:15 PM		89				89			89	
4:30 PM		85				85			85	
4:45 PM		80				80			80	
5:00 PM		96				96			96	
5:15 PM		121				121			121	
5:30 PM		113				113			113	
5:45 PM		84				84			84	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SR 18 North Of Hilltop Blvd SPECIFIC LOCATION: SR 18 North Of Hilltop Blvd CITY/STATE: San Bernardino, CA						QC JOB #: 13863035 DIRECTION: NB/SB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		30-Aug-16								
6:00 PM		70				70			70	
6:15 PM		69				69			69	
6:30 PM		52				52			52	
6:45 PM		45				45			45	
7:00 PM		49				49			49	
7:15 PM		58				58			58	
7:30 PM		51				51			51	
7:45 PM		52				52			52	
8:00 PM		50				50			50	
8:15 PM		47				47			47	
8:30 PM		49				49			49	
8:45 PM		39				39			39	
9:00 PM		26				26			26	
9:15 PM		23				23			23	
9:30 PM		26				26			26	
9:45 PM		19				19			19	
10:00 PM		24				24			24	
10:15 PM		20				20			20	
10:30 PM		8				8			8	
10:45 PM		6				6			6	
11:00 PM		8				8			8	
11:15 PM		10				10			10	
11:30 PM		5				5			5	
11:45 PM		3				3			3	
Day Total		4943				4943			4943	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:45 AM 111				8:45 AM 111			8:45 AM 111	
PM Peak Volume		5:15 PM 121				5:15 PM 121			5:15 PM 121	
<i>Comments:</i>										

LOCATION: City Creek Rd West Of Live Oak Dr SPECIFIC LOCATION: City Creek Rd West Of Live Oak Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13863036 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		16				16			16	
12:15 AM		12				12			12	
12:30 AM		7				7			7	
12:45 AM		11				11			11	
1:00 AM		9				9			9	
1:15 AM		8				8			8	
1:30 AM		10				10			10	
1:45 AM		10				10			10	
2:00 AM		5				5			5	
2:15 AM		8				8			8	
2:30 AM		10				10			10	
2:45 AM		7				7			7	
3:00 AM		6				6			6	
3:15 AM		11				11			11	
3:30 AM		15				15			15	
3:45 AM		22				22			22	
4:00 AM		23				23			23	
4:15 AM		31				31			31	
4:30 AM		25				25			25	
4:45 AM		28				28			28	
5:00 AM		47				47			47	
5:15 AM		60				60			60	
5:30 AM		62				62			62	
5:45 AM		50				50			50	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: City Creek Rd West Of Live Oak Dr SPECIFIC LOCATION: City Creek Rd West Of Live Oak Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13863036 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		82				82			82	
6:15 AM		124				124			124	
6:30 AM		105				105			105	
6:45 AM		105				105			105	
7:00 AM		128				128			128	
7:15 AM		136				136			136	
7:30 AM		124				124			124	
7:45 AM		131				131			131	
8:00 AM		120				120			120	
8:15 AM		124				124			124	
8:30 AM		117				117			117	
8:45 AM		117				117			117	
9:00 AM		127				127			127	
9:15 AM		101				101			101	
9:30 AM		110				110			110	
9:45 AM		119				119			119	
10:00 AM		136				136			136	
10:15 AM		118				118			118	
10:30 AM		120				120			120	
10:45 AM		128				128			128	
11:00 AM		102				102			102	
11:15 AM		132				132			132	
11:30 AM		117				117			117	
11:45 AM		118				118			118	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: City Creek Rd West Of Live Oak Dr SPECIFIC LOCATION: City Creek Rd West Of Live Oak Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13863036 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		111				111			111	
12:15 PM		148				148			148	
12:30 PM		118				118			118	
12:45 PM		116				116			116	
1:00 PM		117				117			117	
1:15 PM		129				129			129	
1:30 PM		129				129			129	
1:45 PM		123				123			123	
2:00 PM		117				117			117	
2:15 PM		109				109			109	
2:30 PM		144				144			144	
2:45 PM		121				121			121	
3:00 PM		125				125			125	
3:15 PM		127				127			127	
3:30 PM		140				140			140	
3:45 PM		106				106			106	
4:00 PM		147				147			147	
4:15 PM		137				137			137	
4:30 PM		127				127			127	
4:45 PM		142				142			142	
5:00 PM		146				146			146	
5:15 PM		144				144			144	
5:30 PM		142				142			142	
5:45 PM		133				133			133	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: City Creek Rd West Of Live Oak Dr SPECIFIC LOCATION: City Creek Rd West Of Live Oak Dr CITY/STATE: San Bernardino, CA						QC JOB #: 13863036 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		30-Aug-16								
6:00 PM		109				109			109	
6:15 PM		101				101			101	
6:30 PM		95				95			95	
6:45 PM		98				98			98	
7:00 PM		89				89			89	
7:15 PM		80				80			80	
7:30 PM		84				84			84	
7:45 PM		68				68			68	
8:00 PM		80				80			80	
8:15 PM		64				64			64	
8:30 PM		45				45			45	
8:45 PM		63				63			63	
9:00 PM		52				52			52	
9:15 PM		55				55			55	
9:30 PM		42				42			42	
9:45 PM		42				42			42	
10:00 PM		41				41			41	
10:15 PM		36				36			36	
10:30 PM		29				29			29	
10:45 PM		29				29			29	
11:00 PM		32				32			32	
11:15 PM		22				22			22	
11:30 PM		29				29			29	
11:45 PM		11				11			11	
Day Total		7828				7828			7828	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:15 AM				7:15 AM			7:15 AM	
Volume		136				136			136	
PM Peak		12:15 PM				12:15 PM			12:15 PM	
Volume		148				148			148	
<i>Comments:</i>										

LOCATION: SH 18 East Of Hilltop Blvd SPECIFIC LOCATION: SH 18 East Of Hilltop Blvd CITY/STATE: San Bernardino, CA						QC JOB #: 13863037 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		12				12			12	
12:15 AM		13				13			13	
12:30 AM		6				6			6	
12:45 AM		10				10			10	
1:00 AM		9				9			9	
1:15 AM		4				4			4	
1:30 AM		9				9			9	
1:45 AM		7				7			7	
2:00 AM		7				7			7	
2:15 AM		5				5			5	
2:30 AM		9				9			9	
2:45 AM		4				4			4	
3:00 AM		4				4			4	
3:15 AM		5				5			5	
3:30 AM		12				12			12	
3:45 AM		7				7			7	
4:00 AM		13				13			13	
4:15 AM		21				21			21	
4:30 AM		18				18			18	
4:45 AM		16				16			16	
5:00 AM		26				26			26	
5:15 AM		38				38			38	
5:30 AM		42				42			42	
5:45 AM		25				25			25	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 East Of Hilltop Blvd SPECIFIC LOCATION: SH 18 East Of Hilltop Blvd CITY/STATE: San Bernardino, CA						QC JOB #: 13863037 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		55				55			55	
6:15 AM		73				73			73	
6:30 AM		91				91			91	
6:45 AM		78				78			78	
7:00 AM		99				99			99	
7:15 AM		107				107			107	
7:30 AM		126				126			126	
7:45 AM		138				138			138	
8:00 AM		240				240			240	
8:15 AM		182				182			182	
8:30 AM		111				111			111	
8:45 AM		95				95			95	
9:00 AM		125				125			125	
9:15 AM		115				115			115	
9:30 AM		105				105			105	
9:45 AM		129				129			129	
10:00 AM		131				131			131	
10:15 AM		140				140			140	
10:30 AM		136				136			136	
10:45 AM		118				118			118	
11:00 AM		112				112			112	
11:15 AM		139				139			139	
11:30 AM		129				129			129	
11:45 AM		141				141			141	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 East Of Hilltop Blvd SPECIFIC LOCATION: SH 18 East Of Hilltop Blvd CITY/STATE: San Bernardino, CA						QC JOB #: 13863037 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		187				187			187	
12:15 PM		161				161			161	
12:30 PM		130				130			130	
12:45 PM		149				149			149	
1:00 PM		139				139			139	
1:15 PM		146				146			146	
1:30 PM		125				125			125	
1:45 PM		178				178			178	
2:00 PM		132				132			132	
2:15 PM		161				161			161	
2:30 PM		208				208			208	
2:45 PM		161				161			161	
3:00 PM		148				148			148	
3:15 PM		138				138			138	
3:30 PM		148				148			148	
3:45 PM		124				124			124	
4:00 PM		144				144			144	
4:15 PM		136				136			136	
4:30 PM		150				150			150	
4:45 PM		127				127			127	
5:00 PM		163				163			163	
5:15 PM		160				160			160	
5:30 PM		163				163			163	
5:45 PM		118				118			118	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 East Of Hilltop Blvd SPECIFIC LOCATION: SH 18 East Of Hilltop Blvd CITY/STATE: San Bernardino, CA						QC JOB #: 13863037 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		30-Aug-16								
6:00 PM		132				132			132	
6:15 PM		95				95			95	
6:30 PM		96				96			96	
6:45 PM		94				94			94	
7:00 PM		94				94			94	
7:15 PM		85				85			85	
7:30 PM		86				86			86	
7:45 PM		75				75			75	
8:00 PM		80				80			80	
8:15 PM		60				60			60	
8:30 PM		46				46			46	
8:45 PM		43				43			43	
9:00 PM		42				42			42	
9:15 PM		37				37			37	
9:30 PM		40				40			40	
9:45 PM		28				28			28	
10:00 PM		25				25			25	
10:15 PM		22				22			22	
10:30 PM		31				31			31	
10:45 PM		23				23			23	
11:00 PM		18				18			18	
11:15 PM		26				26			26	
11:30 PM		12				12			12	
11:45 PM		13				13			13	
Day Total		8136				8136			8136	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:00 AM				8:00 AM			8:00 AM	
Volume		240				240			240	
PM Peak		2:30 PM				2:30 PM			2:30 PM	
Volume		208				208			208	
<i>Comments:</i>										

LOCATION: SH 18 West Of Green Valley Lake Rd SPECIFIC LOCATION: SH 18 West Of Green Valley Lake Rd CITY/STATE: Big Bear, CA						QC JOB #: 13863038 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		10				10			10	
12:15 AM		10				10			10	
12:30 AM		3				3			3	
12:45 AM		3				3			3	
1:00 AM		5				5			5	
1:15 AM		1				1			1	
1:30 AM		6				6			6	
1:45 AM		6				6			6	
2:00 AM		2				2			2	
2:15 AM		6				6			6	
2:30 AM		4				4			4	
2:45 AM		0				0			0	
3:00 AM		4				4			4	
3:15 AM		3				3			3	
3:30 AM		6				6			6	
3:45 AM		7				7			7	
4:00 AM		7				7			7	
4:15 AM		15				15			15	
4:30 AM		12				12			12	
4:45 AM		14				14			14	
5:00 AM		14				14			14	
5:15 AM		29				29			29	
5:30 AM		24				24			24	
5:45 AM		22				22			22	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 West Of Green Valley Lake Rd SPECIFIC LOCATION: SH 18 West Of Green Valley Lake Rd CITY/STATE: Big Bear, CA						QC JOB #: 13863038 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		29				29			29	
6:15 AM		36				36			36	
6:30 AM		58				58			58	
6:45 AM		56				56			56	
7:00 AM		67				67			67	
7:15 AM		76				76			76	
7:30 AM		73				73			73	
7:45 AM		74				74			74	
8:00 AM		61				61			61	
8:15 AM		76				76			76	
8:30 AM		76				76			76	
8:45 AM		58				58			58	
9:00 AM		83				83			83	
9:15 AM		91				91			91	
9:30 AM		64				64			64	
9:45 AM		110				110			110	
10:00 AM		79				79			79	
10:15 AM		93				93			93	
10:30 AM		102				102			102	
10:45 AM		94				94			94	
11:00 AM		76				76			76	
11:15 AM		101				101			101	
11:30 AM		104				104			104	
11:45 AM		83				83			83	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 West Of Green Valley Lake Rd SPECIFIC LOCATION: SH 18 West Of Green Valley Lake Rd CITY/STATE: Big Bear, CA						QC JOB #: 13863038 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue 30-Aug-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		108				108			108	
12:15 PM		100				100			100	
12:30 PM		110				110			110	
12:45 PM		106				106			106	
1:00 PM		109				109			109	
1:15 PM		89				89			89	
1:30 PM		108				108			108	
1:45 PM		116				116			116	
2:00 PM		94				94			94	
2:15 PM		89				89			89	
2:30 PM		104				104			104	
2:45 PM		80				80			80	
3:00 PM		102				102			102	
3:15 PM		119				119			119	
3:30 PM		108				108			108	
3:45 PM		84				84			84	
4:00 PM		79				79			79	
4:15 PM		82				82			82	
4:30 PM		85				85			85	
4:45 PM		80				80			80	
5:00 PM		97				97			97	
5:15 PM		74				74			74	
5:30 PM		60				60			60	
5:45 PM		53				53			53	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: SH 18 West Of Green Valley Lake Rd SPECIFIC LOCATION: SH 18 West Of Green Valley Lake Rd CITY/STATE: Big Bear, CA						QC JOB #: 13863038 DIRECTION: EB/WB DATE: Aug 30 2016 - Aug 30 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		30-Aug-16								
6:00 PM		76				76			76	
6:15 PM		43				43			43	
6:30 PM		42				42			42	
6:45 PM		45				45			45	
7:00 PM		54				54			54	
7:15 PM		52				52			52	
7:30 PM		51				51			51	
7:45 PM		36				36			36	
8:00 PM		42				42			42	
8:15 PM		34				34			34	
8:30 PM		36				36			36	
8:45 PM		30				30			30	
9:00 PM		32				32			32	
9:15 PM		26				26			26	
9:30 PM		24				24			24	
9:45 PM		19				19			19	
10:00 PM		15				15			15	
10:15 PM		27				27			27	
10:30 PM		16				16			16	
10:45 PM		15				15			15	
11:00 PM		10				10			10	
11:15 PM		19				19			19	
11:30 PM		10				10			10	
11:45 PM		10				10			10	
Day Total		5033				5033			5033	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		9:45 AM				9:45 AM			9:45 AM	
Volume		110				110			110	
PM Peak		3:15 PM				3:15 PM			3:15 PM	
Volume		119				119			119	
<i>Comments:</i>										

LOCATION: 109. 3rd Street west of Cajon SPECIFIC LOCATION: 109. 3rd Street west of Cajon CITY/STATE: Muscoy, CA						QC JOB #: 13917645 DIRECTION: EB/WB DATE: Sep 29 2016 - Sep 29 2016				
Start Time	Mon	Tue	Wed	Thu 29-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				4		4			4	
12:15 AM				8		8			8	
12:30 AM				6		6			6	
12:45 AM				2		2			2	
1:00 AM				2		2			2	
1:15 AM				3		3			3	
1:30 AM				2		2			2	
1:45 AM				2		2			2	
2:00 AM				1		1			1	
2:15 AM				0		0			0	
2:30 AM				2		2			2	
2:45 AM				6		6			6	
3:00 AM				6		6			6	
3:15 AM				4		4			4	
3:30 AM				10		10			10	
3:45 AM				9		9			9	
4:00 AM				10		10			10	
4:15 AM				11		11			11	
4:30 AM				17		17			17	
4:45 AM				18		18			18	
5:00 AM				14		14			14	
5:15 AM				13		13			13	
5:30 AM				22		22			22	
5:45 AM				21		21			21	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 109. 3rd Street west of Cajon SPECIFIC LOCATION: 109. 3rd Street west of Cajon CITY/STATE: Muscoy, CA						QC JOB #: 13917645 DIRECTION: EB/WB DATE: Sep 29 2016 - Sep 29 2016				
Start Time	Mon	Tue	Wed	Thu 29-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				20		20			20	
6:15 AM				31		31			31	
6:30 AM				23		23			23	
6:45 AM				37		37			37	
7:00 AM				32		32			32	
7:15 AM				38		38			38	
7:30 AM				30		30			30	
7:45 AM				31		31			31	
8:00 AM				29		29			29	
8:15 AM				37		37			37	
8:30 AM				34		34			34	
8:45 AM				49		49			49	
9:00 AM				30		30			30	
9:15 AM				23		23			23	
9:30 AM				24		24			24	
9:45 AM				24		24			24	
10:00 AM				39		39			39	
10:15 AM				35		35			35	
10:30 AM				24		24			24	
10:45 AM				25		25			25	
11:00 AM				32		32			32	
11:15 AM				20		20			20	
11:30 AM				40		40			40	
11:45 AM				25		25			25	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 109. 3rd Street west of Cajon SPECIFIC LOCATION: 109. 3rd Street west of Cajon CITY/STATE: Muscoy, CA						QC JOB #: 13917645 DIRECTION: EB/WB DATE: Sep 29 2016 - Sep 29 2016				
Start Time	Mon	Tue	Wed	Thu 29-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				35		35			35	
12:15 PM				14		14			14	
12:30 PM				18		18			18	
12:45 PM				46		46			46	
1:00 PM				24		24			24	
1:15 PM				40		40			40	
1:30 PM				21		21			21	
1:45 PM				40		40			40	
2:00 PM				26		26			26	
2:15 PM				22		22			22	
2:30 PM				42		42			42	
2:45 PM				46		46			46	
3:00 PM				38		38			38	
3:15 PM				35		35			35	
3:30 PM				50		50			50	
3:45 PM				44		44			44	
4:00 PM				39		39			39	
4:15 PM				40		40			40	
4:30 PM				38		38			38	
4:45 PM				57		57			57	
5:00 PM				48		48			48	
5:15 PM				42		42			42	
5:30 PM				46		46			46	
5:45 PM				47		47			47	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 109. 3rd Street west of Cajon SPECIFIC LOCATION: 109. 3rd Street west of Cajon CITY/STATE: Muscoy, CA						QC JOB #: 13917645 DIRECTION: EB/WB DATE: Sep 29 2016 - Sep 29 2016				
Start Time	Mon	Tue	Wed	Thu 29-Sep-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				42		42			42	
6:15 PM				60		60			60	
6:30 PM				45		45			45	
6:45 PM				46		46			46	
7:00 PM				44		44			44	
7:15 PM				31		31			31	
7:30 PM				29		29			29	
7:45 PM				28		28			28	
8:00 PM				31		31			31	
8:15 PM				31		31			31	
8:30 PM				31		31			31	
8:45 PM				33		33			33	
9:00 PM				15		15			15	
9:15 PM				21		21			21	
9:30 PM				20		20			20	
9:45 PM				16		16			16	
10:00 PM				18		18			18	
10:15 PM				18		18			18	
10:30 PM				15		15			15	
10:45 PM				8		8			8	
11:00 PM				16		16			16	
11:15 PM				6		6			6	
11:30 PM				7		7			7	
11:45 PM				8		8			8	
Day Total				2442		2442			2442	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				8:45 AM		8:45 AM			8:45 AM	
Volume				49		49			49	
PM Peak				6:15 PM		6:15 PM			6:15 PM	
Volume				60		60			60	
<i>Comments:</i>										

LOCATION: 114. JUNE ST SOUTH OF OGDEN ST SPECIFIC LOCATION: 114. JUNE ST SOUTH OF OGDEN ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917650 DIRECTION: NB/SB DATE: Oct 13 2016 - Oct 13 2016				
Start Time	Mon	Tue	Wed	Thu 13-Oct-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				8		8			8	
12:15 AM				3		3			3	
12:30 AM				4		4			4	
12:45 AM				0		0			0	
1:00 AM				1		1			1	
1:15 AM				3		3			3	
1:30 AM				1		1			1	
1:45 AM				1		1			1	
2:00 AM				1		1			1	
2:15 AM				0		0			0	
2:30 AM				1		1			1	
2:45 AM				0		0			0	
3:00 AM				0		0			0	
3:15 AM				1		1			1	
3:30 AM				3		3			3	
3:45 AM				0		0			0	
4:00 AM				4		4			4	
4:15 AM				5		5			5	
4:30 AM				4		4			4	
4:45 AM				2		2			2	
5:00 AM				6		6			6	
5:15 AM				5		5			5	
5:30 AM				7		7			7	
5:45 AM				6		6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 114. JUNE ST SOUTH OF OGDEN ST SPECIFIC LOCATION: 114. JUNE ST SOUTH OF OGDEN ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917650 DIRECTION: NB/SB DATE: Oct 13 2016 - Oct 13 2016				
Start Time	Mon	Tue	Wed	Thu 13-Oct-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				9		9			9	
6:15 AM				5		5			5	
6:30 AM				10		10			10	
6:45 AM				23		23			23	
7:00 AM				14		14			14	
7:15 AM				12		12			12	
7:30 AM				14		14			14	
7:45 AM				10		10			10	
8:00 AM				20		20			20	
8:15 AM				18		18			18	
8:30 AM				12		12			12	
8:45 AM				18		18			18	
9:00 AM				9		9			9	
9:15 AM				8		8			8	
9:30 AM				6		6			6	
9:45 AM				14		14			14	
10:00 AM				18		18			18	
10:15 AM				16		16			16	
10:30 AM				7		7			7	
10:45 AM				12		12			12	
11:00 AM				24		24			24	
11:15 AM				17		17			17	
11:30 AM				12		12			12	
11:45 AM				10		10			10	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 114. JUNE ST SOUTH OF OGDEN ST SPECIFIC LOCATION: 114. JUNE ST SOUTH OF OGDEN ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917650 DIRECTION: NB/SB DATE: Oct 13 2016 - Oct 13 2016				
Start Time	Mon	Tue	Wed	Thu 13-Oct-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				18		18			18	
12:15 PM				16		16			16	
12:30 PM				10		10			10	
12:45 PM				16		16			16	
1:00 PM				13		13			13	
1:15 PM				8		8			8	
1:30 PM				8		8			8	
1:45 PM				10		10			10	
2:00 PM				18		18			18	
2:15 PM				14		14			14	
2:30 PM				26		26			26	
2:45 PM				16		16			16	
3:00 PM				26		26			26	
3:15 PM				24		24			24	
3:30 PM				48		48			48	
3:45 PM				31		31			31	
4:00 PM				21		21			21	
4:15 PM				17		17			17	
4:30 PM				17		17			17	
4:45 PM				22		22			22	
5:00 PM				19		19			19	
5:15 PM				17		17			17	
5:30 PM				14		14			14	
5:45 PM				20		20			20	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 114. JUNE ST SOUTH OF OGDEN ST SPECIFIC LOCATION: 114. JUNE ST SOUTH OF OGDEN ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917650 DIRECTION: NB/SB DATE: Oct 13 2016 - Oct 13 2016				
Start Time	Mon	Tue	Wed	Thu 13-Oct-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				22		22			22	
6:15 PM				28		28			28	
6:30 PM				24		24			24	
6:45 PM				14		14			14	
7:00 PM				14		14			14	
7:15 PM				11		11			11	
7:30 PM				19		19			19	
7:45 PM				13		13			13	
8:00 PM				16		16			16	
8:15 PM				14		14			14	
8:30 PM				9		9			9	
8:45 PM				12		12			12	
9:00 PM				16		16			16	
9:15 PM				6		6			6	
9:30 PM				8		8			8	
9:45 PM				5		5			5	
10:00 PM				4		4			4	
10:15 PM				6		6			6	
10:30 PM				8		8			8	
10:45 PM				5		5			5	
11:00 PM				5		5			5	
11:15 PM				6		6			6	
11:30 PM				4		4			4	
11:45 PM				1		1			1	
Day Total				1103		1103			1103	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				11:00 AM		11:00 AM			11:00 AM	
Volume				24		24			24	
PM Peak				3:30 PM		3:30 PM			3:30 PM	
Volume				48		48			48	
<i>Comments:</i>										

LOCATION: 115. BLAKE ST WEST OF DUFFY ST SPECIFIC LOCATION: 115. BLAKE ST WEST OF DUFFY ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917651 DIRECTION: EB/WB DATE: Oct 11 2016 - Oct 11 2016				
Start Time	Mon	Tue 11-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		1				1			1	
12:30 AM		4				4			4	
12:45 AM		2				2			2	
1:00 AM		3				3			3	
1:15 AM		1				1			1	
1:30 AM		0				0			0	
1:45 AM		0				0			0	
2:00 AM		2				2			2	
2:15 AM		2				2			2	
2:30 AM		1				1			1	
2:45 AM		0				0			0	
3:00 AM		3				3			3	
3:15 AM		4				4			4	
3:30 AM		2				2			2	
3:45 AM		2				2			2	
4:00 AM		8				8			8	
4:15 AM		4				4			4	
4:30 AM		10				10			10	
4:45 AM		7				7			7	
5:00 AM		9				9			9	
5:15 AM		3				3			3	
5:30 AM		7				7			7	
5:45 AM		14				14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 115. BLAKE ST WEST OF DUFFY ST SPECIFIC LOCATION: 115. BLAKE ST WEST OF DUFFY ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917651 DIRECTION: EB/WB DATE: Oct 11 2016 - Oct 11 2016				
Start Time	Mon	Tue 11-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		10				10			10	
6:15 AM		10				10			10	
6:30 AM		17				17			17	
6:45 AM		24				24			24	
7:00 AM		22				22			22	
7:15 AM		23				23			23	
7:30 AM		34				34			34	
7:45 AM		61				61			61	
8:00 AM		38				38			38	
8:15 AM		32				32			32	
8:30 AM		50				50			50	
8:45 AM		24				24			24	
9:00 AM		21				21			21	
9:15 AM		9				9			9	
9:30 AM		22				22			22	
9:45 AM		15				15			15	
10:00 AM		17				17			17	
10:15 AM		16				16			16	
10:30 AM		16				16			16	
10:45 AM		25				25			25	
11:00 AM		21				21			21	
11:15 AM		19				19			19	
11:30 AM		30				30			30	
11:45 AM		24				24			24	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 115. BLAKE ST WEST OF DUFFY ST SPECIFIC LOCATION: 115. BLAKE ST WEST OF DUFFY ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917651 DIRECTION: EB/WB DATE: Oct 11 2016 - Oct 11 2016				
Start Time	Mon	Tue 11-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		38				38			38	
12:15 PM		24				24			24	
12:30 PM		27				27			27	
12:45 PM		18				18			18	
1:00 PM		19				19			19	
1:15 PM		16				16			16	
1:30 PM		22				22			22	
1:45 PM		20				20			20	
2:00 PM		22				22			22	
2:15 PM		27				27			27	
2:30 PM		20				20			20	
2:45 PM		37				37			37	
3:00 PM		51				51			51	
3:15 PM		46				46			46	
3:30 PM		48				48			48	
3:45 PM		20				20			20	
4:00 PM		30				30			30	
4:15 PM		32				32			32	
4:30 PM		34				34			34	
4:45 PM		24				24			24	
5:00 PM		42				42			42	
5:15 PM		33				33			33	
5:30 PM		27				27			27	
5:45 PM		32				32			32	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 115. BLAKE ST WEST OF DUFFY ST SPECIFIC LOCATION: 115. BLAKE ST WEST OF DUFFY ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917651 DIRECTION: EB/WB DATE: Oct 11 2016 - Oct 11 2016				
Start Time	Mon	Tue 11-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		26				26			26	
6:15 PM		34				34			34	
6:30 PM		30				30			30	
6:45 PM		20				20			20	
7:00 PM		19				19			19	
7:15 PM		14				14			14	
7:30 PM		18				18			18	
7:45 PM		18				18			18	
8:00 PM		22				22			22	
8:15 PM		16				16			16	
8:30 PM		22				22			22	
8:45 PM		11				11			11	
9:00 PM		10				10			10	
9:15 PM		12				12			12	
9:30 PM		5				5			5	
9:45 PM		9				9			9	
10:00 PM		9				9			9	
10:15 PM		8				8			8	
10:30 PM		2				2			2	
10:45 PM		7				7			7	
11:00 PM		3				3			3	
11:15 PM		6				6			6	
11:30 PM		5				5			5	
11:45 PM		1				1			1	
Day Total		1705				1705			1705	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:45 AM				7:45 AM			7:45 AM	
Volume		61				61			61	
PM Peak		3:00 PM				3:00 PM			3:00 PM	
Volume		51				51			51	
<i>Comments:</i>										

LOCATION: 117. STATE ST SOUTH OF BLAKE ST SPECIFIC LOCATION: 117. STATE ST SOUTH OF BLAKE ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917653 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				25		25			25	
12:15 AM				26		26			26	
12:30 AM				12		12			12	
12:45 AM				12		12			12	
1:00 AM				40		40			40	
1:15 AM				19		19			19	
1:30 AM				19		19			19	
1:45 AM				12		12			12	
2:00 AM				12		12			12	
2:15 AM				11		11			11	
2:30 AM				13		13			13	
2:45 AM				24		24			24	
3:00 AM				10		10			10	
3:15 AM				24		24			24	
3:30 AM				31		31			31	
3:45 AM				35		35			35	
4:00 AM				53		53			53	
4:15 AM				32		32			32	
4:30 AM				58		58			58	
4:45 AM				57		57			57	
5:00 AM				55		55			55	
5:15 AM				71		71			71	
5:30 AM				89		89			89	
5:45 AM				84		84			84	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 117. STATE ST SOUTH OF BLAKE ST SPECIFIC LOCATION: 117. STATE ST SOUTH OF BLAKE ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917653 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				64		64			64	
6:15 AM				75		75			75	
6:30 AM				117		117			117	
6:45 AM				139		139			139	
7:00 AM				128		128			128	
7:15 AM				169		169			169	
7:30 AM				196		196			196	
7:45 AM				160		160			160	
8:00 AM				136		136			136	
8:15 AM				134		134			134	
8:30 AM				166		166			166	
8:45 AM				134		134			134	
9:00 AM				118		118			118	
9:15 AM				118		118			118	
9:30 AM				144		144			144	
9:45 AM				120		120			120	
10:00 AM				126		126			126	
10:15 AM				97		97			97	
10:30 AM				121		121			121	
10:45 AM				84		84			84	
11:00 AM				120		120			120	
11:15 AM				160		160			160	
11:30 AM				161		161			161	
11:45 AM				144		144			144	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 117. STATE ST SOUTH OF BLAKE ST SPECIFIC LOCATION: 117. STATE ST SOUTH OF BLAKE ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917653 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				128		128			128	
12:15 PM				160		160			160	
12:30 PM				154		154			154	
12:45 PM				133		133			133	
1:00 PM				134		134			134	
1:15 PM				133		133			133	
1:30 PM				179		179			179	
1:45 PM				168		168			168	
2:00 PM				149		149			149	
2:15 PM				175		175			175	
2:30 PM				206		206			206	
2:45 PM				175		175			175	
3:00 PM				164		164			164	
3:15 PM				213		213			213	
3:30 PM				214		214			214	
3:45 PM				209		209			209	
4:00 PM				214		214			214	
4:15 PM				209		209			209	
4:30 PM				194		194			194	
4:45 PM				189		189			189	
5:00 PM				206		206			206	
5:15 PM				178		178			178	
5:30 PM				206		206			206	
5:45 PM				175		175			175	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 117. STATE ST SOUTH OF BLAKE ST SPECIFIC LOCATION: 117. STATE ST SOUTH OF BLAKE ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917653 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				173		173			173	
6:15 PM				179		179			179	
6:30 PM				158		158			158	
6:45 PM				140		140			140	
7:00 PM				142		142			142	
7:15 PM				117		117			117	
7:30 PM				137		137			137	
7:45 PM				127		127			127	
8:00 PM				136		136			136	
8:15 PM				116		116			116	
8:30 PM				87		87			87	
8:45 PM				111		111			111	
9:00 PM				82		82			82	
9:15 PM				94		94			94	
9:30 PM				83		83			83	
9:45 PM				85		85			85	
10:00 PM				66		66			66	
10:15 PM				69		69			69	
10:30 PM				68		68			68	
10:45 PM				52		52			52	
11:00 PM				66		66			66	
11:15 PM				50		50			50	
11:30 PM				42		42			42	
11:45 PM				35		35			35	
Day Total				10635		10635			10635	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				7:30 AM		7:30 AM			7:30 AM	
Volume				196		196			196	
PM Peak				3:30 PM		3:30 PM			3:30 PM	
Volume				214		214			214	
<i>Comments:</i>										

LOCATION: 118. MACY ST SOUTH OF DARBY ST SPECIFIC LOCATION: 118. MACY ST SOUTH OF DARBY ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917654 DIRECTION: NB/SB DATE: Oct 11 2016 - Oct 11 2016				
Start Time	Mon	Tue 11-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		15				15			15	
12:15 AM		12				12			12	
12:30 AM		11				11			11	
12:45 AM		6				6			6	
1:00 AM		7				7			7	
1:15 AM		5				5			5	
1:30 AM		8				8			8	
1:45 AM		4				4			4	
2:00 AM		10				10			10	
2:15 AM		10				10			10	
2:30 AM		20				20			20	
2:45 AM		11				11			11	
3:00 AM		12				12			12	
3:15 AM		16				16			16	
3:30 AM		17				17			17	
3:45 AM		18				18			18	
4:00 AM		34				34			34	
4:15 AM		29				29			29	
4:30 AM		47				47			47	
4:45 AM		55				55			55	
5:00 AM		49				49			49	
5:15 AM		57				57			57	
5:30 AM		52				52			52	
5:45 AM		65				65			65	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 118. MACY ST SOUTH OF DARBY ST SPECIFIC LOCATION: 118. MACY ST SOUTH OF DARBY ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917654 DIRECTION: NB/SB DATE: Oct 11 2016 - Oct 11 2016				
Start Time	Mon	Tue 11-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		60				60			60	
6:15 AM		64				64			64	
6:30 AM		99				99			99	
6:45 AM		106				106			106	
7:00 AM		121				121			121	
7:15 AM		128				128			128	
7:30 AM		135				135			135	
7:45 AM		128				128			128	
8:00 AM		110				110			110	
8:15 AM		119				119			119	
8:30 AM		111				111			111	
8:45 AM		121				121			121	
9:00 AM		74				74			74	
9:15 AM		84				84			84	
9:30 AM		80				80			80	
9:45 AM		83				83			83	
10:00 AM		89				89			89	
10:15 AM		72				72			72	
10:30 AM		69				69			69	
10:45 AM		91				91			91	
11:00 AM		70				70			70	
11:15 AM		94				94			94	
11:30 AM		89				89			89	
11:45 AM		74				74			74	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 118. MACY ST SOUTH OF DARBY ST SPECIFIC LOCATION: 118. MACY ST SOUTH OF DARBY ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917654 DIRECTION: NB/SB DATE: Oct 11 2016 - Oct 11 2016				
Start Time	Mon	Tue 11-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		88				88			88	
12:15 PM		74				74			74	
12:30 PM		84				84			84	
12:45 PM		87				87			87	
1:00 PM		85				85			85	
1:15 PM		86				86			86	
1:30 PM		93				93			93	
1:45 PM		102				102			102	
2:00 PM		98				98			98	
2:15 PM		126				126			126	
2:30 PM		137				137			137	
2:45 PM		165				165			165	
3:00 PM		134				134			134	
3:15 PM		155				155			155	
3:30 PM		136				136			136	
3:45 PM		175				175			175	
4:00 PM		180				180			180	
4:15 PM		134				134			134	
4:30 PM		144				144			144	
4:45 PM		166				166			166	
5:00 PM		140				140			140	
5:15 PM		140				140			140	
5:30 PM		156				156			156	
5:45 PM		138				138			138	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 118. MACY ST SOUTH OF DARBY ST SPECIFIC LOCATION: 118. MACY ST SOUTH OF DARBY ST CITY/STATE: San Bernardino, CA						QC JOB #: 13917654 DIRECTION: NB/SB DATE: Oct 11 2016 - Oct 11 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		11-Oct-16								
6:00 PM		148				148			148	
6:15 PM		134				134			134	
6:30 PM		136				136			136	
6:45 PM		120				120			120	
7:00 PM		112				112			112	
7:15 PM		102				102			102	
7:30 PM										
7:45 PM										
8:00 PM										
8:15 PM										
8:30 PM										
8:45 PM										
9:00 PM		54				54			54	
9:15 PM		41				41			41	
9:30 PM										
9:45 PM										
10:00 PM		39				39			39	
10:15 PM										
10:30 PM										
10:45 PM										
11:00 PM										
11:15 PM										
11:30 PM										
11:45 PM										
Day Total		6750				6750			6750	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:30 AM				7:30 AM			7:30 AM	
Volume		135				135			135	
PM Peak		4:00 PM				4:00 PM			4:00 PM	
Volume		180				180			180	
<i>Comments:</i>										

LOCATION: 120. OLIVE ST WEST OF RANCHO AVE SPECIFIC LOCATION: 120. OLIVE ST WEST OF RANCHO AVE CITY/STATE: Colton, CA						QC JOB #: 13917657 DIRECTION: EB/WB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				11		11			11	
12:15 AM				8		8			8	
12:30 AM				3		3			3	
12:45 AM				4		4			4	
1:00 AM				2		2			2	
1:15 AM				2		2			2	
1:30 AM				5		5			5	
1:45 AM				3		3			3	
2:00 AM				1		1			1	
2:15 AM				3		3			3	
2:30 AM				4		4			4	
2:45 AM				5		5			5	
3:00 AM				7		7			7	
3:15 AM				5		5			5	
3:30 AM				3		3			3	
3:45 AM				8		8			8	
4:00 AM				7		7			7	
4:15 AM				12		12			12	
4:30 AM				12		12			12	
4:45 AM				14		14			14	
5:00 AM				8		8			8	
5:15 AM				10		10			10	
5:30 AM				23		23			23	
5:45 AM				21		21			21	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 120. OLIVE ST WEST OF RANCHO AVE SPECIFIC LOCATION: 120. OLIVE ST WEST OF RANCHO AVE CITY/STATE: Colton, CA						QC JOB #: 13917657 DIRECTION: EB/WB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				23		23			23	
6:15 AM				31		31			31	
6:30 AM				31		31			31	
6:45 AM				48		48			48	
7:00 AM				62		62			62	
7:15 AM				63		63			63	
7:30 AM				90		90			90	
7:45 AM				74		74			74	
8:00 AM				64		64			64	
8:15 AM				67		67			67	
8:30 AM				46		46			46	
8:45 AM				55		55			55	
9:00 AM				59		59			59	
9:15 AM				64		64			64	
9:30 AM				64		64			64	
9:45 AM				48		48			48	
10:00 AM				55		55			55	
10:15 AM				37		37			37	
10:30 AM				40		40			40	
10:45 AM				64		64			64	
11:00 AM				101		101			101	
11:15 AM				64		64			64	
11:30 AM				68		68			68	
11:45 AM				63		63			63	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 120. OLIVE ST WEST OF RANCHO AVE SPECIFIC LOCATION: 120. OLIVE ST WEST OF RANCHO AVE CITY/STATE: Colton, CA						QC JOB #: 13917657 DIRECTION: EB/WB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				67		67			67	
12:15 PM				58		58			58	
12:30 PM				59		59			59	
12:45 PM				65		65			65	
1:00 PM				73		73			73	
1:15 PM				60		60			60	
1:30 PM				74		74			74	
1:45 PM				82		82			82	
2:00 PM				86		86			86	
2:15 PM				82		82			82	
2:30 PM				90		90			90	
2:45 PM				83		83			83	
3:00 PM				96		96			96	
3:15 PM				106		106			106	
3:30 PM				91		91			91	
3:45 PM				106		106			106	
4:00 PM				92		92			92	
4:15 PM				86		86			86	
4:30 PM				111		111			111	
4:45 PM				114		114			114	
5:00 PM				98		98			98	
5:15 PM				100		100			100	
5:30 PM				101		101			101	
5:45 PM				78		78			78	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 120. OLIVE ST WEST OF RANCHO AVE SPECIFIC LOCATION: 120. OLIVE ST WEST OF RANCHO AVE CITY/STATE: Colton, CA						QC JOB #: 13917657 DIRECTION: EB/WB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				84		84			84	
6:15 PM				92		92			92	
6:30 PM				82		82			82	
6:45 PM				70		70			70	
7:00 PM				66		66			66	
7:15 PM				58		58			58	
7:30 PM				54		54			54	
7:45 PM				50		50			50	
8:00 PM				62		62			62	
8:15 PM				43		43			43	
8:30 PM				43		43			43	
8:45 PM				38		38			38	
9:00 PM				45		45			45	
9:15 PM				40		40			40	
9:30 PM				36		36			36	
9:45 PM				31		31			31	
10:00 PM				15		15			15	
10:15 PM				20		20			20	
10:30 PM				22		22			22	
10:45 PM				20		20			20	
11:00 PM				14		14			14	
11:15 PM				13		13			13	
11:30 PM				11		11			11	
11:45 PM				6		6			6	
Day Total				4635		4635			4635	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				11:00 AM		11:00 AM			11:00 AM	
Volume				101		101			101	
PM Peak				4:45 PM		4:45 PM			4:45 PM	
Volume				114		114			114	
<i>Comments:</i>										

LOCATION: 123. OPAL AVE SOUTH OF Nice AVE SPECIFIC LOCATION: 123. OPAL AVE SOUTH OF Nice AVE CITY/STATE: San Bernardino, CA						QC JOB #: 13917659 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				5		5			5	
12:15 AM				1		1			1	
12:30 AM				0		0			0	
12:45 AM				0		0			0	
1:00 AM				2		2			2	
1:15 AM				0		0			0	
1:30 AM				0		0			0	
1:45 AM				0		0			0	
2:00 AM				1		1			1	
2:15 AM				0		0			0	
2:30 AM				0		0			0	
2:45 AM				1		1			1	
3:00 AM				0		0			0	
3:15 AM				1		1			1	
3:30 AM				2		2			2	
3:45 AM				1		1			1	
4:00 AM				1		1			1	
4:15 AM				2		2			2	
4:30 AM				2		2			2	
4:45 AM				7		7			7	
5:00 AM				4		4			4	
5:15 AM				10		10			10	
5:30 AM				6		6			6	
5:45 AM				6		6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 123. OPAL AVE SOUTH OF Nice AVE SPECIFIC LOCATION: 123. OPAL AVE SOUTH OF Nice AVE CITY/STATE: San Bernardino, CA						QC JOB #: 13917659 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				6		6			6	
6:15 AM				8		8			8	
6:30 AM				16		16			16	
6:45 AM				20		20			20	
7:00 AM				68		68			68	
7:15 AM				64		64			64	
7:30 AM				17		17			17	
7:45 AM				25		25			25	
8:00 AM				7		7			7	
8:15 AM				16		16			16	
8:30 AM				11		11			11	
8:45 AM				11		11			11	
9:00 AM				10		10			10	
9:15 AM				6		6			6	
9:30 AM				14		14			14	
9:45 AM				9		9			9	
10:00 AM				13		13			13	
10:15 AM				14		14			14	
10:30 AM				10		10			10	
10:45 AM				10		10			10	
11:00 AM				10		10			10	
11:15 AM				15		15			15	
11:30 AM				11		11			11	
11:45 AM				10		10			10	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 123. OPAL AVE SOUTH OF Nice AVE SPECIFIC LOCATION: 123. OPAL AVE SOUTH OF Nice AVE CITY/STATE: San Bernardino, CA						QC JOB #: 13917659 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				24		24			24	
12:15 PM				13		13			13	
12:30 PM				13		13			13	
12:45 PM				15		15			15	
1:00 PM				16		16			16	
1:15 PM				9		9			9	
1:30 PM				15		15			15	
1:45 PM				19		19			19	
2:00 PM				27		27			27	
2:15 PM				23		23			23	
2:30 PM				33		33			33	
2:45 PM				41		41			41	
3:00 PM				19		19			19	
3:15 PM				13		13			13	
3:30 PM				21		21			21	
3:45 PM				23		23			23	
4:00 PM				19		19			19	
4:15 PM				10		10			10	
4:30 PM				13		13			13	
4:45 PM				22		22			22	
5:00 PM				19		19			19	
5:15 PM				13		13			13	
5:30 PM				16		16			16	
5:45 PM				14		14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 123. OPAL AVE SOUTH OF Nice AVE SPECIFIC LOCATION: 123. OPAL AVE SOUTH OF Nice AVE CITY/STATE: San Bernardino, CA						QC JOB #: 13917659 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				8		8			8	
6:15 PM				14		14			14	
6:30 PM				14		14			14	
6:45 PM				14		14			14	
7:00 PM				8		8			8	
7:15 PM				5		5			5	
7:30 PM				3		3			3	
7:45 PM				9		9			9	
8:00 PM				10		10			10	
8:15 PM				5		5			5	
8:30 PM				8		8			8	
8:45 PM				11		11			11	
9:00 PM				8		8			8	
9:15 PM				2		2			2	
9:30 PM				2		2			2	
9:45 PM				2		2			2	
10:00 PM				3		3			3	
10:15 PM				1		1			1	
10:30 PM				3		3			3	
10:45 PM				3		3			3	
11:00 PM				0		0			0	
11:15 PM				5		5			5	
11:30 PM				4		4			4	
11:45 PM				1		1			1	
Day Total				1046		1046			1046	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				7:00 AM		7:00 AM			7:00 AM	
Volume				68		68			68	
PM Peak				2:45 PM		2:45 PM			2:45 PM	
Volume				41		41			41	
<i>Comments:</i>										

LOCATION: 124. Crafton Ave south of Colton Ave SPECIFIC LOCATION: 124. Crafton Ave south of Colton Ave CITY/STATE: San Bernardino, CA						QC JOB #: 13917660 DIRECTION: EB/WB DATE: Oct 13 2016 - Oct 13 2016				
Start Time	Mon	Tue	Wed	Thu 13-Oct-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				15		15			15	
12:15 AM				4		4			4	
12:30 AM				6		6			6	
12:45 AM				6		6			6	
1:00 AM				2		2			2	
1:15 AM				6		6			6	
1:30 AM				1		1			1	
1:45 AM				7		7			7	
2:00 AM				4		4			4	
2:15 AM				6		6			6	
2:30 AM				6		6			6	
2:45 AM				6		6			6	
3:00 AM				5		5			5	
3:15 AM				1		1			1	
3:30 AM				2		2			2	
3:45 AM				2		2			2	
4:00 AM				14		14			14	
4:15 AM				5		5			5	
4:30 AM				12		12			12	
4:45 AM				24		24			24	
5:00 AM				11		11			11	
5:15 AM				16		16			16	
5:30 AM				11		11			11	
5:45 AM				30		30			30	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 124. Crafton Ave south of Colton Ave SPECIFIC LOCATION: 124. Crafton Ave south of Colton Ave CITY/STATE: San Bernardino, CA						QC JOB #: 13917660 DIRECTION: EB/WB DATE: Oct 13 2016 - Oct 13 2016				
Start Time	Mon	Tue	Wed	Thu 13-Oct-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				33		33			33	
6:15 AM				44		44			44	
6:30 AM				52		52			52	
6:45 AM				103		103			103	
7:00 AM				108		108			108	
7:15 AM				146		146			146	
7:30 AM				150		150			150	
7:45 AM				130		130			130	
8:00 AM				124		124			124	
8:15 AM				104		104			104	
8:30 AM				102		102			102	
8:45 AM				94		94			94	
9:00 AM				75		75			75	
9:15 AM				90		90			90	
9:30 AM				82		82			82	
9:45 AM				66		66			66	
10:00 AM				62		62			62	
10:15 AM				70		70			70	
10:30 AM				82		82			82	
10:45 AM				91		91			91	
11:00 AM				86		86			86	
11:15 AM				72		72			72	
11:30 AM				80		80			80	
11:45 AM				92		92			92	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 124. Crafton Ave south of Colton Ave SPECIFIC LOCATION: 124. Crafton Ave south of Colton Ave CITY/STATE: San Bernardino, CA						QC JOB #: 13917660 DIRECTION: EB/WB DATE: Oct 13 2016 - Oct 13 2016				
Start Time	Mon	Tue	Wed	Thu 13-Oct-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				92		92			92	
12:15 PM				95		95			95	
12:30 PM				91		91			91	
12:45 PM				72		72			72	
1:00 PM				78		78			78	
1:15 PM				100		100			100	
1:30 PM				92		92			92	
1:45 PM				116		116			116	
2:00 PM				100		100			100	
2:15 PM				89		89			89	
2:30 PM				127		127			127	
2:45 PM				100		100			100	
3:00 PM				100		100			100	
3:15 PM				145		145			145	
3:30 PM				150		150			150	
3:45 PM				132		132			132	
4:00 PM				112		112			112	
4:15 PM				138		138			138	
4:30 PM				116		116			116	
4:45 PM				116		116			116	
5:00 PM				138		138			138	
5:15 PM				130		130			130	
5:30 PM				137		137			137	
5:45 PM				152		152			152	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 124. Crafton Ave south of Colton Ave SPECIFIC LOCATION: 124. Crafton Ave south of Colton Ave CITY/STATE: San Bernardino, CA						QC JOB #: 13917660 DIRECTION: EB/WB DATE: Oct 13 2016 - Oct 13 2016				
Start Time	Mon	Tue	Wed	Thu 13-Oct-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				130		130			130	
6:15 PM				125		125			125	
6:30 PM				100		100			100	
6:45 PM				92		92			92	
7:00 PM				70		70			70	
7:15 PM				84		84			84	
7:30 PM				60		60			60	
7:45 PM				64		64			64	
8:00 PM				70		70			70	
8:15 PM				58		58			58	
8:30 PM				50		50			50	
8:45 PM				47		47			47	
9:00 PM				54		54			54	
9:15 PM				45		45			45	
9:30 PM				42		42			42	
9:45 PM				35		35			35	
10:00 PM				31		31			31	
10:15 PM				26		26			26	
10:30 PM				24		24			24	
10:45 PM				23		23			23	
11:00 PM				30		30			30	
11:15 PM				6		6			6	
11:30 PM				6		6			6	
11:45 PM				12		12			12	
Day Total				6342		6342			6342	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				7:30 AM		7:30 AM			7:30 AM	
Volume				150		150			150	
PM Peak				5:45 PM		5:45 PM			5:45 PM	
Volume				152		152			152	
<i>Comments:</i>										

LOCATION: 126. Sand Canyon east of Crafton SPECIFIC LOCATION: 126. Sand Canyon east of Crafton CITY/STATE: San Bernardino, CA						QC JOB #: 13917662 DIRECTION: EB/WB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				14		14			14	
12:15 AM				8		8			8	
12:30 AM				6		6			6	
12:45 AM				5		5			5	
1:00 AM				5		5			5	
1:15 AM				6		6			6	
1:30 AM				3		3			3	
1:45 AM				4		4			4	
2:00 AM				9		9			9	
2:15 AM				4		4			4	
2:30 AM				6		6			6	
2:45 AM				5		5			5	
3:00 AM				4		4			4	
3:15 AM				6		6			6	
3:30 AM				5		5			5	
3:45 AM				5		5			5	
4:00 AM				4		4			4	
4:15 AM				14		14			14	
4:30 AM				11		11			11	
4:45 AM				19		19			19	
5:00 AM				29		29			29	
5:15 AM				26		26			26	
5:30 AM				33		33			33	
5:45 AM				46		46			46	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 126. Sand Canyon east of Crafton SPECIFIC LOCATION: 126. Sand Canyon east of Crafton CITY/STATE: San Bernardino, CA						QC JOB #: 13917662 DIRECTION: EB/WB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				46		46			46	
6:15 AM				84		84			84	
6:30 AM				117		117			117	
6:45 AM				192		192			192	
7:00 AM				264		264			264	
7:15 AM				320		320			320	
7:30 AM				263		263			263	
7:45 AM				263		263			263	
8:00 AM				196		196			196	
8:15 AM				167		167			167	
8:30 AM				200		200			200	
8:45 AM				195		195			195	
9:00 AM				132		132			132	
9:15 AM				112		112			112	
9:30 AM				118		118			118	
9:45 AM				109		109			109	
10:00 AM				130		130			130	
10:15 AM				120		120			120	
10:30 AM				170		170			170	
10:45 AM				190		190			190	
11:00 AM				117		117			117	
11:15 AM				130		130			130	
11:30 AM				142		142			142	
11:45 AM				145		145			145	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 126. Sand Canyon east of Crafton SPECIFIC LOCATION: 126. Sand Canyon east of Crafton CITY/STATE: San Bernardino, CA						QC JOB #: 13917662 DIRECTION: EB/WB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				166		166			166	
12:15 PM				184		184			184	
12:30 PM				169		169			169	
12:45 PM				170		170			170	
1:00 PM				142		142			142	
1:15 PM				153		153			153	
1:30 PM				154		154			154	
1:45 PM				151		151			151	
2:00 PM				171		171			171	
2:15 PM				163		163			163	
2:30 PM				187		187			187	
2:45 PM				150		150			150	
3:00 PM				207		207			207	
3:15 PM				219		219			219	
3:30 PM				234		234			234	
3:45 PM				261		261			261	
4:00 PM				213		213			213	
4:15 PM				189		189			189	
4:30 PM				217		217			217	
4:45 PM				234		234			234	
5:00 PM				298		298			298	
5:15 PM				268		268			268	
5:30 PM				292		292			292	
5:45 PM				260		260			260	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 126. Sand Canyon east of Crafton SPECIFIC LOCATION: 126. Sand Canyon east of Crafton CITY/STATE: San Bernardino, CA						QC JOB #: 13917662 DIRECTION: EB/WB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				210		210			210	
6:15 PM				203		203			203	
6:30 PM				176		176			176	
6:45 PM				170		170			170	
7:00 PM				142		142			142	
7:15 PM				112		112			112	
7:30 PM				120		120			120	
7:45 PM				109		109			109	
8:00 PM				114		114			114	
8:15 PM				82		82			82	
8:30 PM				74		74			74	
8:45 PM				67		67			67	
9:00 PM				72		72			72	
9:15 PM				46		46			46	
9:30 PM				60		60			60	
9:45 PM				39		39			39	
10:00 PM				56		56			56	
10:15 PM				45		45			45	
10:30 PM				36		36			36	
10:45 PM				28		28			28	
11:00 PM				18		18			18	
11:15 PM				22		22			22	
11:30 PM				21		21			21	
11:45 PM				27		27			27	
Day Total				11100		11100			11100	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				7:15 AM		7:15 AM			7:15 AM	
Volume				320		320			320	
PM Peak				5:00 PM		5:00 PM			5:00 PM	
Volume				298		298			298	
<i>Comments:</i>										

LOCATION: 127. Garnet Street at bridge SPECIFIC LOCATION: 127. Garnet Street at bridge CITY/STATE: San Bernardino, CA						QC JOB #: 13917663 DIRECTION: NB/SB DATE: Dec 07 2017 - Dec 07 2017				
Start Time	Mon	Tue	Wed	Thu 07-Dec-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				4		4			4	
12:15 AM				5		5			5	
12:30 AM				1		1			1	
12:45 AM				2		2			2	
1:00 AM				5		5			5	
1:15 AM				2		2			2	
1:30 AM				1		1			1	
1:45 AM				2		2			2	
2:00 AM				0		0			0	
2:15 AM				0		0			0	
2:30 AM				3		3			3	
2:45 AM				0		0			0	
3:00 AM				2		2			2	
3:15 AM				1		1			1	
3:30 AM				4		4			4	
3:45 AM				0		0			0	
4:00 AM				7		7			7	
4:15 AM				7		7			7	
4:30 AM				0		0			0	
4:45 AM				2		2			2	
5:00 AM				5		5			5	
5:15 AM				8		8			8	
5:30 AM				12		12			12	
5:45 AM				15		15			15	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 127. Garnet Street at bridge SPECIFIC LOCATION: 127. Garnet Street at bridge CITY/STATE: San Bernardino, CA						QC JOB #: 13917663 DIRECTION: NB/SB DATE: Dec 07 2017 - Dec 07 2017				
Start Time	Mon	Tue	Wed	Thu 07-Dec-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				22		22			22	
6:15 AM				33		33			33	
6:30 AM				48		48			48	
6:45 AM				71		71			71	
7:00 AM				98		98			98	
7:15 AM				102		102			102	
7:30 AM				109		109			109	
7:45 AM				98		98			98	
8:00 AM				78		78			78	
8:15 AM				62		62			62	
8:30 AM				53		53			53	
8:45 AM				43		43			43	
9:00 AM				36		36			36	
9:15 AM				33		33			33	
9:30 AM				33		33			33	
9:45 AM				30		30			30	
10:00 AM				27		27			27	
10:15 AM				38		38			38	
10:30 AM				31		31			31	
10:45 AM				33		33			33	
11:00 AM				31		31			31	
11:15 AM				40		40			40	
11:30 AM				68		68			68	
11:45 AM				54		54			54	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 127. Garnet Street at bridge SPECIFIC LOCATION: 127. Garnet Street at bridge CITY/STATE: San Bernardino, CA						QC JOB #: 13917663 DIRECTION: NB/SB DATE: Dec 07 2017 - Dec 07 2017				
Start Time	Mon	Tue	Wed	Thu 07-Dec-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				55		55			55	
12:15 PM				52		52			52	
12:30 PM				55		55			55	
12:45 PM				29		29			29	
1:00 PM				53		53			53	
1:15 PM				48		48			48	
1:30 PM				49		49			49	
1:45 PM				42		42			42	
2:00 PM				47		47			47	
2:15 PM				73		73			73	
2:30 PM				69		69			69	
2:45 PM				51		51			51	
3:00 PM				65		65			65	
3:15 PM				56		56			56	
3:30 PM				59		59			59	
3:45 PM				65		65			65	
4:00 PM				73		73			73	
4:15 PM				90		90			90	
4:30 PM				95		95			95	
4:45 PM				104		104			104	
5:00 PM				89		89			89	
5:15 PM				123		123			123	
5:30 PM				99		99			99	
5:45 PM				71		71			71	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 127. Garnet Street at bridge SPECIFIC LOCATION: 127. Garnet Street at bridge CITY/STATE: San Bernardino, CA						QC JOB #: 13917663 DIRECTION: NB/SB DATE: Dec 07 2017 - Dec 07 2017				
Start Time	Mon	Tue	Wed	Thu 07-Dec-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				66		66			66	
6:15 PM				61		61			61	
6:30 PM				41		41			41	
6:45 PM				42		42			42	
7:00 PM				32		32			32	
7:15 PM				33		33			33	
7:30 PM				20		20			20	
7:45 PM				21		21			21	
8:00 PM				28		28			28	
8:15 PM				16		16			16	
8:30 PM				20		20			20	
8:45 PM				22		22			22	
9:00 PM				18		18			18	
9:15 PM				23		23			23	
9:30 PM				22		22			22	
9:45 PM				10		10			10	
10:00 PM				16		16			16	
10:15 PM				8		8			8	
10:30 PM				9		9			9	
10:45 PM				10		10			10	
11:00 PM				11		11			11	
11:15 PM				6		6			6	
11:30 PM				8		8			8	
11:45 PM				5		5			5	
Day Total				3519		3519			3519	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				7:30 AM		7:30 AM			7:30 AM	
Volume				109		109			109	
PM Peak				5:15 PM		5:15 PM			5:15 PM	
Volume				123		123			123	
<i>Comments:</i>										

LOCATION: 133. RECHE RD WEST OF BELFIELD BLVD SPECIFIC LOCATION: 133. RECHE RD WEST OF BELFIELD BLVD CITY/STATE: San Bernardino, CA						QC JOB #: 13917667 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		2				2			2	
12:15 AM		4				4			4	
12:30 AM		1				1			1	
12:45 AM		0				0			0	
1:00 AM		0				0			0	
1:15 AM		0				0			0	
1:30 AM		1				1			1	
1:45 AM		0				0			0	
2:00 AM		0				0			0	
2:15 AM		0				0			0	
2:30 AM		0				0			0	
2:45 AM		0				0			0	
3:00 AM		1				1			1	
3:15 AM		0				0			0	
3:30 AM		1				1			1	
3:45 AM		2				2			2	
4:00 AM		2				2			2	
4:15 AM		0				0			0	
4:30 AM		2				2			2	
4:45 AM		4				4			4	
5:00 AM		1				1			1	
5:15 AM		7				7			7	
5:30 AM		6				6			6	
5:45 AM		9				9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 133. RECHE RD WEST OF BELFIELD BLVD SPECIFIC LOCATION: 133. RECHE RD WEST OF BELFIELD BLVD CITY/STATE: San Bernardino, CA						QC JOB #: 13917667 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		4				4			4	
6:15 AM		12				12			12	
6:30 AM		7				7			7	
6:45 AM		16				16			16	
7:00 AM		12				12			12	
7:15 AM		17				17			17	
7:30 AM		16				16			16	
7:45 AM		9				9			9	
8:00 AM		15				15			15	
8:15 AM		30				30			30	
8:30 AM		39				39			39	
8:45 AM		41				41			41	
9:00 AM		16				16			16	
9:15 AM		17				17			17	
9:30 AM		21				21			21	
9:45 AM		23				23			23	
10:00 AM		20				20			20	
10:15 AM		24				24			24	
10:30 AM		19				19			19	
10:45 AM		27				27			27	
11:00 AM		22				22			22	
11:15 AM		19				19			19	
11:30 AM		28				28			28	
11:45 AM		31				31			31	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 133. RECHE RD WEST OF BELFIELD BLVD SPECIFIC LOCATION: 133. RECHE RD WEST OF BELFIELD BLVD CITY/STATE: San Bernardino, CA						QC JOB #: 13917667 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		14				14			14	
12:15 PM		21				21			21	
12:30 PM		34				34			34	
12:45 PM		21				21			21	
1:00 PM		24				24			24	
1:15 PM		31				31			31	
1:30 PM		24				24			24	
1:45 PM		17				17			17	
2:00 PM		26				26			26	
2:15 PM		38				38			38	
2:30 PM		26				26			26	
2:45 PM		36				36			36	
3:00 PM		24				24			24	
3:15 PM		31				31			31	
3:30 PM		23				23			23	
3:45 PM		28				28			28	
4:00 PM		17				17			17	
4:15 PM		29				29			29	
4:30 PM		16				16			16	
4:45 PM		26				26			26	
5:00 PM		27				27			27	
5:15 PM		24				24			24	
5:30 PM		19				19			19	
5:45 PM		26				26			26	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 133. RECHE RD WEST OF BELFIELD BLVD SPECIFIC LOCATION: 133. RECHE RD WEST OF BELFIELD BLVD CITY/STATE: San Bernardino, CA						QC JOB #: 13917667 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		23				23			23	
6:15 PM		17				17			17	
6:30 PM		21				21			21	
6:45 PM		21				21			21	
7:00 PM		8				8			8	
7:15 PM		11				11			11	
7:30 PM		10				10			10	
7:45 PM		10				10			10	
8:00 PM		14				14			14	
8:15 PM		12				12			12	
8:30 PM		8				8			8	
8:45 PM		7				7			7	
9:00 PM		10				10			10	
9:15 PM		3				3			3	
9:30 PM		7				7			7	
9:45 PM		3				3			3	
10:00 PM		4				4			4	
10:15 PM		8				8			8	
10:30 PM		3				3			3	
10:45 PM		8				8			8	
11:00 PM		4				4			4	
11:15 PM		7				7			7	
11:30 PM		3				3			3	
11:45 PM		1				1			1	
Day Total		1353				1353			1353	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:45 AM				8:45 AM			8:45 AM	
Volume		41				41			41	
PM Peak		2:15 PM				2:15 PM			2:15 PM	
Volume		38				38			38	
<i>Comments:</i>										

LOCATION: 135. PIPES CANYON RD EAST OF PIONEERTOWN RD SPECIFIC LOCATION: 135. PIPES CANYON RD EAST OF PIONEERTOWN RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917668 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		0				0			0	
1:00 AM		0				0			0	
1:15 AM		0				0			0	
1:30 AM		0				0			0	
1:45 AM		0				0			0	
2:00 AM		0				0			0	
2:15 AM		0				0			0	
2:30 AM		0				0			0	
2:45 AM		1				1			1	
3:00 AM		0				0			0	
3:15 AM		0				0			0	
3:30 AM		0				0			0	
3:45 AM		0				0			0	
4:00 AM		0				0			0	
4:15 AM		0				0			0	
4:30 AM		0				0			0	
4:45 AM		0				0			0	
5:00 AM		0				0			0	
5:15 AM		0				0			0	
5:30 AM		1				1			1	
5:45 AM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 135. PIPES CANYON RD EAST OF PIONEERTOWN RD SPECIFIC LOCATION: 135. PIPES CANYON RD EAST OF PIONEERTOWN RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917668 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		2				2			2	
6:15 AM		4				4			4	
6:30 AM		3				3			3	
6:45 AM		2				2			2	
7:00 AM		4				4			4	
7:15 AM		6				6			6	
7:30 AM		7				7			7	
7:45 AM		5				5			5	
8:00 AM		4				4			4	
8:15 AM		7				7			7	
8:30 AM		3				3			3	
8:45 AM		10				10			10	
9:00 AM		12				12			12	
9:15 AM		9				9			9	
9:30 AM		3				3			3	
9:45 AM		12				12			12	
10:00 AM		8				8			8	
10:15 AM		6				6			6	
10:30 AM		7				7			7	
10:45 AM		10				10			10	
11:00 AM		6				6			6	
11:15 AM		8				8			8	
11:30 AM		13				13			13	
11:45 AM		7				7			7	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 135. PIPES CANYON RD EAST OF PIONEERTOWN RD SPECIFIC LOCATION: 135. PIPES CANYON RD EAST OF PIONEERTOWN RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917668 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		6				6			6	
12:15 PM		7				7			7	
12:30 PM		7				7			7	
12:45 PM		6				6			6	
1:00 PM		11				11			11	
1:15 PM		2				2			2	
1:30 PM		13				13			13	
1:45 PM		5				5			5	
2:00 PM		4				4			4	
2:15 PM		9				9			9	
2:30 PM		12				12			12	
2:45 PM		3				3			3	
3:00 PM		10				10			10	
3:15 PM		4				4			4	
3:30 PM		14				14			14	
3:45 PM		7				7			7	
4:00 PM		9				9			9	
4:15 PM		4				4			4	
4:30 PM		7				7			7	
4:45 PM		7				7			7	
5:00 PM		4				4			4	
5:15 PM		4				4			4	
5:30 PM		6				6			6	
5:45 PM		11				11			11	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 135. PIPES CANYON RD EAST OF PIONEERTOWN RD SPECIFIC LOCATION: 135. PIPES CANYON RD EAST OF PIONEERTOWN RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917668 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
	25-Oct-16					Hourly Traffic			Hourly Traffic	
6:00 PM		5				5			5	
6:15 PM		5				5			5	
6:30 PM		9				9			9	
6:45 PM		8				8			8	
7:00 PM		2				2			2	
7:15 PM		1				1			1	
7:30 PM		3				3			3	
7:45 PM		0				0			0	
8:00 PM		2				2			2	
8:15 PM		1				1			1	
8:30 PM		3				3			3	
8:45 PM		0				0			0	
9:00 PM		4				4			4	
9:15 PM		0				0			0	
9:30 PM		3				3			3	
9:45 PM		2				2			2	
10:00 PM		3				3			3	
10:15 PM		0				0			0	
10:30 PM		0				0			0	
10:45 PM		0				0			0	
11:00 PM		0				0			0	
11:15 PM		2				2			2	
11:30 PM		0				0			0	
11:45 PM		0				0			0	
Day Total		385				385			385	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:30 AM				11:30 AM			11:30 AM	
Volume		13				13			13	
PM Peak		3:30 PM				3:30 PM			3:30 PM	
Volume		14				14			14	
<i>Comments:</i>										

LOCATION: 136. PIONEERTOWN RD SOUTH OF PIPES CANYON RD SPECIFIC LOCATION: 136. PIONEERTOWN RD SOUTH OF PIPES CANYON RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917669 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		0				0			0	
12:30 AM		1				1			1	
12:45 AM		0				0			0	
1:00 AM		0				0			0	
1:15 AM		0				0			0	
1:30 AM		0				0			0	
1:45 AM		0				0			0	
2:00 AM		0				0			0	
2:15 AM		0				0			0	
2:30 AM		0				0			0	
2:45 AM		1				1			1	
3:00 AM		0				0			0	
3:15 AM		0				0			0	
3:30 AM		1				1			1	
3:45 AM		0				0			0	
4:00 AM		0				0			0	
4:15 AM		0				0			0	
4:30 AM		1				1			1	
4:45 AM		0				0			0	
5:00 AM		3				3			3	
5:15 AM		0				0			0	
5:30 AM		4				4			4	
5:45 AM		1				1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 136. PIONEERTOWN RD SOUTH OF PIPES CANYON RD SPECIFIC LOCATION: 136. PIONEERTOWN RD SOUTH OF PIPES CANYON RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917669 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		6				6			6	
6:15 AM		6				6			6	
6:30 AM		4				4			4	
6:45 AM		3				3			3	
7:00 AM		6				6			6	
7:15 AM		6				6			6	
7:30 AM		10				10			10	
7:45 AM		8				8			8	
8:00 AM		10				10			10	
8:15 AM		8				8			8	
8:30 AM		9				9			9	
8:45 AM		15				15			15	
9:00 AM		18				18			18	
9:15 AM		9				9			9	
9:30 AM		12				12			12	
9:45 AM		10				10			10	
10:00 AM		10				10			10	
10:15 AM		10				10			10	
10:30 AM		11				11			11	
10:45 AM		12				12			12	
11:00 AM		12				12			12	
11:15 AM		13				13			13	
11:30 AM		11				11			11	
11:45 AM		11				11			11	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 136. PIONEERTOWN RD SOUTH OF PIPES CANYON RD SPECIFIC LOCATION: 136. PIONEERTOWN RD SOUTH OF PIPES CANYON RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917669 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		6				6			6	
12:15 PM		11				11			11	
12:30 PM		7				7			7	
12:45 PM		14				14			14	
1:00 PM		13				13			13	
1:15 PM		6				6			6	
1:30 PM		11				11			11	
1:45 PM		8				8			8	
2:00 PM		9				9			9	
2:15 PM		15				15			15	
2:30 PM		12				12			12	
2:45 PM		7				7			7	
3:00 PM		13				13			13	
3:15 PM		8				8			8	
3:30 PM		14				14			14	
3:45 PM		4				4			4	
4:00 PM		15				15			15	
4:15 PM		8				8			8	
4:30 PM		9				9			9	
4:45 PM		8				8			8	
5:00 PM		4				4			4	
5:15 PM		12				12			12	
5:30 PM		12				12			12	
5:45 PM		13				13			13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 136. PIONEERTOWN RD SOUTH OF PIPES CANYON RD SPECIFIC LOCATION: 136. PIONEERTOWN RD SOUTH OF PIPES CANYON RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917669 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		25-Oct-16								
6:00 PM		8				8			8	
6:15 PM		6				6			6	
6:30 PM		6				6			6	
6:45 PM		16				16			16	
7:00 PM		4				4			4	
7:15 PM		3				3			3	
7:30 PM		5				5			5	
7:45 PM		1				1			1	
8:00 PM		3				3			3	
8:15 PM		0				0			0	
8:30 PM		3				3			3	
8:45 PM		3				3			3	
9:00 PM		6				6			6	
9:15 PM		1				1			1	
9:30 PM		4				4			4	
9:45 PM		4				4			4	
10:00 PM		3				3			3	
10:15 PM		0				0			0	
10:30 PM		1				1			1	
10:45 PM		0				0			0	
11:00 PM		2				2			2	
11:15 PM		2				2			2	
11:30 PM		1				1			1	
11:45 PM		1				1			1	
Day Total		565				565			565	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		9:00 AM				9:00 AM			9:00 AM	
Volume		18				18			18	
PM Peak		6:45 PM				6:45 PM			6:45 PM	
Volume		16				16			16	
<i>Comments:</i>										

LOCATION: 140. ABERDEEN DR WEST OF AVALON AVE SPECIFIC LOCATION: 140. ABERDEEN DR WEST OF AVALON AVE CITY/STATE: San Bernardino, CA						QC JOB #: 13917671 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		1				1			1	
12:45 AM		0				0			0	
1:00 AM		0				0			0	
1:15 AM		0				0			0	
1:30 AM		0				0			0	
1:45 AM		0				0			0	
2:00 AM		2				2			2	
2:15 AM		0				0			0	
2:30 AM		1				1			1	
2:45 AM		0				0			0	
3:00 AM		1				1			1	
3:15 AM		1				1			1	
3:30 AM		0				0			0	
3:45 AM		0				0			0	
4:00 AM		2				2			2	
4:15 AM		0				0			0	
4:30 AM		0				0			0	
4:45 AM		4				4			4	
5:00 AM		4				4			4	
5:15 AM		3				3			3	
5:30 AM		7				7			7	
5:45 AM		6				6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 140. ABERDEEN DR WEST OF AVALON AVE SPECIFIC LOCATION: 140. ABERDEEN DR WEST OF AVALON AVE CITY/STATE: San Bernardino, CA						QC JOB #: 13917671 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		6				6			6	
6:15 AM		7				7			7	
6:30 AM		10				10			10	
6:45 AM		13				13			13	
7:00 AM		12				12			12	
7:15 AM		13				13			13	
7:30 AM		19				19			19	
7:45 AM		16				16			16	
8:00 AM		14				14			14	
8:15 AM		16				16			16	
8:30 AM		22				22			22	
8:45 AM		13				13			13	
9:00 AM		11				11			11	
9:15 AM		16				16			16	
9:30 AM		13				13			13	
9:45 AM		13				13			13	
10:00 AM		23				23			23	
10:15 AM		24				24			24	
10:30 AM		17				17			17	
10:45 AM		18				18			18	
11:00 AM		14				14			14	
11:15 AM		14				14			14	
11:30 AM		16				16			16	
11:45 AM		13				13			13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 140. ABERDEEN DR WEST OF AVALON AVE SPECIFIC LOCATION: 140. ABERDEEN DR WEST OF AVALON AVE CITY/STATE: San Bernardino, CA						QC JOB #: 13917671 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		16				16			16	
12:15 PM		20				20			20	
12:30 PM		14				14			14	
12:45 PM		13				13			13	
1:00 PM		12				12			12	
1:15 PM		17				17			17	
1:30 PM		16				16			16	
1:45 PM		12				12			12	
2:00 PM		16				16			16	
2:15 PM		18				18			18	
2:30 PM		19				19			19	
2:45 PM		26				26			26	
3:00 PM		39				39			39	
3:15 PM		40				40			40	
3:30 PM		16				16			16	
3:45 PM		21				21			21	
4:00 PM		27				27			27	
4:15 PM		24				24			24	
4:30 PM		18				18			18	
4:45 PM		16				16			16	
5:00 PM		26				26			26	
5:15 PM		19				19			19	
5:30 PM		24				24			24	
5:45 PM		12				12			12	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 140. ABERDEEN DR WEST OF AVALON AVE SPECIFIC LOCATION: 140. ABERDEEN DR WEST OF AVALON AVE CITY/STATE: San Bernardino, CA						QC JOB #: 13917671 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		25-Oct-16								
6:00 PM		15				15			15	
6:15 PM		16				16			16	
6:30 PM		14				14			14	
6:45 PM		13				13			13	
7:00 PM		14				14			14	
7:15 PM		6				6			6	
7:30 PM		6				6			6	
7:45 PM		7				7			7	
8:00 PM		9				9			9	
8:15 PM		6				6			6	
8:30 PM		7				7			7	
8:45 PM		6				6			6	
9:00 PM		9				9			9	
9:15 PM		3				3			3	
9:30 PM		4				4			4	
9:45 PM		4				4			4	
10:00 PM		3				3			3	
10:15 PM		6				6			6	
10:30 PM		3				3			3	
10:45 PM		1				1			1	
11:00 PM		5				5			5	
11:15 PM		0				0			0	
11:30 PM		1				1			1	
11:45 PM		4				4			4	
Day Total		1028				1028			1028	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		10:15 AM				10:15 AM			10:15 AM	
Volume		24				24			24	
PM Peak		3:15 PM				3:15 PM			3:15 PM	
Volume		40				40			40	
<i>Comments:</i>										

LOCATION: 141. AVALON AVE NORTH OF ABERDEEN DR SPECIFIC LOCATION: 141. AVALON AVE NORTH OF ABERDEEN DR CITY/STATE: San Bernardino, CA						QC JOB #: 13917672 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		2				2			2	
12:15 AM		1				1			1	
12:30 AM		2				2			2	
12:45 AM		2				2			2	
1:00 AM		1				1			1	
1:15 AM		1				1			1	
1:30 AM		0				0			0	
1:45 AM		0				0			0	
2:00 AM		2				2			2	
2:15 AM		0				0			0	
2:30 AM		0				0			0	
2:45 AM		0				0			0	
3:00 AM		0				0			0	
3:15 AM		2				2			2	
3:30 AM		5				5			5	
3:45 AM		3				3			3	
4:00 AM		2				2			2	
4:15 AM		3				3			3	
4:30 AM		3				3			3	
4:45 AM		5				5			5	
5:00 AM		2				2			2	
5:15 AM		8				8			8	
5:30 AM		8				8			8	
5:45 AM		14				14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 141. AVALON AVE NORTH OF ABERDEEN DR SPECIFIC LOCATION: 141. AVALON AVE NORTH OF ABERDEEN DR CITY/STATE: San Bernardino, CA						QC JOB #: 13917672 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		11				11			11	
6:15 AM		13				13			13	
6:30 AM		18				18			18	
6:45 AM		26				26			26	
7:00 AM		18				18			18	
7:15 AM		18				18			18	
7:30 AM		21				21			21	
7:45 AM		22				22			22	
8:00 AM		23				23			23	
8:15 AM		23				23			23	
8:30 AM		43				43			43	
8:45 AM		31				31			31	
9:00 AM		28				28			28	
9:15 AM		20				20			20	
9:30 AM		36				36			36	
9:45 AM		28				28			28	
10:00 AM		35				35			35	
10:15 AM		32				32			32	
10:30 AM		39				39			39	
10:45 AM		34				34			34	
11:00 AM		32				32			32	
11:15 AM		34				34			34	
11:30 AM		43				43			43	
11:45 AM		26				26			26	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 141. AVALON AVE NORTH OF ABERDEEN DR SPECIFIC LOCATION: 141. AVALON AVE NORTH OF ABERDEEN DR CITY/STATE: San Bernardino, CA							QC JOB #: 13917672 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016			
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		35				35			35	
12:15 PM		28				28			28	
12:30 PM		30				30			30	
12:45 PM		40				40			40	
1:00 PM		40				40			40	
1:15 PM		36				36			36	
1:30 PM		32				32			32	
1:45 PM		40				40			40	
2:00 PM		37				37			37	
2:15 PM		45				45			45	
2:30 PM		36				36			36	
2:45 PM		42				42			42	
3:00 PM		36				36			36	
3:15 PM		40				40			40	
3:30 PM		32				32			32	
3:45 PM		30				30			30	
4:00 PM		37				37			37	
4:15 PM		26				26			26	
4:30 PM		36				36			36	
4:45 PM		33				33			33	
5:00 PM		31				31			31	
5:15 PM		15				15			15	
5:30 PM		32				32			32	
5:45 PM		34				34			34	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 141. AVALON AVE NORTH OF ABERDEEN DR SPECIFIC LOCATION: 141. AVALON AVE NORTH OF ABERDEEN DR CITY/STATE: San Bernardino, CA						QC JOB #: 13917672 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		25-Oct-16								
6:00 PM		34				34			34	
6:15 PM		16				16			16	
6:30 PM		18				18			18	
6:45 PM		26				26			26	
7:00 PM		14				14			14	
7:15 PM		18				18			18	
7:30 PM		16				16			16	
7:45 PM		15				15			15	
8:00 PM		14				14			14	
8:15 PM		9				9			9	
8:30 PM		15				15			15	
8:45 PM		8				8			8	
9:00 PM		10				10			10	
9:15 PM		10				10			10	
9:30 PM		8				8			8	
9:45 PM		5				5			5	
10:00 PM		7				7			7	
10:15 PM		5				5			5	
10:30 PM		4				4			4	
10:45 PM		3				3			3	
11:00 PM		10				10			10	
11:15 PM		7				7			7	
11:30 PM		3				3			3	
11:45 PM		3				3			3	
Day Total		1821				1821			1821	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:30 AM				8:30 AM			8:30 AM	
Volume		43				43			43	
PM Peak		2:15 PM				2:15 PM			2:15 PM	
Volume		45				45			45	
<i>Comments:</i>										

LOCATION: 142. ABERDEEN DR EAST OF YUCCA MESA RD SPECIFIC LOCATION: 142. ABERDEEN DR EAST OF YUCCA MESA RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917673 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		3				3			3	
12:30 AM		3				3			3	
12:45 AM		0				0			0	
1:00 AM		0				0			0	
1:15 AM		0				0			0	
1:30 AM		0				0			0	
1:45 AM		2				2			2	
2:00 AM		0				0			0	
2:15 AM		0				0			0	
2:30 AM		3				3			3	
2:45 AM		0				0			0	
3:00 AM		0				0			0	
3:15 AM		1				1			1	
3:30 AM		3				3			3	
3:45 AM		2				2			2	
4:00 AM		1				1			1	
4:15 AM		2				2			2	
4:30 AM		3				3			3	
4:45 AM		5				5			5	
5:00 AM		4				4			4	
5:15 AM		3				3			3	
5:30 AM		8				8			8	
5:45 AM		5				5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 142. ABERDEEN DR EAST OF YUCCA MESA RD SPECIFIC LOCATION: 142. ABERDEEN DR EAST OF YUCCA MESA RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917673 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016			
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		14				14			14	
6:15 AM		17				17			17	
6:30 AM		14				14			14	
6:45 AM		22				22			22	
7:00 AM		23				23			23	
7:15 AM		27				27			27	
7:30 AM		36				36			36	
7:45 AM		23				23			23	
8:00 AM		21				21			21	
8:15 AM		31				31			31	
8:30 AM		43				43			43	
8:45 AM		32				32			32	
9:00 AM		22				22			22	
9:15 AM		24				24			24	
9:30 AM		26				26			26	
9:45 AM		19				19			19	
10:00 AM		20				20			20	
10:15 AM		26				26			26	
10:30 AM		22				22			22	
10:45 AM		20				20			20	
11:00 AM		20				20			20	
11:15 AM		21				21			21	
11:30 AM		24				24			24	
11:45 AM		30				30			30	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 142. ABERDEEN DR EAST OF YUCCA MESA RD SPECIFIC LOCATION: 142. ABERDEEN DR EAST OF YUCCA MESA RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917673 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		34				34			34	
12:15 PM		32				32			32	
12:30 PM		24				24			24	
12:45 PM		20				20			20	
1:00 PM		28				28			28	
1:15 PM		28				28			28	
1:30 PM		26				26			26	
1:45 PM		20				20			20	
2:00 PM		22				22			22	
2:15 PM		30				30			30	
2:30 PM		31				31			31	
2:45 PM		32				32			32	
3:00 PM		29				29			29	
3:15 PM		36				36			36	
3:30 PM		41				41			41	
3:45 PM		27				27			27	
4:00 PM		40				40			40	
4:15 PM		34				34			34	
4:30 PM		39				39			39	
4:45 PM		32				32			32	
5:00 PM		34				34			34	
5:15 PM		33				33			33	
5:30 PM		23				23			23	
5:45 PM		23				23			23	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 142. ABERDEEN DR EAST OF YUCCA MESA RD SPECIFIC LOCATION: 142. ABERDEEN DR EAST OF YUCCA MESA RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917673 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		25-Oct-16								
6:00 PM		23				23			23	
6:15 PM		25				25			25	
6:30 PM		32				32			32	
6:45 PM		26				26			26	
7:00 PM		23				23			23	
7:15 PM		12				12			12	
7:30 PM		27				27			27	
7:45 PM		18				18			18	
8:00 PM		21				21			21	
8:15 PM		15				15			15	
8:30 PM		12				12			12	
8:45 PM		14				14			14	
9:00 PM		16				16			16	
9:15 PM		6				6			6	
9:30 PM		6				6			6	
9:45 PM		4				4			4	
10:00 PM		9				9			9	
10:15 PM		6				6			6	
10:30 PM		5				5			5	
10:45 PM		4				4			4	
11:00 PM		4				4			4	
11:15 PM		6				6			6	
11:30 PM		2				2			2	
11:45 PM		3				3			3	
Day Total		1663				1663			1663	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:30 AM				8:30 AM			8:30 AM	
Volume		43				43			43	
PM Peak		3:30 PM				3:30 PM			3:30 PM	
Volume		41				41			41	
<i>Comments:</i>										

LOCATION: 143. BORDER AVE NORTH OF ABERDEEN DR SPECIFIC LOCATION: 143. BORDER AVE NORTH OF ABERDEEN DR CITY/STATE: Joshua Tree, CA						QC JOB #: 13917674 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		1				1			1	
12:30 AM		3				3			3	
12:45 AM		3				3			3	
1:00 AM		0				0			0	
1:15 AM		0				0			0	
1:30 AM		1				1			1	
1:45 AM		2				2			2	
2:00 AM		2				2			2	
2:15 AM		2				2			2	
2:30 AM		0				0			0	
2:45 AM		0				0			0	
3:00 AM		1				1			1	
3:15 AM		1				1			1	
3:30 AM		2				2			2	
3:45 AM		5				5			5	
4:00 AM		2				2			2	
4:15 AM		0				0			0	
4:30 AM		4				4			4	
4:45 AM		4				4			4	
5:00 AM		4				4			4	
5:15 AM		4				4			4	
5:30 AM		4				4			4	
5:45 AM		4				4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 143. BORDER AVE NORTH OF ABERDEEN DR SPECIFIC LOCATION: 143. BORDER AVE NORTH OF ABERDEEN DR CITY/STATE: Joshua Tree, CA						QC JOB #: 13917674 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		10				10			10	
6:15 AM		11				11			11	
6:30 AM		12				12			12	
6:45 AM		16				16			16	
7:00 AM		9				9			9	
7:15 AM		9				9			9	
7:30 AM		20				20			20	
7:45 AM		20				20			20	
8:00 AM		16				16			16	
8:15 AM		33				33			33	
8:30 AM		27				27			27	
8:45 AM		23				23			23	
9:00 AM		24				24			24	
9:15 AM		16				16			16	
9:30 AM		12				12			12	
9:45 AM		21				21			21	
10:00 AM		17				17			17	
10:15 AM		21				21			21	
10:30 AM		26				26			26	
10:45 AM		27				27			27	
11:00 AM		27				27			27	
11:15 AM		14				14			14	
11:30 AM		26				26			26	
11:45 AM		22				22			22	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 143. BORDER AVE NORTH OF ABERDEEN DR SPECIFIC LOCATION: 143. BORDER AVE NORTH OF ABERDEEN DR CITY/STATE: Joshua Tree, CA						QC JOB #: 13917674 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		22				22			22	
12:15 PM		27				27			27	
12:30 PM		24				24			24	
12:45 PM		19				19			19	
1:00 PM		28				28			28	
1:15 PM		20				20			20	
1:30 PM		27				27			27	
1:45 PM		21				21			21	
2:00 PM		16				16			16	
2:15 PM		30				30			30	
2:30 PM		26				26			26	
2:45 PM		34				34			34	
3:00 PM		29				29			29	
3:15 PM		26				26			26	
3:30 PM		20				20			20	
3:45 PM		21				21			21	
4:00 PM		31				31			31	
4:15 PM		32				32			32	
4:30 PM		34				34			34	
4:45 PM		29				29			29	
5:00 PM		26				26			26	
5:15 PM		30				30			30	
5:30 PM		35				35			35	
5:45 PM		22				22			22	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 143. BORDER AVE NORTH OF ABERDEEN DR SPECIFIC LOCATION: 143. BORDER AVE NORTH OF ABERDEEN DR CITY/STATE: Joshua Tree, CA						QC JOB #: 13917674 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		25-Oct-16								
6:00 PM		32				32			32	
6:15 PM		12				12			12	
6:30 PM		21				21			21	
6:45 PM		17				17			17	
7:00 PM		16				16			16	
7:15 PM		12				12			12	
7:30 PM		12				12			12	
7:45 PM		8				8			8	
8:00 PM		9				9			9	
8:15 PM		11				11			11	
8:30 PM		8				8			8	
8:45 PM		11				11			11	
9:00 PM		14				14			14	
9:15 PM		7				7			7	
9:30 PM		6				6			6	
9:45 PM		8				8			8	
10:00 PM		9				9			9	
10:15 PM		7				7			7	
10:30 PM		5				5			5	
10:45 PM		5				5			5	
11:00 PM		3				3			3	
11:15 PM		6				6			6	
11:30 PM		3				3			3	
11:45 PM		7				7			7	
Day Total		1387				1387			1387	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:15 AM				8:15 AM			8:15 AM	
Volume		33				33			33	
PM Peak		5:30 PM				5:30 PM			5:30 PM	
Volume		35				35			35	
<i>Comments:</i>										

LOCATION: 145. LA CONTENTA RD NORTH OF ALTA LOMA RD SPECIFIC LOCATION: 145. LA CONTENTA RD NORTH OF ALTA LOMA RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917676 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		1				1			1	
12:30 AM		1				1			1	
12:45 AM		2				2			2	
1:00 AM		1				1			1	
1:15 AM		1				1			1	
1:30 AM		0				0			0	
1:45 AM		0				0			0	
2:00 AM		0				0			0	
2:15 AM		1				1			1	
2:30 AM		1				1			1	
2:45 AM		0				0			0	
3:00 AM		0				0			0	
3:15 AM		1				1			1	
3:30 AM		1				1			1	
3:45 AM		1				1			1	
4:00 AM		2				2			2	
4:15 AM		0				0			0	
4:30 AM		0				0			0	
4:45 AM		10				10			10	
5:00 AM		7				7			7	
5:15 AM		6				6			6	
5:30 AM		5				5			5	
5:45 AM		16				16			16	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 145. LA CONTENTA RD NORTH OF ALTA LOMA RD SPECIFIC LOCATION: 145. LA CONTENTA RD NORTH OF ALTA LOMA RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917676 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		11				11			11	
6:15 AM		22				22			22	
6:30 AM		85				85			85	
6:45 AM		206				206			206	
7:00 AM		123				123			123	
7:15 AM		33				33			33	
7:30 AM		37				37			37	
7:45 AM		26				26			26	
8:00 AM		26				26			26	
8:15 AM		34				34			34	
8:30 AM		36				36			36	
8:45 AM		29				29			29	
9:00 AM		24				24			24	
9:15 AM		36				36			36	
9:30 AM		23				23			23	
9:45 AM		22				22			22	
10:00 AM		30				30			30	
10:15 AM		42				42			42	
10:30 AM		20				20			20	
10:45 AM		24				24			24	
11:00 AM		32				32			32	
11:15 AM		21				21			21	
11:30 AM		23				23			23	
11:45 AM		35				35			35	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 145. LA CONTENTA RD NORTH OF ALTA LOMA RD SPECIFIC LOCATION: 145. LA CONTENTA RD NORTH OF ALTA LOMA RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917676 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		23				23			23	
12:15 PM		27				27			27	
12:30 PM		50				50			50	
12:45 PM		22				22			22	
1:00 PM		35				35			35	
1:15 PM		16				16			16	
1:30 PM		70				70			70	
1:45 PM		125				125			125	
2:00 PM		105				105			105	
2:15 PM		26				26			26	
2:30 PM		21				21			21	
2:45 PM		36				36			36	
3:00 PM		37				37			37	
3:15 PM		25				25			25	
3:30 PM		43				43			43	
3:45 PM		36				36			36	
4:00 PM		32				32			32	
4:15 PM		43				43			43	
4:30 PM		38				38			38	
4:45 PM		36				36			36	
5:00 PM		28				28			28	
5:15 PM		23				23			23	
5:30 PM		31				31			31	
5:45 PM		25				25			25	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 145. LA CONTENTA RD NORTH OF ALTA LOMA RD SPECIFIC LOCATION: 145. LA CONTENTA RD NORTH OF ALTA LOMA RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917676 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		25-Oct-16								
6:00 PM		30				30			30	
6:15 PM		29				29			29	
6:30 PM		21				21			21	
6:45 PM		14				14			14	
7:00 PM		15				15			15	
7:15 PM		18				18			18	
7:30 PM		9				9			9	
7:45 PM		9				9			9	
8:00 PM		16				16			16	
8:15 PM		9				9			9	
8:30 PM		10				10			10	
8:45 PM		13				13			13	
9:00 PM		19				19			19	
9:15 PM		8				8			8	
9:30 PM		6				6			6	
9:45 PM		2				2			2	
10:00 PM		6				6			6	
10:15 PM		6				6			6	
10:30 PM		3				3			3	
10:45 PM		4				4			4	
11:00 PM		4				4			4	
11:15 PM		2				2			2	
11:30 PM		1				1			1	
11:45 PM		2				2			2	
Day Total		2266				2266			2266	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		6:45 AM				6:45 AM			6:45 AM	
Volume		206				206			206	
PM Peak		1:45 PM				1:45 PM			1:45 PM	
Volume		125				125			125	
<i>Comments:</i>										

LOCATION: 146. ALTA LOMA RD WEST OF OLYMPIC RD SPECIFIC LOCATION: 146. ALTA LOMA RD WEST OF OLYMPIC RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917677 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		4				4			4	
12:15 AM		6				6			6	
12:30 AM		2				2			2	
12:45 AM		4				4			4	
1:00 AM		0				0			0	
1:15 AM		3				3			3	
1:30 AM		1				1			1	
1:45 AM		4				4			4	
2:00 AM		1				1			1	
2:15 AM		5				5			5	
2:30 AM		1				1			1	
2:45 AM		3				3			3	
3:00 AM		1				1			1	
3:15 AM		4				4			4	
3:30 AM		6				6			6	
3:45 AM		5				5			5	
4:00 AM		4				4			4	
4:15 AM		5				5			5	
4:30 AM		9				9			9	
4:45 AM		13				13			13	
5:00 AM		20				20			20	
5:15 AM		18				18			18	
5:30 AM		24				24			24	
5:45 AM		30				30			30	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 146. ALTA LOMA RD WEST OF OLYMPIC RD SPECIFIC LOCATION: 146. ALTA LOMA RD WEST OF OLYMPIC RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917677 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		46				46			46	
6:15 AM		38				38			38	
6:30 AM		86				86			86	
6:45 AM		106				106			106	
7:00 AM		92				92			92	
7:15 AM		91				91			91	
7:30 AM		126				126			126	
7:45 AM		113				113			113	
8:00 AM		90				90			90	
8:15 AM		73				73			73	
8:30 AM		106				106			106	
8:45 AM		90				90			90	
9:00 AM		134				134			134	
9:15 AM		142				142			142	
9:30 AM		85				85			85	
9:45 AM		81				81			81	
10:00 AM		92				92			92	
10:15 AM		98				98			98	
10:30 AM		66				66			66	
10:45 AM		75				75			75	
11:00 AM		94				94			94	
11:15 AM		98				98			98	
11:30 AM		82				82			82	
11:45 AM		109				109			109	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 146. ALTA LOMA RD WEST OF OLYMPIC RD SPECIFIC LOCATION: 146. ALTA LOMA RD WEST OF OLYMPIC RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917677 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		106				106			106	
12:15 PM		101				101			101	
12:30 PM		90				90			90	
12:45 PM		112				112			112	
1:00 PM		95				95			95	
1:15 PM		96				96			96	
1:30 PM		108				108			108	
1:45 PM		89				89			89	
2:00 PM		85				85			85	
2:15 PM		87				87			87	
2:30 PM		113				113			113	
2:45 PM		104				104			104	
3:00 PM		121				121			121	
3:15 PM		101				101			101	
3:30 PM		155				155			155	
3:45 PM		136				136			136	
4:00 PM		106				106			106	
4:15 PM		145				145			145	
4:30 PM		121				121			121	
4:45 PM		126				126			126	
5:00 PM		142				142			142	
5:15 PM		128				128			128	
5:30 PM		127				127			127	
5:45 PM		110				110			110	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 146. ALTA LOMA RD WEST OF OLYMPIC RD SPECIFIC LOCATION: 146. ALTA LOMA RD WEST OF OLYMPIC RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917677 DIRECTION: EB/WB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		94				94			94	
6:15 PM		91				91			91	
6:30 PM		90				90			90	
6:45 PM		77				77			77	
7:00 PM		76				76			76	
7:15 PM		74				74			74	
7:30 PM		60				60			60	
7:45 PM		47				47			47	
8:00 PM		57				57			57	
8:15 PM		55				55			55	
8:30 PM		32				32			32	
8:45 PM		50				50			50	
9:00 PM		65				65			65	
9:15 PM		22				22			22	
9:30 PM		23				23			23	
9:45 PM		26				26			26	
10:00 PM		19				19			19	
10:15 PM		22				22			22	
10:30 PM		16				16			16	
10:45 PM		7				7			7	
11:00 PM		13				13			13	
11:15 PM		14				14			14	
11:30 PM		11				11			11	
11:45 PM		7				7			7	
Day Total		6138				6138			6138	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		9:15 AM				9:15 AM			9:15 AM	
Volume		142				142			142	
PM Peak		3:30 PM				3:30 PM			3:30 PM	
Volume		155				155			155	
<i>Comments:</i>										

LOCATION: 149. QUAIL SPRINGS RD SOUTH OF ALTA LOMA DR SPECIFIC LOCATION: 149. QUAIL SPRINGS RD SOUTH OF ALTA LOMA DR CITY/STATE: San Bernardino, CA						QC JOB #: 13917678 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		1				1			1	
12:30 AM		1				1			1	
12:45 AM		1				1			1	
1:00 AM		0				0			0	
1:15 AM		2				2			2	
1:30 AM		0				0			0	
1:45 AM		0				0			0	
2:00 AM		1				1			1	
2:15 AM		1				1			1	
2:30 AM		0				0			0	
2:45 AM		1				1			1	
3:00 AM		0				0			0	
3:15 AM		0				0			0	
3:30 AM		0				0			0	
3:45 AM		1				1			1	
4:00 AM		1				1			1	
4:15 AM		1				1			1	
4:30 AM		3				3			3	
4:45 AM		0				0			0	
5:00 AM		1				1			1	
5:15 AM		2				2			2	
5:30 AM		1				1			1	
5:45 AM		5				5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 149. QUAIL SPRINGS RD SOUTH OF ALTA LOMA DR **QC JOB #:** 13917678
SPECIFIC LOCATION: 149. QUAIL SPRINGS RD SOUTH OF ALTA LOMA DR **DIRECTION:** NB/SB
CITY/STATE: San Bernardino, CA **DATE:** Oct 25 2016 - Oct 25 2016

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
		25-Oct-16				Hourly Traffic			Hourly Traffic	
6:00 AM		3				3			3	
6:15 AM		7				7			7	
6:30 AM		10				10			10	
6:45 AM		15				15			15	
7:00 AM		19				19			19	
7:15 AM		20				20			20	
7:30 AM		22				22			22	
7:45 AM		28				28			28	
8:00 AM		16				16			16	
8:15 AM		28				28			28	
8:30 AM		27				27			27	
8:45 AM		36				36			36	
9:00 AM		36				36			36	
9:15 AM		42				42			42	
9:30 AM		38				38			38	
9:45 AM		32				32			32	
10:00 AM		46				46			46	
10:15 AM		40				40			40	
10:30 AM		50				50			50	
10:45 AM		42				42			42	
11:00 AM		54				54			54	
11:15 AM		42				42			42	
11:30 AM		52				52			52	
11:45 AM		42				42			42	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: 149. QUAIL SPRINGS RD SOUTH OF ALTA LOMA DR SPECIFIC LOCATION: 149. QUAIL SPRINGS RD SOUTH OF ALTA LOMA DR CITY/STATE: San Bernardino, CA							QC JOB #: 13917678 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016			
Start Time	Mon	Tue 25-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		61				61			61	
12:15 PM		38				38			38	
12:30 PM		48				48			48	
12:45 PM		50				50			50	
1:00 PM		50				50			50	
1:15 PM		50				50			50	
1:30 PM		60				60			60	
1:45 PM		44				44			44	
2:00 PM		37				37			37	
2:15 PM		45				45			45	
2:30 PM		54				54			54	
2:45 PM		45				45			45	
3:00 PM		55				55			55	
3:15 PM		42				42			42	
3:30 PM		53				53			53	
3:45 PM		46				46			46	
4:00 PM		42				42			42	
4:15 PM		41				41			41	
4:30 PM		56				56			56	
4:45 PM		39				39			39	
5:00 PM		50				50			50	
5:15 PM		42				42			42	
5:30 PM		42				42			42	
5:45 PM		33				33			33	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 149. QUAIL SPRINGS RD SOUTH OF ALTA LOMA DR SPECIFIC LOCATION: 149. QUAIL SPRINGS RD SOUTH OF ALTA LOMA DR CITY/STATE: San Bernardino, CA						QC JOB #: 13917678 DIRECTION: NB/SB DATE: Oct 25 2016 - Oct 25 2016				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		25-Oct-16								
6:00 PM		34				34			34	
6:15 PM		44				44			44	
6:30 PM		44				44			44	
6:45 PM		45				45			45	
7:00 PM		28				28			28	
7:15 PM		20				20			20	
7:30 PM		14				14			14	
7:45 PM		13				13			13	
8:00 PM		10				10			10	
8:15 PM		22				22			22	
8:30 PM		11				11			11	
8:45 PM		7				7			7	
9:00 PM		6				6			6	
9:15 PM		10				10			10	
9:30 PM		6				6			6	
9:45 PM		9				9			9	
10:00 PM		6				6			6	
10:15 PM		4				4			4	
10:30 PM		8				8			8	
10:45 PM		3				3			3	
11:00 PM		4				4			4	
11:15 PM		3				3			3	
11:30 PM		9				9			9	
11:45 PM		1				1			1	
Day Total		2254				2254			2254	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		54				54			54	
PM Peak		12:00 PM				12:00 PM			12:00 PM	
Volume		61				61			61	
<i>Comments:</i>										

LOCATION: 151. AMBOY RD EAST OF GODWIN RD SPECIFIC LOCATION: 151. AMBOY RD EAST OF GODWIN RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917680 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016				
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			1			1			1	
12:15 AM			1			1			1	
12:30 AM			3			3			3	
12:45 AM			1			1			1	
1:00 AM			2			2			2	
1:15 AM			2			2			2	
1:30 AM			1			1			1	
1:45 AM			3			3			3	
2:00 AM			2			2			2	
2:15 AM			2			2			2	
2:30 AM			0			0			0	
2:45 AM			2			2			2	
3:00 AM			1			1			1	
3:15 AM			0			0			0	
3:30 AM			0			0			0	
3:45 AM			0			0			0	
4:00 AM			2			2			2	
4:15 AM			5			5			5	
4:30 AM			2			2			2	
4:45 AM			2			2			2	
5:00 AM			4			4			4	
5:15 AM			7			7			7	
5:30 AM			6			6			6	
5:45 AM			8			8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 151. AMBOY RD EAST OF GODWIN RD SPECIFIC LOCATION: 151. AMBOY RD EAST OF GODWIN RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917680 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			5			5			5	
6:15 AM			7			7			7	
6:30 AM			14			14			14	
6:45 AM			3			3			3	
7:00 AM			6			6			6	
7:15 AM			9			9			9	
7:30 AM			10			10			10	
7:45 AM			16			16			16	
8:00 AM			18			18			18	
8:15 AM			6			6			6	
8:30 AM			16			16			16	
8:45 AM			21			21			21	
9:00 AM			11			11			11	
9:15 AM			8			8			8	
9:30 AM			17			17			17	
9:45 AM			15			15			15	
10:00 AM			24			24			24	
10:15 AM			17			17			17	
10:30 AM			23			23			23	
10:45 AM			18			18			18	
11:00 AM			22			22			22	
11:15 AM			25			25			25	
11:30 AM			20			20			20	
11:45 AM			26			26			26	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 151. AMBOY RD EAST OF GODWIN RD SPECIFIC LOCATION: 151. AMBOY RD EAST OF GODWIN RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917680 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			30			30			30	
12:15 PM			25			25			25	
12:30 PM			37			37			37	
12:45 PM			26			26			26	
1:00 PM			42			42			42	
1:15 PM			26			26			26	
1:30 PM			30			30			30	
1:45 PM			24			24			24	
2:00 PM			34			34			34	
2:15 PM			42			42			42	
2:30 PM			28			28			28	
2:45 PM			24			24			24	
3:00 PM			34			34			34	
3:15 PM			25			25			25	
3:30 PM			39			39			39	
3:45 PM			34			34			34	
4:00 PM			26			26			26	
4:15 PM			22			22			22	
4:30 PM			20			20			20	
4:45 PM			16			16			16	
5:00 PM			29			29			29	
5:15 PM			18			18			18	
5:30 PM			26			26			26	
5:45 PM			16			16			16	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 151. AMBOY RD EAST OF GODWIN RD SPECIFIC LOCATION: 151. AMBOY RD EAST OF GODWIN RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917680 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016				
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			20			20			20	
6:15 PM			13			13			13	
6:30 PM			17			17			17	
6:45 PM			13			13			13	
7:00 PM			9			9			9	
7:15 PM			16			16			16	
7:30 PM			11			11			11	
7:45 PM			7			7			7	
8:00 PM			4			4			4	
8:15 PM			5			5			5	
8:30 PM			7			7			7	
8:45 PM			2			2			2	
9:00 PM			8			8			8	
9:15 PM			12			12			12	
9:30 PM			5			5			5	
9:45 PM			2			2			2	
10:00 PM			4			4			4	
10:15 PM			5			5			5	
10:30 PM			6			6			6	
10:45 PM			3			3			3	
11:00 PM			1			1			1	
11:15 PM			5			5			5	
11:30 PM			3			3			3	
11:45 PM			2			2			2	
Day Total			1267			1267			1267	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			11:45 AM			11:45 AM			11:45 AM	
Volume			26			26			26	
PM Peak			1:00 PM			1:00 PM			1:00 PM	
Volume			42			42			42	
<i>Comments:</i>										

LOCATION: 152. AMBOY RD SOUTH OF NATIONAL TRAILS HWY SPECIFIC LOCATION: 152. AMBOY RD SOUTH OF NATIONAL TRAILS HWY CITY/STATE: Twentynine Palms, CA							QC JOB #: 13917681 DIRECTION: NB/SB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			0			0			0	
12:15 AM			0			0			0	
12:30 AM			2			2			2	
12:45 AM			3			3			3	
1:00 AM			2			2			2	
1:15 AM			0			0			0	
1:30 AM			1			1			1	
1:45 AM			0			0			0	
2:00 AM			3			3			3	
2:15 AM			1			1			1	
2:30 AM			2			2			2	
2:45 AM			1			1			1	
3:00 AM			1			1			1	
3:15 AM			0			0			0	
3:30 AM			1			1			1	
3:45 AM			0			0			0	
4:00 AM			0			0			0	
4:15 AM			1			1			1	
4:30 AM			3			3			3	
4:45 AM			1			1			1	
5:00 AM			6			6			6	
5:15 AM			3			3			3	
5:30 AM			4			4			4	
5:45 AM			5			5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 152. AMBOY RD SOUTH OF NATIONAL TRAILS HWY SPECIFIC LOCATION: 152. AMBOY RD SOUTH OF NATIONAL TRAILS HWY CITY/STATE: Twentynine Palms, CA							QC JOB #: 13917681 DIRECTION: NB/SB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			2			2			2	
6:15 AM			6			6			6	
6:30 AM			0			0			0	
6:45 AM			6			6			6	
7:00 AM			7			7			7	
7:15 AM			5			5			5	
7:30 AM			5			5			5	
7:45 AM			2			2			2	
8:00 AM			7			7			7	
8:15 AM			8			8			8	
8:30 AM			13			13			13	
8:45 AM			8			8			8	
9:00 AM			11			11			11	
9:15 AM			5			5			5	
9:30 AM			8			8			8	
9:45 AM			9			9			9	
10:00 AM			7			7			7	
10:15 AM			10			10			10	
10:30 AM			15			15			15	
10:45 AM			13			13			13	
11:00 AM			26			26			26	
11:15 AM			13			13			13	
11:30 AM			24			24			24	
11:45 AM			15			15			15	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 152. AMBOY RD SOUTH OF NATIONAL TRAILS HWY SPECIFIC LOCATION: 152. AMBOY RD SOUTH OF NATIONAL TRAILS HWY CITY/STATE: Twentynine Palms, CA							QC JOB #: 13917681 DIRECTION: NB/SB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			16			16			16	
12:15 PM			24			24			24	
12:30 PM			21			21			21	
12:45 PM			24			24			24	
1:00 PM			33			33			33	
1:15 PM			30			30			30	
1:30 PM			21			21			21	
1:45 PM			18			18			18	
2:00 PM			24			24			24	
2:15 PM			27			27			27	
2:30 PM			25			25			25	
2:45 PM			23			23			23	
3:00 PM			17			17			17	
3:15 PM			29			29			29	
3:30 PM			18			18			18	
3:45 PM			20			20			20	
4:00 PM			14			14			14	
4:15 PM			9			9			9	
4:30 PM			17			17			17	
4:45 PM			13			13			13	
5:00 PM			16			16			16	
5:15 PM			10			10			10	
5:30 PM			16			16			16	
5:45 PM			12			12			12	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										



LOCATION: 152. AMBOY RD SOUTH OF NATIONAL TRAILS HWY SPECIFIC LOCATION: 152. AMBOY RD SOUTH OF NATIONAL TRAILS HWY CITY/STATE: Twentynine Palms, CA							QC JOB #: 13917681 DIRECTION: NB/SB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			16			16			16	
6:15 PM			11			11			11	
6:30 PM			8			8			8	
6:45 PM			6			6			6	
7:00 PM			13			13			13	
7:15 PM			3			3			3	
7:30 PM			6			6			6	
7:45 PM			4			4			4	
8:00 PM			7			7			7	
8:15 PM			7			7			7	
8:30 PM			2			2			2	
8:45 PM			2			2			2	
9:00 PM			7			7			7	
9:15 PM			0			0			0	
9:30 PM			5			5			5	
9:45 PM			2			2			2	
10:00 PM			1			1			1	
10:15 PM			1			1			1	
10:30 PM			2			2			2	
10:45 PM			2			2			2	
11:00 PM			2			2			2	
11:15 PM			2			2			2	
11:30 PM			1			1			1	
11:45 PM			1			1			1	
Day Total			853			853			853	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			11:00 AM			11:00 AM			11:00 AM	
Volume			26			26			26	
PM Peak			1:00 PM			1:00 PM			1:00 PM	
Volume			33			33			33	
<i>Comments:</i>										

LOCATION: 153. NATIONAL TRAILS HWY EAST OF AMBOY RD SPECIFIC LOCATION: 153. NATIONAL TRAILS HWY EAST OF AMBOY RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917682 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			1			1			1	
12:15 AM			1			1			1	
12:30 AM			1			1			1	
12:45 AM			2			2			2	
1:00 AM			2			2			2	
1:15 AM			0			0			0	
1:30 AM			0			0			0	
1:45 AM			1			1			1	
2:00 AM			1			1			1	
2:15 AM			3			3			3	
2:30 AM			1			1			1	
2:45 AM			1			1			1	
3:00 AM			0			0			0	
3:15 AM			2			2			2	
3:30 AM			0			0			0	
3:45 AM			0			0			0	
4:00 AM			0			0			0	
4:15 AM			0			0			0	
4:30 AM			1			1			1	
4:45 AM			5			5			5	
5:00 AM			1			1			1	
5:15 AM			3			3			3	
5:30 AM			3			3			3	
5:45 AM			0			0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 153. NATIONAL TRAILS HWY EAST OF AMBOY RD SPECIFIC LOCATION: 153. NATIONAL TRAILS HWY EAST OF AMBOY RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917682 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			1			1			1	
6:15 AM			2			2			2	
6:30 AM			4			4			4	
6:45 AM			6			6			6	
7:00 AM			16			16			16	
7:15 AM			8			8			8	
7:30 AM			2			2			2	
7:45 AM			4			4			4	
8:00 AM			6			6			6	
8:15 AM			11			11			11	
8:30 AM			7			7			7	
8:45 AM			14			14			14	
9:00 AM			12			12			12	
9:15 AM			22			22			22	
9:30 AM			18			18			18	
9:45 AM			9			9			9	
10:00 AM			6			6			6	
10:15 AM			17			17			17	
10:30 AM			16			16			16	
10:45 AM			26			26			26	
11:00 AM			22			22			22	
11:15 AM			38			38			38	
11:30 AM			29			29			29	
11:45 AM			17			17			17	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 153. NATIONAL TRAILS HWY EAST OF AMBOY RD SPECIFIC LOCATION: 153. NATIONAL TRAILS HWY EAST OF AMBOY RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917682 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			21			21			21	
12:15 PM			22			22			22	
12:30 PM			17			17			17	
12:45 PM			29			29			29	
1:00 PM			29			29			29	
1:15 PM			17			17			17	
1:30 PM			25			25			25	
1:45 PM			30			30			30	
2:00 PM			20			20			20	
2:15 PM			17			17			17	
2:30 PM			30			30			30	
2:45 PM			19			19			19	
3:00 PM			24			24			24	
3:15 PM			17			17			17	
3:30 PM			14			14			14	
3:45 PM			21			21			21	
4:00 PM			12			12			12	
4:15 PM			18			18			18	
4:30 PM			20			20			20	
4:45 PM			18			18			18	
5:00 PM			11			11			11	
5:15 PM			12			12			12	
5:30 PM			10			10			10	
5:45 PM			32			32			32	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 153. NATIONAL TRAILS HWY EAST OF AMBOY RD SPECIFIC LOCATION: 153. NATIONAL TRAILS HWY EAST OF AMBOY RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917682 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			8			8			8	
6:15 PM			13			13			13	
6:30 PM			17			17			17	
6:45 PM			10			10			10	
7:00 PM			7			7			7	
7:15 PM			6			6			6	
7:30 PM			6			6			6	
7:45 PM			9			9			9	
8:00 PM			7			7			7	
8:15 PM			6			6			6	
8:30 PM			5			5			5	
8:45 PM			4			4			4	
9:00 PM			1			1			1	
9:15 PM			4			4			4	
9:30 PM			3			3			3	
9:45 PM			4			4			4	
10:00 PM			2			2			2	
10:15 PM			1			1			1	
10:30 PM			1			1			1	
10:45 PM			4			4			4	
11:00 PM			1			1			1	
11:15 PM			1			1			1	
11:30 PM			1			1			1	
11:45 PM			2			2			2	
Day Total			950			950			950	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			11:15 AM			11:15 AM			11:15 AM	
Volume			38			38			38	
PM Peak			5:45 PM			5:45 PM			5:45 PM	
Volume			32			32			32	
<i>Comments:</i>										

LOCATION: 154. ESSEX RD SOUTH OF I-40 SPECIFIC LOCATION: 154. ESSEX RD SOUTH OF I- CITY/STATE: San Bernardino, CA							QC JOB #: 13917683 DIRECTION: NB/SB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			0			0			0	
12:15 AM			0			0			0	
12:30 AM			0			0			0	
12:45 AM			0			0			0	
1:00 AM			0			0			0	
1:15 AM			0			0			0	
1:30 AM			0			0			0	
1:45 AM			0			0			0	
2:00 AM			0			0			0	
2:15 AM			0			0			0	
2:30 AM			0			0			0	
2:45 AM			0			0			0	
3:00 AM			0			0			0	
3:15 AM			0			0			0	
3:30 AM			0			0			0	
3:45 AM			0			0			0	
4:00 AM			0			0			0	
4:15 AM			0			0			0	
4:30 AM			0			0			0	
4:45 AM			0			0			0	
5:00 AM			0			0			0	
5:15 AM			0			0			0	
5:30 AM			1			1			1	
5:45 AM			2			2			2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 154. ESSEX RD SOUTH OF I-40 SPECIFIC LOCATION: 154. ESSEX RD SOUTH OF I- CITY/STATE: San Bernardino, CA							QC JOB #: 13917683 DIRECTION: NB/SB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			2			2			2	
6:15 AM			1			1			1	
6:30 AM			3			3			3	
6:45 AM			0			0			0	
7:00 AM			1			1			1	
7:15 AM			2			2			2	
7:30 AM			2			2			2	
7:45 AM			0			0			0	
8:00 AM			4			4			4	
8:15 AM			1			1			1	
8:30 AM			2			2			2	
8:45 AM			3			3			3	
9:00 AM			3			3			3	
9:15 AM			1			1			1	
9:30 AM			1			1			1	
9:45 AM			6			6			6	
10:00 AM			2			2			2	
10:15 AM			4			4			4	
10:30 AM			0			0			0	
10:45 AM			1			1			1	
11:00 AM			2			2			2	
11:15 AM			1			1			1	
11:30 AM			0			0			0	
11:45 AM			0			0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 154. ESSEX RD SOUTH OF I-40 SPECIFIC LOCATION: 154. ESSEX RD SOUTH OF I- CITY/STATE: San Bernardino, CA						QC JOB #: 13917683 DIRECTION: NB/SB DATE: Oct 26 2016 - Oct 26 2016				
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			1			1			1	
12:15 PM			2			2			2	
12:30 PM			5			5			5	
12:45 PM			2			2			2	
1:00 PM			1			1			1	
1:15 PM			2			2			2	
1:30 PM			0			0			0	
1:45 PM			1			1			1	
2:00 PM			0			0			0	
2:15 PM			3			3			3	
2:30 PM			0			0			0	
2:45 PM			3			3			3	
3:00 PM			7			7			7	
3:15 PM			1			1			1	
3:30 PM			3			3			3	
3:45 PM			0			0			0	
4:00 PM			1			1			1	
4:15 PM			1			1			1	
4:30 PM			0			0			0	
4:45 PM			0			0			0	
5:00 PM			0			0			0	
5:15 PM			0			0			0	
5:30 PM			0			0			0	
5:45 PM			2			2			2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 154. ESSEX RD SOUTH OF I-40 SPECIFIC LOCATION: 154. ESSEX RD SOUTH OF I- CITY/STATE: San Bernardino, CA							QC JOB #: 13917683 DIRECTION: NB/SB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			0			0			0	
6:15 PM			1			1			1	
6:30 PM			0			0			0	
6:45 PM			1			1			1	
7:00 PM			0			0			0	
7:15 PM			0			0			0	
7:30 PM			0			0			0	
7:45 PM			0			0			0	
8:00 PM			0			0			0	
8:15 PM			0			0			0	
8:30 PM			0			0			0	
8:45 PM			0			0			0	
9:00 PM			0			0			0	
9:15 PM			0			0			0	
9:30 PM			0			0			0	
9:45 PM			0			0			0	
10:00 PM			0			0			0	
10:15 PM			0			0			0	
10:30 PM			0			0			0	
10:45 PM			0			0			0	
11:00 PM			0			0			0	
11:15 PM			0			0			0	
11:30 PM			0			0			0	
11:45 PM			1			1			1	
Day Total			83			83			83	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			9:45 AM			9:45 AM			9:45 AM	
Volume			6			6			6	
PM Peak			3:00 PM			3:00 PM			3:00 PM	
Volume			7			7			7	
<i>Comments:</i>										

LOCATION: 155. Goffs Road SPECIFIC LOCATION: 155. Goffs Road CITY/STATE: San Bernardino, CA						QC JOB #: 13917684 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016				
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			3			3			3	
12:15 AM			2			2			2	
12:30 AM			0			0			0	
12:45 AM			0			0			0	
1:00 AM			0			0			0	
1:15 AM			0			0			0	
1:30 AM			2			2			2	
1:45 AM			0			0			0	
2:00 AM			0			0			0	
2:15 AM			0			0			0	
2:30 AM			0			0			0	
2:45 AM			0			0			0	
3:00 AM			3			3			3	
3:15 AM			0			0			0	
3:30 AM			1			1			1	
3:45 AM			2			2			2	
4:00 AM			1			1			1	
4:15 AM			0			0			0	
4:30 AM			0			0			0	
4:45 AM			1			1			1	
5:00 AM			0			0			0	
5:15 AM			2			2			2	
5:30 AM			0			0			0	
5:45 AM			6			6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 155. Goffs Road SPECIFIC LOCATION: 155. Goffs Road CITY/STATE: San Bernardino, CA						QC JOB #: 13917684 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016				
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			3			3			3	
6:15 AM			2			2			2	
6:30 AM			1			1			1	
6:45 AM			0			0			0	
7:00 AM			2			2			2	
7:15 AM			1			1			1	
7:30 AM			4			4			4	
7:45 AM			3			3			3	
8:00 AM			4			4			4	
8:15 AM			1			1			1	
8:30 AM			2			2			2	
8:45 AM			3			3			3	
9:00 AM			2			2			2	
9:15 AM			8			8			8	
9:30 AM			22			22			22	
9:45 AM			1			1			1	
10:00 AM			11			11			11	
10:15 AM			6			6			6	
10:30 AM			5			5			5	
10:45 AM			8			8			8	
11:00 AM			9			9			9	
11:15 AM			11			11			11	
11:30 AM			4			4			4	
11:45 AM			12			12			12	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 155. Goffs Road SPECIFIC LOCATION: 155. Goffs Road CITY/STATE: San Bernardino, CA							QC JOB #: 13917684 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			10			10			10	
12:15 PM			14			14			14	
12:30 PM			5			5			5	
12:45 PM			9			9			9	
1:00 PM			6			6			6	
1:15 PM			6			6			6	
1:30 PM			14			14			14	
1:45 PM			7			7			7	
2:00 PM			8			8			8	
2:15 PM			7			7			7	
2:30 PM			18			18			18	
2:45 PM			2			2			2	
3:00 PM			6			6			6	
3:15 PM			3			3			3	
3:30 PM			6			6			6	
3:45 PM			8			8			8	
4:00 PM			5			5			5	
4:15 PM			15			15			15	
4:30 PM			9			9			9	
4:45 PM			13			13			13	
5:00 PM			8			8			8	
5:15 PM			8			8			8	
5:30 PM			2			2			2	
5:45 PM			4			4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 155. Goffs Road SPECIFIC LOCATION: 155. Goffs Road CITY/STATE: San Bernardino, CA						QC JOB #: 13917684 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016				
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			7			7			7	
6:15 PM			3			3			3	
6:30 PM			3			3			3	
6:45 PM			2			2			2	
7:00 PM			4			4			4	
7:15 PM			6			6			6	
7:30 PM			3			3			3	
7:45 PM			3			3			3	
8:00 PM			2			2			2	
8:15 PM			0			0			0	
8:30 PM			0			0			0	
8:45 PM			0			0			0	
9:00 PM			5			5			5	
9:15 PM			4			4			4	
9:30 PM			2			2			2	
9:45 PM			8			8			8	
10:00 PM			2			2			2	
10:15 PM			0			0			0	
10:30 PM			1			1			1	
10:45 PM			1			1			1	
11:00 PM			1			1			1	
11:15 PM			0			0			0	
11:30 PM			2			2			2	
11:45 PM			0			0			0	
Day Total			400			400			400	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			9:30 AM			9:30 AM			9:30 AM	
Volume			22			22			22	
PM Peak			2:30 PM			2:30 PM			2:30 PM	
Volume			18			18			18	
<i>Comments:</i>										

LOCATION: 161. NEEDLES HWY NORTH OF RIVER RD SPECIFIC LOCATION: 161. NEEDLES HWY NORTH OF RIVER RD CITY/STATE: San Bernardino, LA							QC JOB #: 13917690 DIRECTION: NB/SB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			4			4			4	
12:15 AM			2			2			2	
12:30 AM			3			3			3	
12:45 AM			1			1			1	
1:00 AM			5			5			5	
1:15 AM			2			2			2	
1:30 AM			4			4			4	
1:45 AM			3			3			3	
2:00 AM			1			1			1	
2:15 AM			1			1			1	
2:30 AM			2			2			2	
2:45 AM			1			1			1	
3:00 AM			1			1			1	
3:15 AM			1			1			1	
3:30 AM			0			0			0	
3:45 AM			2			2			2	
4:00 AM			2			2			2	
4:15 AM			5			5			5	
4:30 AM			4			4			4	
4:45 AM			10			10			10	
5:00 AM			5			5			5	
5:15 AM			5			5			5	
5:30 AM			6			6			6	
5:45 AM			10			10			10	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 161. NEEDLES HWY NORTH OF RIVER RD SPECIFIC LOCATION: 161. NEEDLES HWY NORTH OF RIVER RD CITY/STATE: San Bernardino, LA							QC JOB #: 13917690 DIRECTION: NB/SB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			10			10			10	
6:15 AM			20			20			20	
6:30 AM			13			13			13	
6:45 AM			10			10			10	
7:00 AM			17			17			17	
7:15 AM			20			20			20	
7:30 AM			22			22			22	
7:45 AM			26			26			26	
8:00 AM			28			28			28	
8:15 AM			30			30			30	
8:30 AM			28			28			28	
8:45 AM			36			36			36	
9:00 AM			32			32			32	
9:15 AM			45			45			45	
9:30 AM			40			40			40	
9:45 AM			38			38			38	
10:00 AM			32			32			32	
10:15 AM			28			28			28	
10:30 AM			40			40			40	
10:45 AM			30			30			30	
11:00 AM			46			46			46	
11:15 AM			37			37			37	
11:30 AM			35			35			35	
11:45 AM			23			23			23	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 161. NEEDLES HWY NORTH OF RIVER RD SPECIFIC LOCATION: 161. NEEDLES HWY NORTH OF RIVER RD CITY/STATE: San Bernardino, LA							QC JOB #: 13917690 DIRECTION: NB/SB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			28			28			28	
12:15 PM			34			34			34	
12:30 PM			25			25			25	
12:45 PM			20			20			20	
1:00 PM			34			34			34	
1:15 PM			29			29			29	
1:30 PM			24			24			24	
1:45 PM			30			30			30	
2:00 PM			40			40			40	
2:15 PM			34			34			34	
2:30 PM			42			42			42	
2:45 PM			30			30			30	
3:00 PM			30			30			30	
3:15 PM			28			28			28	
3:30 PM			28			28			28	
3:45 PM			29			29			29	
4:00 PM			31			31			31	
4:15 PM			26			26			26	
4:30 PM			23			23			23	
4:45 PM			31			31			31	
5:00 PM			28			28			28	
5:15 PM			23			23			23	
5:30 PM			22			22			22	
5:45 PM			15			15			15	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 161. NEEDLES HWY NORTH OF RIVER RD SPECIFIC LOCATION: 161. NEEDLES HWY NORTH OF RIVER RD CITY/STATE: San Bernardino, LA							QC JOB #: 13917690 DIRECTION: NB/SB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			16			16			16	
6:15 PM			14			14			14	
6:30 PM			22			22			22	
6:45 PM			11			11			11	
7:00 PM			10			10			10	
7:15 PM			13			13			13	
7:30 PM			16			16			16	
7:45 PM			10			10			10	
8:00 PM			10			10			10	
8:15 PM			7			7			7	
8:30 PM			12			12			12	
8:45 PM			4			4			4	
9:00 PM			5			5			5	
9:15 PM			9			9			9	
9:30 PM			6			6			6	
9:45 PM			5			5			5	
10:00 PM			5			5			5	
10:15 PM			14			14			14	
10:30 PM			10			10			10	
10:45 PM			6			6			6	
11:00 PM			7			7			7	
11:15 PM			8			8			8	
11:30 PM			7			7			7	
11:45 PM			4			4			4	
Day Total			1681			1681			1681	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			11:00 AM			11:00 AM			11:00 AM	
Volume			46			46			46	
PM Peak			2:30 PM			2:30 PM			2:30 PM	
Volume			42			42			42	
<i>Comments:</i>										

LOCATION: 162. Parker Dam Road SPECIFIC LOCATION: 162. Parker Dam Road CITY/STATE: San Bernardino, CA						QC JOB #: 13917691 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016				
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			4			4			4	
12:15 AM			2			2			2	
12:30 AM			4			4			4	
12:45 AM			0			0			0	
1:00 AM			1			1			1	
1:15 AM			2			2			2	
1:30 AM			0			0			0	
1:45 AM			2			2			2	
2:00 AM			3			3			3	
2:15 AM			2			2			2	
2:30 AM			0			0			0	
2:45 AM			1			1			1	
3:00 AM			1			1			1	
3:15 AM			0			0			0	
3:30 AM			0			0			0	
3:45 AM			2			2			2	
4:00 AM			1			1			1	
4:15 AM			0			0			0	
4:30 AM			0			0			0	
4:45 AM			2			2			2	
5:00 AM			3			3			3	
5:15 AM			5			5			5	
5:30 AM			3			3			3	
5:45 AM			8			8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 162. Parker Dam Road SPECIFIC LOCATION: 162. Parker Dam Road CITY/STATE: San Bernardino, CA						QC JOB #: 13917691 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016				
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			12			12			12	
6:15 AM			13			13			13	
6:30 AM			15			15			15	
6:45 AM			11			11			11	
7:00 AM			8			8			8	
7:15 AM			16			16			16	
7:30 AM			26			26			26	
7:45 AM			38			38			38	
8:00 AM			19			19			19	
8:15 AM			23			23			23	
8:30 AM			40			40			40	
8:45 AM			30			30			30	
9:00 AM			25			25			25	
9:15 AM			40			40			40	
9:30 AM			22			22			22	
9:45 AM			52			52			52	
10:00 AM			43			43			43	
10:15 AM			40			40			40	
10:30 AM			32			32			32	
10:45 AM			60			60			60	
11:00 AM			42			42			42	
11:15 AM			41			41			41	
11:30 AM			53			53			53	
11:45 AM			47			47			47	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 162. Parker Dam Road SPECIFIC LOCATION: 162. Parker Dam Road CITY/STATE: San Bernardino, CA							QC JOB #: 13917691 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016			
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			39			39			39	
12:15 PM			53			53			53	
12:30 PM			44			44			44	
12:45 PM			38			38			38	
1:00 PM			40			40			40	
1:15 PM			36			36			36	
1:30 PM			40			40			40	
1:45 PM			42			42			42	
2:00 PM			38			38			38	
2:15 PM			42			42			42	
2:30 PM			38			38			38	
2:45 PM			44			44			44	
3:00 PM			35			35			35	
3:15 PM			35			35			35	
3:30 PM			30			30			30	
3:45 PM			41			41			41	
4:00 PM			29			29			29	
4:15 PM			36			36			36	
4:30 PM			23			23			23	
4:45 PM			30			30			30	
5:00 PM			18			18			18	
5:15 PM			20			20			20	
5:30 PM			24			24			24	
5:45 PM			16			16			16	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 162. Parker Dam Road SPECIFIC LOCATION: 162. Parker Dam Road CITY/STATE: San Bernardino, CA						QC JOB #: 13917691 DIRECTION: EB/WB DATE: Oct 26 2016 - Oct 26 2016				
Start Time	Mon	Tue	Wed 26-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			21			21			21	
6:15 PM			28			28			28	
6:30 PM			15			15			15	
6:45 PM			18			18			18	
7:00 PM			15			15			15	
7:15 PM			5			5			5	
7:30 PM			13			13			13	
7:45 PM			13			13			13	
8:00 PM			12			12			12	
8:15 PM			9			9			9	
8:30 PM			10			10			10	
8:45 PM			2			2			2	
9:00 PM			7			7			7	
9:15 PM			9			9			9	
9:30 PM			6			6			6	
9:45 PM			7			7			7	
10:00 PM			1			1			1	
10:15 PM			4			4			4	
10:30 PM			5			5			5	
10:45 PM			5			5			5	
11:00 PM			1			1			1	
11:15 PM			3			3			3	
11:30 PM			1			1			1	
11:45 PM			5			5			5	
Day Total			1840			1840			1840	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			10:45 AM			10:45 AM			10:45 AM	
Volume			60			60			60	
PM Peak			12:15 PM			12:15 PM			12:15 PM	
Volume			53			53			53	
<i>Comments:</i>										

LOCATION: 2. FORT IRWIN RD SOUTH OF STARBRIGHT RD SPECIFIC LOCATION: 2. FORT IRWIN RD SOUTH OF STARBRIGHT RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917694 DIRECTION: NB/SB DATE: Oct 20 2016 - Oct 20 2016			
Start Time	Mon	Tue	Wed	Thu 20-Oct-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				12		12			12	
12:15 AM				17		17			17	
12:30 AM				12		12			12	
12:45 AM				7		7			7	
1:00 AM				11		11			11	
1:15 AM				6		6			6	
1:30 AM				3		3			3	
1:45 AM				5		5			5	
2:00 AM				1		1			1	
2:15 AM				5		5			5	
2:30 AM				8		8			8	
2:45 AM				1		1			1	
3:00 AM				6		6			6	
3:15 AM				3		3			3	
3:30 AM				2		2			2	
3:45 AM				12		12			12	
4:00 AM				12		12			12	
4:15 AM				19		19			19	
4:30 AM				32		32			32	
4:45 AM				58		58			58	
5:00 AM				90		90			90	
5:15 AM				150		150			150	
5:30 AM				163		163			163	
5:45 AM				149		149			149	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 2. FORT IRWIN RD SOUTH OF STARBRIGHT RD SPECIFIC LOCATION: 2. FORT IRWIN RD SOUTH OF STARBRIGHT RD CITY/STATE: San Bernardino, CA										QC JOB #: 13917694 DIRECTION: NB/SB DATE: Oct 20 2016 - Oct 20 2016	
Start Time	Mon	Tue	Wed	Thu 20-Oct-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
6:00 AM				162		162			162		
6:15 AM				248		248			248		
6:30 AM				250		250			250		
6:45 AM				182		182			182		
7:00 AM				176		176			176		
7:15 AM				160		160			160		
7:30 AM				122		122			122		
7:45 AM				103		103			103		
8:00 AM				58		58			58		
8:15 AM				80		80			80		
8:30 AM				92		92			92		
8:45 AM				76		76			76		
9:00 AM				64		64			64		
9:15 AM				78		78			78		
9:30 AM				94		94			94		
9:45 AM				58		58			58		
10:00 AM				74		74			74		
10:15 AM				94		94			94		
10:30 AM				82		82			82		
10:45 AM				68		68			68		
11:00 AM				54		54			54		
11:15 AM				88		88			88		
11:30 AM				72		72			72		
11:45 AM				57		57			57		
Day Total											
% Weekday Average											
% Week Average											
AM Peak Volume											
PM Peak Volume											
<i>Comments:</i>											

LOCATION: 2. FORT IRWIN RD SOUTH OF STARBRIGHT RD SPECIFIC LOCATION: 2. FORT IRWIN RD SOUTH OF STARBRIGHT RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917694 DIRECTION: NB/SB DATE: Oct 20 2016 - Oct 20 2016			
Start Time	Mon	Tue	Wed	Thu 20-Oct-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				80		80			80	
12:15 PM				90		90			90	
12:30 PM				70		70			70	
12:45 PM				79		79			79	
1:00 PM				78		78			78	
1:15 PM				90		90			90	
1:30 PM				71		71			71	
1:45 PM				76		76			76	
2:00 PM				70		70			70	
2:15 PM				102		102			102	
2:30 PM				112		112			112	
2:45 PM				134		134			134	
3:00 PM				131		131			131	
3:15 PM				132		132			132	
3:30 PM				107		107			107	
3:45 PM				228		228			228	
4:00 PM				166		166			166	
4:15 PM				260		260			260	
4:30 PM				160		160			160	
4:45 PM				238		238			238	
5:00 PM				131		131			131	
5:15 PM				149		149			149	
5:30 PM				93		93			93	
5:45 PM				80		80			80	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 2. FORT IRWIN RD SOUTH OF STARBRIGHT RD SPECIFIC LOCATION: 2. FORT IRWIN RD SOUTH OF STARBRIGHT RD CITY/STATE: San Bernardino, CA										QC JOB #: 13917694 DIRECTION: NB/SB DATE: Oct 20 2016 - Oct 20 2016
Start Time	Mon	Tue	Wed	Thu 20-Oct-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				94		94			94	
6:15 PM				162		162			162	
6:30 PM				68		68			68	
6:45 PM				51		51			51	
7:00 PM				50		50			50	
7:15 PM				56		56			56	
7:30 PM				32		32			32	
7:45 PM				42		42			42	
8:00 PM				42		42			42	
8:15 PM				46		46			46	
8:30 PM				30		30			30	
8:45 PM				38		38			38	
9:00 PM				33		33			33	
9:15 PM				34		34			34	
9:30 PM				33		33			33	
9:45 PM				20		20			20	
10:00 PM				20		20			20	
10:15 PM				25		25			25	
10:30 PM				19		19			19	
10:45 PM				21		21			21	
11:00 PM				10		10			10	
11:15 PM				19		19			19	
11:30 PM				15		15			15	
11:45 PM				6		6			6	
Day Total				7269		7269			7269	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				6:30 AM		6:30 AM			6:30 AM	
Volume				250		250			250	
PM Peak				4:15 PM		4:15 PM			4:15 PM	
Volume				260		260			260	
<i>Comments:</i>										

LOCATION: 163. Baker Blvd SPECIFIC LOCATION: 163. Baker Blvd CITY/STATE: Baker, CA						QC JOB #: 13917822 DIRECTION: EB/WB DATE: Nov 16 2016 - Nov 16 2016				
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			15			15			15	
12:15 AM			10			10			10	
12:30 AM			12			12			12	
12:45 AM			21			21			21	
1:00 AM			10			10			10	
1:15 AM			15			15			15	
1:30 AM			8			8			8	
1:45 AM			8			8			8	
2:00 AM			18			18			18	
2:15 AM			10			10			10	
2:30 AM			8			8			8	
2:45 AM			6			6			6	
3:00 AM			6			6			6	
3:15 AM			2			2			2	
3:30 AM			10			10			10	
3:45 AM			16			16			16	
4:00 AM			15			15			15	
4:15 AM			12			12			12	
4:30 AM			17			17			17	
4:45 AM			13			13			13	
5:00 AM			16			16			16	
5:15 AM			19			19			19	
5:30 AM			12			12			12	
5:45 AM			15			15			15	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 163. Baker Blvd SPECIFIC LOCATION: 163. Baker Blvd CITY/STATE: Baker, CA						QC JOB #: 13917822 DIRECTION: EB/WB DATE: Nov 16 2016 - Nov 16 2016				
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			26			26			26	
6:15 AM			30			30			30	
6:30 AM			35			35			35	
6:45 AM			33			33			33	
7:00 AM			42			42			42	
7:15 AM			44			44			44	
7:30 AM			44			44			44	
7:45 AM			42			42			42	
8:00 AM			73			73			73	
8:15 AM			46			46			46	
8:30 AM			51			51			51	
8:45 AM			73			73			73	
9:00 AM			68			68			68	
9:15 AM			42			42			42	
9:30 AM			46			46			46	
9:45 AM			50			50			50	
10:00 AM			55			55			55	
10:15 AM			68			68			68	
10:30 AM			75			75			75	
10:45 AM			79			79			79	
11:00 AM			76			76			76	
11:15 AM			70			70			70	
11:30 AM			79			79			79	
11:45 AM			101			101			101	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 163. Baker Blvd SPECIFIC LOCATION: 163. Baker Blvd CITY/STATE: Baker, CA						QC JOB #: 13917822 DIRECTION: EB/WB DATE: Nov 16 2016 - Nov 16 2016				
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			80			80			80	
12:15 PM			95			95			95	
12:30 PM			112			112			112	
12:45 PM			100			100			100	
1:00 PM			105			105			105	
1:15 PM			95			95			95	
1:30 PM			88			88			88	
1:45 PM			77			77			77	
2:00 PM			91			91			91	
2:15 PM			60			60			60	
2:30 PM			63			63			63	
2:45 PM			67			67			67	
3:00 PM			58			58			58	
3:15 PM			76			76			76	
3:30 PM			77			77			77	
3:45 PM			59			59			59	
4:00 PM			73			73			73	
4:15 PM			58			58			58	
4:30 PM			46			46			46	
4:45 PM			57			57			57	
5:00 PM			50			50			50	
5:15 PM			61			61			61	
5:30 PM			57			57			57	
5:45 PM			53			53			53	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 163. Baker Blvd SPECIFIC LOCATION: 163. Baker Blvd CITY/STATE: Baker, CA						QC JOB #: 13917822 DIRECTION: EB/WB DATE: Nov 16 2016 - Nov 16 2016				
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			60			60			60	
6:15 PM			67			67			67	
6:30 PM			56			56			56	
6:45 PM			36			36			36	
7:00 PM			32			32			32	
7:15 PM			41			41			41	
7:30 PM			38			38			38	
7:45 PM			35			35			35	
8:00 PM			46			46			46	
8:15 PM			29			29			29	
8:30 PM			34			34			34	
8:45 PM			33			33			33	
9:00 PM			23			23			23	
9:15 PM			14			14			14	
9:30 PM			35			35			35	
9:45 PM			28			28			28	
10:00 PM			26			26			26	
10:15 PM			21			21			21	
10:30 PM			26			26			26	
10:45 PM			27			27			27	
11:00 PM			25			25			25	
11:15 PM			26			26			26	
11:30 PM			15			15			15	
11:45 PM			21			21			21	
Day Total			4194			4194			4194	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			11:45 AM			11:45 AM			11:45 AM	
Volume			101			101			101	
PM Peak			12:30 PM			12:30 PM			12:30 PM	
Volume			112			112			112	
<i>Comments:</i>										

LOCATION: 28. STATE HWY 138 WEST OF OASIS RD SPECIFIC LOCATION: 28. STATE HWY 138 WEST OF OASIS RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917830 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				69		69			69	
12:15 AM				41		41			41	
12:30 AM				44		44			44	
12:45 AM				25		25			25	
1:00 AM				36		36			36	
1:15 AM				34		34			34	
1:30 AM				26		26			26	
1:45 AM				20		20			20	
2:00 AM				28		28			28	
2:15 AM				25		25			25	
2:30 AM				21		21			21	
2:45 AM				20		20			20	
3:00 AM				35		35			35	
3:15 AM				27		27			27	
3:30 AM				23		23			23	
3:45 AM				26		26			26	
4:00 AM				26		26			26	
4:15 AM				54		54			54	
4:30 AM				58		58			58	
4:45 AM				65		65			65	
5:00 AM				88		88			88	
5:15 AM				91		91			91	
5:30 AM				115		115			115	
5:45 AM				141		141			141	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 28. STATE HWY 138 WEST OF OASIS RD SPECIFIC LOCATION: 28. STATE HWY 138 WEST OF OASIS RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917830 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				183		183			183	
6:15 AM				189		189			189	
6:30 AM				181		181			181	
6:45 AM				179		179			179	
7:00 AM				214		214			214	
7:15 AM				214		214			214	
7:30 AM				209		209			209	
7:45 AM				209		209			209	
8:00 AM				206		206			206	
8:15 AM				193		193			193	
8:30 AM				192		192			192	
8:45 AM				183		183			183	
9:00 AM				242		242			242	
9:15 AM				194		194			194	
9:30 AM				208		208			208	
9:45 AM				203		203			203	
10:00 AM				214		214			214	
10:15 AM				224		224			224	
10:30 AM				206		206			206	
10:45 AM				190		190			190	
11:00 AM				198		198			198	
11:15 AM				177		177			177	
11:30 AM				211		211			211	
11:45 AM				203		203			203	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 28. STATE HWY 138 WEST OF OASIS RD SPECIFIC LOCATION: 28. STATE HWY 138 WEST OF OASIS RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917830 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				186		186			186	
12:15 PM				199		199			199	
12:30 PM				222		222			222	
12:45 PM				219		219			219	
1:00 PM				217		217			217	
1:15 PM				220		220			220	
1:30 PM				220		220			220	
1:45 PM				209		209			209	
2:00 PM				219		219			219	
2:15 PM				224		224			224	
2:30 PM				284		284			284	
2:45 PM				230		230			230	
3:00 PM				188		188			188	
3:15 PM				202		202			202	
3:30 PM				234		234			234	
3:45 PM				220		220			220	
4:00 PM				182		182			182	
4:15 PM				262		262			262	
4:30 PM				273		273			273	
4:45 PM				301		301			301	
5:00 PM				220		220			220	
5:15 PM				275		275			275	
5:30 PM				207		207			207	
5:45 PM				277		277			277	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 28. STATE HWY 138 WEST OF OASIS RD SPECIFIC LOCATION: 28. STATE HWY 138 WEST OF OASIS RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917830 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016				
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				309		309			309	
6:15 PM				323		323			323	
6:30 PM				282		282			282	
6:45 PM				207		207			207	
7:00 PM				190		190			190	
7:15 PM				187		187			187	
7:30 PM				195		195			195	
7:45 PM				186		186			186	
8:00 PM				315		315			315	
8:15 PM				182		182			182	
8:30 PM				171		171			171	
8:45 PM				174		174			174	
9:00 PM				154		154			154	
9:15 PM				175		175			175	
9:30 PM				151		151			151	
9:45 PM				119		119			119	
10:00 PM				104		104			104	
10:15 PM				97		97			97	
10:30 PM				89		89			89	
10:45 PM				84		84			84	
11:00 PM				93		93			93	
11:15 PM				66		66			66	
11:30 PM				72		72			72	
11:45 PM				75		75			75	
Day Total				15450		15450			15450	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				9:00 AM 242		9:00 AM 242			9:00 AM 242	
PM Peak Volume				6:15 PM 323		6:15 PM 323			6:15 PM 323	
<i>Comments:</i>										

LOCATION: 26. PALMDALE RD WEST OF SHEEP CREEK RD SPECIFIC LOCATION: 26. PALMDALE RD WEST OF SHEEP CREEK RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917831 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				9		9			9	
12:15 AM				6		6			6	
12:30 AM				3		3			3	
12:45 AM				7		7			7	
1:00 AM				2		2			2	
1:15 AM				4		4			4	
1:30 AM				4		4			4	
1:45 AM				4		4			4	
2:00 AM				7		7			7	
2:15 AM				7		7			7	
2:30 AM				2		2			2	
2:45 AM				1		1			1	
3:00 AM				4		4			4	
3:15 AM				10		10			10	
3:30 AM				11		11			11	
3:45 AM				14		14			14	
4:00 AM				13		13			13	
4:15 AM				17		17			17	
4:30 AM				25		25			25	
4:45 AM				21		21			21	
5:00 AM				23		23			23	
5:15 AM				37		37			37	
5:30 AM				24		24			24	
5:45 AM				32		32			32	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 26. PALMDALE RD WEST OF SHEEP CREEK RD SPECIFIC LOCATION: 26. PALMDALE RD WEST OF SHEEP CREEK RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917831 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				31		31			31	
6:15 AM				38		38			38	
6:30 AM				43		43			43	
6:45 AM				48		48			48	
7:00 AM				50		50			50	
7:15 AM				40		40			40	
7:30 AM				59		59			59	
7:45 AM				57		57			57	
8:00 AM				42		42			42	
8:15 AM				46		46			46	
8:30 AM				40		40			40	
8:45 AM				36		36			36	
9:00 AM				34		34			34	
9:15 AM				47		47			47	
9:30 AM				38		38			38	
9:45 AM				46		46			46	
10:00 AM				53		53			53	
10:15 AM				52		52			52	
10:30 AM				50		50			50	
10:45 AM				43		43			43	
11:00 AM				45		45			45	
11:15 AM				51		51			51	
11:30 AM				46		46			46	
11:45 AM				47		47			47	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 26. PALMDALE RD WEST OF SHEEP CREEK RD SPECIFIC LOCATION: 26. PALMDALE RD WEST OF SHEEP CREEK RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917831 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				63		63			63	
12:15 PM				56		56			56	
12:30 PM				46		46			46	
12:45 PM				45		45			45	
1:00 PM				60		60			60	
1:15 PM				55		55			55	
1:30 PM				46		46			46	
1:45 PM				64		64			64	
2:00 PM				60		60			60	
2:15 PM				47		47			47	
2:30 PM				55		55			55	
2:45 PM				54		54			54	
3:00 PM				70		70			70	
3:15 PM				62		62			62	
3:30 PM				60		60			60	
3:45 PM				91		91			91	
4:00 PM				102		102			102	
4:15 PM				87		87			87	
4:30 PM				63		63			63	
4:45 PM				74		74			74	
5:00 PM				86		86			86	
5:15 PM				81		81			81	
5:30 PM				74		74			74	
5:45 PM				85		85			85	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 26. PALMDALE RD WEST OF SHEEP CREEK RD SPECIFIC LOCATION: 26. PALMDALE RD WEST OF SHEEP CREEK RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917831 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				94		94			94	
6:15 PM				91		91			91	
6:30 PM				71		71			71	
6:45 PM				77		77			77	
7:00 PM				67		67			67	
7:15 PM				69		69			69	
7:30 PM				55		55			55	
7:45 PM				38		38			38	
8:00 PM				63		63			63	
8:15 PM				21		21			21	
8:30 PM				31		31			31	
8:45 PM				36		36			36	
9:00 PM				45		45			45	
9:15 PM				32		32			32	
9:30 PM				24		24			24	
9:45 PM				22		22			22	
10:00 PM				12		12			12	
10:15 PM				9		9			9	
10:30 PM				18		18			18	
10:45 PM				11		11			11	
11:00 PM				11		11			11	
11:15 PM				11		11			11	
11:30 PM				5		5			5	
11:45 PM				14		14			14	
Day Total				3882		3882			3882	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				7:30 AM		7:30 AM			7:30 AM	
Volume				59		59			59	
PM Peak				4:00 PM		4:00 PM			4:00 PM	
Volume				102		102			102	
<i>Comments:</i>										

LOCATION: 4. STATE HWY 58 WEST OF HINKLEY RD SPECIFIC LOCATION: 4. STATE HWY 58 WEST OF HINKLEY RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917832 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016				
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				48		48			48	
12:15 AM				53		53			53	
12:30 AM				48		48			48	
12:45 AM				46		46			46	
1:00 AM				50		50			50	
1:15 AM				49		49			49	
1:30 AM				48		48			48	
1:45 AM				44		44			44	
2:00 AM				40		40			40	
2:15 AM				48		48			48	
2:30 AM				51		51			51	
2:45 AM				48		48			48	
3:00 AM				50		50			50	
3:15 AM				34		34			34	
3:30 AM				49		49			49	
3:45 AM				35		35			35	
4:00 AM				49		49			49	
4:15 AM				38		38			38	
4:30 AM				42		42			42	
4:45 AM				49		49			49	
5:00 AM				78		78			78	
5:15 AM				88		88			88	
5:30 AM				76		76			76	
5:45 AM				76		76			76	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 4. STATE HWY 58 WEST OF HINKLEY RD SPECIFIC LOCATION: 4. STATE HWY 58 WEST OF HINKLEY RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917832 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				104		104			104	
6:15 AM				118		118			118	
6:30 AM				93		93			93	
6:45 AM				101		101			101	
7:00 AM				112		112			112	
7:15 AM				134		134			134	
7:30 AM				146		146			146	
7:45 AM				142		142			142	
8:00 AM				134		134			134	
8:15 AM				146		146			146	
8:30 AM				132		132			132	
8:45 AM				161		161			161	
9:00 AM				145		145			145	
9:15 AM				177		177			177	
9:30 AM				170		170			170	
9:45 AM				162		162			162	
10:00 AM				231		231			231	
10:15 AM				160		160			160	
10:30 AM				209		209			209	
10:45 AM				173		173			173	
11:00 AM				240		240			240	
11:15 AM				213		213			213	
11:30 AM				181		181			181	
11:45 AM				211		211			211	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 4. STATE HWY 58 WEST OF HINKLEY RD SPECIFIC LOCATION: 4. STATE HWY 58 WEST OF HINKLEY RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917832 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				204		204			204	
12:15 PM				222		222			222	
12:30 PM				240		240			240	
12:45 PM				207		207			207	
1:00 PM				243		243			243	
1:15 PM				256		256			256	
1:30 PM				198		198			198	
1:45 PM				229		229			229	
2:00 PM				222		222			222	
2:15 PM				217		217			217	
2:30 PM				226		226			226	
2:45 PM				229		229			229	
3:00 PM				228		228			228	
3:15 PM				243		243			243	
3:30 PM				203		203			203	
3:45 PM				218		218			218	
4:00 PM				226		226			226	
4:15 PM				194		194			194	
4:30 PM				233		233			233	
4:45 PM				188		188			188	
5:00 PM				222		222			222	
5:15 PM				206		206			206	
5:30 PM				193		193			193	
5:45 PM				161		161			161	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 4. STATE HWY 58 WEST OF HINKLEY RD SPECIFIC LOCATION: 4. STATE HWY 58 WEST OF HINKLEY RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917832 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				179		179			179	
6:15 PM				135		135			135	
6:30 PM				171		171			171	
6:45 PM				157		157			157	
7:00 PM				163		163			163	
7:15 PM				178		178			178	
7:30 PM				143		143			143	
7:45 PM				147		147			147	
8:00 PM				150		150			150	
8:15 PM				110		110			110	
8:30 PM				145		145			145	
8:45 PM				139		139			139	
9:00 PM				120		120			120	
9:15 PM				110		110			110	
9:30 PM				93		93			93	
9:45 PM				109		109			109	
10:00 PM				99		99			99	
10:15 PM				86		86			86	
10:30 PM				92		92			92	
10:45 PM				86		86			86	
11:00 PM				52		52			52	
11:15 PM				66		66			66	
11:30 PM				72		72			72	
11:45 PM				69		69			69	
Day Total				13111		13111			13111	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 240		11:00 AM 240			11:00 AM 240	
PM Peak Volume				1:15 PM 256		1:15 PM 256			1:15 PM 256	
<i>Comments:</i>										

LOCATION: 68. STATE HWY 18 WEST OF HIGH RD SPECIFIC LOCATION: 68. STATE HWY 18 WEST OF HIGH RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917833 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016				
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				29		29			29	
12:15 AM				27		27			27	
12:30 AM				22		22			22	
12:45 AM				34		34			34	
1:00 AM				27		27			27	
1:15 AM				14		14			14	
1:30 AM				20		20			20	
1:45 AM				18		18			18	
2:00 AM				18		18			18	
2:15 AM				19		19			19	
2:30 AM				19		19			19	
2:45 AM				20		20			20	
3:00 AM				17		17			17	
3:15 AM				19		19			19	
3:30 AM				23		23			23	
3:45 AM				14		14			14	
4:00 AM				12		12			12	
4:15 AM				31		31			31	
4:30 AM				28		28			28	
4:45 AM				20		20			20	
5:00 AM				42		42			42	
5:15 AM				23		23			23	
5:30 AM				46		46			46	
5:45 AM				59		59			59	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 68. STATE HWY 18 WEST OF HIGH RD SPECIFIC LOCATION: 68. STATE HWY 18 WEST OF HIGH RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917833 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				52		52			52	
6:15 AM				73		73			73	
6:30 AM				75		75			75	
6:45 AM				77		77			77	
7:00 AM				107		107			107	
7:15 AM				126		126			126	
7:30 AM				129		129			129	
7:45 AM				107		107			107	
8:00 AM				128		128			128	
8:15 AM				156		156			156	
8:30 AM				171		171			171	
8:45 AM				143		143			143	
9:00 AM				126		126			126	
9:15 AM				146		146			146	
9:30 AM				112		112			112	
9:45 AM				134		134			134	
10:00 AM				114		114			114	
10:15 AM				132		132			132	
10:30 AM				143		143			143	
10:45 AM				129		129			129	
11:00 AM				113		113			113	
11:15 AM				124		124			124	
11:30 AM				124		124			124	
11:45 AM				134		134			134	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 68. STATE HWY 18 WEST OF HIGH RD SPECIFIC LOCATION: 68. STATE HWY 18 WEST OF HIGH RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917833 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016				
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				143		143			143	
12:15 PM				127		127			127	
12:30 PM				121		121			121	
12:45 PM				127		127			127	
1:00 PM				123		123			123	
1:15 PM				122		122			122	
1:30 PM				144		144			144	
1:45 PM				117		117			117	
2:00 PM				130		130			130	
2:15 PM				139		139			139	
2:30 PM				152		152			152	
2:45 PM				171		171			171	
3:00 PM				161		161			161	
3:15 PM				152		152			152	
3:30 PM				161		161			161	
3:45 PM				186		186			186	
4:00 PM				153		153			153	
4:15 PM				216		216			216	
4:30 PM				191		191			191	
4:45 PM				167		167			167	
5:00 PM				169		169			169	
5:15 PM				153		153			153	
5:30 PM				151		151			151	
5:45 PM				175		175			175	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 68. STATE HWY 18 WEST OF HIGH RD SPECIFIC LOCATION: 68. STATE HWY 18 WEST OF HIGH RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917833 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016				
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				168		168			168	
6:15 PM				164		164			164	
6:30 PM				164		164			164	
6:45 PM				124		124			124	
7:00 PM				146		146			146	
7:15 PM				124		124			124	
7:30 PM				113		113			113	
7:45 PM				115		115			115	
8:00 PM				64		64			64	
8:15 PM				78		78			78	
8:30 PM				76		76			76	
8:45 PM				79		79			79	
9:00 PM				69		69			69	
9:15 PM				80		80			80	
9:30 PM				61		61			61	
9:45 PM				52		52			52	
10:00 PM				51		51			51	
10:15 PM				39		39			39	
10:30 PM				48		48			48	
10:45 PM				40		40			40	
11:00 PM				47		47			47	
11:15 PM				46		46			46	
11:30 PM				35		35			35	
11:45 PM				32		32			32	
Day Total				9142		9142			9142	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				8:30 AM		8:30 AM			8:30 AM	
Volume				171		171			171	
PM Peak				4:15 PM		4:15 PM			4:15 PM	
Volume				216		216			216	
<i>Comments:</i>										

LOCATION: 62. BARSTOW RD NORTH OF LUCERNE VALLEY CUTOFF SPECIFIC LOCATION: 62. BARSTOW RD NORTH OF LUCERNE VALLEY CUTOFF CITY/STATE: Lucerne Valley, CA							QC JOB #: 13917834 DIRECTION: NB/SB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				0		0			0	
12:15 AM				2		2			2	
12:30 AM				1		1			1	
12:45 AM				2		2			2	
1:00 AM				5		5			5	
1:15 AM				5		5			5	
1:30 AM				0		0			0	
1:45 AM				0		0			0	
2:00 AM				0		0			0	
2:15 AM				2		2			2	
2:30 AM				1		1			1	
2:45 AM				1		1			1	
3:00 AM				4		4			4	
3:15 AM				5		5			5	
3:30 AM				1		1			1	
3:45 AM				5		5			5	
4:00 AM				14		14			14	
4:15 AM				10		10			10	
4:30 AM				8		8			8	
4:45 AM				6		6			6	
5:00 AM				14		14			14	
5:15 AM				24		24			24	
5:30 AM				17		17			17	
5:45 AM				9		9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 62. BARSTOW RD NORTH OF LUCERNE VALLEY CUTOFF SPECIFIC LOCATION: 62. BARSTOW RD NORTH OF LUCERNE VALLEY CUTOFF CITY/STATE: Lucerne Valley, CA							QC JOB #: 13917834 DIRECTION: NB/SB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				10		10			10	
6:15 AM				8		8			8	
6:30 AM				11		11			11	
6:45 AM				14		14			14	
7:00 AM				23		23			23	
7:15 AM				16		16			16	
7:30 AM				15		15			15	
7:45 AM				16		16			16	
8:00 AM				16		16			16	
8:15 AM				21		21			21	
8:30 AM				24		24			24	
8:45 AM				20		20			20	
9:00 AM				14		14			14	
9:15 AM				34		34			34	
9:30 AM				22		22			22	
9:45 AM				19		19			19	
10:00 AM				34		34			34	
10:15 AM				20		20			20	
10:30 AM				22		22			22	
10:45 AM				29		29			29	
11:00 AM				27		27			27	
11:15 AM				32		32			32	
11:30 AM				25		25			25	
11:45 AM				34		34			34	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 62. BARSTOW RD NORTH OF LUCERNE VALLEY CUTOFF SPECIFIC LOCATION: 62. BARSTOW RD NORTH OF LUCERNE VALLEY CUTOFF CITY/STATE: Lucerne Valley, CA							QC JOB #: 13917834 DIRECTION: NB/SB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				22		22			22	
12:15 PM				30		30			30	
12:30 PM				43		43			43	
12:45 PM				24		24			24	
1:00 PM				20		20			20	
1:15 PM				27		27			27	
1:30 PM				23		23			23	
1:45 PM				24		24			24	
2:00 PM				31		31			31	
2:15 PM				26		26			26	
2:30 PM				22		22			22	
2:45 PM				30		30			30	
3:00 PM				24		24			24	
3:15 PM				20		20			20	
3:30 PM				35		35			35	
3:45 PM				25		25			25	
4:00 PM				24		24			24	
4:15 PM				16		16			16	
4:30 PM				32		32			32	
4:45 PM				28		28			28	
5:00 PM				17		17			17	
5:15 PM				23		23			23	
5:30 PM				20		20			20	
5:45 PM				24		24			24	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 62. BARSTOW RD NORTH OF LUCERNE VALLEY CUTOFF SPECIFIC LOCATION: 62. BARSTOW RD NORTH OF LUCERNE VALLEY CUTOFF CITY/STATE: Lucerne Valley, CA							QC JOB #: 13917834 DIRECTION: NB/SB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				11		11			11	
6:15 PM				20		20			20	
6:30 PM				19		19			19	
6:45 PM				15		15			15	
7:00 PM				14		14			14	
7:15 PM				7		7			7	
7:30 PM				15		15			15	
7:45 PM				9		9			9	
8:00 PM				15		15			15	
8:15 PM				8		8			8	
8:30 PM				6		6			6	
8:45 PM				6		6			6	
9:00 PM				10		10			10	
9:15 PM				5		5			5	
9:30 PM				6		6			6	
9:45 PM				8		8			8	
10:00 PM				7		7			7	
10:15 PM				5		5			5	
10:30 PM				2		2			2	
10:45 PM				6		6			6	
11:00 PM				5		5			5	
11:15 PM				2		2			2	
11:30 PM				2		2			2	
11:45 PM				4		4			4	
Day Total				1459		1459			1459	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				9:15 AM		9:15 AM			9:15 AM	
Volume				34		34			34	
PM Peak				12:30 PM		12:30 PM			12:30 PM	
Volume				43		43			43	
<i>Comments:</i>										

LOCATION: 70. OLD WOMAN SPRINGS RD WEST OF CAMP ROCK RD SPECIFIC LOCATION: 70. OLD WOMAN SPRINGS RD WEST OF CAMP ROCK RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917835 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
12:15 AM				1		1			1	
12:30 AM				2		2			2	
12:45 AM				5		5			5	
1:00 AM				7		7			7	
1:15 AM				2		2			2	
1:30 AM				3		3			3	
1:45 AM				3		3			3	
2:00 AM				4		4			4	
2:15 AM				1		1			1	
2:30 AM				7		7			7	
2:45 AM				1		1			1	
3:00 AM				4		4			4	
3:15 AM				4		4			4	
3:30 AM				5		5			5	
3:45 AM				6		6			6	
4:00 AM				5		5			5	
4:15 AM				10		10			10	
4:30 AM				15		15			15	
4:45 AM				13		13			13	
5:00 AM				21		21			21	
5:15 AM				9		9			9	
5:30 AM				16		16			16	
5:45 AM				22		22			22	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 70. OLD WOMAN SPRINGS RD WEST OF CAMP ROCK RD SPECIFIC LOCATION: 70. OLD WOMAN SPRINGS RD WEST OF CAMP ROCK RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917835 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				25		25			25	
6:15 AM				17		17			17	
6:30 AM				33		33			33	
6:45 AM				33		33			33	
7:00 AM				35		35			35	
7:15 AM				30		30			30	
7:30 AM				38		38			38	
7:45 AM				31		31			31	
8:00 AM				42		42			42	
8:15 AM				43		43			43	
8:30 AM				52		52			52	
8:45 AM				39		39			39	
9:00 AM				33		33			33	
9:15 AM				40		40			40	
9:30 AM				32		32			32	
9:45 AM				38		38			38	
10:00 AM				30		30			30	
10:15 AM				43		43			43	
10:30 AM				42		42			42	
10:45 AM				39		39			39	
11:00 AM				42		42			42	
11:15 AM				36		36			36	
11:30 AM				37		37			37	
11:45 AM				49		49			49	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 70. OLD WOMAN SPRINGS RD WEST OF CAMP ROCK RD SPECIFIC LOCATION: 70. OLD WOMAN SPRINGS RD WEST OF CAMP ROCK RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917835 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				52		52			52	
12:15 PM				38		38			38	
12:30 PM				49		49			49	
12:45 PM				46		46			46	
1:00 PM				42		42			42	
1:15 PM				45		45			45	
1:30 PM				56		56			56	
1:45 PM				53		53			53	
2:00 PM				45		45			45	
2:15 PM				57		57			57	
2:30 PM				42		42			42	
2:45 PM				60		60			60	
3:00 PM				43		43			43	
3:15 PM				56		56			56	
3:30 PM				41		41			41	
3:45 PM				52		52			52	
4:00 PM				46		46			46	
4:15 PM				49		49			49	
4:30 PM				42		42			42	
4:45 PM				44		44			44	
5:00 PM				55		55			55	
5:15 PM				46		46			46	
5:30 PM				56		56			56	
5:45 PM				41		41			41	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 70. OLD WOMAN SPRINGS RD WEST OF CAMP ROCK RD SPECIFIC LOCATION: 70. OLD WOMAN SPRINGS RD WEST OF CAMP ROCK RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917835 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				58		58			58	
6:15 PM				34		34			34	
6:30 PM				41		41			41	
6:45 PM				31		31			31	
7:00 PM				19		19			19	
7:15 PM				23		23			23	
7:30 PM				35		35			35	
7:45 PM				22		22			22	
8:00 PM				26		26			26	
8:15 PM				21		21			21	
8:30 PM				13		13			13	
8:45 PM				15		15			15	
9:00 PM				8		8			8	
9:15 PM				11		11			11	
9:30 PM				22		22			22	
9:45 PM				14		14			14	
10:00 PM				15		15			15	
10:15 PM				11		11			11	
10:30 PM				11		11			11	
10:45 PM				15		15			15	
11:00 PM				6		6			6	
11:15 PM				13		13			13	
11:30 PM				10		10			10	
11:45 PM				12		12			12	
Day Total				2689		2689			2689	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				8:30 AM		8:30 AM			8:30 AM	
Volume				52		52			52	
PM Peak				2:45 PM		2:45 PM			2:45 PM	
Volume				60		60			60	
<i>Comments:</i>										

LOCATION: 65. BARSTOW RD NORTH OF RABBIT SPRINGS RD SPECIFIC LOCATION: 65. BARSTOW RD NORTH OF RABBIT SPRINGS RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917836 DIRECTION: NB/SB DATE: Nov 17 2016 - Nov 17 2016				
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
12:15 AM				1		1			1	
12:30 AM				2		2			2	
12:45 AM				3		3			3	
1:00 AM				4		4			4	
1:15 AM				6		6			6	
1:30 AM				1		1			1	
1:45 AM				0		0			0	
2:00 AM				2		2			2	
2:15 AM				2		2			2	
2:30 AM				3		3			3	
2:45 AM				5		5			5	
3:00 AM				5		5			5	
3:15 AM				2		2			2	
3:30 AM				1		1			1	
3:45 AM				10		10			10	
4:00 AM				5		5			5	
4:15 AM				17		17			17	
4:30 AM				7		7			7	
4:45 AM				12		12			12	
5:00 AM				29		29			29	
5:15 AM				17		17			17	
5:30 AM				21		21			21	
5:45 AM				9		9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 65. BARSTOW RD NORTH OF RABBIT SPRINGS RD SPECIFIC LOCATION: 65. BARSTOW RD NORTH OF RABBIT SPRINGS RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917836 DIRECTION: NB/SB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				10		10			10	
6:15 AM				17		17			17	
6:30 AM				17		17			17	
6:45 AM				15		15			15	
7:00 AM				30		30			30	
7:15 AM				25		25			25	
7:30 AM				21		21			21	
7:45 AM				25		25			25	
8:00 AM				30		30			30	
8:15 AM				28		28			28	
8:30 AM				29		29			29	
8:45 AM				33		33			33	
9:00 AM				33		33			33	
9:15 AM				29		29			29	
9:30 AM				35		35			35	
9:45 AM				31		31			31	
10:00 AM				28		28			28	
10:15 AM				38		38			38	
10:30 AM				24		24			24	
10:45 AM				33		33			33	
11:00 AM				39		39			39	
11:15 AM				36		36			36	
11:30 AM				41		41			41	
11:45 AM				32		32			32	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 65. BARSTOW RD NORTH OF RABBIT SPRINGS RD SPECIFIC LOCATION: 65. BARSTOW RD NORTH OF RABBIT SPRINGS RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917836 DIRECTION: NB/SB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				29		29			29	
12:15 PM				45		45			45	
12:30 PM				38		38			38	
12:45 PM				24		24			24	
1:00 PM				38		38			38	
1:15 PM				32		32			32	
1:30 PM				35		35			35	
1:45 PM				34		34			34	
2:00 PM				31		31			31	
2:15 PM				28		28			28	
2:30 PM				30		30			30	
2:45 PM				32		32			32	
3:00 PM				35		35			35	
3:15 PM				32		32			32	
3:30 PM				48		48			48	
3:45 PM				49		49			49	
4:00 PM				26		26			26	
4:15 PM				32		32			32	
4:30 PM				24		24			24	
4:45 PM				37		37			37	
5:00 PM				28		28			28	
5:15 PM				29		29			29	
5:30 PM				34		34			34	
5:45 PM				25		25			25	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 65. BARSTOW RD NORTH OF RABBIT SPRINGS RD SPECIFIC LOCATION: 65. BARSTOW RD NORTH OF RABBIT SPRINGS RD CITY/STATE: San Bernardino, CA						QC JOB #: 13917836 DIRECTION: NB/SB DATE: Nov 17 2016 - Nov 17 2016				
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				18		18			18	
6:15 PM				27		27			27	
6:30 PM				30		30			30	
6:45 PM				20		20			20	
7:00 PM				11		11			11	
7:15 PM				13		13			13	
7:30 PM				16		16			16	
7:45 PM				14		14			14	
8:00 PM				14		14			14	
8:15 PM				14		14			14	
8:30 PM				8		8			8	
8:45 PM				9		9			9	
9:00 PM				7		7			7	
9:15 PM				7		7			7	
9:30 PM				6		6			6	
9:45 PM				12		12			12	
10:00 PM				11		11			11	
10:15 PM				7		7			7	
10:30 PM				5		5			5	
10:45 PM				7		7			7	
11:00 PM				1		1			1	
11:15 PM				2		2			2	
11:30 PM				4		4			4	
11:45 PM				6		6			6	
Day Total				1909		1909			1909	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				11:30 AM		11:30 AM			11:30 AM	
Volume				41		41			41	
PM Peak				3:45 PM		3:45 PM			3:45 PM	
Volume				49		49			49	
<i>Comments:</i>										

LOCATION: 63. BARSTOW RD NORTH OF NORTHSIDE RD SPECIFIC LOCATION: 63. BARSTOW RD NORTH OF NORTHSIDE RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917838 DIRECTION: NB/SB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				5		5			5	
12:15 AM				2		2			2	
12:30 AM				7		7			7	
12:45 AM				5		5			5	
1:00 AM				0		0			0	
1:15 AM				2		2			2	
1:30 AM				1		1			1	
1:45 AM				3		3			3	
2:00 AM				4		4			4	
2:15 AM				3		3			3	
2:30 AM				0		0			0	
2:45 AM				0		0			0	
3:00 AM				0		0			0	
3:15 AM				2		2			2	
3:30 AM				1		1			1	
3:45 AM				3		3			3	
4:00 AM				3		3			3	
4:15 AM				3		3			3	
4:30 AM				0		0			0	
4:45 AM				7		7			7	
5:00 AM				10		10			10	
5:15 AM				14		14			14	
5:30 AM				6		6			6	
5:45 AM				9		9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 63. BARSTOW RD NORTH OF NORTHSIDE RD SPECIFIC LOCATION: 63. BARSTOW RD NORTH OF NORTHSIDE RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917838 DIRECTION: NB/SB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				14		14			14	
6:15 AM				24		24			24	
6:30 AM				16		16			16	
6:45 AM				12		12			12	
7:00 AM				6		6			6	
7:15 AM				14		14			14	
7:30 AM				13		13			13	
7:45 AM				16		16			16	
8:00 AM				27		27			27	
8:15 AM				20		20			20	
8:30 AM				18		18			18	
8:45 AM				19		19			19	
9:00 AM				13		13			13	
9:15 AM				24		24			24	
9:30 AM				30		30			30	
9:45 AM				20		20			20	
10:00 AM				29		29			29	
10:15 AM				25		25			25	
10:30 AM				25		25			25	
10:45 AM				23		23			23	
11:00 AM				25		25			25	
11:15 AM				27		27			27	
11:30 AM				24		24			24	
11:45 AM				29		29			29	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 63. BARSTOW RD NORTH OF NORTHSIDE RD SPECIFIC LOCATION: 63. BARSTOW RD NORTH OF NORTHSIDE RD CITY/STATE: San Bernardino, CA										QC JOB #: 13917838 DIRECTION: NB/SB DATE: Nov 17 2016 - Nov 17 2016	
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 PM				29		29			29		
12:15 PM				40		40			40		
12:30 PM				32		32			32		
12:45 PM				34		34			34		
1:00 PM				22		22			22		
1:15 PM				30		30			30		
1:30 PM				38		38			38		
1:45 PM				30		30			30		
2:00 PM				29		29			29		
2:15 PM				29		29			29		
2:30 PM				27		27			27		
2:45 PM				29		29			29		
3:00 PM				34		34			34		
3:15 PM				25		25			25		
3:30 PM				26		26			26		
3:45 PM				28		28			28		
4:00 PM				26		26			26		
4:15 PM				22		22			22		
4:30 PM				35		35			35		
4:45 PM				40		40			40		
5:00 PM				29		29			29		
5:15 PM				24		24			24		
5:30 PM				27		27			27		
5:45 PM				32		32			32		
Day Total											
% Weekday Average											
% Week Average											
AM Peak Volume											
PM Peak Volume											
<i>Comments:</i>											

LOCATION: 63. BARSTOW RD NORTH OF NORTHSIDE RD SPECIFIC LOCATION: 63. BARSTOW RD NORTH OF NORTHSIDE RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917838 DIRECTION: NB/SB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				25		25			25	
6:15 PM				28		28			28	
6:30 PM				31		31			31	
6:45 PM				22		22			22	
7:00 PM				18		18			18	
7:15 PM				26		26			26	
7:30 PM				22		22			22	
7:45 PM				19		19			19	
8:00 PM				14		14			14	
8:15 PM				12		12			12	
8:30 PM				11		11			11	
8:45 PM				18		18			18	
9:00 PM				10		10			10	
9:15 PM				11		11			11	
9:30 PM				7		7			7	
9:45 PM				7		7			7	
10:00 PM				6		6			6	
10:15 PM				7		7			7	
10:30 PM				5		5			5	
10:45 PM				11		11			11	
11:00 PM				8		8			8	
11:15 PM				4		4			4	
11:30 PM				4		4			4	
11:45 PM				6		6			6	
Day Total				1632		1632			1632	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				9:30 AM		9:30 AM			9:30 AM	
Volume				30		30			30	
PM Peak				12:15 PM		12:15 PM			12:15 PM	
Volume				40		40			40	
<i>Comments:</i>										

LOCATION: 27. PALMDALE RD WEST OF CAUGHLIN RD SPECIFIC LOCATION: 27. PALMDALE RD WEST OF CAUGHLIN RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917839 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				23		23			23	
12:15 AM				15		15			15	
12:30 AM				11		11			11	
12:45 AM				12		12			12	
1:00 AM				12		12			12	
1:15 AM				17		17			17	
1:30 AM				14		14			14	
1:45 AM				10		10			10	
2:00 AM				6		6			6	
2:15 AM				14		14			14	
2:30 AM				9		9			9	
2:45 AM				3		3			3	
3:00 AM				6		6			6	
3:15 AM				17		17			17	
3:30 AM				26		26			26	
3:45 AM				32		32			32	
4:00 AM				37		37			37	
4:15 AM				26		26			26	
4:30 AM				59		59			59	
4:45 AM				50		50			50	
5:00 AM				88		88			88	
5:15 AM				98		98			98	
5:30 AM				96		96			96	
5:45 AM				82		82			82	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 27. PALMDALE RD WEST OF CAUGHLIN RD SPECIFIC LOCATION: 27. PALMDALE RD WEST OF CAUGHLIN RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917839 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				82		82			82	
6:15 AM				126		126			126	
6:30 AM				112		112			112	
6:45 AM				117		117			117	
7:00 AM				134		134			134	
7:15 AM				120		120			120	
7:30 AM				151		151			151	
7:45 AM				112		112			112	
8:00 AM				131		131			131	
8:15 AM				108		108			108	
8:30 AM				95		95			95	
8:45 AM				105		105			105	
9:00 AM				91		91			91	
9:15 AM				101		101			101	
9:30 AM				84		84			84	
9:45 AM				92		92			92	
10:00 AM				106		106			106	
10:15 AM				105		105			105	
10:30 AM				112		112			112	
10:45 AM				83		83			83	
11:00 AM				107		107			107	
11:15 AM				122		122			122	
11:30 AM				95		95			95	
11:45 AM				99		99			99	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 27. PALMDALE RD WEST OF CAUGHLIN RD SPECIFIC LOCATION: 27. PALMDALE RD WEST OF CAUGHLIN RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917839 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				148		148			148	
12:15 PM				97		97			97	
12:30 PM				112		112			112	
12:45 PM				104		104			104	
1:00 PM				126		126			126	
1:15 PM				131		131			131	
1:30 PM				138		138			138	
1:45 PM				122		122			122	
2:00 PM				136		136			136	
2:15 PM				144		144			144	
2:30 PM				126		126			126	
2:45 PM				127		127			127	
3:00 PM				146		146			146	
3:15 PM				148		148			148	
3:30 PM				154		154			154	
3:45 PM				228		228			228	
4:00 PM				211		211			211	
4:15 PM				210		210			210	
4:30 PM				200		200			200	
4:45 PM				168		168			168	
5:00 PM				226		226			226	
5:15 PM				194		194			194	
5:30 PM				180		180			180	
5:45 PM				180		180			180	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 27. PALMDALE RD WEST OF CAUGHLIN RD SPECIFIC LOCATION: 27. PALMDALE RD WEST OF CAUGHLIN RD CITY/STATE: San Bernardino, CA							QC JOB #: 13917839 DIRECTION: EB/WB DATE: Nov 17 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				155		155			155	
6:15 PM				168		168			168	
6:30 PM				126		126			126	
6:45 PM				120		120			120	
7:00 PM				117		117			117	
7:15 PM				123		123			123	
7:30 PM				108		108			108	
7:45 PM				71		71			71	
8:00 PM				102		102			102	
8:15 PM				71		71			71	
8:30 PM				77		77			77	
8:45 PM				71		71			71	
9:00 PM				77		77			77	
9:15 PM				45		45			45	
9:30 PM				53		53			53	
9:45 PM				43		43			43	
10:00 PM				41		41			41	
10:15 PM				27		27			27	
10:30 PM				39		39			39	
10:45 PM				25		25			25	
11:00 PM				33		33			33	
11:15 PM				26		26			26	
11:30 PM				22		22			22	
11:45 PM				33		33			33	
Day Total				8882		8882			8882	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				7:30 AM		7:30 AM			7:30 AM	
Volume				151		151			151	
PM Peak				3:45 PM		3:45 PM			3:45 PM	
Volume				228		228			228	
<i>Comments:</i>										

LOCATION: 30.Beekeley Rd north of Phelan Rd SPECIFIC LOCATION: 30.Beekeley Rd north of Phelan Rd CITY/STATE: Phelan, CA						QC JOB #: 13947503 DIRECTION: NB/SB DATE: Nov 16 2016 - Nov 17 2016				
Start Time	Mon	Tue	Wed 16-Nov-16	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			2	0		1			1	
12:15 AM			0	0		0			0	
12:30 AM			4	0		2			2	
12:45 AM			0	0		0			0	
1:00 AM			2	0		1			1	
1:15 AM			0	0		0			0	
1:30 AM			0	0		0			0	
1:45 AM			0	0		0			0	
2:00 AM			0	2		1			1	
2:15 AM			0	0		0			0	
2:30 AM			0	0		0			0	
2:45 AM			0	0		0			0	
3:00 AM			1	0		1			1	
3:15 AM			0	0		0			0	
3:30 AM			1	1		1			1	
3:45 AM			0	1		1			1	
4:00 AM			1	0		1			1	
4:15 AM			2	0		1			1	
4:30 AM			1	1		1			1	
4:45 AM			0	0		0			0	
5:00 AM			2	1		2			2	
5:15 AM			2	3		3			3	
5:30 AM			0	1		1			1	
5:45 AM			4	1		3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 30.Beekeley Rd north of Phelan Rd SPECIFIC LOCATION: 30.Beekeley Rd north of Phelan Rd CITY/STATE: Phelan, CA							QC JOB #: 13947503 DIRECTION: NB/SB DATE: Nov 16 2016 - Nov 17 2016			
Start Time	Mon	Tue	Wed 16-Nov-16	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			4	4		4			4	
6:15 AM			6	0		3			3	
6:30 AM			2	6		4			4	
6:45 AM			7	1		4			4	
7:00 AM			3	4		4			4	
7:15 AM			2	2		2			2	
7:30 AM			6	0		3			3	
7:45 AM			3	0		2			2	
8:00 AM			1	3		2			2	
8:15 AM			5	1		3			3	
8:30 AM			4	0		2			2	
8:45 AM			3	5		4			4	
9:00 AM			5	4		5			5	
9:15 AM			4	5		5			5	
9:30 AM			0	4		2			2	
9:45 AM			2	3		3			3	
10:00 AM			4	0		2			2	
10:15 AM			1	0		1			1	
10:30 AM			4	0		2			2	
10:45 AM			8	6		7			7	
11:00 AM			5	0		3			3	
11:15 AM			9	4		7			7	
11:30 AM			2	6		4			4	
11:45 AM			6	6		6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 30.Beekeley Rd north of Phelan Rd
SPECIFIC LOCATION: 30.Beekeley Rd north of Phelan Rd
CITY/STATE: Phelan, CA

QC JOB #: 13947503
DIRECTION: NB/SB
DATE: Nov 16 2016 - Nov 17 2016

Start Time	Mon	Tue	Wed 16-Nov-16	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			4	2		3			3	
12:15 PM			4	4		4			4	
12:30 PM			3	1		2			2	
12:45 PM			0	3		2			2	
1:00 PM			7	3		5			5	
1:15 PM			3	8		6			6	
1:30 PM			4	3		4			4	
1:45 PM			7	0		4			4	
2:00 PM			5	0		3			3	
2:15 PM			2	4		3			3	
2:30 PM			0	0		0			0	
2:45 PM			0	2		1			1	
3:00 PM			4	4		4			4	
3:15 PM			1	4		3			3	
3:30 PM			4	4		4			4	
3:45 PM			4	6		5			5	
4:00 PM			5	2		4			4	
4:15 PM			5	8		7			7	
4:30 PM			4	2		3			3	
4:45 PM			4	2		3			3	
5:00 PM			0	5		3			3	
5:15 PM			4	3		4			4	
5:30 PM			6	6		6			6	
5:45 PM			0	6		3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: 30.Beekeley Rd north of Phelan Rd SPECIFIC LOCATION: 30.Beekeley Rd north of Phelan Rd CITY/STATE: Phelan, CA						QC JOB #: 13947503 DIRECTION: NB/SB DATE: Nov 16 2016 - Nov 17 2016				
Start Time	Mon	Tue	Wed 16-Nov-16	Thu 17-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			0	2		1			1	
6:15 PM			2	1		2			2	
6:30 PM			4	0		2			2	
6:45 PM			6	1		4			4	
7:00 PM			3	2		3			3	
7:15 PM			0	2		1			1	
7:30 PM			1	3		2			2	
7:45 PM			2	0		1			1	
8:00 PM			3	0		2			2	
8:15 PM			0	4		2			2	
8:30 PM			1	4		3			3	
8:45 PM			4	1		3			3	
9:00 PM			3	3		3			3	
9:15 PM			0	0		0			0	
9:30 PM			0	0		0			0	
9:45 PM			0	0		0			0	
10:00 PM			2	0		1			1	
10:15 PM			0	0		0			0	
10:30 PM			3	0		2			2	
10:45 PM			0	0		0			0	
11:00 PM			0	0		0			0	
11:15 PM			4	1		3			3	
11:30 PM			0	0		0			0	
11:45 PM			0	2		1			1	
Day Total			236	183		226			226	
% Weekday Average			104.4%	81.0%						
% Week Average			104.4%	81.0%		100.0%				
AM Peak			11:15 AM	6:30 AM		10:45 AM			10:45 AM	
Volume			9	6		7			7	
PM Peak			1:00 PM	1:15 PM		4:15 PM			4:15 PM	
Volume			7	8		7			7	
<i>Comments:</i>										

LOCATION: 31. JOHNSON RD NORTH OF SMOKE TREE RD SPECIFIC LOCATION: 31. JOHNSON RD NORTH OF SMOKE TREE RD CITY/STATE: Phelan, CA							QC JOB #: 13947504 DIRECTION: NB/SB DATE: Oct 19 2016 - Oct 19 2016			
Start Time	Mon	Tue	Wed 19-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			4			4			4	
12:15 AM			2			2			2	
12:30 AM			3			3			3	
12:45 AM			1			1			1	
1:00 AM			4			4			4	
1:15 AM			1			1			1	
1:30 AM			2			2			2	
1:45 AM			2			2			2	
2:00 AM			5			5			5	
2:15 AM			1			1			1	
2:30 AM			5			5			5	
2:45 AM			6			6			6	
3:00 AM			5			5			5	
3:15 AM			4			4			4	
3:30 AM			4			4			4	
3:45 AM			14			14			14	
4:00 AM			14			14			14	
4:15 AM			16			16			16	
4:30 AM			12			12			12	
4:45 AM			13			13			13	
5:00 AM			16			16			16	
5:15 AM			28			28			28	
5:30 AM			24			24			24	
5:45 AM			25			25			25	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 31. JOHNSON RD NORTH OF SMOKE TREE RD SPECIFIC LOCATION: 31. JOHNSON RD NORTH OF SMOKE TREE RD CITY/STATE: Phelan, CA							QC JOB #: 13947504 DIRECTION: NB/SB DATE: Oct 19 2016 - Oct 19 2016			
Start Time	Mon	Tue	Wed 19-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			32			32			32	
6:15 AM			52			52			52	
6:30 AM			86			86			86	
6:45 AM			44			44			44	
7:00 AM			48			48			48	
7:15 AM			50			50			50	
7:30 AM			78			78			78	
7:45 AM			100			100			100	
8:00 AM			66			66			66	
8:15 AM			46			46			46	
8:30 AM			55			55			55	
8:45 AM			56			56			56	
9:00 AM			50			50			50	
9:15 AM			36			36			36	
9:30 AM			38			38			38	
9:45 AM			22			22			22	
10:00 AM			35			35			35	
10:15 AM			46			46			46	
10:30 AM			49			49			49	
10:45 AM			46			46			46	
11:00 AM			44			44			44	
11:15 AM			54			54			54	
11:30 AM			56			56			56	
11:45 AM			50			50			50	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 31. JOHNSON RD NORTH OF SMOKE TREE RD SPECIFIC LOCATION: 31. JOHNSON RD NORTH OF SMOKE TREE RD CITY/STATE: Phelan, CA							QC JOB #: 13947504 DIRECTION: NB/SB DATE: Oct 19 2016 - Oct 19 2016			
Start Time	Mon	Tue	Wed 19-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			43			43			43	
12:15 PM			49			49			49	
12:30 PM			42			42			42	
12:45 PM			56			56			56	
1:00 PM			42			42			42	
1:15 PM			40			40			40	
1:30 PM			44			44			44	
1:45 PM			59			59			59	
2:00 PM			64			64			64	
2:15 PM			60			60			60	
2:30 PM			84			84			84	
2:45 PM			58			58			58	
3:00 PM			83			83			83	
3:15 PM			76			76			76	
3:30 PM			50			50			50	
3:45 PM			86			86			86	
4:00 PM			72			72			72	
4:15 PM			68			68			68	
4:30 PM			62			62			62	
4:45 PM			64			64			64	
5:00 PM			65			65			65	
5:15 PM			84			84			84	
5:30 PM			68			68			68	
5:45 PM			58			58			58	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 31. JOHNSON RD NORTH OF SMOKE TREE RD SPECIFIC LOCATION: 31. JOHNSON RD NORTH OF SMOKE TREE RD CITY/STATE: Phelan, CA							QC JOB #: 13947504 DIRECTION: NB/SB DATE: Oct 19 2016 - Oct 19 2016			
Start Time	Mon	Tue	Wed 19-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			52			52			52	
6:15 PM			60			60			60	
6:30 PM			59			59			59	
6:45 PM			36			36			36	
7:00 PM			48			48			48	
7:15 PM			37			37			37	
7:30 PM			33			33			33	
7:45 PM			29			29			29	
8:00 PM			33			33			33	
8:15 PM			22			22			22	
8:30 PM			22			22			22	
8:45 PM			29			29			29	
9:00 PM			22			22			22	
9:15 PM			20			20			20	
9:30 PM			16			16			16	
9:45 PM			22			22			22	
10:00 PM			16			16			16	
10:15 PM			10			10			10	
10:30 PM			14			14			14	
10:45 PM			12			12			12	
11:00 PM			8			8			8	
11:15 PM			10			10			10	
11:30 PM			4			4			4	
11:45 PM			6			6			6	
Day Total			3547			3547			3547	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			7:45 AM			7:45 AM			7:45 AM	
Volume			100			100			100	
PM Peak			3:45 PM			3:45 PM			3:45 PM	
Volume			86			86			86	
<i>Comments:</i>										

LOCATION: 32. PHELAN RD EAST OF JOHNSON RD SPECIFIC LOCATION: 32. PHELAN RD EAST OF JOHNSON RD CITY/STATE: Phelan, CA							QC JOB #: 13947505 DIRECTION: EB/WB DATE: Nov 16 2016 - Nov 16 2016			
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			37			37			37	
12:15 AM			32			32			32	
12:30 AM			11			11			11	
12:45 AM			23			23			23	
1:00 AM			18			18			18	
1:15 AM			20			20			20	
1:30 AM			21			21			21	
1:45 AM			10			10			10	
2:00 AM			12			12			12	
2:15 AM			9			9			9	
2:30 AM			5			5			5	
2:45 AM			8			8			8	
3:00 AM			10			10			10	
3:15 AM			15			15			15	
3:30 AM			12			12			12	
3:45 AM			15			15			15	
4:00 AM			20			20			20	
4:15 AM			19			19			19	
4:30 AM			30			30			30	
4:45 AM			34			34			34	
5:00 AM			36			36			36	
5:15 AM			45			45			45	
5:30 AM			46			46			46	
5:45 AM			65			65			65	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 32. PHELAN RD EAST OF JOHNSON RD SPECIFIC LOCATION: 32. PHELAN RD EAST OF JOHNSON RD CITY/STATE: Phelan, CA							QC JOB #: 13947505 DIRECTION: EB/WB DATE: Nov 16 2016 - Nov 16 2016			
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			88			88			88	
6:15 AM			91			91			91	
6:30 AM			95			95			95	
6:45 AM			107			107			107	
7:00 AM			149			149			149	
7:15 AM			255			255			255	
7:30 AM			346			346			346	
7:45 AM			256			256			256	
8:00 AM			230			230			230	
8:15 AM			233			233			233	
8:30 AM			298			298			298	
8:45 AM			362			362			362	
9:00 AM			287			287			287	
9:15 AM			246			246			246	
9:30 AM			232			232			232	
9:45 AM			231			231			231	
10:00 AM			191			191			191	
10:15 AM			183			183			183	
10:30 AM			240			240			240	
10:45 AM			188			188			188	
11:00 AM			188			188			188	
11:15 AM			183			183			183	
11:30 AM			192			192			192	
11:45 AM			223			223			223	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 32. PHELAN RD EAST OF JOHNSON RD SPECIFIC LOCATION: 32. PHELAN RD EAST OF JOHNSON RD CITY/STATE: Phelan, CA							QC JOB #: 13947505 DIRECTION: EB/WB DATE: Nov 16 2016 - Nov 16 2016			
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			233			233			233	
12:15 PM			261			261			261	
12:30 PM			288			288			288	
12:45 PM			242			242			242	
1:00 PM			218			218			218	
1:15 PM			231			231			231	
1:30 PM			237			237			237	
1:45 PM			225			225			225	
2:00 PM			229			229			229	
2:15 PM			212			212			212	
2:30 PM			295			295			295	
2:45 PM			297			297			297	
3:00 PM			382			382			382	
3:15 PM			317			317			317	
3:30 PM			301			301			301	
3:45 PM			338			338			338	
4:00 PM			415			415			415	
4:15 PM			330			330			330	
4:30 PM			317			317			317	
4:45 PM			350			350			350	
5:00 PM			363			363			363	
5:15 PM			340			340			340	
5:30 PM			320			320			320	
5:45 PM			313			313			313	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 32. PHELAN RD EAST OF JOHNSON RD SPECIFIC LOCATION: 32. PHELAN RD EAST OF JOHNSON RD CITY/STATE: Phelan, CA							QC JOB #: 13947505 DIRECTION: EB/WB DATE: Nov 16 2016 - Nov 16 2016			
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			303			303			303	
6:15 PM			300			300			300	
6:30 PM			277			277			277	
6:45 PM			249			249			249	
7:00 PM			246			246			246	
7:15 PM			212			212			212	
7:30 PM			187			187			187	
7:45 PM			164			164			164	
8:00 PM			163			163			163	
8:15 PM			129			129			129	
8:30 PM			124			124			124	
8:45 PM			100			100			100	
9:00 PM			113			113			113	
9:15 PM			114			114			114	
9:30 PM			77			77			77	
9:45 PM			91			91			91	
10:00 PM			96			96			96	
10:15 PM			64			64			64	
10:30 PM			55			55			55	
10:45 PM			42			42			42	
11:00 PM			52			52			52	
11:15 PM			41			41			41	
11:30 PM			55			55			55	
11:45 PM			40			40			40	
Day Total			15995			15995			15995	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak Volume			8:45 AM 362			8:45 AM 362			8:45 AM 362	
PM Peak Volume			4:00 PM 415			4:00 PM 415			4:00 PM 415	
<i>Comments:</i>										

LOCATION: 34. SHEEP CREEK RD SOUTH OF NIELSON RD SPECIFIC LOCATION: 34. SHEEP CREEK RD SOUTH OF NIELSON RD CITY/STATE: San Bernardino, CA							QC JOB #: 13947507 DIRECTION: NB/SB DATE: Nov 16 2016 - Nov 16 2016			
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			8			8			8	
12:15 AM			9			9			9	
12:30 AM			7			7			7	
12:45 AM			6			6			6	
1:00 AM			2			2			2	
1:15 AM			3			3			3	
1:30 AM			9			9			9	
1:45 AM			5			5			5	
2:00 AM			3			3			3	
2:15 AM			7			7			7	
2:30 AM			7			7			7	
2:45 AM			2			2			2	
3:00 AM			5			5			5	
3:15 AM			7			7			7	
3:30 AM			8			8			8	
3:45 AM			7			7			7	
4:00 AM			12			12			12	
4:15 AM			8			8			8	
4:30 AM			14			14			14	
4:45 AM			20			20			20	
5:00 AM			27			27			27	
5:15 AM			44			44			44	
5:30 AM			30			30			30	
5:45 AM			26			26			26	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 34. SHEEP CREEK RD SOUTH OF NIELSON RD SPECIFIC LOCATION: 34. SHEEP CREEK RD SOUTH OF NIELSON RD CITY/STATE: San Bernardino, CA							QC JOB #: 13947507 DIRECTION: NB/SB DATE: Nov 16 2016 - Nov 16 2016			
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			47			47			47	
6:15 AM			56			56			56	
6:30 AM			66			66			66	
6:45 AM			66			66			66	
7:00 AM			51			51			51	
7:15 AM			62			62			62	
7:30 AM			89			89			89	
7:45 AM			78			78			78	
8:00 AM			65			65			65	
8:15 AM			67			67			67	
8:30 AM			63			63			63	
8:45 AM			55			55			55	
9:00 AM			54			54			54	
9:15 AM			42			42			42	
9:30 AM			46			46			46	
9:45 AM			52			52			52	
10:00 AM			61			61			61	
10:15 AM			63			63			63	
10:30 AM			55			55			55	
10:45 AM			49			49			49	
11:00 AM			52			52			52	
11:15 AM			70			70			70	
11:30 AM			70			70			70	
11:45 AM			56			56			56	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 34. SHEEP CREEK RD SOUTH OF NIELSON RD SPECIFIC LOCATION: 34. SHEEP CREEK RD SOUTH OF NIELSON RD CITY/STATE: San Bernardino, CA							QC JOB #: 13947507 DIRECTION: NB/SB DATE: Nov 16 2016 - Nov 16 2016			
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			73			73			73	
12:15 PM			54			54			54	
12:30 PM			60			60			60	
12:45 PM			55			55			55	
1:00 PM			77			77			77	
1:15 PM			69			69			69	
1:30 PM			70			70			70	
1:45 PM			67			67			67	
2:00 PM			58			58			58	
2:15 PM			95			95			95	
2:30 PM			76			76			76	
2:45 PM			97			97			97	
3:00 PM			118			118			118	
3:15 PM			122			122			122	
3:30 PM			108			108			108	
3:45 PM			110			110			110	
4:00 PM			99			99			99	
4:15 PM			99			99			99	
4:30 PM			83			83			83	
4:45 PM			103			103			103	
5:00 PM			87			87			87	
5:15 PM			140			140			140	
5:30 PM			108			108			108	
5:45 PM			101			101			101	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 34. SHEEP CREEK RD SOUTH OF NIELSON RD SPECIFIC LOCATION: 34. SHEEP CREEK RD SOUTH OF NIELSON RD CITY/STATE: San Bernardino, CA							QC JOB #: 13947507 DIRECTION: NB/SB DATE: Nov 16 2016 - Nov 16 2016			
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			90			90			90	
6:15 PM			67			67			67	
6:30 PM			86			86			86	
6:45 PM			55			55			55	
7:00 PM			56			56			56	
7:15 PM			34			34			34	
7:30 PM			55			55			55	
7:45 PM			37			37			37	
8:00 PM			42			42			42	
8:15 PM			46			46			46	
8:30 PM			31			31			31	
8:45 PM			31			31			31	
9:00 PM			30			30			30	
9:15 PM			33			33			33	
9:30 PM			21			21			21	
9:45 PM			17			17			17	
10:00 PM			18			18			18	
10:15 PM			23			23			23	
10:30 PM			27			27			27	
10:45 PM			17			17			17	
11:00 PM			8			8			8	
11:15 PM			13			13			13	
11:30 PM			13			13			13	
11:45 PM			5			5			5	
Day Total			4695			4695			4695	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			7:30 AM			7:30 AM			7:30 AM	
Volume			89			89			89	
PM Peak			5:15 PM			5:15 PM			5:15 PM	
Volume			140			140			140	
<i>Comments:</i>										

LOCATION: 37. Caliente Rd north of rancho SPECIFIC LOCATION: 37. Caliente Rd north of rancho CITY/STATE: San Bernardino, CA						QC JOB #: 13947509 DIRECTION: NB/SB DATE: Oct 19 2016 - Oct 19 2016				
Start Time	Mon	Tue	Wed 19-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			1			1			1	
12:15 AM			2			2			2	
12:30 AM			1			1			1	
12:45 AM			3			3			3	
1:00 AM			1			1			1	
1:15 AM			2			2			2	
1:30 AM			3			3			3	
1:45 AM			0			0			0	
2:00 AM			1			1			1	
2:15 AM			2			2			2	
2:30 AM			0			0			0	
2:45 AM			0			0			0	
3:00 AM			1			1			1	
3:15 AM			0			0			0	
3:30 AM			2			2			2	
3:45 AM			2			2			2	
4:00 AM			0			0			0	
4:15 AM			3			3			3	
4:30 AM			2			2			2	
4:45 AM			3			3			3	
5:00 AM			4			4			4	
5:15 AM			6			6			6	
5:30 AM			7			7			7	
5:45 AM			3			3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 37. Caliente Rd north of rancho SPECIFIC LOCATION: 37. Caliente Rd north of rancho CITY/STATE: San Bernardino, CA						QC JOB #: 13947509 DIRECTION: NB/SB DATE: Oct 19 2016 - Oct 19 2016				
Start Time	Mon	Tue	Wed 19-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			16			16			16	
6:15 AM			12			12			12	
6:30 AM			20			20			20	
6:45 AM			15			15			15	
7:00 AM			9			9			9	
7:15 AM			13			13			13	
7:30 AM			12			12			12	
7:45 AM			10			10			10	
8:00 AM			14			14			14	
8:15 AM			64			64			64	
8:30 AM			153			153			153	
8:45 AM			181			181			181	
9:00 AM			134			134			134	
9:15 AM			197			197			197	
9:30 AM			124			124			124	
9:45 AM			159			159			159	
10:00 AM			153			153			153	
10:15 AM			172			172			172	
10:30 AM			136			136			136	
10:45 AM			127			127			127	
11:00 AM			135			135			135	
11:15 AM			112			112			112	
11:30 AM			109			109			109	
11:45 AM			144			144			144	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 37. Caliente Rd north of rancho SPECIFIC LOCATION: 37. Caliente Rd north of rancho CITY/STATE: San Bernardino, CA							QC JOB #: 13947509 DIRECTION: NB/SB DATE: Oct 19 2016 - Oct 19 2016			
Start Time	Mon	Tue	Wed 19-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			130			130			130	
12:15 PM			116			116			116	
12:30 PM			19			19			19	
12:45 PM			15			15			15	
1:00 PM			9			9			9	
1:15 PM			17			17			17	
1:30 PM			17			17			17	
1:45 PM			13			13			13	
2:00 PM			10			10			10	
2:15 PM			14			14			14	
2:30 PM			11			11			11	
2:45 PM			11			11			11	
3:00 PM			15			15			15	
3:15 PM			17			17			17	
3:30 PM			20			20			20	
3:45 PM			24			24			24	
4:00 PM			8			8			8	
4:15 PM			13			13			13	
4:30 PM			25			25			25	
4:45 PM			12			12			12	
5:00 PM			25			25			25	
5:15 PM			14			14			14	
5:30 PM			10			10			10	
5:45 PM			15			15			15	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 37. Caliente Rd north of rancho SPECIFIC LOCATION: 37. Caliente Rd north of rancho CITY/STATE: San Bernardino, CA						QC JOB #: 13947509 DIRECTION: NB/SB DATE: Oct 19 2016 - Oct 19 2016				
Start Time	Mon	Tue	Wed 19-Oct-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			19			19			19	
6:15 PM			11			11			11	
6:30 PM			11			11			11	
6:45 PM			7			7			7	
7:00 PM			6			6			6	
7:15 PM			8			8			8	
7:30 PM			5			5			5	
7:45 PM			4			4			4	
8:00 PM			11			11			11	
8:15 PM			5			5			5	
8:30 PM			3			3			3	
8:45 PM			9			9			9	
9:00 PM			14			14			14	
9:15 PM			5			5			5	
9:30 PM			2			2			2	
9:45 PM			3			3			3	
10:00 PM			0			0			0	
10:15 PM			1			1			1	
10:30 PM			0			0			0	
10:45 PM			2			2			2	
11:00 PM			0			0			0	
11:15 PM			1			1			1	
11:30 PM			2			2			2	
11:45 PM			1			1			1	
Day Total			2980			2980			2980	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			9:15 AM			9:15 AM			9:15 AM	
Volume			197			197			197	
PM Peak			12:00 PM			12:00 PM			12:00 PM	
Volume			130			130			130	
<i>Comments:</i>										

LOCATION: 38. LONE PINE CANYON RD SOUTH OF ANGELES CREST HWY SPECIFIC LOCATION: 38. LONE PINE CANYON RD SOUTH OF ANGELES CREST HWY CITY/STATE: San Bernardino, CA							QC JOB #: 13947510 DIRECTION: NB/SB DATE: Nov 16 2016 - Nov 16 2016			
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			5			5			5	
12:15 AM			9			9			9	
12:30 AM			4			4			4	
12:45 AM			2			2			2	
1:00 AM			1			1			1	
1:15 AM			3			3			3	
1:30 AM			4			4			4	
1:45 AM			6			6			6	
2:00 AM			2			2			2	
2:15 AM			4			4			4	
2:30 AM			0			0			0	
2:45 AM			4			4			4	
3:00 AM			2			2			2	
3:15 AM			2			2			2	
3:30 AM			5			5			5	
3:45 AM			2			2			2	
4:00 AM			5			5			5	
4:15 AM			1			1			1	
4:30 AM			4			4			4	
4:45 AM			8			8			8	
5:00 AM			10			10			10	
5:15 AM			14			14			14	
5:30 AM			14			14			14	
5:45 AM			10			10			10	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 38. LONE PINE CANYON RD SOUTH OF ANGELES CREST HWY SPECIFIC LOCATION: 38. LONE PINE CANYON RD SOUTH OF ANGELES CREST HWY CITY/STATE: San Bernardino, CA							QC JOB #: 13947510 DIRECTION: NB/SB DATE: Nov 16 2016 - Nov 16 2016			
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM			25			25			25	
6:15 AM			18			18			18	
6:30 AM			19			19			19	
6:45 AM			23			23			23	
7:00 AM			24			24			24	
7:15 AM			35			35			35	
7:30 AM			33			33			33	
7:45 AM			43			43			43	
8:00 AM			39			39			39	
8:15 AM			33			33			33	
8:30 AM			27			27			27	
8:45 AM			25			25			25	
9:00 AM			31			31			31	
9:15 AM			22			22			22	
9:30 AM			23			23			23	
9:45 AM			34			34			34	
10:00 AM			23			23			23	
10:15 AM			26			26			26	
10:30 AM			28			28			28	
10:45 AM			14			14			14	
11:00 AM			17			17			17	
11:15 AM			29			29			29	
11:30 AM			17			17			17	
11:45 AM			20			20			20	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 38. LONE PINE CANYON RD SOUTH OF ANGELES CREST HWY SPECIFIC LOCATION: 38. LONE PINE CANYON RD SOUTH OF ANGELES CREST HWY CITY/STATE: San Bernardino, CA							QC JOB #: 13947510 DIRECTION: NB/SB DATE: Nov 16 2016 - Nov 16 2016			
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM			13			13			13	
12:15 PM			20			20			20	
12:30 PM			21			21			21	
12:45 PM			22			22			22	
1:00 PM			23			23			23	
1:15 PM			29			29			29	
1:30 PM			25			25			25	
1:45 PM			28			28			28	
2:00 PM			19			19			19	
2:15 PM			17			17			17	
2:30 PM			30			30			30	
2:45 PM			18			18			18	
3:00 PM			25			25			25	
3:15 PM			17			17			17	
3:30 PM			24			24			24	
3:45 PM			26			26			26	
4:00 PM			31			31			31	
4:15 PM			27			27			27	
4:30 PM			26			26			26	
4:45 PM			26			26			26	
5:00 PM			24			24			24	
5:15 PM			49			49			49	
5:30 PM			34			34			34	
5:45 PM			38			38			38	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 38. LONE PINE CANYON RD SOUTH OF ANGELES CREST HWY SPECIFIC LOCATION: 38. LONE PINE CANYON RD SOUTH OF ANGELES CREST HWY CITY/STATE: San Bernardino, CA							QC JOB #: 13947510 DIRECTION: NB/SB DATE: Nov 16 2016 - Nov 16 2016			
Start Time	Mon	Tue	Wed 16-Nov-16	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM			37			37			37	
6:15 PM			41			41			41	
6:30 PM			36			36			36	
6:45 PM			34			34			34	
7:00 PM			38			38			38	
7:15 PM			25			25			25	
7:30 PM			23			23			23	
7:45 PM			23			23			23	
8:00 PM			25			25			25	
8:15 PM			18			18			18	
8:30 PM			23			23			23	
8:45 PM			24			24			24	
9:00 PM			11			11			11	
9:15 PM			16			16			16	
9:30 PM			20			20			20	
9:45 PM			7			7			7	
10:00 PM			11			11			11	
10:15 PM			18			18			18	
10:30 PM			11			11			11	
10:45 PM			11			11			11	
11:00 PM			9			9			9	
11:15 PM			8			8			8	
11:30 PM			7			7			7	
11:45 PM			5			5			5	
Day Total			1842			1842			1842	
% Weekday Average			100.0%							
% Week Average			100.0%			100.0%				
AM Peak			7:45 AM			7:45 AM			7:45 AM	
Volume			43			43			43	
PM Peak			5:15 PM			5:15 PM			5:15 PM	
Volume			49			49			49	
<i>Comments:</i>										

LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 SPECIFIC LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 CITY/STATE: San Bernardino, CA						QC JOB #: 13947513 DIRECTION: EB/WB DATE: Oct 11 2016 - Oct 11 2016				
Start Time	Mon	Tue 11-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		4				4			4	
12:15 AM		12				12			12	
12:30 AM		10				10			10	
12:45 AM		2				2			2	
1:00 AM		11				11			11	
1:15 AM		5				5			5	
1:30 AM		0				0			0	
1:45 AM		2				2			2	
2:00 AM		6				6			6	
2:15 AM		0				0			0	
2:30 AM		2				2			2	
2:45 AM		0				0			0	
3:00 AM		2				2			2	
3:15 AM		4				4			4	
3:30 AM		4				4			4	
3:45 AM		5				5			5	
4:00 AM		10				10			10	
4:15 AM		9				9			9	
4:30 AM		8				8			8	
4:45 AM		6				6			6	
5:00 AM		10				10			10	
5:15 AM		13				13			13	
5:30 AM		20				20			20	
5:45 AM		14				14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 SPECIFIC LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 CITY/STATE: San Bernardino, CA						QC JOB #: 13947513 DIRECTION: EB/WB DATE: Oct 11 2016 - Oct 11 2016				
Start Time	Mon	Tue 11-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		24				24			24	
6:15 AM		18				18			18	
6:30 AM		38				38			38	
6:45 AM		56				56			56	
7:00 AM		77				77			77	
7:15 AM		58				58			58	
7:30 AM		46				46			46	
7:45 AM		55				55			55	
8:00 AM		52				52			52	
8:15 AM		81				81			81	
8:30 AM		82				82			82	
8:45 AM		74				74			74	
9:00 AM		42				42			42	
9:15 AM		36				36			36	
9:30 AM		22				22			22	
9:45 AM		20				20			20	
10:00 AM		24				24			24	
10:15 AM		28				28			28	
10:30 AM		24				24			24	
10:45 AM		25				25			25	
11:00 AM		21				21			21	
11:15 AM		34				34			34	
11:30 AM		23				23			23	
11:45 AM		25				25			25	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 SPECIFIC LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 CITY/STATE: San Bernardino, CA						QC JOB #: 13947513 DIRECTION: EB/WB DATE: Oct 11 2016 - Oct 11 2016				
Start Time	Mon	Tue 11-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		32				32			32	
12:15 PM		28				28			28	
12:30 PM		28				28			28	
12:45 PM		22				22			22	
1:00 PM		31				31			31	
1:15 PM		32				32			32	
1:30 PM		33				33			33	
1:45 PM		30				30			30	
2:00 PM		30				30			30	
2:15 PM		28				28			28	
2:30 PM		40				40			40	
2:45 PM		32				32			32	
3:00 PM		40				40			40	
3:15 PM		58				58			58	
3:30 PM		81				81			81	
3:45 PM		42				42			42	
4:00 PM		38				38			38	
4:15 PM		42				42			42	
4:30 PM		42				42			42	
4:45 PM		45				45			45	
5:00 PM		48				48			48	
5:15 PM		48				48			48	
5:30 PM		42				42			42	
5:45 PM		50				50			50	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 SPECIFIC LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 CITY/STATE: San Bernardino, CA						QC JOB #: 13947513 DIRECTION: EB/WB DATE: Oct 11 2016 - Oct 11 2016				
Start Time	Mon	Tue 11-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		42				42			42	
6:15 PM		47				47			47	
6:30 PM		34				34			34	
6:45 PM		28				28			28	
7:00 PM		20				20			20	
7:15 PM		20				20			20	
7:30 PM		31				31			31	
7:45 PM		14				14			14	
8:00 PM		18				18			18	
8:15 PM		23				23			23	
8:30 PM		20				20			20	
8:45 PM		22				22			22	
9:00 PM		17				17			17	
9:15 PM		19				19			19	
9:30 PM		17				17			17	
9:45 PM		24				24			24	
10:00 PM		12				12			12	
10:15 PM		4				4			4	
10:30 PM		5				5			5	
10:45 PM		20				20			20	
11:00 PM		7				7			7	
11:15 PM		11				11			11	
11:30 PM		5				5			5	
11:45 PM		2				2			2	
Day Total		2548				2548			2548	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:30 AM				8:30 AM			8:30 AM	
Volume		82				82			82	
PM Peak		3:30 PM				3:30 PM			3:30 PM	
Volume		81				81			81	
<i>Comments:</i>										

LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 SPECIFIC LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 CITY/STATE: San Bernardino, CA							QC JOB #: 13947513 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016			
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				9		9			9	
12:15 AM				8		8			8	
12:30 AM				9		9			9	
12:45 AM				2		2			2	
1:00 AM				4		4			4	
1:15 AM				2		2			2	
1:30 AM				3		3			3	
1:45 AM				0		0			0	
2:00 AM				3		3			3	
2:15 AM				0		0			0	
2:30 AM				2		2			2	
2:45 AM				2		2			2	
3:00 AM				4		4			4	
3:15 AM				8		8			8	
3:30 AM				4		4			4	
3:45 AM				3		3			3	
4:00 AM				5		5			5	
4:15 AM				14		14			14	
4:30 AM				12		12			12	
4:45 AM				12		12			12	
5:00 AM				15		15			15	
5:15 AM				21		21			21	
5:30 AM				29		29			29	
5:45 AM				22		22			22	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 SPECIFIC LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 CITY/STATE: San Bernardino, CA							QC JOB #: 13947513 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016			
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				31		31			31	
6:15 AM				31		31			31	
6:30 AM				40		40			40	
6:45 AM				54		54			54	
7:00 AM				62		62			62	
7:15 AM				62		62			62	
7:30 AM				60		60			60	
7:45 AM				55		55			55	
8:00 AM				65		65			65	
8:15 AM				72		72			72	
8:30 AM				74		74			74	
8:45 AM				66		66			66	
9:00 AM				48		48			48	
9:15 AM				43		43			43	
9:30 AM				45		45			45	
9:45 AM				37		37			37	
10:00 AM				38		38			38	
10:15 AM				36		36			36	
10:30 AM				39		39			39	
10:45 AM				35		35			35	
11:00 AM				41		41			41	
11:15 AM				51		51			51	
11:30 AM				51		51			51	
11:45 AM				42		42			42	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 SPECIFIC LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 CITY/STATE: San Bernardino, CA							QC JOB #: 13947513 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016			
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				53		53			53	
12:15 PM				68		68			68	
12:30 PM				47		47			47	
12:45 PM				76		76			76	
1:00 PM				120		120			120	
1:15 PM				127		127			127	
1:30 PM				76		76			76	
1:45 PM				63		63			63	
2:00 PM				64		64			64	
2:15 PM				58		58			58	
2:30 PM				79		79			79	
2:45 PM				62		62			62	
3:00 PM				92		92			92	
3:15 PM				71		71			71	
3:30 PM				94		94			94	
3:45 PM				71		71			71	
4:00 PM				63		63			63	
4:15 PM				64		64			64	
4:30 PM				70		70			70	
4:45 PM				91		91			91	
5:00 PM				80		80			80	
5:15 PM				76		76			76	
5:30 PM				72		72			72	
5:45 PM				68		68			68	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 SPECIFIC LOCATION: 41. GLEN HELEN PKWY NORTH OF I-215 CITY/STATE: San Bernardino, CA						QC JOB #: 13947513 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016				
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				66		66			66	
6:15 PM				67		67			67	
6:30 PM				56		56			56	
6:45 PM				42		42			42	
7:00 PM				45		45			45	
7:15 PM				42		42			42	
7:30 PM				29		29			29	
7:45 PM				20		20			20	
8:00 PM				20		20			20	
8:15 PM				19		19			19	
8:30 PM				26		26			26	
8:45 PM				31		31			31	
9:00 PM				34		34			34	
9:15 PM				18		18			18	
9:30 PM				24		24			24	
9:45 PM				16		16			16	
10:00 PM				16		16			16	
10:15 PM				7		7			7	
10:30 PM				12		12			12	
10:45 PM				9		9			9	
11:00 PM				10		10			10	
11:15 PM				12		12			12	
11:30 PM				8		8			8	
11:45 PM				8		8			8	
Day Total				3813		3813			3813	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				8:30 AM 74		8:30 AM 74			8:30 AM 74	
PM Peak Volume				1:15 PM 127		1:15 PM 127			1:15 PM 127	
<i>Comments:</i>										

LOCATION: 5. IRWIN RD NORTH OF OLD HWY 58 SPECIFIC LOCATION: 5. IRWIN RD NORTH OF OLD HWY 58 CITY/STATE: San Bernardino, CA						QC JOB #: 13947522 DIRECTION: NB/SB DATE: Oct 18 2016 - Oct 18 2016				
Start Time	Mon	Tue 18-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
12:15 AM		0				0			0	
12:30 AM		8				8			8	
12:45 AM		0				0			0	
1:00 AM		1				1			1	
1:15 AM		1				1			1	
1:30 AM		0				0			0	
1:45 AM		1				1			1	
2:00 AM		1				1			1	
2:15 AM		1				1			1	
2:30 AM		0				0			0	
2:45 AM		1				1			1	
3:00 AM		1				1			1	
3:15 AM		0				0			0	
3:30 AM		0				0			0	
3:45 AM		1				1			1	
4:00 AM		6				6			6	
4:15 AM		5				5			5	
4:30 AM		9				9			9	
4:45 AM		13				13			13	
5:00 AM		28				28			28	
5:15 AM		37				37			37	
5:30 AM		28				28			28	
5:45 AM		42				42			42	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 5. IRWIN RD NORTH OF OLD HWY 58 SPECIFIC LOCATION: 5. IRWIN RD NORTH OF OLD HWY 58 CITY/STATE: San Bernardino, CA						QC JOB #: 13947522 DIRECTION: NB/SB DATE: Oct 18 2016 - Oct 18 2016				
Start Time	Mon	Tue 18-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		49				49			49	
6:15 AM		38				38			38	
6:30 AM		36				36			36	
6:45 AM		36				36			36	
7:00 AM		32				32			32	
7:15 AM		22				22			22	
7:30 AM		18				18			18	
7:45 AM		8				8			8	
8:00 AM		21				21			21	
8:15 AM		20				20			20	
8:30 AM		14				14			14	
8:45 AM		13				13			13	
9:00 AM		13				13			13	
9:15 AM		14				14			14	
9:30 AM		12				12			12	
9:45 AM		12				12			12	
10:00 AM		6				6			6	
10:15 AM		8				8			8	
10:30 AM		11				11			11	
10:45 AM		10				10			10	
11:00 AM		16				16			16	
11:15 AM		9				9			9	
11:30 AM		17				17			17	
11:45 AM		13				13			13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 5. IRWIN RD NORTH OF OLD HWY 58 SPECIFIC LOCATION: 5. IRWIN RD NORTH OF OLD HWY 58 CITY/STATE: San Bernardino, CA						QC JOB #: 13947522 DIRECTION: NB/SB DATE: Oct 18 2016 - Oct 18 2016				
Start Time	Mon	Tue 18-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		11				11			11	
12:15 PM		14				14			14	
12:30 PM		12				12			12	
12:45 PM		8				8			8	
1:00 PM		9				9			9	
1:15 PM		16				16			16	
1:30 PM		16				16			16	
1:45 PM		20				20			20	
2:00 PM		13				13			13	
2:15 PM		21				21			21	
2:30 PM		17				17			17	
2:45 PM		24				24			24	
3:00 PM		25				25			25	
3:15 PM		22				22			22	
3:30 PM		26				26			26	
3:45 PM		44				44			44	
4:00 PM		64				64			64	
4:15 PM		49				49			49	
4:30 PM		78				78			78	
4:45 PM		40				40			40	
5:00 PM		63				63			63	
5:15 PM		38				38			38	
5:30 PM		38				38			38	
5:45 PM		23				23			23	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 5. IRWIN RD NORTH OF OLD HWY 58 SPECIFIC LOCATION: 5. IRWIN RD NORTH OF OLD HWY 58 CITY/STATE: San Bernardino, CA						QC JOB #: 13947522 DIRECTION: NB/SB DATE: Oct 18 2016 - Oct 18 2016				
Start Time	Mon	Tue 18-Oct-16	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		20				20			20	
6:15 PM		18				18			18	
6:30 PM		46				46			46	
6:45 PM		17				17			17	
7:00 PM		9				9			9	
7:15 PM		6				6			6	
7:30 PM		10				10			10	
7:45 PM		11				11			11	
8:00 PM		7				7			7	
8:15 PM		4				4			4	
8:30 PM		10				10			10	
8:45 PM		3				3			3	
9:00 PM		3				3			3	
9:15 PM		2				2			2	
9:30 PM		3				3			3	
9:45 PM		1				1			1	
10:00 PM		3				3			3	
10:15 PM		3				3			3	
10:30 PM		3				3			3	
10:45 PM		2				2			2	
11:00 PM		0				0			0	
11:15 PM		1				1			1	
11:30 PM		1				1			1	
11:45 PM		3				3			3	
Day Total		1515				1515			1515	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		6:00 AM				6:00 AM			6:00 AM	
Volume		49				49			49	
PM Peak		4:30 PM				4:30 PM			4:30 PM	
Volume		78				78			78	
<i>Comments:</i>										

LOCATION: 54. CEDAR AVE NORTH OF BLOOMINGTON AVE SPECIFIC LOCATION: 54. CEDAR AVE NORTH OF BLOOMINGTON AVE CITY/STATE: San Bernardino, CA							QC JOB #: 13947527 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016			
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				86		86			86	
12:15 AM				80		80			80	
12:30 AM				72		72			72	
12:45 AM				72		72			72	
1:00 AM				56		56			56	
1:15 AM				64		64			64	
1:30 AM				59		59			59	
1:45 AM				49		49			49	
2:00 AM				54		54			54	
2:15 AM				65		65			65	
2:30 AM				79		79			79	
2:45 AM				105		105			105	
3:00 AM				97		97			97	
3:15 AM				98		98			98	
3:30 AM				150		150			150	
3:45 AM				150		150			150	
4:00 AM				140		140			140	
4:15 AM				216		216			216	
4:30 AM				287		287			287	
4:45 AM				219		219			219	
5:00 AM				226		226			226	
5:15 AM				272		272			272	
5:30 AM				316		316			316	
5:45 AM				259		259			259	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 54. CEDAR AVE NORTH OF BLOOMINGTON AVE SPECIFIC LOCATION: 54. CEDAR AVE NORTH OF BLOOMINGTON AVE CITY/STATE: San Bernardino, CA										QC JOB #: 13947527 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016	
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
6:00 AM				289		289			289		
6:15 AM				352		352			352		
6:30 AM				438		438			438		
6:45 AM				378		378			378		
7:00 AM				448		448			448		
7:15 AM				444		444			444		
7:30 AM				432		432			432		
7:45 AM				415		415			415		
8:00 AM				393		393			393		
8:15 AM				403		403			403		
8:30 AM				368		368			368		
8:45 AM				328		328			328		
9:00 AM				317		317			317		
9:15 AM				314		314			314		
9:30 AM				322		322			322		
9:45 AM				316		316			316		
10:00 AM				300		300			300		
10:15 AM				271		271			271		
10:30 AM				319		319			319		
10:45 AM				337		337			337		
11:00 AM				330		330			330		
11:15 AM				326		326			326		
11:30 AM				355		355			355		
11:45 AM				353		353			353		
Day Total											
% Weekday Average											
% Week Average											
AM Peak Volume											
PM Peak Volume											
<i>Comments:</i>											

LOCATION: 54. CEDAR AVE NORTH OF BLOOMINGTON AVE SPECIFIC LOCATION: 54. CEDAR AVE NORTH OF BLOOMINGTON AVE CITY/STATE: San Bernardino, CA							QC JOB #: 13947527 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016			
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				337		337			337	
12:15 PM				360		360			360	
12:30 PM				348		348			348	
12:45 PM				355		355			355	
1:00 PM				317		317			317	
1:15 PM				382		382			382	
1:30 PM				404		404			404	
1:45 PM				400		400			400	
2:00 PM				404		404			404	
2:15 PM				410		410			410	
2:30 PM				439		439			439	
2:45 PM				445		445			445	
3:00 PM				421		421			421	
3:15 PM				419		419			419	
3:30 PM				448		448			448	
3:45 PM				432		432			432	
4:00 PM				399		399			399	
4:15 PM				393		393			393	
4:30 PM				466		466			466	
4:45 PM				430		430			430	
5:00 PM				436		436			436	
5:15 PM				425		425			425	
5:30 PM				465		465			465	
5:45 PM				441		441			441	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: 54. CEDAR AVE NORTH OF BLOOMINGTON AVE SPECIFIC LOCATION: 54. CEDAR AVE NORTH OF BLOOMINGTON AVE CITY/STATE: San Bernardino, CA										QC JOB #: 13947527 DIRECTION: NB/SB DATE: Nov 10 2016 - Nov 10 2016	
Start Time	Mon	Tue	Wed	Thu 10-Nov-16	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
6:00 PM				416		416			416		
6:15 PM				424		424			424		
6:30 PM				373		373			373		
6:45 PM				392		392			392		
7:00 PM				382		382			382		
7:15 PM				366		366			366		
7:30 PM				295		295			295		
7:45 PM				334		334			334		
8:00 PM				296		296			296		
8:15 PM				269		269			269		
8:30 PM				284		284			284		
8:45 PM				232		232			232		
9:00 PM				247		247			247		
9:15 PM				284		284			284		
9:30 PM				229		229			229		
9:45 PM				214		214			214		
10:00 PM				220		220			220		
10:15 PM				191		191			191		
10:30 PM				183		183			183		
10:45 PM				170		170			170		
11:00 PM				198		198			198		
11:15 PM				126		126			126		
11:30 PM				137		137			137		
11:45 PM				123		123			123		
Day Total				27980		27980			27980		
% Weekday Average				100.0%							
% Week Average				100.0%		100.0%					
AM Peak Volume				7:00 AM 448		7:00 AM 448			7:00 AM 448		
PM Peak Volume				4:30 PM 466		4:30 PM 466			4:30 PM 466		
<i>Comments:</i>											